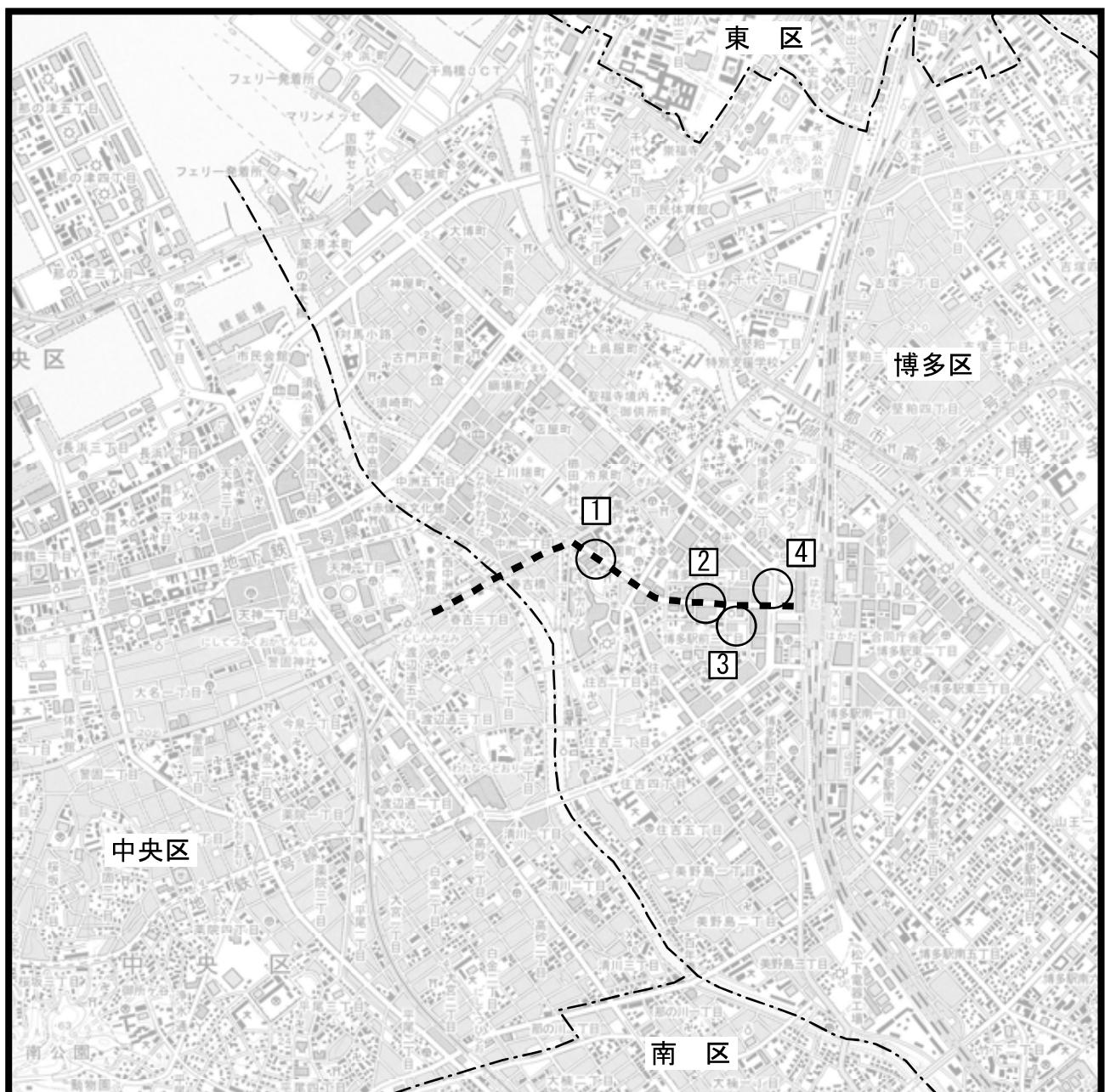


6. 各環境影響評価項目の調査、予測及び評価の結果

6. 各環境影響評価項目の調査、予測及び評価の結果

各環境影響評価項目の調査、予測及び評価の結果は表 6-1～表 6-4 に示すとおりです。

また、建設工事の実施に伴う粉じん等、騒音、振動の調査・予測地点は図 6-1、資材等運搬車両の走行に伴う粉じん等、騒音、振動の調査・予測地点は図 6-2、構造物の存在に伴う低周波音の調査・予測地点は図 6-3、列車の走行に伴う振動の調査・予測地点は図 6-4 に示すとおりです。



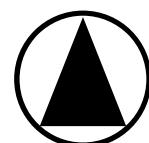
凡 例

----- 対象事業実施区域



粉じん等、騒音、振動 調査・予測地点

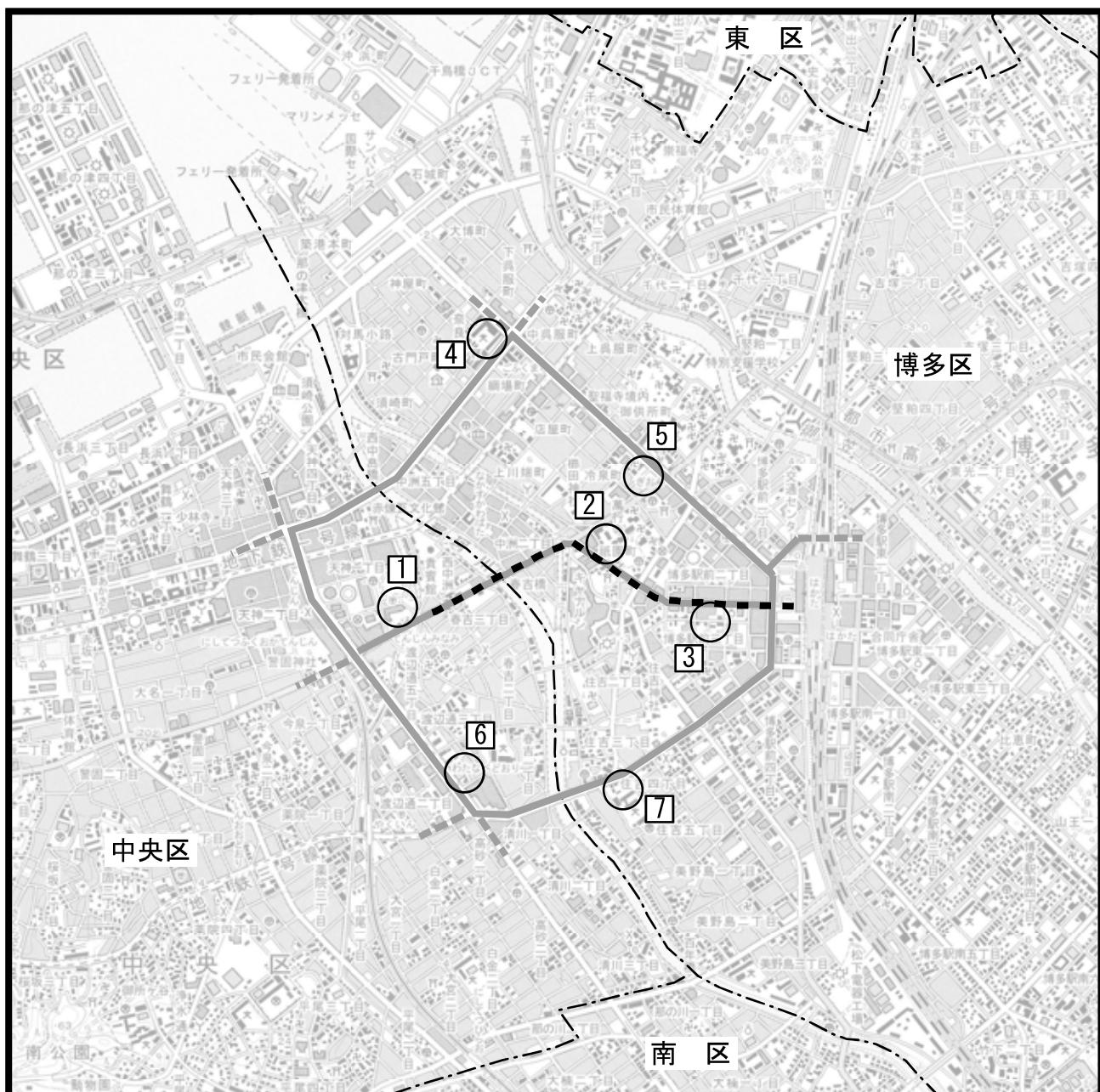
N



1:25,000

0 500m 1000m

図6-1 建設工事の実施に伴う粉じん等、騒音、振動 調査・予測地点図



四 例

- 対象事業実施区域
 - 想定される資材等運搬車両の走行ルート
 - 粉じん等、騒音、振動 調査・予測地点
自動車交通量、地盤卓越振動数、走行速度調査地点

N

1:25,000



図6-2 資材等運搬車両の走行に伴う粉じん等、騒音、振動 調査・予測地図

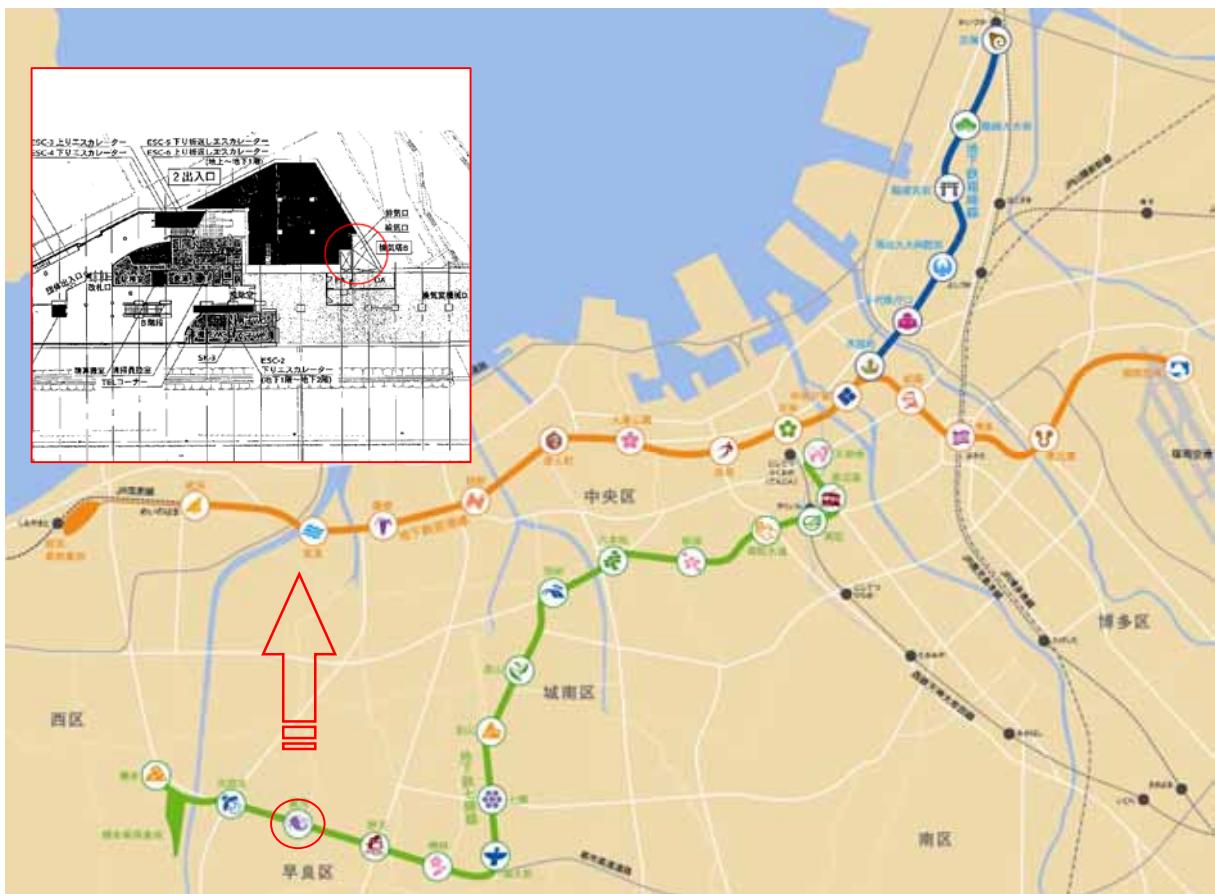
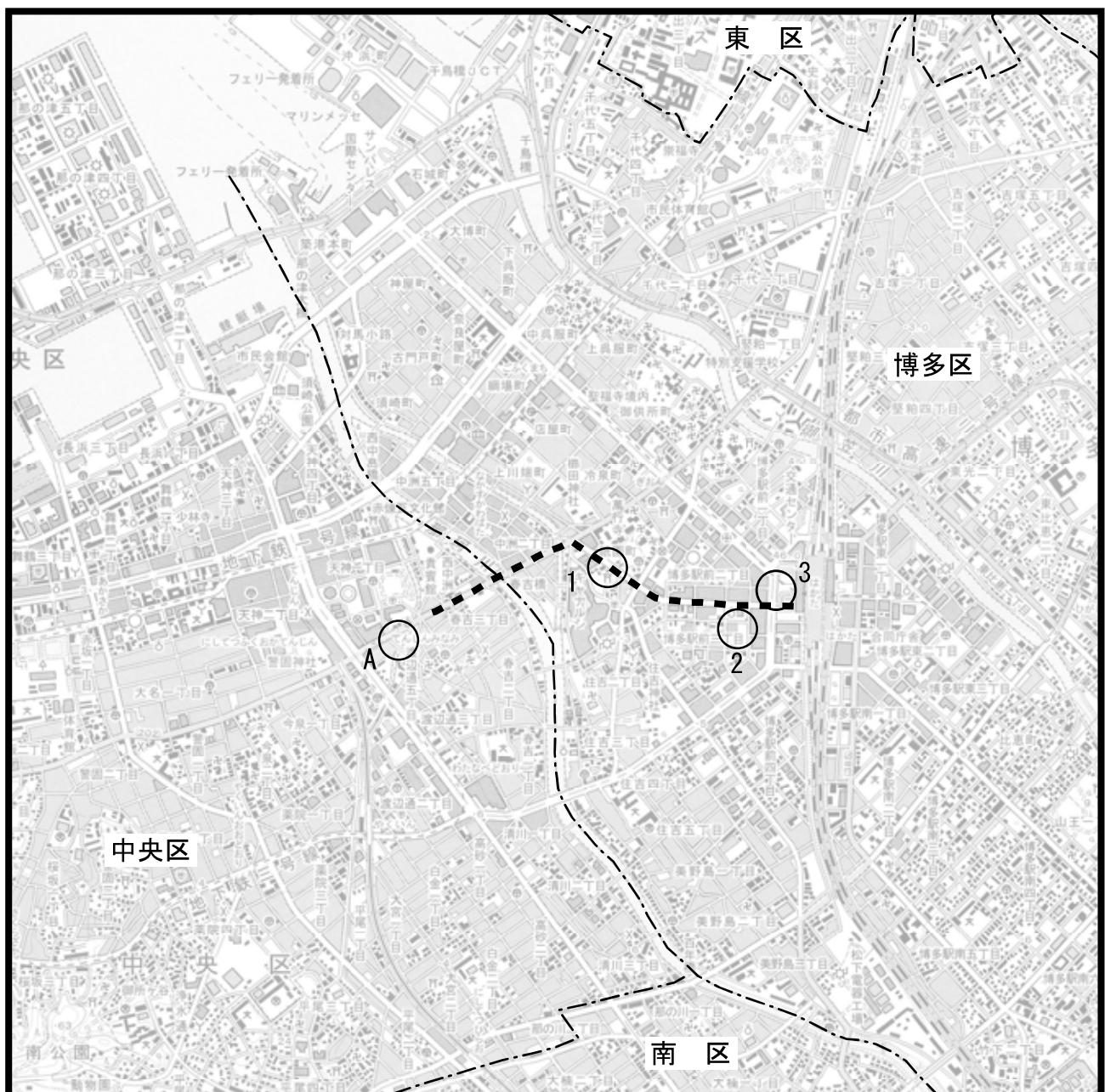


図 6-3(1) 構造物の存在に伴う低周波音 調査地点図（地点 B：賀茂駅）



凡 例

- 対象事業実施区域
- 調査地点 (1~3、A)
- 予測地点 (1~3)

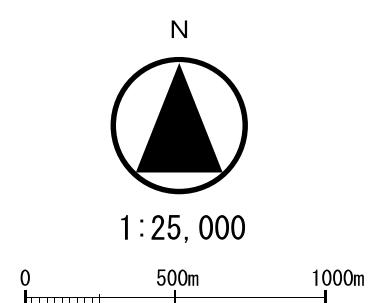
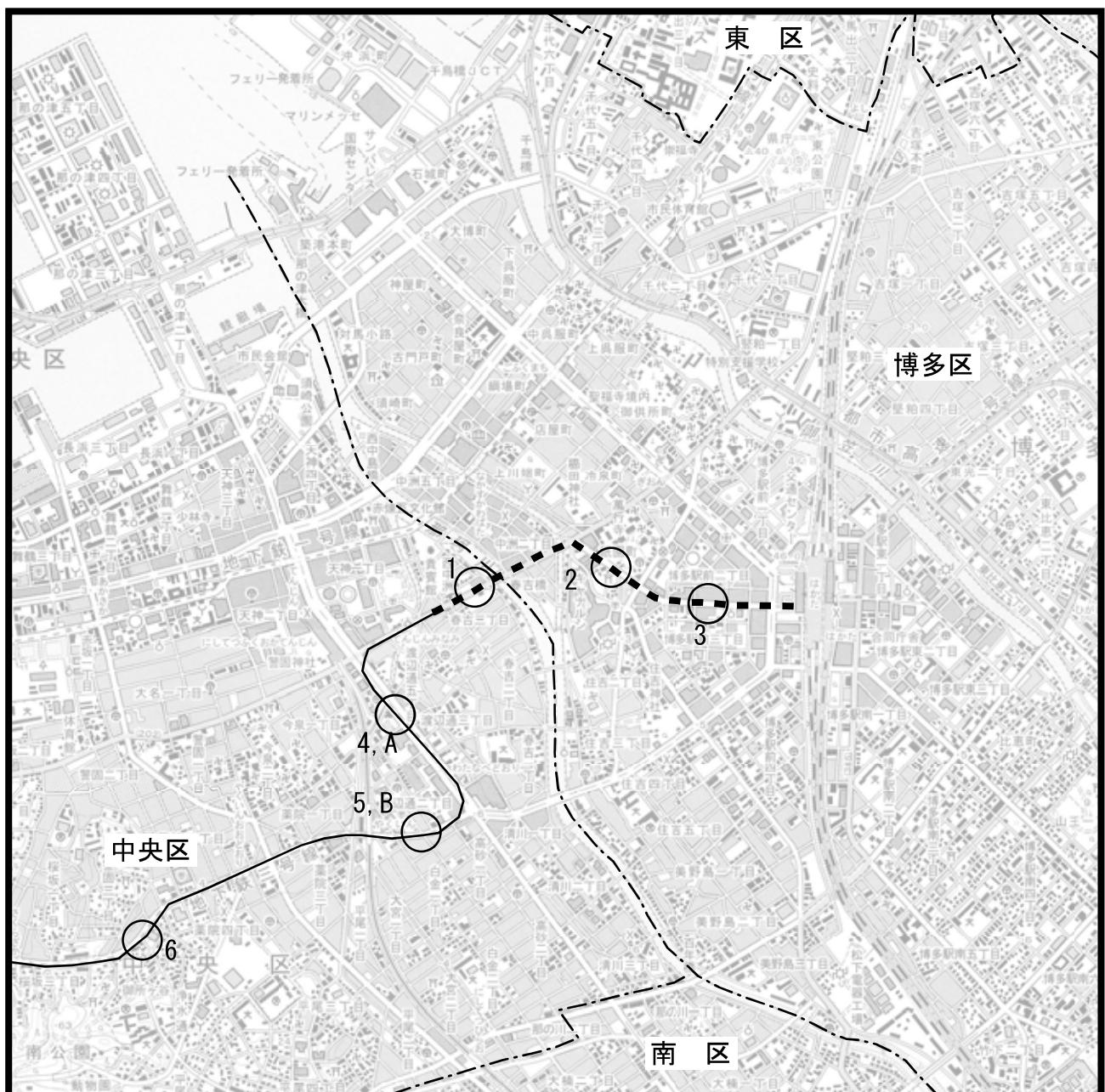


図6-3(2) 構造物の存在に伴う低周波音 調査・予測地点図



凡 例

----- 対象事業実施区域

○ 調査地点 (1~6、A、B)
予測地点 (1~3)

