

主要道路振動の推移

(単位：dB)

| No | | S | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | H | 元 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 下俣 | 47 | 33 | 38 | 40 | 38 | 38 | 30 | 42 | 43 | 38 | 39 | 37 | 41 | 39 | 41 | 43 | 30 | 36 | 41 | 45 | 43 | 42 | 40 | 42 | 36 | 37 | 34 | 50 | 30 | 30 | 34 | | |
| 2 | 富部 | 46 | 33 | 42 | 41 | 41 | 40 | 39 | 32 | 40 | 36 | 37 | 37 | 38 | 36 | 37 | 24 | 38 | 36 | 39 | 39 | 36 | 38 | 38 | 39 | 40 | 38 | 39 | 53 | 36 | 36 | 40 | | |
| 3 | 小市 | 38 | 28 | 34 | 35 | 36 | 35 | 34 | 25 | 29 | 34 | 33 | 32 | 36 | 35 | 35 | 39 | 31 | 36 | 37 | 36 | 36 | 36 | 36 | 37 | 36 | 34 | 33 | 49 | 30 | 27 | 29 | | |
| 4 | 初馬 | | | | | | | | | | | | | | | | | | | | | 39 | 39 | 42 | 36 | 44 | 40 | 36 | 35 | 50 | 28 | 26 | 33 | |
| 5 | 満水 | 61 | 43 | 44 | 42 | 43 | 43 | 43 | 31 | 41 | 44 | 42 | 43 | 44 | 45 | 45 | 45 | 42 | 40 | 46 | 44 | 44 | 46 | 41 | 48 | 49 | 43 | 37 | 58 | 38 | 38 | 41 | | |
| 6 | 亀の甲 | | | | | | 35 | 34 | 32 | 36 | 34 | 37 | 35 | 37 | 35 | 39 | 38 | 31 | 36 | 36 | 36 | 37 | 40 | 45 | 40 | 38 | 36 | 46 | 54 | 32 | 31 | 34 | | |
| 7 | 板沢 | | | | | | | | | | | | | | | | | | | | | 34 | 33 | 32 | 34 | 34 | 34 | 36 | 33 | 51 | 27 | 28 | 32 | |
| 8 | 高瀬 | | | | | | | | | | | | | | | | | | | | | | | | | | | 41 | 40 | 55 | 39 | 39 | 39 | |
| 9 | 千浜 | | | | | | | | | | | | | | | | | | | | | | | | | | | 38 | 37 | 52 | 32 | 31 | 33 | |
| 10 | 大坂 | | | | | | | | | | | | | | | | | | | | | | | | | | | 38 | 38 | 54 | 34 | 34 | 34 | |
| 11 | 大淵 | | | | | | | | | | | | | | | | | | | | | | | | | | | 38 | 33 | 45 | 25 | 25 | 28 | |
| 12 | 西大淵 | | | | | | | | | | | | | | | | | | | | | | | | | | | 38 | 39 | 56 | 37 | 35 | 37 | |

※ 各年度の数値は、測定値における80%レンジ上端値の平均値

※ 80%レンジとは、振動の大きさの決定方法として振動計の指示値が不規則かつ大幅に変動する場合の振動レベルの表し方の一つ。

道路交通振動の推移 (80%レンジ上端値)

