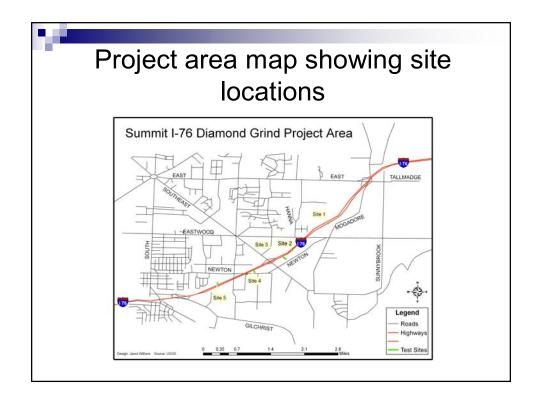


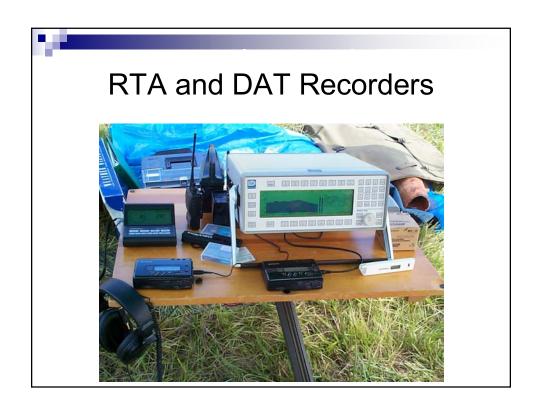
Objective:

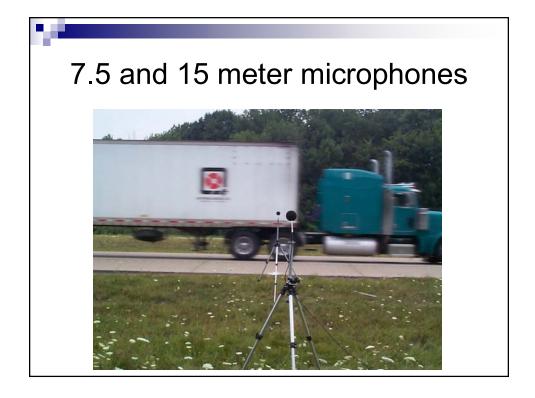
to identify traffic noise level and frequency differences due to the retexturing of the concrete pavement surface by grinding.