N



1:25,000

0 500m 1000m

図6-4 列車の走行に伴う振動 調査・予測地点図

表 6-1(1) 環境影響の総合的な評価（建設工事の実施（開削・シールド工事等））

■工事の実施

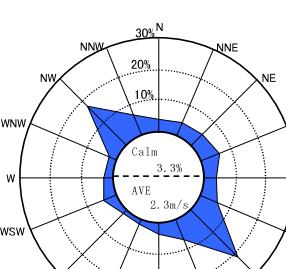
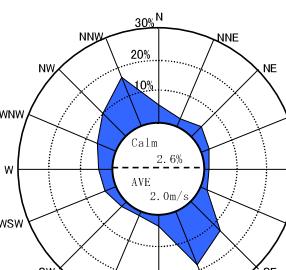
| | 調査 | 予測 | 環境保全措置 | 評価 | 事後調査 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|---|--|--------|-----|------|---|---|---|---|-----|-----|-----|-----|-----|---|---------|-----|-----|-----|-----|---|-------|-----|-----|-----|-----|---|------|-----|-----|-----|-----|----|-----|------|---|-----|-----|---|---------|-----|---|-------|-----|---|------|-----|----|-----|---|---|---|---|---|-----|-----|-----|-----|-----|---|---------|-----|-----|-----|-----|---|-------|-----|-----|-----|-----|---|------|-----|-----|-----|-----|----|-----|------|---|-----|-----|---|---------|-----|---|-------|-----|---|------|-----|--|--|
| 建設工事の実施（開削・シールド工事等） | <p>■風向・風速の状況の調査結果 吉塚測定局の風配図は以下に示すとおりです。平均風速は 2.3m/s、最多風向は南東方向、次に北西方向でした。</p>  <p>吉塚測定局の気象調査結果 風配図 (年平均)</p> <p>市役所測定局の風配図は以下に示すとおりです。平均風速は 2.0m/s、最多風向は南南東方向、次に北北西方向でした。</p>  <p>市役所測定局の気象調査結果 風配図 (年平均)</p> | <p>■粉じん等の発生量の予測結果 ア 一般局のデータを用いた粉じん等予測結果 予測地点における建設工事の実施に伴う季節別の粉じん等は、最大で 9.3 t/km²/月、最小で 1.3 t/km²/月と予測され、参考値(10t/km²/月^(※))を下回ると予測されます。</p> <p>建設工事の実施に伴う季節別の粉じん等の予測結果 (単位 : t/km²/月)</p> <table border="1"> <thead> <tr> <th>地点</th> <th>地点名</th> <th>春</th> <th>夏</th> <th>秋</th> <th>冬</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>祇園町</td> <td>7.5</td> <td>9.3</td> <td>5.8</td> <td>6.2</td> </tr> <tr> <td>2</td> <td>はかた駅前通り</td> <td>1.7</td> <td>2.1</td> <td>1.3</td> <td>1.4</td> </tr> <tr> <td>3</td> <td>博多駅周辺</td> <td>1.7</td> <td>2.1</td> <td>1.3</td> <td>1.4</td> </tr> <tr> <td>4</td> <td>博多駅前</td> <td>5.1</td> <td>6.0</td> <td>4.2</td> <td>4.4</td> </tr> </tbody> </table> <p>散水を実施した場合の最大の粉じん等の発生量は 0.8~3.7 t/km²/月であり、散水を実施した場合、参考値 (10t/km²/月^(※)) を大きく下回ることとなります。</p> <p>散水を実施した場合の最大の粉じん等の予測結果 (単位 : t/km²/月)</p> <table border="1"> <thead> <tr> <th>地点</th> <th>地点名</th> <th>予測結果</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>祇園町</td> <td>3.7</td> </tr> <tr> <td>2</td> <td>はかた駅前通り</td> <td>0.8</td> </tr> <tr> <td>3</td> <td>博多駅周辺</td> <td>0.8</td> </tr> <tr> <td>4</td> <td>博多駅前</td> <td>2.4</td> </tr> </tbody> </table> <p>イ ビル風を考慮し、一般局の風速データを補正し、算出した粉じん等予測結果 予測地点における建設工事の実施に伴う季節別の粉じん等は、最大で 6.6 t/km²/月、最小で 1.4 t/km²/月と予測され、参考値(10t/km²/月^(※))を下回ると予測されます。</p> <p>建設工事の実施に伴う季節別の粉じん等の予測結果 (単位 : t/km²/月)</p> <table border="1"> <thead> <tr> <th>地点</th> <th>地点名</th> <th>春</th> <th>夏</th> <th>秋</th> <th>冬</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>祇園町</td> <td>4.5</td> <td>5.6</td> <td>3.5</td> <td>3.8</td> </tr> <tr> <td>2</td> <td>はかた駅前通り</td> <td>1.9</td> <td>2.3</td> <td>1.4</td> <td>1.5</td> </tr> <tr> <td>3</td> <td>博多駅周辺</td> <td>1.9</td> <td>2.3</td> <td>1.4</td> <td>1.5</td> </tr> <tr> <td>4</td> <td>博多駅前</td> <td>5.6</td> <td>6.6</td> <td>4.6</td> <td>4.8</td> </tr> </tbody> </table> <p>散水を実施した場合の最大の粉じん等の発生量は 0.9~2.6 t/km²/月であり、散水を実施した場合、参考値 (10t/km²/月^(※)) を大きく下回ることとなります。</p> <p>散水を実施した場合の最大の粉じん等の予測結果 (単位 : t/km²/月)</p> <table border="1"> <thead> <tr> <th>地点</th> <th>地点名</th> <th>予測結果</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>祇園町</td> <td>2.3</td> </tr> <tr> <td>2</td> <td>はかた駅前通り</td> <td>0.9</td> </tr> <tr> <td>3</td> <td>博多駅周辺</td> <td>0.9</td> </tr> <tr> <td>4</td> <td>博多駅前</td> <td>2.6</td> </tr> </tbody> </table> <p>■ビューフォート風力階級による影響予測 予測地点におけるビル風の風速は、1.7~3.4m/s と予測されます。参考としてビューフォート風力階級表と比較すると、風力階級は 2 ~3 となり、ビル風による粉じん等の発生の可能性は小さいと考えられます。</p> | 地点 | 地点名 | 春 | 夏 | 秋 | 冬 | 1 | 祇園町 | 7.5 | 9.3 | 5.8 | 6.2 | 2 | はかた駅前通り | 1.7 | 2.1 | 1.3 | 1.4 | 3 | 博多駅周辺 | 1.7 | 2.1 | 1.3 | 1.4 | 4 | 博多駅前 | 5.1 | 6.0 | 4.2 | 4.4 | 地点 | 地点名 | 予測結果 | 1 | 祇園町 | 3.7 | 2 | はかた駅前通り | 0.8 | 3 | 博多駅周辺 | 0.8 | 4 | 博多駅前 | 2.4 | 地点 | 地点名 | 春 | 夏 | 秋 | 冬 | 1 | 祇園町 | 4.5 | 5.6 | 3.5 | 3.8 | 2 | はかた駅前通り | 1.9 | 2.3 | 1.4 | 1.5 | 3 | 博多駅周辺 | 1.9 | 2.3 | 1.4 | 1.5 | 4 | 博多駅前 | 5.6 | 6.6 | 4.6 | 4.8 | 地点 | 地点名 | 予測結果 | 1 | 祇園町 | 2.3 | 2 | はかた駅前通り | 0.9 | 3 | 博多駅周辺 | 0.9 | 4 | 博多駅前 | 2.6 | <p>■環境保全措置の検討結果 ・乾燥時や強風時は散水を行うことで、粉じん等の影響を低減します。</p> <p>■さらなる低減を図るための配慮事項の検討結果 ・工事の平準化 ・工事の規模に合わせた建設機械の適正配置 ・建設機械の点検・整備による性能維持 ・建設機械の複合同時稼働・高負荷運転を極力避ける等の作業方法への配慮を検討してまいります。</p> <p>建設工事の実施に伴う粉じん等については、全ての地点で参考値 (10 t/km²/月^(※)) を下回ると予測され、ビル風を考慮した場合でも、全ての地点で参考値を下回ると予測されます。</p> <p>また、ビューフォート風力階級表から、ビル風の影響により粉じん等が発生する可能性は小さいと予測されます。</p> <p>さらに、建設工事の実施に伴う粉じん等の影響をできる限り回避・低減するため、適宜散水を行います。また、工事の平準化、工事の規模に合わせた建設機械の適正配置、建設機械の点検・整備による性能維持、建設機械の複合同時稼働・高負荷運転を極力避けるなど、事業者により実行可能な範囲内で保全対策を検討します。</p> <p>以上のことから、事業者により実行可能な範囲内で環境影響が回避・低減されているものと評価しました。</p> <p>※粉じん等については、環境基準等の基準がないため、「スパイクタイヤ粉じんの発生の防止に関する法律」の施行にあたり、「環境大臣が住民の健康保護及び生活環境の保全が特に必要な地域を指定」にかかる要件を判断する指標として「スパイクタイヤ粉じんの発生に関する法律の施行について」(平成 2 年 7 月 3 日 環大自 84 号)において生活環境影響の観点から定められた値 (20t/km²/月) から、過去 (H5~9) に全国で測定された降下ばいじん量データの 2%除外値 (全てのデータを並べ、上位 2%を除外して得られた値) (10t/km²/月) の差を参考値 (10t/km²/月) としました。</p> | 建設工事の実施に伴う粉じん等は、全ての地点で参考値 (10 t/km ² /月 ^(※)) を下回ると予測され、ビル風を考慮した場合でも、全ての地点で参考値を下回ると予測されます。 <p>また、ビューフォート風力階級表から、ビル風の影響により粉じん等が発生する可能性は小さいと予測されます。</p> <p>さらに、建設工事の実施に伴う粉じん等の影響をできる限り回避・低減するため、適宜散水を行います。また、工事の平準化、工事の規模に合わせた建設機械の適正配置、建設機械の点検・整備による性能維持、建設機械の複合同時稼働・高負荷運転を極力避けるなど、事業者により実行可能な範囲内で保全対策を検討します。</p> <p>以上のことから、事業者により実行可能な範囲内で環境影響が回避・低減されているものと評価しました。</p> <p>※粉じん等については、環境基準等の基準がないため、「スパイクタイヤ粉じんの発生の防止に関する法律」の施行にあたり、「環境大臣が住民の健康保護及び生活環境の保全が特に必要な地域を指定」にかかる要件を判断する指標として「スパイクタイヤ粉じんの発生に関する法律の施行について」(平成 2 年 7 月 3 日 環大自 84 号)において生活環境影響の観点から定められた値 (20t/km²/月) から、過去 (H5~9) に全国で測定された降下ばいじん量データの 2%除外値 (全てのデータを並べ、上位 2%を除外して得られた値) (10t/km²/月) の差を参考値 (10t/km²/月) としました。</p> |
| 地点 | 地点名 | 春 | 夏 | 秋 | 冬 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 祇園町 | 7.5 | 9.3 | 5.8 | 6.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | はかた駅前通り | 1.7 | 2.1 | 1.3 | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 博多駅周辺 | 1.7 | 2.1 | 1.3 | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 博多駅前 | 5.1 | 6.0 | 4.2 | 4.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 予測結果 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 祇園町 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | はかた駅前通り | 0.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 博多駅周辺 | 0.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 博多駅前 | 2.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 春 | 夏 | 秋 | 冬 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 祇園町 | 4.5 | 5.6 | 3.5 | 3.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | はかた駅前通り | 1.9 | 2.3 | 1.4 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 博多駅周辺 | 1.9 | 2.3 | 1.4 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 博多駅前 | 5.6 | 6.6 | 4.6 | 4.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 予測結果 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 祇園町 | 2.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | はかた駅前通り | 0.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 博多駅周辺 | 0.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 博多駅前 | 2.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

表 6-1(2) 環境影響の総合的な評価（建設工事の実施（開削・シールド工事等））

■工事の実施

| | | 調査 | 予測 | 環境保全措置 | 評価 | 事後調査 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|--------------|---|---|---|-------|------|------|-------------------------|-------------------------|---|-----|----|----|-----------------------------------|---|---------|----|----|-----------------------------------|---|-------|----|----|---|---|------|----|----|-----------------------------------|---|----|-----|-----------------------|--------------|---|-----|----|----|---|---------|----|---|-------|----|---|------|----|----|-----|-----------------------|---|--------------|---|-----|----|----|----|---|---------|----|----|---|-------|----|----|---|------|----|----|--|---|---|
| 建設工事の実施（開削・シールド工事等） | 建設工事の実施に伴う騒音 | <p>■環境騒音の調査結果 環境騒音は、地点 3において夜間のみ環境基準*を超過していましたが、その他の地点は昼夜とも環境基準を満足していました。</p> <p>環境騒音調査結果</p> <table border="1" data-bbox="317 437 1206 864"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="2">騒音レベル</th> <th rowspan="2">環境基準</th> </tr> <tr> <th>昼間 L_{Aeq} (dB)</th> <th>夜間 L_{Aeq} (dB)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>祇園町</td> <td>68</td> <td>65</td> <td>道路に面する地域（近接空間） 昼間：70dB 夜間：65dB</td> </tr> <tr> <td>2</td> <td>はかた駅前通り</td> <td>65</td> <td>62</td> <td>道路に面する地域（近接空間） 昼間：70dB 夜間：65dB</td> </tr> <tr> <td>3</td> <td>博多駅周辺</td> <td>59</td> <td>53</td> <td>道路に面する地域以外の地域 (C類型) 昼間：60dB 夜間：50dB</td> </tr> <tr> <td>4</td> <td>博多駅前</td> <td>69</td> <td>64</td> <td>道路に面する地域（近接空間） 昼間：70dB 夜間：65dB</td> </tr> </tbody> </table> <p>*地点 1、2、4については「幹線交通を担う道路に近接する空間」であるため特例値である昼間 70dB、夜間 65dB、地点 3については「道路に面する地域以外の地域」における C類型に指定されているため、昼間 60dB、夜間 50dB の環境基準と比較しました。</p> | 地点 | 地点名 | 騒音レベル | | 環境基準 | 昼間 L_{Aeq} (dB) | 夜間 L_{Aeq} (dB) | 1 | 祇園町 | 68 | 65 | 道路に面する地域（近接空間） 昼間：70dB 夜間：65dB | 2 | はかた駅前通り | 65 | 62 | 道路に面する地域（近接空間） 昼間：70dB 夜間：65dB | 3 | 博多駅周辺 | 59 | 53 | 道路に面する地域以外の地域 (C類型) 昼間：60dB 夜間：50dB | 4 | 博多駅前 | 69 | 64 | 道路に面する地域（近接空間） 昼間：70dB 夜間：65dB | <p>■建設工事の実施に伴う騒音の予測結果 予測地点における建設工事の実施に伴う最大の騒音は、地点 1 が 87dB、地点 2~4 が 86dB であり、すべての地点で規制基準*を超過すると予測されます。</p> <p>建設工事の実施に伴う最大の騒音予測結果</p> <table border="1" data-bbox="1270 482 1937 797"> <thead> <tr> <th>地点</th> <th>地点名</th> <th>予測結果 L_A (dB)</th> <th>規制基準 (dB)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>祇園町</td> <td>87</td> <td rowspan="4">85</td> </tr> <tr> <td>2</td> <td>はかた駅前通り</td> <td>86</td> </tr> <tr> <td>3</td> <td>博多駅周辺</td> <td>86</td> </tr> <tr> <td>4</td> <td>博多駅前</td> <td>86</td> </tr> </tbody> </table> <p>※「特定建設作業に伴って発生する騒音の規制に関する基準」に定める規制基準（85dB）</p> <p>工事敷地境界に防音シート等を設置した場合（防音シート等の高さを 1.5m に設定）の予測結果は、全地点で規制基準以下となります。</p> <p>防音シート等の設置に関しては、今後、関係機関と協議し決定してまいりますが、環境保全措置として低騒音型建設機械の採用や発電機等の防音対策、工事の規模に合わせた建設機械の適正配置を行うことから、実際の工事における建設工事の実施に伴う影響は、予測結果より小さくなると推定されます。</p> <p>建設工事の実施に伴う最大の騒音予測結果 (防音シート等の設置)</p> <table border="1" data-bbox="1206 1336 2000 1695"> <thead> <tr> <th>地点</th> <th>地点名</th> <th>予測結果 L_A (dB)</th> <th>防音シート等を設置した場合の 予測結果 L_A (dB)</th> <th>規制基準 (dB)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>祇園町</td> <td>87</td> <td>78</td> <td rowspan="4">85</td> </tr> <tr> <td>2</td> <td>はかた駅前通り</td> <td>86</td> <td>77</td> </tr> <tr> <td>3</td> <td>博多駅周辺</td> <td>86</td> <td>77</td> </tr> <tr> <td>4</td> <td>博多駅前</td> <td>86</td> <td>77</td> </tr> </tbody> </table> | 地点 | 地点名 | 予測結果 L_A (dB) | 規制基準 (dB) | 1 | 祇園町 | 87 | 85 | 2 | はかた駅前通り | 86 | 3 | 博多駅周辺 | 86 | 4 | 博多駅前 | 86 | 地点 | 地点名 | 予測結果 L_A (dB) | 防音シート等を設置した場合の 予測結果 L_A (dB) | 規制基準 (dB) | 1 | 祇園町 | 87 | 78 | 85 | 2 | はかた駅前通り | 86 | 77 | 3 | 博多駅周辺 | 86 | 77 | 4 | 博多駅前 | 86 | 77 | <p>■環境保全措置の検討結果</p> <ul style="list-style-type: none"> 低騒音型建設機械を採用することで、建設機械から発生する騒音を低減できます。 発電機等についてシートで覆う等の防音対策を講じることで、発電機等から発生する騒音を低減できます。 建設機械を適正に配置することで、複数の建設機械の稼働に伴う合成音を低減できます。 <p>■さらなる低減を図るための配慮事項の検討結果</p> <ul style="list-style-type: none"> 防音シート等の設置 工事の平準化 建設機械の点検・整備による性能維持 建設機械の複合同時稼働・高負荷運転を極力避ける 等の作業方法への配慮を検討してまいります。 | <p>建設工事の実施に伴う騒音については、全ての地点で「特定建設作業に伴って発生する騒音の規制に関する基準」に定める規制基準（85dB）を超過すると予測されます。</p> <p>よって、建設工事の実施に伴う騒音の影響をできる限り回避・低減するため、低騒音型建設機械の採用や発電機等の防音対策、工事の規模に合わせた建設機械の適正配置を行います。また、防音シート等の設置、工事の平準化、建設機械の点検・整備による性能維持、建設機械の複合同時稼働・高負荷運転を極力避ける等の作業方法への配慮を行います。</p> <p>以上のことから、予測結果は評価の基準を超過するものの、環境保全措置を適切に実施することにより、事業実施に伴う環境影響を事業者により実行可能な範囲内で回避・低減が図れるものと評価しました。</p> | 工事最盛期間を対象に、建設機械が住居等の直近で稼働が考えられる地点の工事敷地境界において、建設工事の実施に伴う騒音のモニタリング調査を実施します。 |
| 地点 | 地点名 | 騒音レベル | | | 環境基準 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 昼間 L_{Aeq} (dB) | 夜間 L_{Aeq} (dB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 祇園町 | 68 | 65 | 道路に面する地域（近接空間） 昼間：70dB 夜間：65dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | はかた駅前通り | 65 | 62 | 道路に面する地域（近接空間） 昼間：70dB 夜間：65dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 博多駅周辺 | 59 | 53 | 道路に面する地域以外の地域 (C類型) 昼間：60dB 夜間：50dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 博多駅前 | 69 | 64 | 道路に面する地域（近接空間） 昼間：70dB 夜間：65dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 予測結果 L_A (dB) | 規制基準 (dB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 祇園町 | 87 | 85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | はかた駅前通り | 86 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 博多駅周辺 | 86 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 博多駅前 | 86 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 予測結果 L_A (dB) | 防音シート等を設置した場合の 予測結果 L_A (dB) | 規制基準 (dB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 祇園町 | 87 | 78 | 85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | はかた駅前通り | 86 | 77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 博多駅周辺 | 86 | 77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 博多駅前 | 86 | 77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

表 6-1(3) 環境影響の総合的な評価（建設工事の実施（開削・シールド工事等）

■工事の実施

| | 調査 | 予測 | 環境保全措置 | 評価 | 事後調査 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|--|--------------------------|------------------------|-----------------|------|------|------------------------|------------------------|---|-----|----|----|-----------------|---|---------|----|----|-----------------|---|-------|----|----|------|---|------|----|----|-----------------|--|----|-----|--------------------------|--------------|---|-----|----|----|---|---------|----|---|-------|----|---|------|----|---|---|--------------|
| 建設工事の実施（開削・シールド工事等） | <p>■環境振動の調査結果 環境振動は、道路沿道の全ての地点において昼夜とも要請限度*を下回りました。</p> <p>環境振動調査結果</p> <table border="1"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="2">振動レベル</th> <th rowspan="2">要請限度</th> </tr> <tr> <th>昼間 L_{10} (dB)</th> <th>夜間 L_{10} (dB)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>祇園町</td> <td>42</td> <td>40</td> <td>昼間:70dB 夜間:65dB</td> </tr> <tr> <td>2</td> <td>はかた駅前通り</td> <td>39</td> <td>36</td> <td>昼間:70dB 夜間:65dB</td> </tr> <tr> <td>3</td> <td>博多駅周辺</td> <td>42</td> <td>33</td> <td>該当なし</td> </tr> <tr> <td>4</td> <td>博多駅前</td> <td>54</td> <td>47</td> <td>昼間:70dB 夜間:65dB</td> </tr> </tbody> </table> <p>*要請限度の区域の区分については、第2種区域に指定されています。 地点1、2、4は道路沿道であるため、昼間70dB、夜間65dBの要請限度と比較することとしました。なお、地点3については、道路沿道でないことから、要請限度との比較を行っていません。</p> | 地点 | 地点名 | 振動レベル | | 要請限度 | 昼間 L_{10} (dB) | 夜間 L_{10} (dB) | 1 | 祇園町 | 42 | 40 | 昼間:70dB 夜間:65dB | 2 | はかた駅前通り | 39 | 36 | 昼間:70dB 夜間:65dB | 3 | 博多駅周辺 | 42 | 33 | 該当なし | 4 | 博多駅前 | 54 | 47 | 昼間:70dB 夜間:65dB | <p>■建設工事の実施に伴う振動の予測結果 予測地点における建設工事の実施に伴う最大の振動は43~54dBとなり、すべての地点で規制基準*を下回ると予測されます。</p> <p>建設工事の実施に伴う最大の振動の予測結果</p> <table border="1"> <thead> <tr> <th>地点</th> <th>地点名</th> <th>予測結果 L_{10} (dB)</th> <th>規制基準 (dB)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>祇園町</td> <td>52</td> <td rowspan="4">75</td> </tr> <tr> <td>2</td> <td>はかた駅前通り</td> <td>43</td> </tr> <tr> <td>3</td> <td>博多駅周辺</td> <td>43</td> </tr> <tr> <td>4</td> <td>博多駅前</td> <td>54</td> </tr> </tbody> </table> <p>※「振動規制法」に定める特定建設作業に関する規制基準(75dB)</p> | 地点 | 地点名 | 予測結果 L_{10} (dB) | 規制基準 (dB) | 1 | 祇園町 | 52 | 75 | 2 | はかた駅前通り | 43 | 3 | 博多駅周辺 | 43 | 4 | 博多駅前 | 54 | <p>■環境保全措置の検討結果</p> <ul style="list-style-type: none"> 低振動型建設機械を採用することで、建設機械から発生する振動を低減できます。 建設機械を適正に配置することで、複数の建設機械の稼働に伴う合成振動を低減できます。 <p>■さらなる低減を図るための配慮事項の検討結果</p> <ul style="list-style-type: none"> 工事の平準化 建設機械の点検・整備による性能維持 建設機械の複合同時稼働・高負荷運転を極力避ける等の作業方法への配慮を検討するなど、事業者により実行可能な範囲内で保全対策を検討します。 <p>以上のことから、事業者により実行可能な範囲内で環境影響が回避・低減されているものと評価しました。</p> | <p>建設工事の実施に伴う振動については、全ての地点で「振動規制法」に定める特定建設作業に関する規制基準(75dB)を下回ると予測されます。</p> <p>さらに、建設工事の実施に伴う振動の影響をできる限り回避・低減するため、低振動型建設機械の採用や工事の規模に合わせた建設機械の適正配置を行います。また、工事の平準化、建設機械の点検・整備による性能維持、建設機械の複合同時稼働・高負荷運転を極力避ける等の作業方法への配慮を検討するなど、事業者により実行可能な範囲内で保全対策を検討します。</p> <p>以上のことから、事業者により実行可能な範囲内で環境影響が回避・低減されているものと評価しました。</p> | 事後調査は実施しません。 |
| 地点 | 地点名 | | | 振動レベル | | | 要請限度 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 昼間 L_{10} (dB) | 夜間 L_{10} (dB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 祇園町 | 42 | 40 | 昼間:70dB 夜間:65dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | はかた駅前通り | 39 | 36 | 昼間:70dB 夜間:65dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 博多駅周辺 | 42 | 33 | 該当なし | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 博多駅前 | 54 | 47 | 昼間:70dB 夜間:65dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 予測結果 L_{10} (dB) | 規制基準 (dB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 祇園町 | 52 | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | はかた駅前通り | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 博多駅周辺 | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 博多駅前 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

