

LABORATORY AND ON SITE (in situ) MEASUREMENTS OF MOTORWAY EQUIPMENT ACOUSTIC CHARACTERISTICS.

STANDARDS:

1) ***LVS EN 1793-1:1997 A, LVS EN 1793-1:2002 L, „Road traffic noise reducing devices – Test method for determining the acoustic performance. Part 1: Intrinsic characteristics of sound absorption”.***

2) ***LVS EN 1793-2:1997 A, LVS EN 1793-2:2002 L “Road traffic noise reducing devices – test method for determining the acoustic performance. Part 2: Intrinsic characteristics of airborne sound insulation.”***

3) ***LVS EN 1793-3:1997 A, LVS EN 1793-3:2002 L „Road traffic noise reducing devices – test method for determining the acoustic performance. Part 3: normalized traffic noise spectrum”.***

4) ***LVS CEN/TS 1793-4:2004, „Road traffic noise reducing devices – test method for determining the acoustic performance. Part 4 – intrinsic characteristics – in situ values of sound diffraction”***

5) ***LVS CEN/TS 1793-5:2003, „Road traffic reducing devices – test method for determining the acoustic performance. Part 5 – intrinsic characteristics – in situ values of sound reflection and airborne sound insulation.***

Measured parameters :

E(t) – sound impulse time graph,

T30 – reverberation time in reverberation room in 1/3 octave bands

Measured parameters (in 1/3 octave bands):

α_S – sound absorption coefficient for [equivalent] plane in 1/3 octave bands

L_i – traffic noise sound pressure level, normalized in i-th 1/3 octave range in A-weighted mode, determined in standard ***LVS EN 1793-3***, given in decibels [dBA].

DL_α – one digit nominal value of sound absorption functional efficiency, which is stated as difference between A-level mode sound pressure levels, in decibels, [dBA].

DL_R –one digit nominal value of sound absorption functional efficiency, which is stated as difference between A-level sound pressure levels, in decibels, [dBA].