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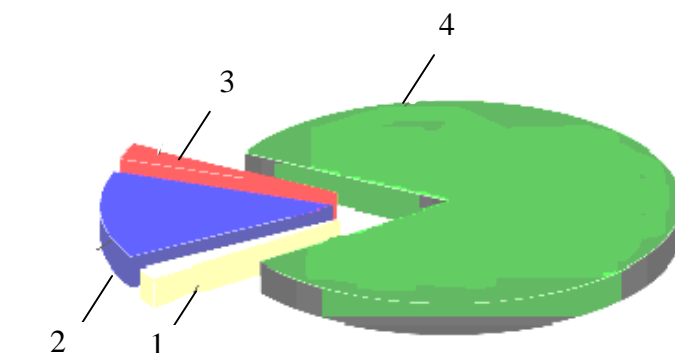
The analytical results on the problem of noise pollution, of experimental investigation of traffic load and the practical application of research results on noise pollution are presented.

Key words: noise, traffic, noise pollution, vehicles.

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 .
 , — [1].
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 ,
 ()
 .
 91,3 %, — 3,7 %, — 2,7 %, [2]: —
 — 0,9 %, —

1,4 %.

70 %



. 1. (14 %) ; 3 – (3 %); 4 – 2008 : 1 2 – (2 %) (81 %)

[3] 15 500 , 10 4 2, [4].

[5]. 20 H/ 2. [6]. [7]: 70...80 , - 80...85 , - 80...90 . [8, 9, 10]: ; ;

5 / .

(7,5±0,2)

(1,5±0,1)

7,5

1

(1,5±0,1)

200

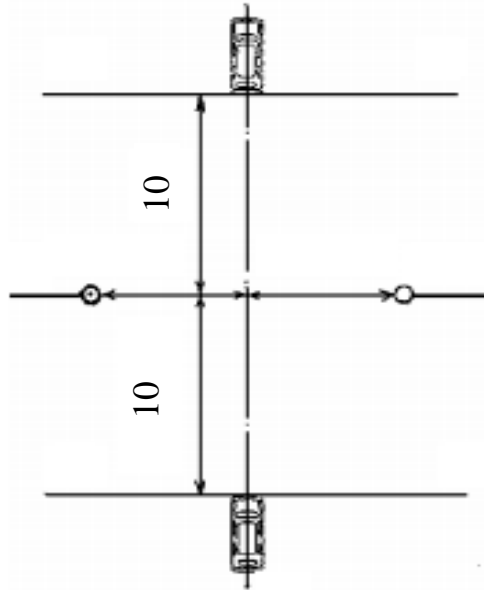
3

3

1

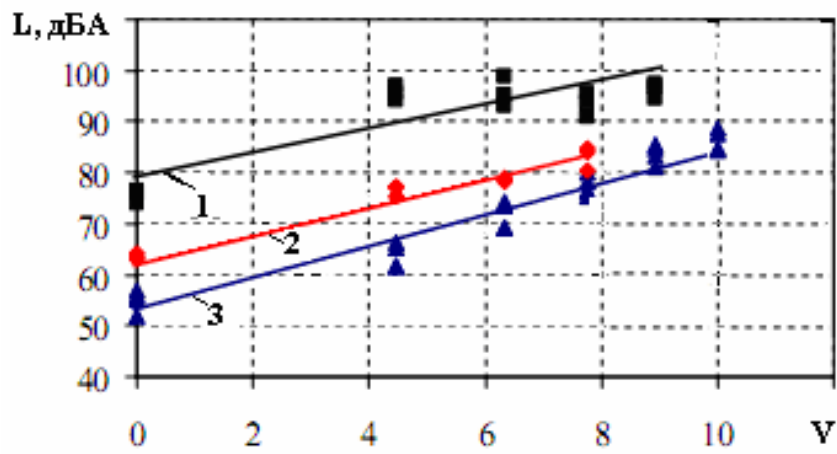
UN/ECE R 51-02:2004.

. 2.



. 2.

(. 3):



. 3.

; 2 -

; 3 -

: 1 -

$$\begin{aligned}
 & : L_B = 2,25V + 79, R^2 = 0,75; \\
 & : L = 2,54V + 63,56, R^2 = 0,97; \\
 & : L = 3,24V + 52,77, R^2 = 0,94.
 \end{aligned}$$

$$L(N, \dots) = 23,72 \cdot \lg N + 14,58 \cdot \lg \dots - 8,67, \quad (1)$$

, %; N –

[11, 12].

(.4).

30–77–84 03.08.1984.

7 23

–45

55 ;

– 60 ;

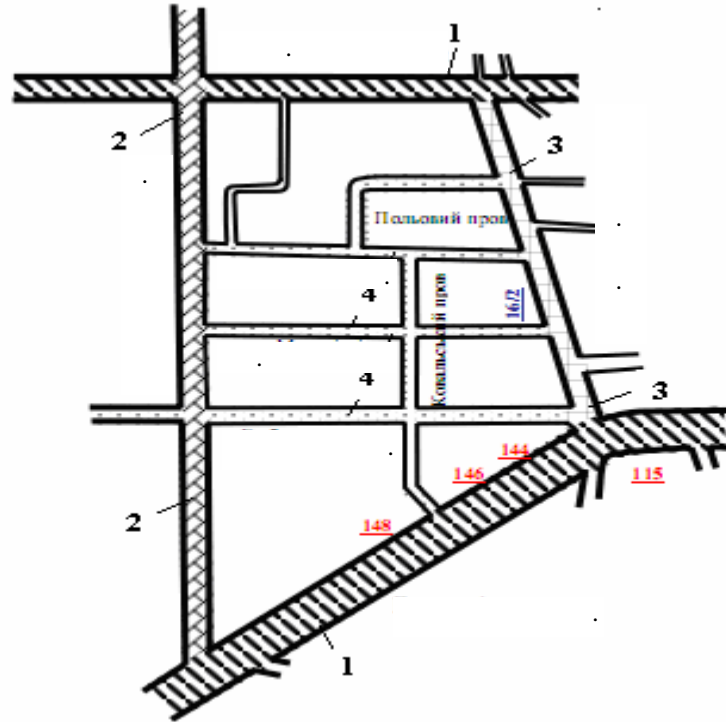
60

; –70 ;

–75

65 81

[13].



. 4. : 1 – 80...82 ; 2 – 77...79 ; 3 – 67...69 ; 4 – 61...63

$$= C \sum_{i=1}^n N_{L_i} K_n(L_i), \tag{2}$$

– ; C –
 L_i , ; n – , / ; N_{L_i} –
 L_i ; $K_n(L_i)$ –

$$K_n(L_i) = 18 \cdot 10^{-8} L_i^{3,39679} - 0,03123. \tag{3}$$

$L_i = 75$, , 100 .
 2,7 / .

$$K_n(L_i) = 18 \cdot 10^{-8} \cdot 75^{3,39679} - 0,03123 = 0,39; \tag{4}$$

$$= 2,70 \cdot 100 \cdot 0,39 = 105,3 / . \tag{5}$$

, 105,3 / 100 .

1. (0,94, 0,97 0,75).
- 2.
- 3.
- 2 11 .
4. 75 105,3 ./ 100 , .
1. /
2. , 1982. – 176 . /
- [. . , B. C. , . .] . – :
- , 1999. – 247 с.
3. /
- . . ; . / – :
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- . . – : , 1981. – 88 .
12. / . . – :
- , 1981. – 158 .
13. / . – : . – 1979. – 199 .