表 6-1(4) 環境影響の総合的な評価（建設工事の実施（開削・シールド工事等）

■工事の実施

| | 調査 | | | | | 予測 | 環境保全措置 | 評価 | 事後調査 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|-----------------|---|---|--------------------|---------------|--|--|--------------------|-------------------|---|---|---|-----------------------|--|-----|----------|-------------------|--|---|---|--|---------------------|--|----------|----------|-------------------------|-------------------------|---|--|--|--|--|----------|---|---------------------|-------------|---|---|-----------------------|--------------------|--------------|--|--|-------------------------|--|--|---------------------|--|--|----------|----------|---|----|----|------|------|------|---------------|-----|----------|-------------------|-------------|------------------|---|-----------------------|--|--|----------|-----------|--|-------------|------------------|--|---------------------|--|--|----------|-----------|-------------------------|-------------|------------------|--|--|--|--|---|--|--|--|--|--|--------------------|--------------|--|--|
| 建設工事の実施（開削・シールド工事等） | <p>■七隈線及び空港線の工事における地下水位の変化や地盤の状況等、対象事業実施区域の地盤の状況等の調査結果</p> <p>七隈線及び空港線、対象事業実施区域の地盤等の状況について以下に示します。</p> <p>開削工事（アンダーピニング工法含む）区間における地盤等の状況</p> <table border="1"> <thead> <tr> <th>路線</th> <th>区間</th> <th>地盤構成</th> <th>地下水位</th> <th>保全対策</th> <th>事象 (影響の程度)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">七隈線</td><td rowspan="2">渡辺通駅</td><td>【沖積層】 地表面から 10m</td><td rowspan="2">地表面から 1.5m～2.5m</td><td>○土留工に剛性および止水性の高い柱列式連続地中壁工法を採用 ○構造物に防水シート等を取り付け</td><td>○地表面の沈下量は 0mm～11mm ○地下水位の変動幅は 1m～2m 程度 ○ディープウェル工法を実施した場合一時的に地下水位が低下する</td></tr> <tr> <td>【洪積層】 地表面以下 10m～</td><td></td><td></td></tr> <tr> <td rowspan="2">空港線</td><td rowspan="2">博多駅</td><td>【沖積層】 地表面から 8m</td><td rowspan="2">地表面から 2m～3m</td><td>○既設構造物の下を掘削する箇所においてアンダーピニング工法を採用 ○既設構造物の沈下、傾斜等について事前に管理値を設定し、計測管理を行う</td><td>設定した管理値と対比し異常値が計測された場合は一旦工事を中止し、解析の上必要に応じて補助工法を検討するなど、影響の回避を行なながら施工する</td></tr> <tr> <td>【洪積層】 地表面以下 8m～15m</td><td></td><td></td></tr> <tr> <td rowspan="2">対象事業実施区域</td><td rowspan="2">中間駅</td><td>【古第三紀層頁岩】 地表面以下 15m～</td><td rowspan="2">地表面から 2m</td><td>○土留工に剛性および止水性の高い柱列式連続地中壁工法を採用 ○構造物に防水シート等を取り付け</td><td>地盤構成・地下水位及び保全対策が渡辺通駅と類似していることから、影響の程度は渡辺通駅と同程度と予測される</td></tr> <tr> <td>【沖積層】 地表面から 12m</td><td></td><td></td></tr> <tr> <td rowspan="2">対象事業実施区域</td><td rowspan="2">博多駅</td><td>【沖積層】 地表面以下 12m～</td><td rowspan="4">地表面から 2m～6m</td><td>○博多駅の地下構造物等既設構造物の下を掘削する箇所においてアンダーピニング工法を採用 ○既設構造物の沈下、傾斜等について事前に管理値を設定し、計測管理を行う</td><td>地盤構成・地下水位及び保全対策が空港線の博多駅と類似していることから、影響の程度は空港線博多駅と同程度と予測される</td></tr> <tr> <td>【洪積層】 地表面以下 8m～15m</td><td></td><td></td></tr> <tr> <td rowspan="2">対象事業実施区域</td><td rowspan="2">博多駅</td><td>【古第三紀層頁岩】 地表面以下 15m～</td><td></td><td></td></tr> <tr> <td>NATM 工事区間における地盤等の状況</td><td></td><td></td></tr> <tr> <td>対象事業実施区域</td><td>博多駅～東比恵駅</td><td> <table border="1"> <thead> <tr> <th>路線</th> <th>区間</th> <th>地盤構成</th> <th>地下水位</th> <th>保全対策</th> <th>事象 (影響の程度)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">空港線</td><td rowspan="2">博多駅～東比恵駅</td><td>【沖積層】 地表面から 5m</td><td rowspan="2">地表面から 2m～3m</td><td>○構造物に防水シート等を取り付け</td><td>○地表面の沈下量は 20mm 以内 ○ディープウェル工法を実施した場合一時的に地下水位が低下する</td></tr> <tr> <td>【洪積層】 地表面以下 5m～10m</td><td></td><td></td></tr> <tr> <td rowspan="2">対象事業実施区域</td><td rowspan="2">博多駅折り返し線部</td><td>【古第三紀層頁岩】 <NATM 工事箇所> 地表面以下 10m～</td><td rowspan="2">地表面から 2m～6m</td><td>○構造物に防水シート等を取り付け</td><td>地盤構成・地下水位及び保全対策が博多駅～東比恵駅と類似していることから、影響の程度は博多駅～東比恵駅と同程度と予測されます。</td></tr> <tr> <td>【沖積層】 地表面から 4.5m</td><td></td><td></td></tr> <tr> <td rowspan="2">対象事業実施区域</td><td rowspan="4">博多駅折り返し線部</td><td>【洪積層】 地表面以下 4.5m～15m</td><td rowspan="4">地表面から 2m～6m</td><td>○構造物に防水シート等を取り付け</td><td>地盤構成・地下水位及び保全対策が博多駅～東比恵駅と類似していることから、影響の程度は博多駅～東比恵駅と同程度と予測されます。</td></tr> <tr> <td>【古第三紀層頁岩】 <NATM 工事箇所> 地表面以下 15m～</td><td></td><td></td></tr> <tr> <td colspan="6" rowspan="2"> <p>■対象事業実施区域周辺の地下水の利用状況の調査結果</p> <p>対象事業実施区域周辺での利用の状況については、北側に櫛田神社が位置しており、その周辺での利用が確認されています。</p> <p>■対象事業実施区域周辺の地下水位の状況の調査結果</p> 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| 路線 | 区間 | 地盤構成 | 地下水位 | 保全対策 | 事象 (影響の程度) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 七隈線 | 渡辺通駅 | 【沖積層】 地表面から 10m | 地表面から 1.5m～2.5m | ○土留工に剛性および止水性の高い柱列式連続地中壁工法を採用 ○構造物に防水シート等を取り付け | ○地表面の沈下量は 0mm～11mm ○地下水位の変動幅は 1m～2m 程度 ○ディープウェル工法を実施した場合一時的に地下水位が低下する | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 【洪積層】 地表面以下 10m～ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 空港線 | 博多駅 | 【沖積層】 地表面から 8m | 地表面から 2m～3m | ○既設構造物の下を掘削する箇所においてアンダーピニング工法を採用 ○既設構造物の沈下、傾斜等について事前に管理値を設定し、計測管理を行う | 設定した管理値と対比し異常値が計測された場合は一旦工事を中止し、解析の上必要に応じて補助工法を検討するなど、影響の回避を行なながら施工する | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 【洪積層】 地表面以下 8m～15m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 対象事業実施区域 | 中間駅 | 【古第三紀層頁岩】 地表面以下 15m～ | 地表面から 2m | ○土留工に剛性および止水性の高い柱列式連続地中壁工法を採用 ○構造物に防水シート等を取り付け | 地盤構成・地下水位及び保全対策が渡辺通駅と類似していることから、影響の程度は渡辺通駅と同程度と予測される | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 対象事業実施区域 | 博多駅 | 【沖積層】 地表面以下 12m～ | 地表面から 2m～6m | ○博多駅の地下構造物等既設構造物の下を掘削する箇所においてアンダーピニング工法を採用 ○既設構造物の沈下、傾斜等について事前に管理値を設定し、計測管理を行う | 地盤構成・地下水位及び保全対策が空港線の博多駅と類似していることから、影響の程度は空港線博多駅と同程度と予測される | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | NATM 工事区間における地盤等の状況 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 対象事業実施区域 | 博多駅折り返し線部 | 【洪積層】 地表面以下 4.5m～15m | 地表面から 2m～6m | ○構造物に防水シート等を取り付け | 地盤構成・地下水位及び保全対策が博多駅～東比恵駅と類似していることから、影響の程度は博多駅～東比恵駅と同程度と予測されます。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 【古第三紀層頁岩】 <NATM 工事箇所> 地表面以下 15m～ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>■対象事業実施区域周辺の地下水の利用状況の調査結果</p> <p>対象事業実施区域周辺での利用の状況については、北側に櫛田神社が位置しており、その周辺での利用が確認されています。</p> <p>■対象事業実施区域周辺の地下水位の状況の調査結果</p> <p>対象事業実施区域周辺の既存のボーリング調査結果によると、対象事業実施区域の地下水位は、標高 TP-1.1～2.3m（地表面からの深さ 4.3m～2.0m）であり、渴水期と豊水期に地下水位の差が認められませんでした。</p> <p>また、現地調査結果では、祇園町及びはかた駅前通りの地下水位は標高 TP+1.5～2.5m（地表面から 2.0m）程度で、変動幅は 1m 未満であり、降雨による変動も顕著には表れていません。よって、対象事業実施区域周辺は、降雨による地下水変動はなく、その地形がもつ一定の水位を保っているものと考えられます。</p> | | | | | | ■建設工事の実施に伴う地盤の予測結果 | ■環境保全措置の検討結果 | 建設工事の実施に伴う地盤については、地盤や地下水位に一時的な影響が考えられるものの、適切な施工方法及び保全対策を講じることで、影響の程度は低減でき、「周辺の建築物等に影響を及ぼさない」と予測されます。 | 工事着手前及び工事期間中を対象に、開削区間（アンダーピニング工法含む）、N A T M 区間の工事実施区域周辺において、地盤沈下及び地下水位のモニタリング調査を実施します。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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表 6-1(5) 環境影響の総合的な評価（建設工事の実施（開削・シールド工事等））

■工事の実施

| | 調査 | 予測 | 環境保全措置 | 評価 | 事後調査 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|--|--|-----------------------|--------|------|--------|------|------|------|------|------|----|-------|--------|-------|------------------|---------|------------------|-------------------------|----------------|------------------|----------------------------|------|-----------------|--|--|---------|----------------|------|-----|----------------------|----------------------|-----------------------|---|--|---------|----------------|------|-----|---------------------|-------------------|----------------------|---|---|------------------------|
| 建設工事の実施 (開削・シールド工事等) | <p>■廃棄物等に係る関係法令等の状況の調査結果 廃棄物等に係る関係法令等は、「循環型社会形成推進基本法」、「廃棄物の処理及び清掃に関する法律」、「資源の有効な利用の促進に関する法律」等があります。</p> <p>■廃棄物等の再利用・処分技術に係る現況の調査結果 平成 21 年度における福岡市内の産業廃棄物の発生量は約 117 万 2 千トンとなっており、中間処理の状況については、福岡市内で約 76 万 6 千トンが処理され、このうち最も多いがれき類の 9 割以上が再生利用される等、産業廃棄物の減量化及び再生利用が行われています。さらに、福岡市内の最終処分場において埋立処分される量は、約 8 万 6 千トンになります。</p> <p style="text-align: center;">平成 21 年度における福岡市内の産業廃棄物の発生量 単位：万トン</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>産業廃棄物の種類</th> <th>市内発生量</th> </tr> </thead> <tbody> <tr> <td>汚泥（有機）</td> <td>6.7</td> </tr> <tr> <td>汚泥（無機）</td> <td>14.0</td> </tr> <tr> <td>がれき類</td> <td>69.3</td> </tr> <tr> <td>その他の</td> <td>27.2</td> </tr> <tr> <td>合計</td> <td>117.2</td> </tr> </tbody> </table> <p>■廃棄物等の処理施設の立地状況、中間処理施設の処理内容・処理状況の調査結果 廃棄物等の処理施設の立地状況、中間処理施設の処理内容等は以下のとおりです。</p> <p style="text-align: center;">廃棄物等の処理施設数</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>廃棄物の種類</th> <th>処理施設数</th> <th>中間処理施設の処理内容・処理状況</th> </tr> </thead> <tbody> <tr> <td>コンクリート塊</td> <td>17^{*1}</td> <td>主に路盤材料（再生クラッシャーラン）として再生</td> </tr> <tr> <td>アスファルト・コンクリート塊</td> <td>10^{*1}</td> <td>主に舗装材料（再生加熱アスファルト混合物）として再生</td> </tr> <tr> <td>建設汚泥</td> <td>5^{*2}</td> <td>・路盤材料（汚泥再生クラッシャーラン）や埋戻材（流動化処理土）として再生 ・脱水等を行い減容化して、最終処分場へ搬入。</td> </tr> </tbody> </table> <p>*1：福岡市認定再利用施設 *2：福岡市近郊の中間処理施設（平成 24 年 2 月 17 日現在）</p> <p>■七隈線における建設工事の実施に伴う処分実績の調査結果 七隈線における建設工事の実施に伴う処分量は以下のとおりです。コンクリート塊、アスファルト・コンクリート塊は、認定再利用施設に搬入しています。また、建設汚泥は中間処理施設または最終処分場へ搬入しています。</p> <p style="text-align: center;">七隈線工事における廃棄物等処分量</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th>コンクリート塊</th> <th>アスファルト・コンクリート塊</th> <th>建設汚泥</th> </tr> </thead> <tbody> <tr> <td>処分量</td> <td>79,000m³</td> <td>39,000m³</td> <td>360,000m³</td> </tr> </tbody> </table> <p>■工事を実施する地点の土壤の状況の調査結果 対象事業実施区域のボーリング調査において、調査地点で採取した土の重金属等の含有量、溶出量試験を実施しました。全地点において、「土壤汚染対策法」（平成 14 年 5 月 29 日 法律第 53 号 最終改正 平成 23 年 6 月 24 日 環告 37 号）に基づく基準値を満足していました。</p> | 産業廃棄物の種類 | 市内発生量 | 汚泥（有機） | 6.7 | 汚泥（無機） | 14.0 | がれき類 | 69.3 | その他の | 27.2 | 合計 | 117.2 | 廃棄物の種類 | 処理施設数 | 中間処理施設の処理内容・処理状況 | コンクリート塊 | 17 ^{*1} | 主に路盤材料（再生クラッシャーラン）として再生 | アスファルト・コンクリート塊 | 10 ^{*1} | 主に舗装材料（再生加熱アスファルト混合物）として再生 | 建設汚泥 | 5 ^{*2} | ・路盤材料（汚泥再生クラッシャーラン）や埋戻材（流動化処理土）として再生 ・脱水等を行い減容化して、最終処分場へ搬入。 | | コンクリート塊 | アスファルト・コンクリート塊 | 建設汚泥 | 処分量 | 79,000m ³ | 39,000m ³ | 360,000m ³ | <p>■建設工事の実施に伴う廃棄物等の予測結果 本工事で発生する廃棄物等は主に、コンクリート塊、アスファルト・コンクリート塊、建設汚泥であり、発生量は以下のとおりと予測されます。</p> <p style="text-align: center;">建設工事の実施に伴う廃棄物等の発生量</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th>コンクリート塊</th> <th>アスファルト・コンクリート塊</th> <th>建設汚泥</th> </tr> </thead> <tbody> <tr> <td>発生量</td> <td>3,600m³</td> <td>900m³</td> <td>65,000m³</td> </tr> </tbody> </table> <p>コンクリート塊及びアスファルト・コンクリート塊は、福岡市認定再利用施設への搬入を原則とし、搬入されたコンクリート塊及びアスファルト・コンクリート塊は路盤材料や舗装材料として再生され、対象事業および他の公共工事等で再利用されます。 建設汚泥は、中間処理施設または最終処分場に搬入され、中間処理施設に搬入された建設汚泥は脱水等を行い減容化され、最終処分場に搬入されるほか、一部は路盤材料や埋戻材料に再生され、対象事業および他の公共工事等で再利用されます。 また、その他の廃棄物等については、関係法令等を踏まえて適正に処理・処分を行います。 よって、工事に伴い発生する廃棄物等は関係法令等を踏まえて適正に処理されると予測されます。</p> | | コンクリート塊 | アスファルト・コンクリート塊 | 建設汚泥 | 発生量 | 3,600m ³ | 900m ³ | 65,000m ³ | <p>■環境保全措置の検討結果 建設汚泥については、原則として中間処理施設に搬入するなど中間処理を行い、最終処分量の縮減に努めます。</p> <p>■さらなる低減を図るための配慮事項の検討結果 関係法令等を踏まえて、埋戻しや道路復旧等において可能な範囲内で再生材を利用するなど、工事の実施において再生資源の利用に努めてまいります。</p> <p>さらに、建設汚泥は原則として中間処理施設に搬入し、最終処分量の縮減に努めるなど事業者により実行可能な範囲内で保全対策を実施します。また、関係法令等を踏まえて、埋戻しや道路復旧等において可能な範囲内で再生材を利用するなど、工事の実施において再生資源の利用に努めてまいります。</p> <p>以上のことから、事業者により実行可能な範囲内で環境影響が回避・低減されているものと評価しました。</p> | <p>建設工事の実施に伴う廃棄物等については、対象事業で発生する廃棄物等は主に、コンクリート塊、アスファルト・コンクリート塊、建設汚泥となります。建設工事と同様に、コンクリート塊、アスファルト・コンクリート塊については、福岡市認定再利用施設へ搬入され、同施設で再生された材料は対象事業および他の公共工事等で再利用されると予測されます。よって、工事に伴い発生する廃棄物等は関係法令等を踏まえて適正に処理されると予測されます。</p> <p>さらに、建設汚泥は原則として中間処理施設に搬入し、最終処分量の縮減に努めるなど事業者により実行可能な範囲内で保全対策を実施します。また、関係法令等を踏まえて、埋戻しや道路復旧等において可能な範囲内で再生材を利用するなど、工事の実施において再生資源の利用に努めてまいります。</p> | <p>建設工事の実施は実施しません。</p> |
| 産業廃棄物の種類 | 市内発生量 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 汚泥（有機） | 6.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 汚泥（無機） | 14.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| がれき類 | 69.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| その他の | 27.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合計 | 117.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 廃棄物の種類 | 処理施設数 | 中間処理施設の処理内容・処理状況 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| コンクリート塊 | 17 ^{*1} | 主に路盤材料（再生クラッシャーラン）として再生 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| アスファルト・コンクリート塊 | 10 ^{*1} | 主に舗装材料（再生加熱アスファルト混合物）として再生 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 建設汚泥 | 5 ^{*2} | ・路盤材料（汚泥再生クラッシャーラン）や埋戻材（流動化処理土）として再生 ・脱水等を行い減容化して、最終処分場へ搬入。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | コンクリート塊 | アスファルト・コンクリート塊 | 建設汚泥 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 処分量 | 79,000m ³ | 39,000m ³ | 360,000m ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | コンクリート塊 | アスファルト・コンクリート塊 | 建設汚泥 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 発生量 | 3,600m ³ | 900m ³ | 65,000m ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