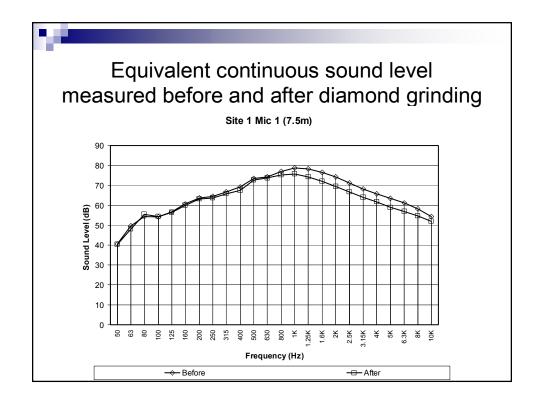


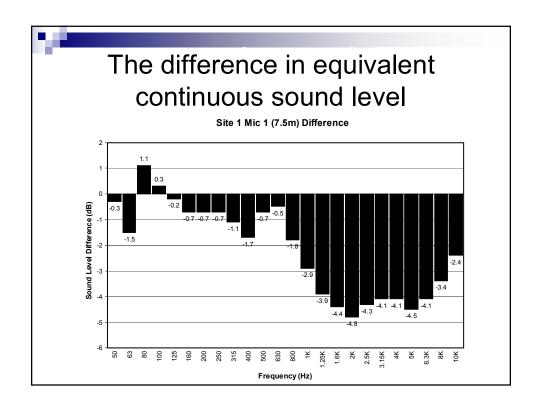


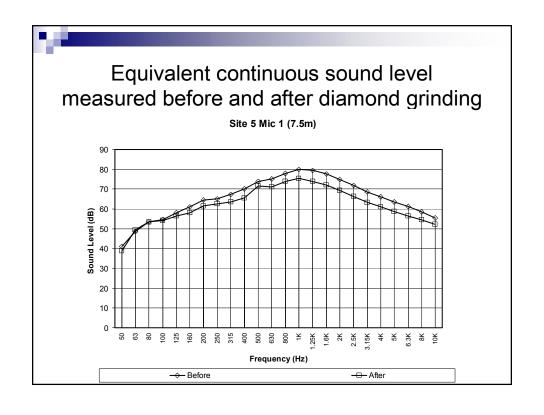


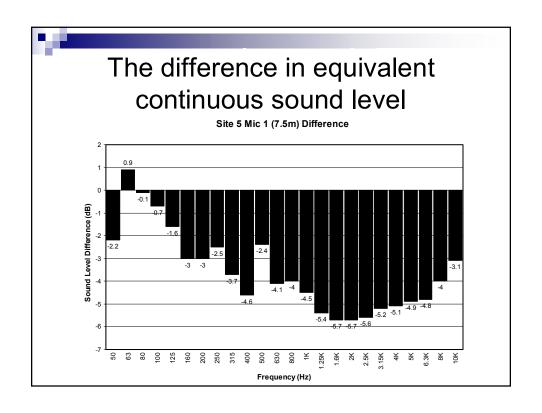


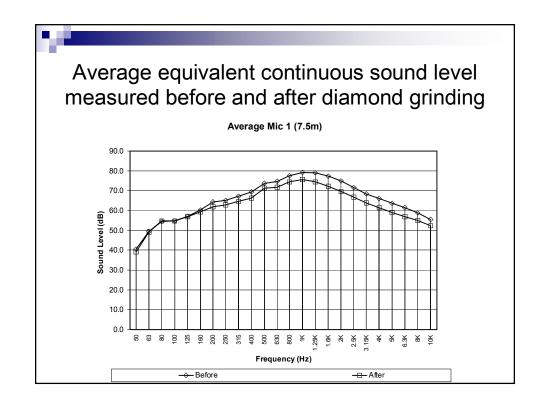


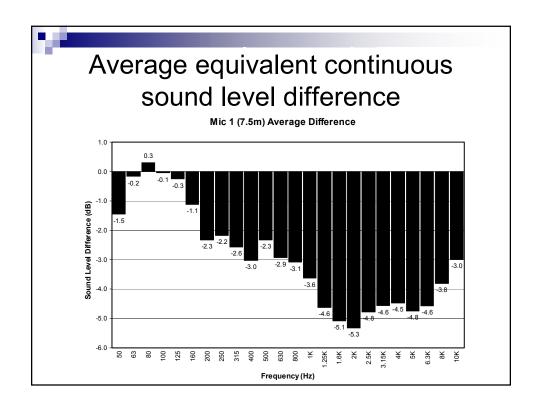


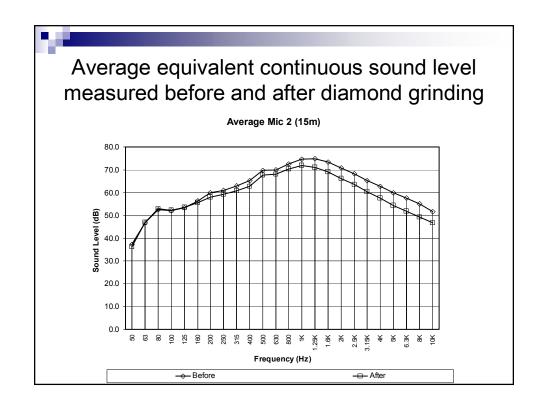


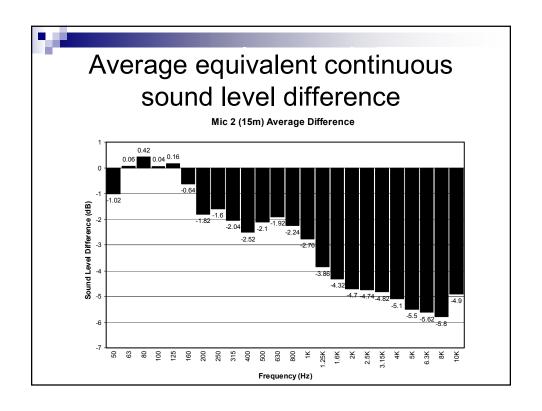




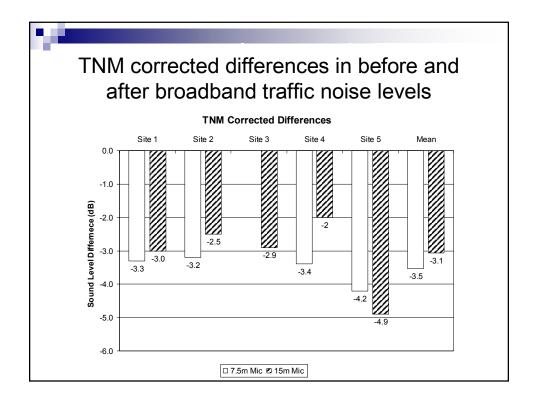








TNM Simulation Results Sound Level (dB) 7.5m 15m Site 1 78.2 74.1 Before. 78.8 74.7 Difference.... 0.6 0.6 Site 2 78.3 74.6 Before. After... 77.7 73.8 Difference... -0.8 -0.6 Site 3 74.1 78.1 78.2 74.1 After.... Difference.... 0.1 0.0 Site 4 78.3 74.5 77.6 73.7 After... Difference..... -0.7 -0.8 Site 5 78.5 74.1 After.... 78.1 74.5 Difference... -0.4 0.4





Conclusions

■ The average reduction in broadband noise at 7.5 m was 3.5 dB (3.2 dB to 4.2 dB range), and the average reduction at 15m was 3.1 dB (2 dB to 4.9 dB).

7

Conclusions continued...

Spectrum analysis showed the greatest reduction in noise occurred at frequencies above 1 kHz and that the retexturing had little to no effect on frequencies less than 200 Hz



Questions???



Average environmental conditions

	Average Ambient Temp (°C)	Average Pavement Temp (°C)	Average Relative Humidity (%)	Average Wind Speed (km/h)	Average Wind Direction
Site 1					
Before	27	28	61	7	ENE
After	8	4	70	2	SSE
Site 2					
Before	27	28	82	8	WNW
After	8	7	71	2	s
Site 3					
Before	22	24	63	2	s
After	9	2	56	4	s
Site 4					
Before	24	30	55	8	WSW
After	3	4	76	2	w
Site 5					
Before	21	24	62	3	NNE
After	7	3	76	5	ESE



Measurement system calibration