表 6-1(6) 環境影響の総合的な評価（建設工事の実施（開削・シールド工事等））

■工事の実施

| | 調査 | 予測 | 環境保全措置 | 評価 | 事後調査 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|---|-----------------|--------|----|------|--------|---|---------|------------------------------|------|--|------------------------|--|------|-----|------------|-------------------------|-------------------|-----------------------|---------------------|----------------------|-----------------|-----------------------|-----------------------|-----------------------|-----|-------------------------|--|------------------|--|--|----|-----|-----------------------|--|---|--------------|
| 建設工事の実施（開削・シールド工事等） | <p>■残土に係る関係法令等の状況の調査結果 残土に係る関係法令等は、「資源の有効な利用の促進に関する法律」、「建設リサイクル推進計画2008」、「九州地方における建設リサイクル推進計画2010」があります。</p> <p>■残土の利用・処分技術に係る現況の調査結果 福岡市の公共工事においては、発生する残土の取り扱いについて、以下のとおりとしています。</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">残土の利用・処分技術に係る現況</th> </tr> <tr> <th>項目</th> <th>内 容</th> </tr> </thead> <tbody> <tr> <td>発生量の抑制</td> <td>設計段階から発生量の抑制に努め、さらに切土、盛土のバランスをとる等、搬出量の抑制に努める。</td> </tr> <tr> <td>資源の有効利用</td> <td>他工事との工事間利用の促進や再利用施設等の利用に努める。</td> </tr> <tr> <td>適正処分</td> <td>やむを得ず処分する場合は、福岡市指定処分場にて処分する等、適正な処分を行う。</td> </tr> </tbody> </table> <p>■残土の処理施設の立地状況の調査結果 福岡市指定処分場は3施設です。（平成24年2月17日現在）</p> <p>■七隈線における建設工事の実施に伴う処分実績の調査結果 七隈線の工事において発生した残土は約200万m³でした。 発生した残土は橋本車両基地の盛土材及び他工区の埋戻しや、アイランドシティ埋立工事、土地区画整理事業等の他工事での利用など、工事間調整を行い可能な限り有効利用を図っています。 なお、有効利用できない残土は指定処分場にて処分する等、適正な処分がなされています。</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">七隈線工事における残土の処分量および処分場所</th> </tr> <tr> <th>処分場所</th> <th>処分量</th> </tr> </thead> <tbody> <tr> <td>アイランドシティ事業</td> <td>1,530,000m³</td> </tr> <tr> <td>指定処分場 (塩浜、小金丸)</td> <td>110,000m³</td> </tr> <tr> <td>土地区画整理事業 (田尻、伊都)</td> <td>80,000m³</td> </tr> <tr> <td>橋本車両基地 及び埋戻し</td> <td>130,000m³</td> </tr> <tr> <td>自由処分 (指定処分場以外の処分場)</td> <td>160,000m³</td> </tr> <tr> <td>合 計</td> <td>2,010,000m³</td> </tr> </tbody> </table> | 残土の利用・処分技術に係る現況 | | 項目 | 内 容 | 発生量の抑制 | 設計段階から発生量の抑制に努め、さらに切土、盛土のバランスをとる等、搬出量の抑制に努める。 | 資源の有効利用 | 他工事との工事間利用の促進や再利用施設等の利用に努める。 | 適正処分 | やむを得ず処分する場合は、福岡市指定処分場にて処分する等、適正な処分を行う。 | 七隈線工事における残土の処分量および処分場所 | | 処分場所 | 処分量 | アイランドシティ事業 | 1,530,000m ³ | 指定処分場 (塩浜、小金丸) | 110,000m ³ | 土地区画整理事業 (田尻、伊都) | 80,000m ³ | 橋本車両基地 及び埋戻し | 130,000m ³ | 自由処分 (指定処分場以外の処分場) | 160,000m ³ | 合 計 | 2,010,000m ³ | <p>■建設工事の実施に伴う残土の予測結果 建設工事の実施に伴う残土の発生量は、以下のとおりと予測されます。</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2">建設工事の実施に伴う残土の発生量</th> </tr> <tr> <th></th> <th>土量</th> </tr> </thead> <tbody> <tr> <td>発生量</td> <td>163,000m³</td> </tr> </tbody> </table> <p>発生した残土については、他工事との工事間利用に努め、有効利用できない残土は福岡市指定処分場にて処分する等、適正な処分を行います。 よって、工事に伴い発生する残土は関係法令等を踏まえて適正に処理されると予測されます。</p> | 建設工事の実施に伴う残土の発生量 | | | 土量 | 発生量 | 163,000m ³ | <p>■環境保全措置の検討結果 発生した残土は他工事との工事間利用を促進し可能な限りの有効利用に努めます。</p> <p>■さらなる低減を図るための配慮事項の検討結果 関係法令等を踏まえて、埋戻しにおいて可能な範囲内で再生材を使用するなど、工事の実施において再生資源の利用に努めてまいります。</p> | <p>建設工事の実施に伴う残土については、対象事業で発生する残土は、七隈線の建設工事と同様に、他工事での利用など可能な限り有効利用し、やむを得ず処分する場合は福岡市指定処分場にて処分する等適正な処分がなされると予測されます。よって、工事に伴い発生する残土は関係法令等を踏まえて適正に処理される予測されます。</p> <p>さらに、他工事との工事間利用を促進し可能な限りの有効利用に努めるなど、事業者により実行可能な範囲内で保全対策を実施します。また、関係法令等を踏まえて、埋戻しにおいて可能な範囲内で再生材を使用するなど、工事の実施において資源の有効利用に努めてまいります。</p> <p>以上のことから、事業者により実行可能な範囲内で環境影響が回避・低減されているものと評価しました。</p> | 事後調査は実施しません。 |
| 残土の利用・処分技術に係る現況 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 項目 | 内 容 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 発生量の抑制 | 設計段階から発生量の抑制に努め、さらに切土、盛土のバランスをとる等、搬出量の抑制に努める。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 資源の有効利用 | 他工事との工事間利用の促進や再利用施設等の利用に努める。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 適正処分 | やむを得ず処分する場合は、福岡市指定処分場にて処分する等、適正な処分を行う。 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 七隈線工事における残土の処分量および処分場所 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 処分場所 | 処分量 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| アイランドシティ事業 | 1,530,000m ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 指定処分場 (塩浜、小金丸) | 110,000m ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 土地区画整理事業 (田尻、伊都) | 80,000m ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 橋本車両基地 及び埋戻し | 130,000m ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 自由処分 (指定処分場以外の処分場) | 160,000m ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 合 計 | 2,010,000m ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 建設工事の実施に伴う残土の発生量 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 土量 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 発生量 | 163,000m ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

表 6-2(1) 環境影響の総合的な評価（資材等運搬車両の走行）

■工事の実施

| | 調査 | 予測 | 環境保全措置 | 評価 | 事後調査 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--------------------|-----------------------|-----------|-------------------|------------|------------|-----------|------|-------------------|---------|-----|-----|--|--|------------|------------|-----------|-------------------|---|-----------|-------|--------|--------|-----|---|-----|-----|--------|--------|-----|---|---------|-----|--------|--------|-----|---|--------|-------|--------|--------|------|---|-----------|-------|--------|--------|------|---|-----------|-------|--------|--------|-----|---|-----------|-------|--------|--------|-----|----------|--|--|--|--|--|--|----|-----|-------------|-----------------------|---|-----------|----|---|---|-----|----|---|---|---------|----|---|---|--------|----|---|---|-----------|----|----|---|-----------|----|----|---|-----------|----|---|---|-------------|--|--|--|--|--|--|--|--|--|----|-----|-------------|--|--|----------------|--------|--|--|-----|------------|------------|-----------|------------|------------|-----------|---|-----------|-------|--------|--------|-----|-------|--------|--------|---|-----|-----|--------|--------|-----|-----|--------|--------|---|---------|-----|--------|--------|----|-----|--------|--------|---|--------|-------|--------|--------|-----|-------|--------|--------|---|-----------|-------|--------|--------|-----|-------|--------|--------|---|-----------|-------|--------|--------|-----|-------|--------|--------|---|-----------|-------|--------|--------|----|-------|--------|--------|---|--|--|--|--|--|--|--|--|--|--|--|----|-----|--------------------|--|--|--|-----|--|--|--|-------------------|--|--|--|---|---|---|---|---|---|---|---|---|---|---|---|---|-----------|-----|-----|-----|-----|------|------|------|------|-----|-----|-----|-----|---|-----|-----|-----|-----|-----|------|------|------|------|-----|-----|-----|-----|---|---------|-----|-----|-----|-----|------|------|------|------|-----|-----|-----|-----|---|--------|-----|-----|-----|-----|------|------|------|------|-----|-----|-----|-----|---|-----------|-----|-----|-----|-----|------|------|------|------|-----|-----|-----|-----|---|-----------|-----|-----|-----|-----|------|------|------|------|-----|-----|-----|-----|---|-----------|-----|-----|-----|-----|------|------|------|------|-----|-----|-----|-----|---|--|--|--|---------------------|
| 資材等運搬車両の走行に伴う粉じん等 | <p>■風向・風速の状況の調査結果 吉塚測定局の風配図は以下に示すとおりです。平均風速は2.3m/s、最多風向は南東方向、次に北西方向でした。</p> <p>吉塚測定局の気象調査結果 風配図（年平均）</p> <p>市役所測定局の風配図は以下に示すとおりです。平均風速は2.0m/s、最多風向は南南東方向、次に北北西方向でした。</p> <p>市役所測定局の気象調査結果 風配図（年平均）</p> <p>■自動車交通量および道路幅員の調査結果 自動車交通量及び道路幅員の調査結果は下表に示すとおりです。</p> <table border="1"> <thead> <tr> <th colspan="7">自動車交通量調査結果 (24時間)</th> </tr> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="5">24時間交通量</th> </tr> <tr> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> <th>大型車 混入率 (%)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>天神南駅付近病院前</td> <td>2,141</td> <td>33,362</td> <td>35,503</td> <td>6.0</td> </tr> <tr> <td>2</td> <td>祇園町</td> <td>579</td> <td>20,814</td> <td>21,393</td> <td>2.7</td> </tr> <tr> <td>3</td> <td>はかた駅前通り</td> <td>561</td> <td>11,679</td> <td>12,240</td> <td>4.6</td> </tr> <tr> <td>4</td> <td>北側一学校前</td> <td>4,640</td> <td>39,675</td> <td>44,315</td> <td>10.5</td> </tr> <tr> <td>5</td> <td>東側一マンション前</td> <td>4,876</td> <td>44,091</td> <td>48,967</td> <td>10.0</td> </tr> <tr> <td>6</td> <td>西側一マンション前</td> <td>4,203</td> <td>39,735</td> <td>43,938</td> <td>9.6</td> </tr> <tr> <td>7</td> <td>南側一マンション前</td> <td>4,059</td> <td>44,330</td> <td>48,389</td> <td>8.4</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="7">道路幅員調査結果</th> </tr> <tr> <th>地点</th> <th>地点名</th> <th>道路幅員 (m)</th> <th>うち歩道 (片側)幅員 (m)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>天神南駅付近病院前</td> <td>23</td> <td>4</td> </tr> <tr> <td>2</td> <td>祇園町</td> <td>31</td> <td>7</td> </tr> <tr> <td>3</td> <td>はかた駅前通り</td> <td>27</td> <td>5</td> </tr> <tr> <td>4</td> <td>北側一学校前</td> <td>52</td> <td>6</td> </tr> <tr> <td>5</td> <td>東側一マンション前</td> <td>50</td> <td>10</td> </tr> <tr> <td>6</td> <td>西側一マンション前</td> <td>50</td> <td>10</td> </tr> <tr> <td>7</td> <td>南側一マンション前</td> <td>35</td> <td>6</td> </tr> </tbody> </table> | 自動車交通量調査結果 (24時間) | | | | | | | 地点 | 地点名 | 24時間交通量 | | | | | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 混入率 (%) | 1 | 天神南駅付近病院前 | 2,141 | 33,362 | 35,503 | 6.0 | 2 | 祇園町 | 579 | 20,814 | 21,393 | 2.7 | 3 | はかた駅前通り | 561 | 11,679 | 12,240 | 4.6 | 4 | 北側一学校前 | 4,640 | 39,675 | 44,315 | 10.5 | 5 | 東側一マンション前 | 4,876 | 44,091 | 48,967 | 10.0 | 6 | 西側一マンション前 | 4,203 | 39,735 | 43,938 | 9.6 | 7 | 南側一マンション前 | 4,059 | 44,330 | 48,389 | 8.4 | 道路幅員調査結果 | | | | | | | 地点 | 地点名 | 道路幅員 (m) | うち歩道 (片側)幅員 (m) | 1 | 天神南駅付近病院前 | 23 | 4 | 2 | 祇園町 | 31 | 7 | 3 | はかた駅前通り | 27 | 5 | 4 | 北側一学校前 | 52 | 6 | 5 | 東側一マンション前 | 50 | 10 | 6 | 西側一マンション前 | 50 | 10 | 7 | 南側一マンション前 | 35 | 6 | <p>■工事中交通量の設定 自動車交通量調査結果に最盛期の資材等運搬車両の予測交通量を負荷し、工事中交通量を設定しました。予測結果は下表に示すとおりです。</p> <table border="1"> <thead> <tr> <th colspan="10">工事中交通量の算出結果</th> </tr> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="3">自動車交通量の調査結果</th> <th rowspan="2">資材等運搬車両 (台)</th> <th colspan="3">工事中交通量</th> <th rowspan="2">(台)</th> </tr> <tr> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>天神南駅付近病院前</td> <td>2,141</td> <td>33,362</td> <td>35,503</td> <td>198</td> <td>2,339</td> <td>33,362</td> <td>35,701</td> </tr> <tr> <td>2</td> <td>祇園町</td> <td>579</td> <td>20,814</td> <td>21,393</td> <td>198</td> <td>777</td> <td>20,814</td> <td>21,591</td> </tr> <tr> <td>3</td> <td>はかた駅前通り</td> <td>561</td> <td>11,679</td> <td>12,240</td> <td>54</td> <td>615</td> <td>11,679</td> <td>12,294</td> </tr> <tr> <td>4</td> <td>北側一学校前</td> <td>4,640</td> <td>39,675</td> <td>44,315</td> <td>252</td> <td>4,892</td> <td>39,675</td> <td>44,567</td> </tr> <tr> <td>5</td> <td>東側一マンション前</td> <td>4,876</td> <td>44,091</td> <td>48,967</td> <td>252</td> <td>5,128</td> <td>44,091</td> <td>49,219</td> </tr> <tr> <td>6</td> <td>西側一マンション前</td> <td>4,203</td> <td>39,735</td> <td>43,938</td> <td>198</td> <td>4,401</td> <td>39,735</td> <td>44,136</td> </tr> <tr> <td>7</td> <td>南側一マンション前</td> <td>4,059</td> <td>44,330</td> <td>48,389</td> <td>54</td> <td>4,113</td> <td>44,330</td> <td>48,443</td> </tr> </tbody> </table> <p>■資材等運搬車両の走行に伴う粉じん等の予測結果 予測地点における資材等運搬車両の走行に伴う季節別の粉じん等は、最大で2.9 t/km²/月、最小で1.4 t/km²/月と予測され、参考値(10 t/km²/月^(※))を下回ると予測されます。また、負荷量は最大で0.1 t/km²/月程度であり、資材等運搬車両の走行に伴う粉じん等の発生量は少ないと考えられます。</p> <table border="1"> <thead> <tr> <th colspan="12">資材等運搬車両の走行に伴う季節別の粉じん等の予測結果 (単位:t/km²/月)</th> </tr> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="4">自動車交通量の調査結果による粉じん等</th> <th colspan="4">負荷量</th> <th colspan="4">資材等運搬車両の走行に伴う粉じん等</th> </tr> <tr> <th>春</th> <th>夏</th> <th>秋</th> <th>冬</th> <th>春</th> <th>夏</th> <th>秋</th> <th>冬</th> <th>春</th> <th>夏</th> <th>秋</th> <th>冬</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>天神南駅付近病院前</td> <td>1.7</td> <td>2.3</td> <td>1.4</td> <td>1.5</td> <td>0.03</td> <td>0.04</td> <td>0.02</td> <td>0.03</td> <td>1.7</td> <td>2.3</td> <td>1.4</td> <td>1.5</td> </tr> <tr> <td>2</td> <td>祇園町</td> <td>2.0</td> <td>2.5</td> <td>1.5</td> <td>1.6</td> <td>0.08</td> <td>0.10</td> <td>0.07</td> <td>0.08</td> <td>2.1</td> <td>2.6</td> <td>1.6</td> <td>1.7</td> </tr> <tr> <td>3</td> <td>はかた駅前通り</td> <td>1.9</td> <td>2.4</td> <td>1.4</td> <td>1.5</td> <td>0.03</td> <td>0.04</td> <td>0.02</td> <td>0.03</td> <td>1.9</td> <td>2.4</td> <td>1.4</td> <td>1.5</td> </tr> <tr> <td>4</td> <td>北側一学校前</td> <td>2.2</td> <td>2.7</td> <td>1.6</td> <td>1.8</td> <td>0.04</td> <td>0.04</td> <td>0.04</td> <td>0.04</td> <td>2.2</td> <td>2.7</td> <td>1.6</td> <td>1.8</td> </tr> <tr> <td>5</td> <td>東側一マンション前</td> <td>2.3</td> <td>2.9</td> <td>1.7</td> <td>1.9</td> <td>0.04</td> <td>0.04</td> <td>0.02</td> <td>0.04</td> <td>2.3</td> <td>2.9</td> <td>1.7</td> <td>1.9</td> </tr> <tr> <td>6</td> <td>西側一マンション前</td> <td>2.0</td> <td>2.5</td> <td>1.5</td> <td>1.6</td> <td>0.03</td> <td>0.04</td> <td>0.02</td> <td>0.03</td> <td>2.0</td> <td>2.5</td> <td>1.5</td> <td>1.6</td> </tr> <tr> <td>7</td> <td>南側一マンション前</td> <td>1.9</td> <td>2.4</td> <td>1.4</td> <td>1.6</td> <td>0.01</td> <td>0.01</td> <td>0.01</td> <td>0.01</td> <td>1.9</td> <td>2.4</td> <td>1.4</td> <td>1.6</td> </tr> </tbody> </table> <p>※粉じん等については、環境基準等の基準がないため、「スパイクタイヤ粉じんの発生の防止に関する法律」の施行にあたり、「環境大臣が住民の健康保護及び生活環境の保全が特に必要な地域を指定」にかかる要件を判断する指標として「スパイクタイヤ粉じんの発生に関する法律の施行について」(平成2年7月3日 環大自84号)において生活環境影響の観点から定められた値(20t/km²/月)から、過去(H5~9)に全国で測定された降下ばいじん量データの2%除外値(全てのデータを並べ、上位2%を除外して得られた値)(10t/km²/月)の差を参考値(10t/km²/月)としました。</p> | 工事中交通量の算出結果 | | | | | | | | | | 地点 | 地点名 | 自動車交通量の調査結果 | | | 資材等運搬車両 (台) | 工事中交通量 | | | (台) | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 (台) | 小型車 (台) | 合計 (台) | 1 | 天神南駅付近病院前 | 2,141 | 33,362 | 35,503 | 198 | 2,339 | 33,362 | 35,701 | 2 | 祇園町 | 579 | 20,814 | 21,393 | 198 | 777 | 20,814 | 21,591 | 3 | はかた駅前通り | 561 | 11,679 | 12,240 | 54 | 615 | 11,679 | 12,294 | 4 | 北側一学校前 | 4,640 | 39,675 | 44,315 | 252 | 4,892 | 39,675 | 44,567 | 5 | 東側一マンション前 | 4,876 | 44,091 | 48,967 | 252 | 5,128 | 44,091 | 49,219 | 6 | 西側一マンション前 | 4,203 | 39,735 | 43,938 | 198 | 4,401 | 39,735 | 44,136 | 7 | 南側一マンション前 | 4,059 | 44,330 | 48,389 | 54 | 4,113 | 44,330 | 48,443 | 資材等運搬車両の走行に伴う季節別の粉じん等の予測結果 (単位:t/km ² /月) | | | | | | | | | | | | 地点 | 地点名 | 自動車交通量の調査結果による粉じん等 | | | | 負荷量 | | | | 資材等運搬車両の走行に伴う粉じん等 | | | | 春 | 夏 | 秋 | 冬 | 春 | 夏 | 秋 | 冬 | 春 | 夏 | 秋 | 冬 | 1 | 天神南駅付近病院前 | 1.7 | 2.3 | 1.4 | 1.5 | 0.03 | 0.04 | 0.02 | 0.03 | 1.7 | 2.3 | 1.4 | 1.5 | 2 | 祇園町 | 2.0 | 2.5 | 1.5 | 1.6 | 0.08 | 0.10 | 0.07 | 0.08 | 2.1 | 2.6 | 1.6 | 1.7 | 3 | はかた駅前通り | 1.9 | 2.4 | 1.4 | 1.5 | 0.03 | 0.04 | 0.02 | 0.03 | 1.9 | 2.4 | 1.4 | 1.5 | 4 | 北側一学校前 | 2.2 | 2.7 | 1.6 | 1.8 | 0.04 | 0.04 | 0.04 | 0.04 | 2.2 | 2.7 | 1.6 | 1.8 | 5 | 東側一マンション前 | 2.3 | 2.9 | 1.7 | 1.9 | 0.04 | 0.04 | 0.02 | 0.04 | 2.3 | 2.9 | 1.7 | 1.9 | 6 | 西側一マンション前 | 2.0 | 2.5 | 1.5 | 1.6 | 0.03 | 0.04 | 0.02 | 0.03 | 2.0 | 2.5 | 1.5 | 1.6 | 7 | 南側一マンション前 | 1.9 | 2.4 | 1.4 | 1.6 | 0.01 | 0.01 | 0.01 | 0.01 | 1.9 | 2.4 | 1.4 | 1.6 | <p>■環境保全措置の検討結果 ・資材等運搬車両の走行ルートを分散することで、各走行ルートの総台数を減らし粉じん等の影響を低減できます。</p> <p>■さらなる低減を図るための配慮事項の検討結果 ・工事の平準化 ・資材等運搬車両の点検・整備による性能維持 ・資材等運搬車両のタイヤの洗浄 ・法定速度・最大積載量の遵守に係る交通安全教育の徹底 等の配慮を検討してまいります。</p> | <p>資材等運搬車両の走行に伴う粉じん等については、環境基準等の基準がないため、「スパイクタイヤ粉じんの発生の防止に関する法律」の施行にあたり、「環境大臣が住民の健康保護及び生活環境の保全が特に必要な地域を指定」にかかる要件を判断する指標として「スパイクタイヤ粉じんの発生に関する法律の施行について」(平成2年7月3日 環大自84号)において生活環境影響の観点から定められた値(20t/km²/月)から、過去(H5~9)に全国で測定された降下ばいじん量データの2%除外値(全てのデータを並べ、上位2%を除外して得られた値)(10t/km²/月)の差を参考値(10t/km²/月)としました。</p> | <p>資材等運搬車両の走行に伴う粉じん等については、環境基準等の基準がないため、「スパイクタイヤ粉じんの発生の防止に関する法律」の施行にあたり、「環境大臣が住民の健康保護及び生活環境の保全が特に必要な地域を指定」にかかる要件を判断する指標として「スパイクタイヤ粉じんの発生に関する法律の施行について」(平成2年7月3日 環大自84号)において生活環境影響の観点から定められた値(20t/km²/月)から、過去(H5~9)に全国で測定された降下ばいじん量データの2%除外値(全てのデータを並べ、上位2%を除外して得られた値)(10t/km²/月)の差を参考値(10t/km²/月)としました。</p> | <p>資材等運搬車両の走行に伴う粉じん等については、環境基準等の基準がないため、「スパイクタイヤ粉じんの発生の防止に関する法律」の施行にあたり、「環境大臣が住民の健康保護及び生活環境の保全が特に必要な地域を指定」にかかる要件を判断する指標として「スパイクタイヤ粉じんの発生に関する法律の施行について」(平成2年7月3日 環大自84号)において生活環境影響の観点から定められた値(20t/km²/月)から、過去(H5~9)に全国で測定された降下ばいじん量データの2%除外値(全てのデータを並べ、上位2%を除外して得られた値)(10t/km²/月)の差を参考値(10t/km²/月)としました。</p> | <p>事後調査は実施しません。</p> |
| 自動車交通量調査結果 (24時間) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 24時間交通量 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 混入率 (%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 2,141 | 33,362 | 35,503 | 6.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 579 | 20,814 | 21,393 | 2.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 561 | 11,679 | 12,240 | 4.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側一学校前 | 4,640 | 39,675 | 44,315 | 10.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側一マンション前 | 4,876 | 44,091 | 48,967 | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側一マンション前 | 4,203 | 39,735 | 43,938 | 9.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側一マンション前 | 4,059 | 44,330 | 48,389 | 8.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 道路幅員調査結果 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 道路幅員 (m) | うち歩道 (片側)幅員 (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 23 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 31 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 27 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側一学校前 | 52 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側一マンション前 | 50 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側一マンション前 | 50 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側一マンション前 | 35 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 工事中交通量の算出結果 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 自動車交通量の調査結果 | | | 資材等運搬車両 (台) | 工事中交通量 | | | (台) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 大型車 (台) | 小型車 (台) | 合計 (台) | | 大型車 (台) | 小型車 (台) | 合計 (台) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 2,141 | 33,362 | 35,503 | 198 | 2,339 | 33,362 | 35,701 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 579 | 20,814 | 21,393 | 198 | 777 | 20,814 | 21,591 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 561 | 11,679 | 12,240 | 54 | 615 | 11,679 | 12,294 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側一学校前 | 4,640 | 39,675 | 44,315 | 252 | 4,892 | 39,675 | 44,567 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側一マンション前 | 4,876 | 44,091 | 48,967 | 252 | 5,128 | 44,091 | 49,219 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側一マンション前 | 4,203 | 39,735 | 43,938 | 198 | 4,401 | 39,735 | 44,136 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側一マンション前 | 4,059 | 44,330 | 48,389 | 54 | 4,113 | 44,330 | 48,443 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 資材等運搬車両の走行に伴う季節別の粉じん等の予測結果 (単位:t/km ² /月) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 自動車交通量の調査結果による粉じん等 | | | | 負荷量 | | | | 資材等運搬車両の走行に伴う粉じん等 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 春 | 夏 | 秋 | 冬 | 春 | 夏 | 秋 | 冬 | 春 | 夏 | 秋 | 冬 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 1.7 | 2.3 | 1.4 | 1.5 | 0.03 | 0.04 | 0.02 | 0.03 | 1.7 | 2.3 | 1.4 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 2.0 | 2.5 | 1.5 | 1.6 | 0.08 | 0.10 | 0.07 | 0.08 | 2.1 | 2.6 | 1.6 | 1.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 1.9 | 2.4 | 1.4 | 1.5 | 0.03 | 0.04 | 0.02 | 0.03 | 1.9 | 2.4 | 1.4 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側一学校前 | 2.2 | 2.7 | 1.6 | 1.8 | 0.04 | 0.04 | 0.04 | 0.04 | 2.2 | 2.7 | 1.6 | 1.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側一マンション前 | 2.3 | 2.9 | 1.7 | 1.9 | 0.04 | 0.04 | 0.02 | 0.04 | 2.3 | 2.9 | 1.7 | 1.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側一マンション前 | 2.0 | 2.5 | 1.5 | 1.6 | 0.03 | 0.04 | 0.02 | 0.03 | 2.0 | 2.5 | 1.5 | 1.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側一マンション前 | 1.9 | 2.4 | 1.4 | 1.6 | 0.01 | 0.01 | 0.01 | 0.01 | 1.9 | 2.4 | 1.4 | 1.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

表 6-2(2) 環境影響の総合的な評価（資材等運搬車両の走行）

■工事の実施

| | 調査 | 予測 | 環境保全措置 | 評価 | 事後調査 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------|--|------------------------------|--------------|--------------|-------------------|---------------------|-----------------------|-----------------------|--------------|--------------|--------------|--------------|---|-----------|--------------------|----|----|------|------|---|-----|----------------------|----|----|------|------|---|---------|----------------------|----|----|------|------|---|--------|------------------|----|----|------|------|---|-----------|-----------------------|----|----|------|------|---|-----------|---------------------|----|----|------|------|---|-----------|---------------------|----|----|------|------|----|-----|-------------|--|--|-------------|--|--|------------|------------|-----------|------------|------------|-----------|-------------------|---|-----------|-------|--------|--------|-----|-----|--------|--------|-----|---|-----|-----|--------|--------|-----|-----|-------|-------|-----|---|---------|-----|-------|-------|-----|-----|-------|-------|-----|---|--------|-------|--------|--------|------|-------|--------|--------|-----|---|-----------|-------|--------|--------|------|-------|--------|--------|-----|---|-----------|-------|--------|--------|------|-------|--------|--------|-----|---|-----------|-------|--------|--------|-----|-------|--------|--------|-----|----|-----|-------------|--|-------------|------|-------------|-----------------------|----|----|---|-----------|----|----|---|-------|----|---|---|-----|----|----|---|-------|----|---|---|---------|----|----|---|------|----|---|---|--------|----|----|---|-------|----|---|---|-----------|----|----|---|-------|----|----|---|-----------|----|----|---|-------|----|----|---|-----------|----|----|---|-------|----|---|---|----|-----|-------------|--|--|----------------|--------|--|--|------------|------------|-----------|------------|------------|-----------|---|-----------|-------|--------|--------|-----|-------|--------|--------|---|-----|-----|--------|--------|-----|-----|--------|--------|---|---------|-----|-------|-------|----|-----|-------|-------|---|--------|-------|--------|--------|-----|-------|--------|--------|---|-----------|-------|--------|--------|-----|-------|--------|--------|---|-----------|-------|--------|--------|-----|-------|--------|--------|---|-----------|-------|--------|--------|----|-------|--------|--------|----|-----|-------------|--|--|----------------|--------|--|--|------------|------------|-----------|------------|------------|-----------|---|-----------|-----|-------|-------|-----|-----|-------|-------|---|-----|----|-------|-------|-----|-----|-------|-------|---|---------|----|-------|-------|----|-----|-------|-------|---|--------|-----|-------|-------|-----|-----|-------|-------|---|-----------|-----|-------|-------|-----|-----|-------|-------|---|-----------|-----|-------|-------|-----|-----|-------|-------|---|-----------|-----|-------|-------|----|-----|-------|-------|----|-----|------------------------------|--|----------|--|---------------------|--|----|----|----|----|----|----|---|-----------|------|------|-----|-----|----|----|---|-----|------|------|-----|-----|----|----|---|---------|------|------|-----|-----|----|----|---|--------|------|------|-----|-----|----|----|---|-----------|------|------|-----|-----|----|----|---|-----------|------|------|-----|-----|----|----|---|-----------|------|------|-----|-----|----|----|----|-----|-------------------|--|--------------|--|----|----|----|----|---|-----------|------|------|------|------|---|-----|------|------|------|------|---|---------|------|------|------|------|---|--------|------|------|------|------|---|-----------|-----|-----|-----|-----|---|-----------|------|-----|------|-----|---|-----------|------|-----|------|-----|--|
| 資材等運搬車両の走行に伴う騒音 | <p>■道路交通騒音の調査結果 道路交通騒音の各調査地点の環境基準は、幹線交通を担う道路に近接する空間についての特例値である昼間70dB、夜間65dBになります。 道路交通騒音は地点1において夜間のみ環境基準を超過していました。その他の地点は昼夜とも環境基準を満足していました。</p> <p>道路交通騒音調査結果</p> <table border="1" data-bbox="323 561 1111 920"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th rowspan="2">路線名</th> <th colspan="2">騒音レベル 測定結果(dB)</th> <th colspan="2">歩道端部での等価 騒音レベル(dB)</th> </tr> <tr> <th>昼間 L_{Aeq}</th> <th>夜間 L_{Aeq}</th> <th>昼間 L_{Aeq}</th> <th>夜間 L_{Aeq}</th> </tr> </thead> <tbody> <tr><td>1</td><td>天神南駅付近病院前</td><td>一般国道202号 (国体道路)</td><td>72</td><td>70</td><td>68.6</td><td>66.6</td></tr> <tr><td>2</td><td>祇園町</td><td>市道博多駅前線 (はかた駅前通り)</td><td>67</td><td>65</td><td>60.1</td><td>58.1</td></tr> <tr><td>3</td><td>はかた駅前通り</td><td>市道博多駅前線 (はかた駅前通り)</td><td>65</td><td>62</td><td>60.3</td><td>57.3</td></tr> <tr><td>4</td><td>北側一学校前</td><td>市道博多浜線 (昭和通り)</td><td>69</td><td>64</td><td>66.8</td><td>61.8</td></tr> <tr><td>5</td><td>東側一マンション前</td><td>主要地方道博多停車場線 (大博通り)</td><td>72</td><td>68</td><td>67.6</td><td>63.6</td></tr> <tr><td>6</td><td>西側一マンション前</td><td>一般県道後野福岡線 (渡辺通り)</td><td>70</td><td>67</td><td>65.5</td><td>62.5</td></tr> <tr><td>7</td><td>南側一マンション前</td><td>市道博多駅草ヶ江線 (住吉通り)</td><td>70</td><td>67</td><td>66.2</td><td>63.2</td></tr> </tbody> </table> <p>※現地調査結果より歩道端部での騒音レベルを予測しました。環境基準との比較は、歩道端部での騒音レベルで実施しました。</p> <p>■自動車交通量および道路構造等の調査結果 自動車交通量及び道路構造等の調査結果は下表に示すとおりです。</p> <p>自動車交通量調査結果（昼間及び夜間）</p> <table border="1" data-bbox="323 1167 1111 1370"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="3">12時間交通量（昼間）</th> <th colspan="3">12時間交通量（夜間）</th> </tr> <tr> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> <th>大型車 混入率 (%)</th> </tr> </thead> <tbody> <tr><td>1</td><td>天神南駅付近病院前</td><td>1,624</td><td>20,133</td><td>21,757</td><td>7.5</td><td>517</td><td>13,229</td><td>13,746</td><td>3.8</td></tr> <tr><td>2</td><td>祇園町</td><td>426</td><td>12,490</td><td>12,916</td><td>3.3</td><td>153</td><td>8,324</td><td>8,477</td><td>1.8</td></tr> <tr><td>3</td><td>はかた駅前通り</td><td>437</td><td>7,260</td><td>7,697</td><td>5.7</td><td>124</td><td>4,419</td><td>4,543</td><td>2.7</td></tr> <tr><td>4</td><td>北側一学校前</td><td>3,522</td><td>28,529</td><td>32,051</td><td>11.0</td><td>1,118</td><td>11,146</td><td>12,264</td><td>9.1</td></tr> <tr><td>5</td><td>東側一マンション前</td><td>3,749</td><td>31,093</td><td>34,842</td><td>10.8</td><td>1,127</td><td>12,998</td><td>14,125</td><td>8.0</td></tr> <tr><td>6</td><td>西側一マンション前</td><td>3,123</td><td>25,941</td><td>29,064</td><td>10.7</td><td>1,080</td><td>13,794</td><td>14,874</td><td>7.3</td></tr> <tr><td>7</td><td>南側一マンション前</td><td>3,034</td><td>29,062</td><td>32,096</td><td>9.5</td><td>1,025</td><td>15,268</td><td>16,293</td><td>6.3</td></tr> </tbody> </table> <p>※昼間とは午前7時から午後7時、夜間とは午後7時から午前7時までを示します。</p> <p>道路構造等調査結果</p> <table border="1" data-bbox="323 1459 1111 1662"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="2">走行速度 (km/h)</th> <th rowspan="2">車線数 (両側)</th> <th rowspan="2">舗装状況</th> <th rowspan="2">道路幅員 (m)</th> <th rowspan="2">うち歩道 (片側)幅員 (m)</th> </tr> <tr> <th>昼間</th> <th>夜間</th> </tr> </thead> <tbody> <tr><td>1</td><td>天神南駅付近病院前</td><td>40</td><td>46</td><td>4</td><td>排水性舗装</td><td>23</td><td>4</td></tr> <tr><td>2</td><td>祇園町</td><td>43</td><td>48</td><td>4</td><td>排水性舗装</td><td>31</td><td>7</td></tr> <tr><td>3</td><td>はかた駅前通り</td><td>42</td><td>42</td><td>4</td><td>密粒舗装</td><td>27</td><td>5</td></tr> <tr><td>4</td><td>北側一学校前</td><td>41</td><td>44</td><td>8</td><td>排水性舗装</td><td>52</td><td>6</td></tr> <tr><td>5</td><td>東側一マンション前</td><td>39</td><td>41</td><td>6</td><td>排水性舗装</td><td>50</td><td>10</td></tr> <tr><td>6</td><td>西側一マンション前</td><td>40</td><td>42</td><td>8</td><td>排水性舗装</td><td>50</td><td>10</td></tr> <tr><td>7</td><td>南側一マンション前</td><td>44</td><td>46</td><td>6</td><td>排水性舗装</td><td>35</td><td>6</td></tr> </tbody> </table> | 地点 | 地点名 | 路線名 | 騒音レベル 測定結果(dB) | | 歩道端部での等価 騒音レベル(dB) | | 昼間 L_{Aeq} | 夜間 L_{Aeq} | 昼間 L_{Aeq} | 夜間 L_{Aeq} | 1 | 天神南駅付近病院前 | 一般国道202号 (国体道路) | 72 | 70 | 68.6 | 66.6 | 2 | 祇園町 | 市道博多駅前線 (はかた駅前通り) | 67 | 65 | 60.1 | 58.1 | 3 | はかた駅前通り | 市道博多駅前線 (はかた駅前通り) | 65 | 62 | 60.3 | 57.3 | 4 | 北側一学校前 | 市道博多浜線 (昭和通り) | 69 | 64 | 66.8 | 61.8 | 5 | 東側一マンション前 | 主要地方道博多停車場線 (大博通り) | 72 | 68 | 67.6 | 63.6 | 6 | 西側一マンション前 | 一般県道後野福岡線 (渡辺通り) | 70 | 67 | 65.5 | 62.5 | 7 | 南側一マンション前 | 市道博多駅草ヶ江線 (住吉通り) | 70 | 67 | 66.2 | 63.2 | 地点 | 地点名 | 12時間交通量（昼間） | | | 12時間交通量（夜間） | | | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 混入率 (%) | 1 | 天神南駅付近病院前 | 1,624 | 20,133 | 21,757 | 7.5 | 517 | 13,229 | 13,746 | 3.8 | 2 | 祇園町 | 426 | 12,490 | 12,916 | 3.3 | 153 | 8,324 | 8,477 | 1.8 | 3 | はかた駅前通り | 437 | 7,260 | 7,697 | 5.7 | 124 | 4,419 | 4,543 | 2.7 | 4 | 北側一学校前 | 3,522 | 28,529 | 32,051 | 11.0 | 1,118 | 11,146 | 12,264 | 9.1 | 5 | 東側一マンション前 | 3,749 | 31,093 | 34,842 | 10.8 | 1,127 | 12,998 | 14,125 | 8.0 | 6 | 西側一マンション前 | 3,123 | 25,941 | 29,064 | 10.7 | 1,080 | 13,794 | 14,874 | 7.3 | 7 | 南側一マンション前 | 3,034 | 29,062 | 32,096 | 9.5 | 1,025 | 15,268 | 16,293 | 6.3 | 地点 | 地点名 | 走行速度 (km/h) | | 車線数 (両側) | 舗装状況 | 道路幅員 (m) | うち歩道 (片側)幅員 (m) | 昼間 | 夜間 | 1 | 天神南駅付近病院前 | 40 | 46 | 4 | 排水性舗装 | 23 | 4 | 2 | 祇園町 | 43 | 48 | 4 | 排水性舗装 | 31 | 7 | 3 | はかた駅前通り | 42 | 42 | 4 | 密粒舗装 | 27 | 5 | 4 | 北側一学校前 | 41 | 44 | 8 | 排水性舗装 | 52 | 6 | 5 | 東側一マンション前 | 39 | 41 | 6 | 排水性舗装 | 50 | 10 | 6 | 西側一マンション前 | 40 | 42 | 8 | 排水性舗装 | 50 | 10 | 7 | 南側一マンション前 | 44 | 46 | 6 | 排水性舗装 | 35 | 6 | <p>■工事中交通量の設定 自動車交通量調査結果に最盛期の資材等運搬車両の予測交通量を負荷し、工事中交通量を設定しました。予測結果は下表に示すとおりです。</p> <p>工事中交通量の算出結果（昼間(6時～22時)）</p> <table border="1" data-bbox="1111 449 1905 673"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="3">自動車交通量の調査結果</th> <th rowspan="2">資材等運搬車両 (台)</th> <th 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<tr><td>7</td><td>南側一マンション前</td><td>3,727</td><td>36,469</td><td>40,196</td><td>54</td><td>3,781</td><td>36,469</td><td>40,250</td></tr> </tbody> </table> <p>工事中交通量の算出結果（夜間(22時～6時)）</p> <table border="1" data-bbox="1111 696 1905 920"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="3">自動車交通量の調査結果</th> <th rowspan="2">資材等運搬車両 (台)</th> <th colspan="3">工事中交通量</th> </tr> <tr> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> </tr> </thead> <tbody> <tr><td>1</td><td>天神南駅付近病院前</td><td>135</td><td>7,748</td><td>7,883</td><td>198</td><td>333</td><td>7,748</td><td>8,081</td></tr> <tr><td>2</td><td>祇園町</td><td>64</td><td>4,972</td><td>5,036</td><td>198</td><td>262</td><td>4,972</td><td>5,234</td></tr> <tr><td>3</td><td>はかた駅前通り</td><td>59</td><td>2,356</td><td>2,415</td><td>54</td><td>113</td><td>2,356</td><td>2,469</td></tr> <tr><td>4</td><td>北側一学校前</td><td>398</td><td>1,739</td><td>2,137</td><td>252</td><td>650</td><td>1,739</td><td>2,389</td></tr> <tr><td>5</td><td>東側一マンション前</td><td>490</td><td>6,277</td><td>6,767</td><td>252</td><td>742</td><td>6,277</td><td>7,019</td></tr> <tr><td>6</td><td>西側一マンション前</td><td>395</td><td>7,249</td><td>7,644</td><td>198</td><td>593</td><td>7,249</td><td>7,842</td></tr> <tr><td>7</td><td>南側一マンション前</td><td>332</td><td>7,861</td><td>8,193</td><td>54</td><td>386</td><td>7,861</td><td>8,247</td></tr> </tbody> </table> <p>■資材等運搬車両の走行に伴う騒音の予測結果 予測地点における道路交通騒音予測結果は昼間 60dB～69dB、夜間 58dB～67dB であり、地点1の夜間が環境基準を超過すると予測されますが、地点1については、現況ですでに環境基準を超過しています。(資材等運搬車両台数の設定は、道路一方向に集中した最大ケースを想定したものであり、実際は予測結果より小さくなると推定されます。)</p> <p>資材等運搬車両の走行に伴う道路交通騒音予測結果</p> <table border="1" data-bbox="1111 1212 1905 1504"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="2">歩道端部での等価騒音レベル L_{Aeq} (dB)</th> <th colspan="2">負荷量 (dB)</th> <th colspan="2">予測結果 L_{Aeq} (dB)</th> </tr> <tr> <th>昼間</th> <th>夜間</th> <th>昼間</th> <th>夜間</th> <th>昼間</th> <th>夜間</th> </tr> </thead> <tbody> <tr><td>1</td><td>天神南駅付近病院前</td><td>68.6</td><td>66.6</td><td>0.1</td><td>0.4</td><td>69</td><td>67</td></tr> <tr><td>2</td><td>祇園町</td><td>60.1</td><td>58.1</td><td>0.2</td><td>0.7</td><td>60</td><td>59</td></tr> <tr><td>3</td><td>はかた駅前通り</td><td>60.3</td><td>57.3</td><td>0.1</td><td>0.4</td><td>61</td><td>58</td></tr> <tr><td>4</td><td>北側一学校前</td><td>66.8</td><td>61.8</td><td>0.1</td><td>1.2</td><td>67</td><td>63</td></tr> <tr><td>5</td><td>東側一マンション前</td><td>67.6</td><td>63.6</td><td>0.1</td><td>0.5</td><td>68</td><td>64</td></tr> <tr><td>6</td><td>西側一マンション前</td><td>65.5</td><td>62.5</td><td>0.1</td><td>0.4</td><td>66</td><td>63</td></tr> <tr><td>7</td><td>南側一マンション前</td><td>66.2</td><td>63.2</td><td>0.0</td><td>0.1</td><td>66</td><td>63</td></tr> </tbody> </table> <p>また、面的評価の結果、自動車交通量の調査結果による達成率と工事中交通量での達成率に変化はなく、資材等運搬車両の走行に伴う騒音による環境の変化は大きくないものと予測されます。</p> <p>資材等運搬車両の走行に伴う道路交通騒音面的評価予測結果</p> <table border="1" data-bbox="1111 1706 1905 1998"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="2">自動車交通量の調査結果による達成率</th> <th colspan="2">工事中交通量による達成率</th> </tr> <tr> <th>昼間</th> <th>夜間</th> <th>昼間</th> <th>夜間</th> </tr> </thead> <tbody> <tr><td>1</td><td>天神南駅付近病院前</td><td>100%</td><td>100%</td><td>100%</td><td>100%</td></tr> <tr><td>2</td><td>祇園町</td><td>100%</td><td>100%</td><td>100%</td><td>100%</td></tr> <tr><td>3</td><td>はかた駅前通り</td><td>100%</td><td>100%</td><td>100%</td><td>100%</td></tr> <tr><td>4</td><td>北側一学校前</td><td>100%</td><td>100%</td><td>100%</td><td>100%</td></tr> <tr><td>5</td><td>東側一マンション前</td><td>98%</td><td>98%</td><td>98%</td><td>98%</td></tr> <tr><td>6</td><td>西側一マンション前</td><td>100%</td><td>99%</td><td>100%</td><td>99%</td></tr> <tr><td>7</td><td>南側一マンション前</td><td>100%</td><td>99%</td><td>100%</td><td>99%</td></tr> </tbody> </table> | 地点 | 地点名 | 自動車交通量の調査結果 | | | 資材等運搬車両 (台) | 工事中交通量 | | | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 (台) | 小型車 (台) | 合計 (台) | 1 | 天神南駅付近病院前 | 2,006 | 25,614 | 27,620 | 198 | 2,204 | 25,614 | 27,818 | 2 | 祇園町 | 515 | 15,842 | 16,357 | 198 | 713 | 15,842 | 16,555 | 3 | はかた駅前通り | 502 | 9,323 | 9,825 | 54 | 556 | 9,323 | 9,879 | 4 | 北側一学校前 | 4,242 | 37,936 | 42,178 | 252 | 4,494 | 37,936 | 42,430 | 5 | 東側一マンション前 | 4,386 | 37,814 | 42,200 | 252 | 4,638 | 37,814 | 42,452 | 6 | 西側一マンション前 | 3,808 | 32,486 | 36,294 | 198 | 4,006 | 32,486 | 36,492 | 7 | 南側一マンション前 | 3,727 | 36,469 | 40,196 | 54 | 3,781 | 36,469 | 40,250 | 地点 | 地点名 | 自動車交通量の調査結果 | | | 資材等運搬車両 (台) | 工事中交通量 | | | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 (台) | 小型車 (台) | 合計 (台) | 1 | 天神南駅付近病院前 | 135 | 7,748 | 7,883 | 198 | 333 | 7,748 | 8,081 | 2 | 祇園町 | 64 | 4,972 | 5,036 | 198 | 262 | 4,972 | 5,234 | 3 | はかた駅前通り | 59 | 2,356 | 2,415 | 54 | 113 | 2,356 | 2,469 | 4 | 北側一学校前 | 398 | 1,739 | 2,137 | 252 | 650 | 1,739 | 2,389 | 5 | 東側一マンション前 | 490 | 6,277 | 6,767 | 252 | 742 | 6,277 | 7,019 | 6 | 西側一マンション前 | 395 | 7,249 | 7,644 | 198 | 593 | 7,249 | 7,842 | 7 | 南側一マンション前 | 332 | 7,861 | 8,193 | 54 | 386 | 7,861 | 8,247 | 地点 | 地点名 | 歩道端部での等価騒音レベル L_{Aeq} (dB) | | 負荷量 (dB) | | 予測結果 L_{Aeq} (dB) | | 昼間 | 夜間 | 昼間 | 夜間 | 昼間 | 夜間 | 1 | 天神南駅付近病院前 | 68.6 | 66.6 | 0.1 | 0.4 | 69 | 67 | 2 | 祇園町 | 60.1 | 58.1 | 0.2 | 0.7 | 60 | 59 | 3 | はかた駅前通り | 60.3 | 57.3 | 0.1 | 0.4 | 61 | 58 | 4 | 北側一学校前 | 66.8 | 61.8 | 0.1 | 1.2 | 67 | 63 | 5 | 東側一マンション前 | 67.6 | 63.6 | 0.1 | 0.5 | 68 | 64 | 6 | 西側一マンション前 | 65.5 | 62.5 | 0.1 | 0.4 | 66 | 63 | 7 | 南側一マンション前 | 66.2 | 63.2 | 0.0 | 0.1 | 66 | 63 | 地点 | 地点名 | 自動車交通量の調査結果による達成率 | | 工事中交通量による達成率 | | 昼間 | 夜間 | 昼間 | 夜間 | 1 | 天神南駅付近病院前 | 100% | 100% | 100% | 100% | 2 | 祇園町 | 100% | 100% | 100% | 100% | 3 | はかた駅前通り | 100% | 100% | 100% | 100% | 4 | 北側一学校前 | 100% | 100% | 100% | 100% | 5 | 東側一マンション前 | 98% | 98% | 98% | 98% | 6 | 西側一マンション前 | 100% | 99% | 100% | 99% | 7 | 南側一マンション前 | 100% | 99% | 100% | 99% | <p>■環境保全措置の検討結果 ・資材等運搬車両の走行ルートを分散することで、各走行ルートの総台数を減らし騒音の影響を低減できます。</p> <p>■さらなる低減を図るための配慮事項の検討結果 ・工事の平準化 ・資材等運搬車両の点検・整備による性能維持 ・法定速度・最大積載量の遵守に係る交通安全教育の徹底 等の配慮を検討してまいります。</p> <p>資材等運搬車両の走行に伴う騒音について、天神南駅付近病院前で環境基準を超過すると予測されますが、現況で既に超過しており、また面的評価では自動車交通量の調査結果と工事中交通量での達成率に変化は確認されませんでした。 さらに、資材等運搬車両の走行に伴う騒音の影響をできる限り回避・低減するため、走行ルートの分散を行います。また、工事の平準化、資材等運搬車両の点検・整備による性能維持、法定速度・最大積載量の遵守に係る交通安全教育の徹底など、事業者により実行可能な範囲内で保全対策を検討します。 以上のことから、事業者により実行可能な範囲内で環境影響が回避・低減されているものと評価しました。</p> |
| 地点 | 地点名 | | | | 路線名 | 騒音レベル 測定結果(dB) | | 歩道端部での等価 騒音レベル(dB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 昼間 L_{Aeq} | 夜間 L_{Aeq} | 昼間 L_{Aeq} | | 夜間 L_{Aeq} | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 一般国道202号 (国体道路) | 72 | 70 | 68.6 | 66.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 市道博多駅前線 (はかた駅前通り) | 67 | 65 | 60.1 | 58.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 市道博多駅前線 (はかた駅前通り) | 65 | 62 | 60.3 | 57.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側一学校前 | 市道博多浜線 (昭和通り) | 69 | 64 | 66.8 | 61.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側一マンション前 | 主要地方道博多停車場線 (大博通り) | 72 | 68 | 67.6 | 63.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側一マンション前 | 一般県道後野福岡線 (渡辺通り) | 70 | 67 | 65.5 | 62.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側一マンション前 | 市道博多駅草ヶ江線 (住吉通り) | 70 | 67 | 66.2 | 63.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 12時間交通量（昼間） | | | 12時間交通量（夜間） | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 混入率 (%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 1,624 | 20,133 | 21,757 | 7.5 | 517 | 13,229 | 13,746 | 3.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 426 | 12,490 | 12,916 | 3.3 | 153 | 8,324 | 8,477 | 1.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 437 | 7,260 | 7,697 | 5.7 | 124 | 4,419 | 4,543 | 2.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側一学校前 | 3,522 | 28,529 | 32,051 | 11.0 | 1,118 | 11,146 | 12,264 | 9.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側一マンション前 | 3,749 | 31,093 | 34,842 | 10.8 | 1,127 | 12,998 | 14,125 | 8.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側一マンション前 | 3,123 | 25,941 | 29,064 | 10.7 | 1,080 | 13,794 | 14,874 | 7.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側一マンション前 | 3,034 | 29,062 | 32,096 | 9.5 | 1,025 | 15,268 | 16,293 | 6.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 走行速度 (km/h) | | 車線数 (両側) | 舗装状況 | 道路幅員 (m) | うち歩道 (片側)幅員 (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 昼間 | 夜間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 40 | 46 | 4 | 排水性舗装 | 23 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 43 | 48 | 4 | 排水性舗装 | 31 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 42 | 42 | 4 | 密粒舗装 | 27 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側一学校前 | 41 | 44 | 8 | 排水性舗装 | 52 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側一マンション前 | 39 | 41 | 6 | 排水性舗装 | 50 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側一マンション前 | 40 | 42 | 8 | 排水性舗装 | 50 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側一マンション前 | 44 | 46 | 6 | 排水性舗装 | 35 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 自動車交通量の調査結果 | | | 資材等運搬車両 (台) | 工事中交通量 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 大型車 (台) | 小型車 (台) | 合計 (台) | | 大型車 (台) | 小型車 (台) | 合計 (台) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 2,006 | 25,614 | 27,620 | 198 | 2,204 | 25,614 | 27,818 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 515 | 15,842 | 16,357 | 198 | 713 | 15,842 | 16,555 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 502 | 9,323 | 9,825 | 54 | 556 | 9,323 | 9,879 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側一学校前 | 4,242 | 37,936 | 42,178 | 252 | 4,494 | 37,936 | 42,430 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側一マンション前 | 4,386 | 37,814 | 42,200 | 252 | 4,638 | 37,814 | 42,452 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側一マンション前 | 3,808 | 32,486 | 36,294 | 198 | 4,006 | 32,486 | 36,492 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側一マンション前 | 3,727 | 36,469 | 40,196 | 54 | 3,781 | 36,469 | 40,250 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 自動車交通量の調査結果 | | | 資材等運搬車両 (台) | 工事中交通量 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 大型車 (台) | 小型車 (台) | 合計 (台) | | 大型車 (台) | 小型車 (台) | 合計 (台) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 135 | 7,748 | 7,883 | 198 | 333 | 7,748 | 8,081 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 64 | 4,972 | 5,036 | 198 | 262 | 4,972 | 5,234 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 59 | 2,356 | 2,415 | 54 | 113 | 2,356 | 2,469 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側一学校前 | 398 | 1,739 | 2,137 | 252 | 650 | 1,739 | 2,389 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側一マンション前 | 490 | 6,277 | 6,767 | 252 | 742 | 6,277 | 7,019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側一マンション前 | 395 | 7,249 | 7,644 | 198 | 593 | 7,249 | 7,842 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側一マンション前 | 332 | 7,861 | 8,193 | 54 | 386 | 7,861 | 8,247 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 歩道端部での等価騒音レベル L_{Aeq} (dB) | | 負荷量 (dB) | | 予測結果 L_{Aeq} (dB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 昼間 | 夜間 | 昼間 | 夜間 | 昼間 | 夜間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 68.6 | 66.6 | 0.1 | 0.4 | 69 | 67 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 60.1 | 58.1 | 0.2 | 0.7 | 60 | 59 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 60.3 | 57.3 | 0.1 | 0.4 | 61 | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側一学校前 | 66.8 | 61.8 | 0.1 | 1.2 | 67 | 63 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側一マンション前 | 67.6 | 63.6 | 0.1 | 0.5 | 68 | 64 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側一マンション前 | 65.5 | 62.5 | 0.1 | 0.4 | 66 | 63 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側一マンション前 | 66.2 | 63.2 | 0.0 | 0.1 | 66 | 63 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 自動車交通量の調査結果による達成率 | | 工事中交通量による達成率 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 昼間 | 夜間 | 昼間 | 夜間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 100% | 100% | 100% | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 100% | 100% | 100% | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 100% | 100% | 100% | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側一学校前 | 100% | 100% | 100% | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側一マンション前 | 98% | 98% | 98% | 98% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側一マンション前 | 100% | 99% | 100% | 99% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側一マンション前 | 100% | 99% | 100% | 99% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

表 6-2(3) 環境影響の総合的な評価（資材等運搬車両の走行）

■工事の実施

| | 調査 | 予測 | 環境保全措置 | 評価 | 事後調査 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------|--|-----------------------|--------------|-------------|-------------------|-------------|-----------------------|----------------|-------------------|-------|-------|-------|---|-----------|--------------------|----|----|----|----|---|-----|----------------------|----|----|----|----|---|---------|----------------------|----|----|----|----|---|--------|-------------------|----|----|----|----|---|-----------|-----------------------|----|----|----|----|---|-----------|---------------------|----|----|----|----|---|-----------|---------------------|----|----|----|----|----|-----|-----|--------------|---|-----------|--------------------|------|---|-----|----------------------|------|---|---------|----------------------|------|---|--------|-------------------|------|---|-----------|-----------------------|------|---|-----------|---------------------|------|---|-----------|---------------------|------|----|-----|--------------|--|--|--------------|--|--|------------|------------|-----------|-------------------|------------|------------|-----------|-------------------|---|-----------|-------|--------|--------|-----|-----|--------|--------|-----|---|-----|-----|--------|--------|-----|-----|-------|-------|-----|---|---------|-----|-------|-------|-----|-----|-------|-------|-----|---|--------|-------|--------|--------|------|-------|--------|--------|-----|---|-----------|-------|--------|--------|------|-------|--------|--------|-----|---|-----------|-------|--------|--------|------|-------|--------|--------|-----|---|-----------|-------|--------|--------|-----|-------|--------|--------|-----|----|-----|-------------|--|-------------|------|-------------|-----------------------|----|----|---|-----------|----|----|---|-------|----|---|---|-----|----|----|---|-------|----|---|---|---------|----|----|---|------|----|---|---|--------|----|----|---|-------|----|---|---|-----------|----|----|---|-------|----|----|---|-----------|----|----|---|-------|----|----|---|-----------|----|----|---|-------|----|---|--|----|-----|-------------|--|--|----------------|--------|--|--|------------|------------|-----------|------------|------------|-----------|---|-----------|-------|--------|--------|-----|-------|--------|--------|---|-----|-----|--------|--------|-----|-----|--------|--------|---|---------|-----|-------|-------|----|-----|-------|-------|---|--------|-------|--------|--------|-----|-------|--------|--------|---|-----------|-------|--------|--------|-----|-------|--------|--------|---|-----------|-------|--------|--------|-----|-------|--------|--------|---|-----------|-------|--------|--------|----|-------|--------|--------|----|-----|-------------|--|--|----------------|--------|--|--|------------|------------|-----------|------------|------------|-----------|---|-----------|-----|--------|--------|-----|-----|--------|--------|---|-----|-----|-------|-------|-----|-----|-------|-------|---|---------|-----|-------|-------|----|-----|-------|-------|---|--------|-------|--------|--------|-----|-------|--------|--------|---|-----------|-------|--------|--------|-----|-------|--------|--------|---|-----------|-------|--------|--------|-----|-------|--------|--------|---|-----------|-------|--------|--------|----|-------|--------|--------|----|-----|--------------------|--|-------------|---------------|--|----|----|----|----|---|-----------|----|----|-----|-----|----|----|---|-----|----|----|-----|-----|----|----|---|---------|----|----|-----|-----|----|----|---|--------|----|----|-----|-----|----|----|---|-----------|----|----|-----|-----|----|----|---|-----------|----|----|-----|-----|----|----|---|-----------|----|----|-----|-----|----|----|--|--|
| 資材等運搬車両の走行に伴う振動 | <p>■道路交通振動、地盤卓越振動数の調査結果 道路交通振動は、全ての地点において昼夜とも要請限度*を下回りました。地盤卓越振動数は、地点1及び地点6が他の地点に比べて高い周波数となりましたが、両地点は駅の真上であるためと考えられます。</p> <p>道路交通振動調査結果</p> <table border="1" data-bbox="323 489 1111 819"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th rowspan="2">路線名</th> <th colspan="2">振動レベル (dB)</th> <th colspan="2">歩道端部振動レベル (dB)</th> </tr> <tr> <th>昼間L10</th> <th>夜間L10</th> <th>昼間L10</th> <th>夜間L10</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>天神南駅付近病院前</td> <td>一般国道202号 (国体道路)</td> <td>40</td> <td>34</td> <td>34</td> <td>28</td> </tr> <tr> <td>2</td> <td>祇園町</td> <td>市道博多駅前線 (はかた駅前通り)</td> <td>46</td> <td>44</td> <td>37</td> <td>35</td> </tr> <tr> <td>3</td> <td>はかた駅前通り</td> <td>市道博多駅前線 (はかた駅前通り)</td> <td>39</td> <td>36</td> <td>32</td> <td>29</td> </tr> <tr> <td>4</td> <td>北側ー学校前</td> <td>市道博多姪浜線 (昭和通り)</td> <td>51</td> <td>45</td> <td>43</td> <td>37</td> </tr> <tr> <td>5</td> <td>東側ーマンション前</td> <td>主要地方道博多停車場線 (大博通り)</td> <td>47</td> <td>39</td> <td>37</td> <td>29</td> </tr> <tr> <td>6</td> <td>西側ーマンション前</td> <td>一般県道後野福岡線 (渡辺通り)</td> <td>38</td> <td>33</td> <td>28</td> <td>23</td> </tr> <tr> <td>7</td> <td>南側ーマンション前</td> <td>市道博多駅草ヶ江線 (住吉通り)</td> <td>52</td> <td>47</td> <td>44</td> <td>39</td> </tr> </tbody> </table> <p>*現地調査結果より歩道端部での振動レベルを予測しました。要請限度との比較は、歩道端部での振動レベルで実施しました。</p> <p>*要請限度の区域の区分については、第2種区域に指定されています。道路沿道であるため、昼間70dB、夜間65dBの要請限度と比較することとしました。</p> <p>調査地点における地盤卓越振動数</p> <table border="1" data-bbox="323 1021 1111 1392"> <thead> <tr> <th>地点</th> <th>地点名</th> <th>路線名</th> <th>地盤卓越振動数 (Hz)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>天神南駅付近病院前</td> <td>一般国道202号 (国体道路)</td> <td>78.3</td> </tr> <tr> <td>2</td> <td>祇園町</td> <td>市道博多駅前線 (はかた駅前通り)</td> <td>16.1</td> </tr> <tr> <td>3</td> <td>はかた駅前通り</td> <td>市道博多駅前線 (はかた駅前通り)</td> <td>15.8</td> </tr> <tr> <td>4</td> <td>北側ー学校前</td> <td>市道博多姪浜線 (昭和通り)</td> <td>15.4</td> </tr> <tr> <td>5</td> <td>東側ーマンション前</td> <td>主要地方道博多停車場線 (大博通り)</td> <td>16.9</td> </tr> <tr> <td>6</td> <td>西側ーマンション前</td> <td>一般県道後野福岡線 (渡辺通り)</td> <td>31.4</td> </tr> <tr> <td>7</td> <td>南側ーマンション前</td> <td>市道博多駅草ヶ江線 (住吉通り)</td> <td>14.5</td> </tr> </tbody> </table> <p>■自動車交通量および道路構造等の調査結果 自動車交通量及び道路構造等の調査結果は以下に示すとおりです。</p> <p>自動車交通量調査結果 (昼間及び夜間)</p> <table border="1" data-bbox="323 1538 1111 1740"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="3">12時間交通量 (昼間)</th> <th colspan="3">12時間交通量 (夜間)</th> </tr> <tr> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> <th>大型車 混入率 (%)</th> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> <th>大型車 混入率 (%)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>天神南駅付近病院前</td> <td>1,624</td> <td>20,133</td> <td>21,757</td> <td>7.5</td> <td>517</td> <td>13,229</td> <td>13,746</td> <td>3.8</td> </tr> <tr> <td>2</td> <td>祇園町</td> <td>426</td> <td>12,490</td> <td>12,916</td> <td>3.3</td> <td>153</td> <td>8,324</td> <td>8,477</td> <td>1.8</td> </tr> <tr> <td>3</td> <td>はかた駅前通り</td> <td>437</td> <td>7,260</td> <td>7,697</td> <td>5.7</td> <td>124</td> <td>4,419</td> <td>4,543</td> <td>2.7</td> </tr> <tr> <td>4</td> <td>北側ー学校前</td> <td>3,522</td> <td>28,529</td> <td>32,051</td> <td>11.0</td> <td>1,118</td> <td>11,146</td> <td>12,264</td> <td>9.1</td> </tr> <tr> <td>5</td> <td>東側ーマンション前</td> <td>3,749</td> <td>31,093</td> <td>34,842</td> <td>10.8</td> <td>1,127</td> <td>12,998</td> <td>14,125</td> <td>8.0</td> </tr> <tr> <td>6</td> <td>西側ーマンション前</td> <td>3,123</td> <td>25,941</td> <td>29,064</td> <td>10.7</td> <td>1,080</td> <td>13,794</td> <td>14,874</td> <td>7.3</td> </tr> <tr> <td>7</td> <td>南側ーマンション前</td> <td>3,034</td> <td>29,062</td> <td>32,096</td> <td>9.5</td> <td>1,025</td> <td>15,268</td> <td>16,293</td> <td>6.3</td> </tr> </tbody> </table> <p>*昼間とは午前7時から午後7時、夜間とは午後7時から午前7時までを示します。</p> <p>道路構造等調査結果</p> <table border="1" data-bbox="323 1785 1111 2010"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="2">走行速度 (km/h)</th> <th rowspan="2">車線数 (両側)</th> <th rowspan="2">舗装状況</th> <th rowspan="2">道路幅員 (m)</th> <th rowspan="2">うち歩道 (片側)幅員 (m)</th> </tr> <tr> <th>昼間</th> <th>夜間</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>天神南駅付近病院前</td> <td>40</td> <td>46</td> <td>4</td> <td>排水性舗装</td> <td>23</td> <td>4</td> </tr> <tr> <td>2</td> <td>祇園町</td> <td>43</td> <td>46</td> <td>4</td> <td>排水性舗装</td> <td>31</td> <td>7</td> </tr> <tr> <td>3</td> <td>はかた駅前通り</td> <td>39</td> <td>45</td> <td>4</td> <td>密粒舗装</td> <td>27</td> <td>5</td> </tr> <tr> <td>4</td> <td>北側ー学校前</td> <td>40</td> <td>44</td> <td>8</td> <td>排水性舗装</td> <td>52</td> <td>6</td> </tr> <tr> <td>5</td> <td>東側ーマンション前</td> <td>38</td> <td>42</td> <td>6</td> <td>排水性舗装</td> <td>50</td> <td>10</td> </tr> <tr> <td>6</td> <td>西側ーマンション前</td> <td>39</td> <td>43</td> <td>8</td> <td>排水性舗装</td> <td>50</td> <td>10</td> </tr> <tr> <td>7</td> <td>南側ーマンション前</td> <td>42</td> <td>47</td> <td>6</td> <td>排水性舗装</td> <td>35</td> <td>6</td> </tr> </tbody> </table> | 地点 | 地点名 | 路線名 | 振動レベル (dB) | | 歩道端部振動レベル (dB) | | 昼間L10 | 夜間L10 | 昼間L10 | 夜間L10 | 1 | 天神南駅付近病院前 | 一般国道202号 (国体道路) | 40 | 34 | 34 | 28 | 2 | 祇園町 | 市道博多駅前線 (はかた駅前通り) | 46 | 44 | 37 | 35 | 3 | はかた駅前通り | 市道博多駅前線 (はかた駅前通り) | 39 | 36 | 32 | 29 | 4 | 北側ー学校前 | 市道博多姪浜線 (昭和通り) | 51 | 45 | 43 | 37 | 5 | 東側ーマンション前 | 主要地方道博多停車場線 (大博通り) | 47 | 39 | 37 | 29 | 6 | 西側ーマンション前 | 一般県道後野福岡線 (渡辺通り) | 38 | 33 | 28 | 23 | 7 | 南側ーマンション前 | 市道博多駅草ヶ江線 (住吉通り) | 52 | 47 | 44 | 39 | 地点 | 地点名 | 路線名 | 地盤卓越振動数 (Hz) | 1 | 天神南駅付近病院前 | 一般国道202号 (国体道路) | 78.3 | 2 | 祇園町 | 市道博多駅前線 (はかた駅前通り) | 16.1 | 3 | はかた駅前通り | 市道博多駅前線 (はかた駅前通り) | 15.8 | 4 | 北側ー学校前 | 市道博多姪浜線 (昭和通り) | 15.4 | 5 | 東側ーマンション前 | 主要地方道博多停車場線 (大博通り) | 16.9 | 6 | 西側ーマンション前 | 一般県道後野福岡線 (渡辺通り) | 31.4 | 7 | 南側ーマンション前 | 市道博多駅草ヶ江線 (住吉通り) | 14.5 | 地点 | 地点名 | 12時間交通量 (昼間) | | | 12時間交通量 (夜間) | | | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 混入率 (%) | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 混入率 (%) | 1 | 天神南駅付近病院前 | 1,624 | 20,133 | 21,757 | 7.5 | 517 | 13,229 | 13,746 | 3.8 | 2 | 祇園町 | 426 | 12,490 | 12,916 | 3.3 | 153 | 8,324 | 8,477 | 1.8 | 3 | はかた駅前通り | 437 | 7,260 | 7,697 | 5.7 | 124 | 4,419 | 4,543 | 2.7 | 4 | 北側ー学校前 | 3,522 | 28,529 | 32,051 | 11.0 | 1,118 | 11,146 | 12,264 | 9.1 | 5 | 東側ーマンション前 | 3,749 | 31,093 | 34,842 | 10.8 | 1,127 | 12,998 | 14,125 | 8.0 | 6 | 西側ーマンション前 | 3,123 | 25,941 | 29,064 | 10.7 | 1,080 | 13,794 | 14,874 | 7.3 | 7 | 南側ーマンション前 | 3,034 | 29,062 | 32,096 | 9.5 | 1,025 | 15,268 | 16,293 | 6.3 | 地点 | 地点名 | 走行速度 (km/h) | | 車線数 (両側) | 舗装状況 | 道路幅員 (m) | うち歩道 (片側)幅員 (m) | 昼間 | 夜間 | 1 | 天神南駅付近病院前 | 40 | 46 | 4 | 排水性舗装 | 23 | 4 | 2 | 祇園町 | 43 | 46 | 4 | 排水性舗装 | 31 | 7 | 3 | はかた駅前通り | 39 | 45 | 4 | 密粒舗装 | 27 | 5 | 4 | 北側ー学校前 | 40 | 44 | 8 | 排水性舗装 | 52 | 6 | 5 | 東側ーマンション前 | 38 | 42 | 6 | 排水性舗装 | 50 | 10 | 6 | 西側ーマンション前 | 39 | 43 | 8 | 排水性舗装 | 50 | 10 | 7 | 南側ーマンション前 | 42 | 47 | 6 | 排水性舗装 | 35 | 6 | <p>■工事中交通量の設定 自動車交通量調査結果に最盛期の資材等運搬車両の予測交通量を負荷し、工事中交通量を設定しました。予測結果は下表に示すとおりです。</p> <p>工事中交通量の算出結果 (昼間(8時~19時))</p> <table border="1" data-bbox="1191 437 1953 662"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="3">自動車交通量の調査結果</th> <th rowspan="2">資材等運搬車両 (台)</th> <th colspan="3">工事中交通量</th> </tr> <tr> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>天神南駅付近病院前</td> <td>1,488</td> <td>18,644</td> <td>20,132</td> <td>198</td> <td>1,686</td> <td>18,644</td> <td>20,330</td> </tr> <tr> <td>2</td> <td>祇園町</td> <td>375</td> <td>12,006</td> <td>12,381</td> <td>198</td> <td>573</td> <td>12,006</td> <td>12,579</td> </tr> <tr> <td>3</td> <td>はかた駅前通り</td> <td>401</td> <td>7,014</td> <td>7,415</td> <td>54</td> <td>455</td> <td>7,014</td> <td>7,469</td> </tr> <tr> <td>4</td> <td>北側ー学校前</td> <td>3,249</td> <td>26,313</td> <td>29,562</td> <td>252</td> <td>3,501</td> <td>26,313</td> <td>29,814</td> </tr> <tr> <td>5</td> <td>東側ーマンション前</td> <td>3,511</td> <td>29,317</td> <td>32,828</td> <td>252</td> <td>3,763</td> <td>29,317</td> <td>33,080</td> </tr> <tr> <td>6</td> <td>西側ーマンション前</td> <td>2,846</td> <td>24,222</td> <td>27,068</td> <td>198</td> <td>3,044</td> <td>24,222</td> <td>27,266</td> </tr> <tr> <td>7</td> <td>南側ーマンション前</td> <td>2,774</td> <td>27,040</td> <td>29,814</td> <td>54</td> <td>2,828</td> <td>27,040</td> <td>29,868</td> </tr> </tbody> </table> <p>工事中交通量の算出結果 (夜間(19時~8時))</p> <table border="1" data-bbox="1191 685 1953 909"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="3">自動車交通量の調査結果</th> <th rowspan="2">資材等運搬車両 (台)</th> <th colspan="3">工事中交通量</th> </tr> <tr> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> <th>大型車 (台)</th> <th>小型車 (台)</th> <th>合計 (台)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>天神南駅付近病院前</td> <td>653</td> <td>14,718</td> <td>15,371</td> <td>198</td> <td>851</td> <td>14,718</td> <td>15,569</td> </tr> <tr> <td>2</td> <td>祇園町</td> <td>204</td> <td>8,808</td> <td>9,012</td> <td>198</td> <td>402</td> <td>8,808</td> <td>9,210</td> </tr> <tr> <td>3</td> <td>はかた駅前通り</td> <td>160</td> <td>4,665</td> <td>4,825</td> <td>54</td> <td>214</td> <td>4,665</td> <td>4,879</td> </tr> <tr> <td>4</td> <td>北側ー学校前</td> <td>1,391</td> <td>13,362</td> <td>14,753</td> <td>252</td> <td>1,643</td> <td>13,362</td> <td>15,005</td> </tr> <tr> <td>5</td> <td>東側ーマンション前</td> <td>1,365</td> <td>14,774</td> <td>16,139</td> <td>252</td> <td>1,617</td> <td>14,774</td> <td>16,391</td> </tr> <tr> <td>6</td> <td>西側ーマンション前</td> <td>1,357</td> <td>15,513</td> <td>16,870</td> <td>198</td> <td>1,555</td> <td>15,513</td> <td>17,068</td> </tr> <tr> <td>7</td> <td>南側ーマンション前</td> <td>1,285</td> <td>17,290</td> <td>18,575</td> <td>54</td> <td>1,339</td> <td>17,290</td> <td>18,629</td> </tr> </tbody> </table> <p>■資材等運搬車両の走行に伴う振動の予測結果 予測地点における負荷量については、昼間 0.0~0.7dB、夜間 0.1~1.2dB であり、道路交通振動予測結果は、昼間 28dB~44dB、夜間 23dB~39dB となり、すべての地点で要請限度を下回ると予測されます。(資材等運搬車両台数の設定は、道路一方向に集中した最大ケースを想定したものであり、実際は予測結果より小さくなると推定されます。)</p> <p>道路交通振動予測結果</p> <table border="1" data-bbox="1191 1268 1953 1493"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="2">歩道端部振動レベル L10 (dB)</th> <th rowspan="2">負荷量 (dB)</th> <th colspan="2">予測結果 L10 (dB)</th> </tr> <tr> <th>昼間</th> <th>夜間</th> <th>昼間</th> <th>夜間</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>天神南駅付近病院前</td> <td>34</td> <td>28</td> <td>0.3</td> <td>0.5</td> <td>34</td> <td>29</td> </tr> <tr> <td>2</td> <td>祇園町</td> <td>37</td> <td>35</td> <td>0.7</td> <td>1.2</td> <td>38</td> <td>36</td> </tr> <tr> <td>3</td> <td>はかた駅前通り</td> <td>32</td> <td>29</td> <td>0.3</td> <td>0.8</td> <td>32</td> <td>30</td> </tr> <tr> <td>4</td> <td>北側ー学校前</td> <td>43</td> <td>37</td> <td>0.2</td> <td>0.6</td> <td>43</td> <td>38</td> </tr> <tr> <td>5</td> <td>東側ーマンション前</td> <td>37</td> <td>29</td> <td>0.2</td> <td>0.5</td> <td>37</td> <td>30</td> </tr> <tr> <td>6</td> <td>西側ーマンション前</td> <td>28</td> <td>23</td> <td>0.2</td> <td>0.4</td> <td>28</td> <td>23</td> </tr> <tr> <td>7</td> <td>南側ーマンション前</td> <td>44</td> <td>39</td> <td>0.0</td> <td>0.1</td> <td>44</td> <td>39</td> </tr> </tbody> </table> | 地点 | 地点名 | 自動車交通量の調査結果 | | | 資材等運搬車両 (台) | 工事中交通量 | | | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 (台) | 小型車 (台) | 合計 (台) | 1 | 天神南駅付近病院前 | 1,488 | 18,644 | 20,132 | 198 | 1,686 | 18,644 | 20,330 | 2 | 祇園町 | 375 | 12,006 | 12,381 | 198 | 573 | 12,006 | 12,579 | 3 | はかた駅前通り | 401 | 7,014 | 7,415 | 54 | 455 | 7,014 | 7,469 | 4 | 北側ー学校前 | 3,249 | 26,313 | 29,562 | 252 | 3,501 | 26,313 | 29,814 | 5 | 東側ーマンション前 | 3,511 | 29,317 | 32,828 | 252 | 3,763 | 29,317 | 33,080 | 6 | 西側ーマンション前 | 2,846 | 24,222 | 27,068 | 198 | 3,044 | 24,222 | 27,266 | 7 | 南側ーマンション前 | 2,774 | 27,040 | 29,814 | 54 | 2,828 | 27,040 | 29,868 | 地点 | 地点名 | 自動車交通量の調査結果 | | | 資材等運搬車両 (台) | 工事中交通量 | | | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 (台) | 小型車 (台) | 合計 (台) | 1 | 天神南駅付近病院前 | 653 | 14,718 | 15,371 | 198 | 851 | 14,718 | 15,569 | 2 | 祇園町 | 204 | 8,808 | 9,012 | 198 | 402 | 8,808 | 9,210 | 3 | はかた駅前通り | 160 | 4,665 | 4,825 | 54 | 214 | 4,665 | 4,879 | 4 | 北側ー学校前 | 1,391 | 13,362 | 14,753 | 252 | 1,643 | 13,362 | 15,005 | 5 | 東側ーマンション前 | 1,365 | 14,774 | 16,139 | 252 | 1,617 | 14,774 | 16,391 | 6 | 西側ーマンション前 | 1,357 | 15,513 | 16,870 | 198 | 1,555 | 15,513 | 17,068 | 7 | 南側ーマンション前 | 1,285 | 17,290 | 18,575 | 54 | 1,339 | 17,290 | 18,629 | 地点 | 地点名 | 歩道端部振動レベル L10 (dB) | | 負荷量 (dB) | 予測結果 L10 (dB) | | 昼間 | 夜間 | 昼間 | 夜間 | 1 | 天神南駅付近病院前 | 34 | 28 | 0.3 | 0.5 | 34 | 29 | 2 | 祇園町 | 37 | 35 | 0.7 | 1.2 | 38 | 36 | 3 | はかた駅前通り | 32 | 29 | 0.3 | 0.8 | 32 | 30 | 4 | 北側ー学校前 | 43 | 37 | 0.2 | 0.6 | 43 | 38 | 5 | 東側ーマンション前 | 37 | 29 | 0.2 | 0.5 | 37 | 30 | 6 | 西側ーマンション前 | 28 | 23 | 0.2 | 0.4 | 28 | 23 | 7 | 南側ーマンション前 | 44 | 39 | 0.0 | 0.1 | 44 | 39 | <p>■環境保全措置の検討結果 ・資材等運搬車両の走行ルートを分散することで、各走行ルートの総台数を減らし振動の影響を低減できます。</p> <p>■さらなる低減を図るための配慮事項の検討結果 ・工事の平準化 ・資材等運搬車両の点検・整備による性能維持 ・法定速度・最大積載量の遵守に係る交通安全教育の徹底 等の配慮を検討してまいります。</p> <p>資材等運搬車両の走行に伴う振動については、全ての地点で「振動規制法」に定める道路交通振動の要請限度（昼間 70dB、夜間 65dB）を下回ると予測されます。 さらに、資材等運搬車両の走行に伴う振動の影響をできる限り回避・低減するため、走行ルートの分散を行います。また、工事の平準化、資材等運搬車両の点検・整備による性能維持、法定速度・最大積載量の遵守に係る交通安全教育の徹底など、事業者により実行可能な範囲内で保全対策を検討します。 以上のことから、事業者により実行可能な範囲内で環境影響が回避・低減されているものと評価しました。</p> | |
| 地点 | 地点名 | | | | 路線名 | 振動レベル (dB) | | 歩道端部振動レベル (dB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 昼間L10 | 夜間L10 | 昼間L10 | | 夜間L10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 一般国道202号 (国体道路) | 40 | 34 | 34 | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 市道博多駅前線 (はかた駅前通り) | 46 | 44 | 37 | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 市道博多駅前線 (はかた駅前通り) | 39 | 36 | 32 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側ー学校前 | 市道博多姪浜線 (昭和通り) | 51 | 45 | 43 | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側ーマンション前 | 主要地方道博多停車場線 (大博通り) | 47 | 39 | 37 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側ーマンション前 | 一般県道後野福岡線 (渡辺通り) | 38 | 33 | 28 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側ーマンション前 | 市道博多駅草ヶ江線 (住吉通り) | 52 | 47 | 44 | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 路線名 | 地盤卓越振動数 (Hz) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 一般国道202号 (国体道路) | 78.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 市道博多駅前線 (はかた駅前通り) | 16.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 市道博多駅前線 (はかた駅前通り) | 15.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側ー学校前 | 市道博多姪浜線 (昭和通り) | 15.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側ーマンション前 | 主要地方道博多停車場線 (大博通り) | 16.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側ーマンション前 | 一般県道後野福岡線 (渡辺通り) | 31.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側ーマンション前 | 市道博多駅草ヶ江線 (住吉通り) | 14.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 12時間交通量 (昼間) | | | 12時間交通量 (夜間) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 混入率 (%) | 大型車 (台) | 小型車 (台) | 合計 (台) | 大型車 混入率 (%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 1,624 | 20,133 | 21,757 | 7.5 | 517 | 13,229 | 13,746 | 3.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 426 | 12,490 | 12,916 | 3.3 | 153 | 8,324 | 8,477 | 1.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 437 | 7,260 | 7,697 | 5.7 | 124 | 4,419 | 4,543 | 2.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側ー学校前 | 3,522 | 28,529 | 32,051 | 11.0 | 1,118 | 11,146 | 12,264 | 9.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側ーマンション前 | 3,749 | 31,093 | 34,842 | 10.8 | 1,127 | 12,998 | 14,125 | 8.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側ーマンション前 | 3,123 | 25,941 | 29,064 | 10.7 | 1,080 | 13,794 | 14,874 | 7.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側ーマンション前 | 3,034 | 29,062 | 32,096 | 9.5 | 1,025 | 15,268 | 16,293 | 6.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 走行速度 (km/h) | | 車線数 (両側) | 舗装状況 | 道路幅員 (m) | うち歩道 (片側)幅員 (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 昼間 | 夜間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 40 | 46 | 4 | 排水性舗装 | 23 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 43 | 46 | 4 | 排水性舗装 | 31 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 39 | 45 | 4 | 密粒舗装 | 27 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側ー学校前 | 40 | 44 | 8 | 排水性舗装 | 52 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側ーマンション前 | 38 | 42 | 6 | 排水性舗装 | 50 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側ーマンション前 | 39 | 43 | 8 | 排水性舗装 | 50 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側ーマンション前 | 42 | 47 | 6 | 排水性舗装 | 35 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 自動車交通量の調査結果 | | | 資材等運搬車両 (台) | 工事中交通量 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 大型車 (台) | 小型車 (台) | 合計 (台) | | 大型車 (台) | 小型車 (台) | 合計 (台) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 1,488 | 18,644 | 20,132 | 198 | 1,686 | 18,644 | 20,330 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 375 | 12,006 | 12,381 | 198 | 573 | 12,006 | 12,579 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 401 | 7,014 | 7,415 | 54 | 455 | 7,014 | 7,469 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側ー学校前 | 3,249 | 26,313 | 29,562 | 252 | 3,501 | 26,313 | 29,814 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側ーマンション前 | 3,511 | 29,317 | 32,828 | 252 | 3,763 | 29,317 | 33,080 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側ーマンション前 | 2,846 | 24,222 | 27,068 | 198 | 3,044 | 24,222 | 27,266 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側ーマンション前 | 2,774 | 27,040 | 29,814 | 54 | 2,828 | 27,040 | 29,868 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 自動車交通量の調査結果 | | | 資材等運搬車両 (台) | 工事中交通量 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 大型車 (台) | 小型車 (台) | 合計 (台) | | 大型車 (台) | 小型車 (台) | 合計 (台) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 653 | 14,718 | 15,371 | 198 | 851 | 14,718 | 15,569 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 204 | 8,808 | 9,012 | 198 | 402 | 8,808 | 9,210 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 160 | 4,665 | 4,825 | 54 | 214 | 4,665 | 4,879 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側ー学校前 | 1,391 | 13,362 | 14,753 | 252 | 1,643 | 13,362 | 15,005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側ーマンション前 | 1,365 | 14,774 | 16,139 | 252 | 1,617 | 14,774 | 16,391 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側ーマンション前 | 1,357 | 15,513 | 16,870 | 198 | 1,555 | 15,513 | 17,068 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側ーマンション前 | 1,285 | 17,290 | 18,575 | 54 | 1,339 | 17,290 | 18,629 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地点 | 地点名 | 歩道端部振動レベル L10 (dB) | | 負荷量 (dB) | 予測結果 L10 (dB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 昼間 | 夜間 | | 昼間 | 夜間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 天神南駅付近病院前 | 34 | 28 | 0.3 | 0.5 | 34 | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 37 | 35 | 0.7 | 1.2 | 38 | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 32 | 29 | 0.3 | 0.8 | 32 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 北側ー学校前 | 43 | 37 | 0.2 | 0.6 | 43 | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 東側ーマンション前 | 37 | 29 | 0.2 | 0.5 | 37 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 西側ーマンション前 | 28 | 23 | 0.2 | 0.4 | 28 | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 南側ーマンション前 | 44 | 39 | 0.0 | 0.1 | 44 | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

表 6-3(1) 環境影響の総合的な評価（構造物の存在）

■存在・供用

| | 調査 | 予測 | 環境保全措置 | 評価 | 事後調査 | | | | | | | | | | | | | | | | | | | | |
|---------------|---|--|--------------------------|----------------------|--------------------|--------------------------|----------------------|---|-----|----|----|----|---|-------|----|----|----|---|------|----|----|----|--|---|--------------|
| 構造物の存在に伴う低周波音 | <p>■類似の換気塔となる七隈線の既設換気塔の低周波音に関する調査結果 全ての地点において、物的苦情に関する参考値*（1/3オクターブバンド）及びG特性音圧レベルの参考値*（92dB未満）を満足していますが、心身に係る苦情に関する参考値*（1/3オクターブバンド）については、40Hz以上において超過しました。</p> <p>七隈線の既設換気塔の低周波音調査結果</p> <p>■建設計画位置周辺の低周波音に関する調査結果 全ての地点において、物的苦情に関する参考値（1/3オクターブバンド）及びG特性音圧レベルの参考値（92dB未満）を満足していますが、心身に係る苦情に関する参考値（1/3オクターブバンド）については、25Hz以上において超過しました。</p> <p>建設計画位置周辺の低周波音調査結果</p> <p>※「低周波音問題対応の手引書」（平成16年 環境省）の参考値 参考値を超えた場合、苦情が生じる可能性があるとしています。</p> <p>■類似の換気塔となる七隈線の既設換気塔における苦情の状況等の調査結果 七隈線の既設換気塔では、これまで苦情は生じていません。</p> | <p>■構造物の存在に伴う低周波音の予測結果 七隈線の既設換気塔のうち、G特性音圧レベルが大きい賀茂駅（地点B）の換気塔と類似の換気塔を設置した場合には、建設計画位置周辺のG特性音圧レベルは、76～84dBになると予測されます。周波数毎の低周波音の状況については、既設換気塔と同程度の低周波音が発生するものと予測されます。 換気塔の存在に伴う低周波音は、物的苦情に関する参考値（1/3オクターブバンド）及びG特性音圧レベルの参考値（92dB未満）を満足しますが、心身に係る苦情に関する参考値（1/3オクターブバンド）が40Hz以上において超過しています。しかしながら、建設計画位置周辺の現況の低周波音について、既に心身に係る苦情に関する参考値が25Hz以上において超過しており、換気塔の存在に伴う低周波音は、建設計画位置周辺の低周波音の状況と同程度と予測されます。 また、七隈線の既設換気塔では、これまで苦情は生じていないことから、換気塔の存在に伴う低周波音の影響は、極めて小さいと考えられます。</p> <p>建設予定換気塔のG特性音圧レベル</p> <table border="1"> <thead> <tr> <th>地点</th> <th>地点名</th> <th>建設予定地のG特性音圧レベル(dB)</th> <th>既設の換気塔（賀茂駅）のG特性音圧レベル(dB)</th> <th>建設予定換気塔のG特性音圧レベル(dB)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>祇園町</td> <td>77</td> <td>73</td> <td>78</td> </tr> <tr> <td>2</td> <td>博多駅周辺</td> <td>73</td> <td>73</td> <td>76</td> </tr> <tr> <td>3</td> <td>博多駅前</td> <td>84</td> <td>73</td> <td>84</td> </tr> </tbody> </table> | 地点 | 地点名 | 建設予定地のG特性音圧レベル(dB) | 既設の換気塔（賀茂駅）のG特性音圧レベル(dB) | 建設予定換気塔のG特性音圧レベル(dB) | 1 | 祇園町 | 77 | 73 | 78 | 2 | 博多駅周辺 | 73 | 73 | 76 | 3 | 博多駅前 | 84 | 73 | 84 | <p>■環境保全措置の検討結果 ・予測の結果、換気塔の存在に伴う低周波音の影響は極めて小さいと考えられることから、環境保全措置は実施しません。</p> <p>■さらなる低減を図るための配慮事項の検討結果 ・消音対策の実施 ・保全対象が存在する方向に換気口を設置しない等の配慮を検討してまいります。</p> | <p>換気塔の存在に伴う低周波音については、換気塔を設置した場合には建設計画位置周辺のG特性音圧レベルは76～84dBになると予測され、周波数毎の低周波音の状況については、既設換気塔と同程度の低周波音が発生するものと予測されます。</p> <p>換気塔の存在に伴う低周波音は、物的苦情に関する参考値及びG特性音圧レベルは参考値を満足していますが、心身に係る苦情に関する参考値が40Hz以上において超過しています。しかしながら、建設計画位置周辺の現況の低周波音について、既に心身に係る苦情に関する参考値が25Hz以上において超過しており、換気塔の存在に伴う低周波音は、建設計画位置周辺の低周波音の状況と同程度と予測されます。</p> <p>さらに、七隈線の既設換気塔では、これまで苦情は生じていません。また、換気塔の存在に伴う低周波音の影響については、消音対策の実施や保全対象が存在する方向に換気口を設置しない等の配慮を行う等、事業者により実行可能な範囲内で保全対策を検討します。</p> <p>以上のことから、事業者により実行可能な範囲内で環境影響が回避・低減されているものと評価しました。</p> | 事後調査は実施しません。 |
| 地点 | 地点名 | 建設予定地のG特性音圧レベル(dB) | 既設の換気塔（賀茂駅）のG特性音圧レベル(dB) | 建設予定換気塔のG特性音圧レベル(dB) | | | | | | | | | | | | | | | | | | | | | |
| 1 | 祇園町 | 77 | 73 | 78 | | | | | | | | | | | | | | | | | | | | | |
| 2 | 博多駅周辺 | 73 | 73 | 76 | | | | | | | | | | | | | | | | | | | | | |
| 3 | 博多駅前 | 84 | 73 | 84 | | | | | | | | | | | | | | | | | | | | | |

表 6-3(2) 環境影響の総合的な評価（構造物の存在）

■存在・供用

| | 調査 | 予測 | 環境保全措置 | 評価 | 事後調査 |
|-------------|--|--|---|--|---|
| 構造物の存在に伴う地盤 | <p>■七隈線及び空港線の工事における地盤の状況等、対象事業実施区域の地盤の状況等の調査結果</p> <p>七隈線及び空港線の工事における地盤の状況等及び対象事業実施区域の地盤の状況については、「建設工事の実施に伴う地盤」(P.39 参照)に示します。なお、対象事業実施区域周辺の地下水の流れについては、福岡市の地形が南の背振山地から北の博多湾に向かって地形の傾斜が緩くなっています。地下水は、一般的に山間部から海もしくは河川に流れることから、対象事業実施区域周辺においても、南側から北側に地下水が流れていると考えられます。</p> <p>また、既存文献によると、福岡市の地下水は、南の山間部から博多湾に向かい流れていると考えられ、対象事業実施区域では、大野城市方面から博多湾に向かい、南東側から北西側に流れていると考えられます。</p> <p>■七隈線及び空港線、箱崎線の地下水の保全対策の調査結果</p> <ul style="list-style-type: none"> 七隈線及び空港線では、開削工法の土留工は掘削坑内への地下水の流入を抑制するため、土留工に止水性の高い柱列式連続地中壁工法等を採用しています。また、伏流水が多い区間では、掘削にあたっては、地下水位や地盤への影響が生じないように、薬液注入等の地盤改良を実施しています。 開削区間が連続している七隈線の橋本駅から梅林駅の工区(約3.8km)、箱崎線の馬出九大病院前駅から貝塚駅の工区(約3.2km)においては、地下水の流動を保全するため通水層※を建築していますが、開削区間が駅部のみの工区では建築せず、特段影響も確認されていません。 <p>※通水層とは、埋戻材料として砂を使用し、土留壁の一部を撤去し単粒度碎石を充填することで、地下鉄上部を地下水が横断できるようにしたものです。</p> | <p>■構造物の存在に伴う地盤の予測結果</p> <p>調査結果から、地下構造物の存在により、地下水の流れを遮断することにより生じる地下水位の変化による地盤への影響を定性的に予測しました。</p> <p>対象事業実施区域の地盤については、概ね透水性の高い砂質土及び砂礫土で構成されており、地下水は広い範囲で分布していると考えられます。</p> <p>今回、トンネルは主に洪積砂質土層、洪積砂礫層及び岩層(古第三紀層)内に設置する計画としており、主な透水層と想定される沖積砂質土層をほとんど遮断しない計画としています。なお、洪積砂質土層及び洪積砂礫層においても、トンネルによる遮断は部分的(シールドトンネル、高さ約5m)であり、地下水は構造物を回り込むように流动すると予測されます。また、中間駅や博多駅付近では地上部から土留壁を設置することにより、主な透水層と想定される沖積砂質土層を遮断することになりますが、遮断する延長が短い(中間駅約30~180m、博多駅約40~140m)ことから、地下水は構造物を回り込むように流动すると予測されます。</p> <p>このため、地下構造物の存在により、地下水の流れを遮断することにより生じる地下水位の変化はほとんど発生しないと予測され、地盤への影響は極めて小さいと考えられます。</p> <p>さらに、七隈線及び箱崎線では、開削区間が連続している区間において、地下水の流动を保全するため通水層を建築していますが、対象事業と同様の開削区間が駅部のみの工区では建築せず、特段影響も確認されていません。</p> <p>よって、構造物の存在に伴う地盤への影響は極めて小さいと予測されます。</p> | <p>■環境保全措置の検討結果</p> <p>予測の結果、構造物の存在に伴う地盤への影響は極めて小さいと考えられることから、環境保全措置は実施しません。</p> <p>■さらなる低減を図るための配慮事項の検討結果</p> <ul style="list-style-type: none"> 必要に応じて薬液注入等の地盤改良による止水性の向上 影響の程度に応じて通水層の建築 観測井等を用いて地下水位を監視等の配慮を検討してまいります。 | <p>トンネルは主に洪積砂質土層、洪積砂礫層及び岩層(古第三紀層)内に設置する計画としており、主な透水層と想定される沖積砂質土層をほとんど遮断しない計画としています。なお、洪積砂質土層及び洪積砂礫層においても、トンネルによる遮断は部分的(シールドトンネル、高さ約5m)であり、地下水は構造物を回り込むように流动すると予測されます。また、中間駅や博多駅付近では地上部から土留壁を設置することにより、主な透水層と想定される沖積砂質土層を遮断することになりますが、遮断する延長が短い(中間駅約30~180m、博多駅約40~140m)ことから、地下水は構造物を回り込むように流动すると予測されます。</p> <p>このため、地下構造物の存在により、地下水の流れを遮断することにより生じる地下水位の変化はほとんど発生しないと予測されます。</p> <p>さらに、七隈線及び箱崎線では、開削区間が連続している区間において、地下水の流动を保全するため通水層を建築していますが、対象事業と同様の開削区間が駅部のみの工区では建築せず、特段影響も確認されていません。</p> <p>よって、構造物の存在に伴う地盤への影響(地下水位の低下による地盤沈下)は、「周辺の建築物等に影響を及ぼさない」と予測されます。</p> <p>また、必要に応じて薬液注入等の地盤改良による止水性の向上や影響の程度に応じて通水層を建築すること、及び観測井等を用いて地下水位を監視する等、事業者により実行可能な範囲内で保全対策を検討します。</p> <p>以上のことから、事業者により実行可能な範囲内で環境影響が回避・低減されているものと評価しました。</p> | <p>開削工事における土留壁築造後を対象に、地下構造物(中間駅、博多駅)築造箇所周辺において、地下水位のモニタリング調査を実施します。</p> |

表 6-4 環境影響の総合的な評価（列車の走行（地下式））

■存在・供用

| | | 調査 | 予測 | 環境保全措置 | 評価 | 事後調査 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|-------------|-------------------|-----------------------------|------------|------|--|-------------------|-------------------|-------------|----|----|---|------|----|----|-----------------------------|--|-----|---|-----|----|----|-----------------------------|--|-----|---|---------|----|----|-----------------------------|--|-----|----|----|-----|-----------|--|------------|--|-------------------|------------------|----|----|-----|---|------------|---|----|----|----|---|-----------|---|----|----|---|---|------------|---|----|----|---|-----|---|------------|---|----|----|----|---|-----------|----|-----|-----|----|----|----|---------|------|----|----------|---|------|-------|------|-------|------|---|-----|-------|-------|----------|------|-------|------|---|---------|----------|------|----|-------|-------|-------|-----|---|------------|-------|-------|-------|----|---|-----------|-------|-------|-------|-------|---|------------|----|------|---|--|
| 列車の走行に伴う振動 | <p>■環境振動の調査結果 環境振動は、全ての地点において昼夜とも要請限度※を下回りました。</p> <p>環境振動調査結果</p> <table border="1" data-bbox="333 370 1254 606"> <thead> <tr> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="2">振動レベル(dB)</th> <th colspan="2">要請限度</th> <th rowspan="2">要請限度 以下:○ 超過:×</th> </tr> <tr> <th>昼間 L_{10}</th> <th>夜間 L_{10}</th> <th>昼間</th> <th>夜間</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>中洲付近</td> <td>51</td> <td>40</td> <td>道路交通振動 昼間: 70dB 夜間: 65dB</td> <td></td> <td>○ ○</td> </tr> <tr> <td>2</td> <td>祇園町</td> <td>42</td> <td>40</td> <td>道路交通振動 昼間: 70dB 夜間: 65dB</td> <td></td> <td>○ ○</td> </tr> <tr> <td>3</td> <td>はかた駅前通り</td> <td>39</td> <td>36</td> <td>道路交通振動 昼間: 70dB 夜間: 65dB</td> <td></td> <td>○ ○</td> </tr> </tbody> </table> <p>※要請限度の区域の区分については、第2種区域に指定されています。道路沿道であるため、昼間 70dB、夜間 65dB の要請限度と比較することとしました。</p> <p>■類似のトンネル構造区間（七隈線）における鉄道振動（ピーク振動レベル）の調査結果 地上部の全ての地点において環境振動が鉄道振動より大きくなりました。</p> <p>鉄道振動調査結果</p> <table border="1" data-bbox="333 853 1254 1066"> <thead> <tr> <th rowspan="2">区分</th> <th rowspan="2">地点</th> <th rowspan="2">地点名</th> <th colspan="2">振動レベル(dB)</th> <th colspan="2">軌道からの距離(m)</th> </tr> <tr> <th>鉄道振動 L_{max}</th> <th>環境振動 L_{10}</th> <th>水平</th> <th>垂直</th> </tr> </thead> <tbody> <tr> <td rowspan="3">地上部</td> <td>4</td> <td>天神南駅－渡辺通駅間</td> <td>—</td> <td>50</td> <td>45</td> <td>15</td> </tr> <tr> <td>5</td> <td>渡辺通駅－薬院駅間</td> <td>—</td> <td>44</td> <td>40</td> <td>5</td> </tr> <tr> <td>6</td> <td>薬院大通駅－桜坂駅間</td> <td>—</td> <td>48</td> <td>41</td> <td>5</td> </tr> <tr> <td rowspan="2">地下部</td> <td>A</td> <td>天神南駅－渡辺通駅間</td> <td>—</td> <td>35</td> <td>30</td> <td>20</td> </tr> <tr> <td>B</td> <td>渡辺通駅－薬院駅間</td> <td>31</td> <td><25</td> <td><25</td> <td>20</td> </tr> </tbody> </table> <p>※「—」とは鉄道振動が確認されなかつことを示します。 ※「<25」とは振動レベルが振動計の測定下限値未満であることを示します。</p> <p>■類似のトンネル構造区間（七隈線）における苦情の状況の調査結果 七隈線では、これまで鉄道振動の苦情は生じていません。</p> <p>■地盤の状況についての調査結果 各調査・予測地点の地盤の状況については以下のとおりです。</p> <p>各調査・予測地点の地盤の状況</p> <table border="1" data-bbox="333 1370 1270 1819"> <thead> <tr> <th>路線</th> <th>地点</th> <th>調査・予測地点</th> <th>地質構成</th> <th>N値</th> </tr> </thead> <tbody> <tr> <td rowspan="6">対象事業実施区域</td> <td rowspan="2">1</td> <td rowspan="2">中洲付近</td> <td>沖積砂質土</td> <td>5~30</td> </tr> <tr> <td>洪積砂質土</td> <td>5~40</td> </tr> <tr> <td rowspan="3">2</td> <td rowspan="3">祇園町</td> <td>沖積砂質土</td> <td>10~40</td> </tr> <tr> <td>洪積砂質・砂礫土</td> <td>5~50</td> </tr> <tr> <td>沖積砂質土</td> <td>5~10</td> </tr> <tr> <td rowspan="3">3</td> <td rowspan="3">はかた駅前通り</td> <td>洪積砂質・砂礫土</td> <td>5~50</td> </tr> <tr> <td>軟岩</td> <td>40~50</td> </tr> <tr> <td>冲積砂質土</td> <td>10~20</td> </tr> <tr> <td rowspan="6">七隈線</td> <td rowspan="2">4</td> <td rowspan="2">天神南駅－渡辺通駅間</td> <td>冲積砂質土</td> <td>10~20</td> </tr> <tr> <td>洪積粘性土</td> <td>10</td> </tr> <tr> <td rowspan="2">5</td> <td rowspan="2">渡辺通駅－薬院駅間</td> <td>冲積砂質土</td> <td>10~20</td> </tr> <tr> <td>洪積砂礫土</td> <td>20~30</td> </tr> <tr> <td rowspan="2">6</td> <td rowspan="2">薬院大通駅－桜坂駅間</td> <td>軟岩</td> <td>5~50</td> </tr> </tbody> </table> <p>■対象事業実施区域の地下室の利用状況の調査結果 対象事業実施区域周辺では、地下室の利用が、書庫1箇所、カプセルホテル1箇所、飲食店7箇所であり、保全対象となる住居や学校等の地下室は確認されませんでした。</p> | 地点 | 地点名 | 振動レベル(dB) | | 要請限度 | | 要請限度 以下:○ 超過:× | 昼間 L_{10} | 夜間 L_{10} | 昼間 | 夜間 | 1 | 中洲付近 | 51 | 40 | 道路交通振動 昼間: 70dB 夜間: 65dB | | ○ ○ | 2 | 祇園町 | 42 | 40 | 道路交通振動 昼間: 70dB 夜間: 65dB | | ○ ○ | 3 | はかた駅前通り | 39 | 36 | 道路交通振動 昼間: 70dB 夜間: 65dB | | ○ ○ | 区分 | 地点 | 地点名 | 振動レベル(dB) | | 軌道からの距離(m) | | 鉄道振動 L_{max} | 環境振動 L_{10} | 水平 | 垂直 | 地上部 | 4 | 天神南駅－渡辺通駅間 | — | 50 | 45 | 15 | 5 | 渡辺通駅－薬院駅間 | — | 44 | 40 | 5 | 6 | 薬院大通駅－桜坂駅間 | — | 48 | 41 | 5 | 地下部 | A | 天神南駅－渡辺通駅間 | — | 35 | 30 | 20 | B | 渡辺通駅－薬院駅間 | 31 | <25 | <25 | 20 | 路線 | 地点 | 調査・予測地点 | 地質構成 | N値 | 対象事業実施区域 | 1 | 中洲付近 | 沖積砂質土 | 5~30 | 洪積砂質土 | 5~40 | 2 | 祇園町 | 沖積砂質土 | 10~40 | 洪積砂質・砂礫土 | 5~50 | 沖積砂質土 | 5~10 | 3 | はかた駅前通り | 洪積砂質・砂礫土 | 5~50 | 軟岩 | 40~50 | 冲積砂質土 | 10~20 | 七隈線 | 4 | 天神南駅－渡辺通駅間 | 冲積砂質土 | 10~20 | 洪積粘性土 | 10 | 5 | 渡辺通駅－薬院駅間 | 冲積砂質土 | 10~20 | 洪積砂礫土 | 20~30 | 6 | 薬院大通駅－桜坂駅間 | 軟岩 | 5~50 | <p>■列車の走行に伴う鉄道振動の予測結果</p> <p>＜地点1＞ 地盤条件、断面構造が地点5と同様で、速度、振動源からの距離も類似していることから、環境振動以下（記録されない）になると予測されます。</p> <p>＜地点2＞ 地盤条件、断面構造が地点5と同様で、速度、振動源からの距離も類似していることから、環境振動以下（記録されない）になると予測されます。</p> <p>＜地点3＞ 地盤条件、断面構造が地点6と同様で、速度、振動源からの距離も類似していることから、環境振動以下（記録されない）になると予測されます。 以上のことから、列車の走行に伴う振動の影響は極めて小さいと予測されます。</p> <p>■環境保全措置の検討結果 予測の結果、列車の走行に伴う振動の影響は極めて小さないと考えられることから、環境保全措置は実施しません。</p> | <p>列車の走行に伴う振動については、対象事業の列車速度、地盤条件、断面構造、距離は、七隈線と類似しており、七隈線における鉄道振動の調査結果は、環境振動以下（記録されない）となっていることから、列車の走行に伴う鉄道振動は、環境振動以下（記録されない）になると予測されます。 さらに、七隈線では、これまで鉄道振動の苦情は生じていません。また、列車の走行に伴う振動の影響については、事業実施区域近傍の建築物の地下室等に影響を及ぼさないよう振動の低減に努めます。</p> <p>以上のことから、事業者により実行可能な範囲内で環境影響が回避・低減されているものと評価しました。</p> |
| 地点 | 地点名 | | | 振動レベル(dB) | | 要請限度 | | | 要請限度 以下:○ 超過:× | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 昼間 L_{10} | 夜間 L_{10} | 昼間 | 夜間 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 中洲付近 | 51 | 40 | 道路交通振動 昼間: 70dB 夜間: 65dB | | ○ ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 祇園町 | 42 | 40 | 道路交通振動 昼間: 70dB 夜間: 65dB | | ○ ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | はかた駅前通り | 39 | 36 | 道路交通振動 昼間: 70dB 夜間: 65dB | | ○ ○ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 区分 | 地点 | 地点名 | 振動レベル(dB) | | 軌道からの距離(m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 鉄道振動 L_{max} | 環境振動 L_{10} | 水平 | 垂直 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地上部 | 4 | 天神南駅－渡辺通駅間 | — | 50 | 45 | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5 | 渡辺通駅－薬院駅間 | — | 44 | 40 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | 薬院大通駅－桜坂駅間 | — | 48 | 41 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 地下部 | A | 天神南駅－渡辺通駅間 | — | 35 | 30 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | B | 渡辺通駅－薬院駅間 | 31 | <25 | <25 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 路線 | 地点 | 調査・予測地点 | 地質構成 | N値 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 対象事業実施区域 | 1 | 中洲付近 | 沖積砂質土 | 5~30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 洪積砂質土 | 5~40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | 祇園町 | 沖積砂質土 | 10~40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 洪積砂質・砂礫土 | 5~50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 沖積砂質土 | 5~10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 | はかた駅前通り | 洪積砂質・砂礫土 | 5~50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 軟岩 | | | 40~50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 冲積砂質土 | | | 10~20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 七隈線 | 4 | 天神南駅－渡辺通駅間 | 冲積砂質土 | 10~20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 洪積粘性土 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5 | 渡辺通駅－薬院駅間 | 冲積砂質土 | 10~20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 洪積砂礫土 | 20~30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 6 | 薬院大通駅－桜坂駅間 | 軟岩 | 5~50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |