Evaluating success of diamond grinding to attain project noise reduction goal via system-wide OBSI study

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Overview

- OBSI study for RIDOT Interstate 195 Concrete Wearing Surface Modifications (Diamond Grinding) Project

- Measurements – Fall 2012 along I-195 at I-95 interchange near Providence RI

- Measured before/after diamond grinding of ALL lanes of existing mainline concrete bridge decks and on/off-ramps

- Project Goal – reduce noise & complaints due to traffic on new transverse-tined concrete on I-195 bridges
Overview

- Contractor’s payment bonuses / penalties based on OBSI levels after grinding – target of 104 dB(A)

- HMMH collected continuous OBSI time histories for entire study area:
  - 8 travel lanes plus 8 ramps
  - total of ~ 9 miles

- Also addressed variation in OBSI levels with temperature
Study Area – Providence, Rhode Island
OBSI Instrumentation

- Standard vehicle mounting rig
- Bruel & Kjaer PULSE real-time data acquisition / analysis system
- Two tire-mounted pairs of phase-matched sound intensity probes
- Meets ANSI Type I specifications
- System calibrated before, during, & after use
- Results only accurate within ~0.5 dB(A) due to calibration drift
OBSI Measurement Procedures

- Used 2012 Toyota Camry and Standard Reference Test Tire (SRTT)
- Tire pressure & hardness were checked
- Vehicle speedometer verified to within 1 mph with GPS unit
- Cruise control used for uniform 60 mph vehicle test speed
OBSI Measurement Procedures

- Verified suitable test conditions (roadway dry, free of debris, etc.)
- Measurements generally conducted during early morning hours
- Four OBSI runs collected over all pavement throughout study area
Measurement Approach: Collect Continuous OBSI Time History Data

- OBSI results used to assess grinding contractor’s work – to determine pay adjustment factors and/or need for corrective action
- "Basis of Payment" section of RIDOT’s Special Provision for Diamond Grinding PCC Bridge Deck and Pavement Surfaces
- HMMH required to determine OBSI sound levels for entire 9 miles of pavement included in grinding project
- Standard 440 foot roadway test length – not feasible
  - Would have required measuring over 100 individual test sections!
- Continuous on-site data collection and subsequent processing – only feasible way to collect all OBSI data in reasonable time
- Results presented in 0.2 mile (1056 feet) sections as requested by RIDOT
Study Methodology

- Collect 4 continuous OBSI time-history runs throughout study area
- No error-checking or data validation performed in the field
- OBSI data sets were post-processed to:
  - Time-align the four individual runs
  - Remove unrepresentative data (expansion joints, other roadway discontinuities)
  - Divide data set into 0.2 mile sections
  - Perform standard error checking (PI index, Coherence, etc.)
  - Remove further time history data, if necessary to pass checks
  - Calculate overall OBSI results for each 0.2 mile section

- General accordance with AASHTO TP076 standard
- OBSI data also analyzed in conformance with NCHRP Report 630
Other Challenges

- **Late-night measurements**
  - Data collection on busy urban highway was only possible in early morning hours
  - Staying awake while driving in endless circles was no easy task…
  - Required 9 nights 12AM to 6AM for all data collection!!

- **Accelerated start of project**
  - Grinding schedule accelerated by one month at last minute
  - Diamond grinding commenced at same time as baseline OBSI data collection
  - Close coordination with contractor needed to avoid conflicts and lane closure issues
Other Challenges

- **Fast-tracked measurement & analysis schedule**
  - Out-of-state contractor’s payment bonuses / penalties were determined based on OBSI levels after grinding
  - Need for near-immediate measurements of diamond-ground pavements
  - Quick turn around of results necessary to meet two-week billing cycle deadlines

- **Hastened final measurements to avoid Hurricane Sandy!**
  - Allowed a determination to be made on relocating the contractor’s equipment
Before Grinding Sample Results

Overall Sound Intensity History: BEFORE Grinding
I-195 Westbound Lane 4 to Ramp WS Lane 2

Section 1 Results
- Overall: 107.9 dB
  - 630 Hz: 105 dB
  - 1250 Hz: 108 dB
  - 2500 Hz: 104 dB

Section 2 Results
- Overall: 108.1 dB
  - 630 Hz: 106 dB
  - 1250 Hz: 108 dB
  - 2500 Hz: 104 dB

Section 3 Results
- Overall: 107.4 dB
  - 630 Hz: 105 dB
  - 1250 Hz: 108 dB
  - 2500 Hz: 104 dB

Section 4 Results
- Overall: 108.8 dB
  - 630 Hz: 106 dB
  - 1250 Hz: 108 dB
  - 2500 Hz: 104 dB
After Grinding Sample Results

Overall Sound Intensity History: AFTER Grinding
I-195 Westbound Lane 4 to Ramp WS Lane 2

Section 1 Results

Section 2 Results

Section 3 Results

Section 4 Results
Consideration of Temperature Effects

- Baseline OBSI measurements conducted late September to early October
- Data collection following diamond grinding occurred later in October
- HMMH acquired after-grinding data in one area on two nights with 20 degree temperature difference to investigate change in OBSI level
- OBSI levels known to vary with ambient temperature by approx. -0.04 dB(A) per degree Fahrenheit (inverse relationship)
  - Estimated a difference in OBSI levels of about 0.8 dB(A)
- Measured a difference of about 1.0 dB(A) – good agreement
- Project noise reduction goal – adjusted from original after-grinding target OBSI level of 103 dB(A) or below to a final target of 104 dB(A) or less and at least a 4 dB(A) improvement
Summary of OBSI Results

BEFORE GRINDING
- Baseline OBSI levels varied between approximately 108 to 110 dB(A)
- A few slightly lower results in the range of 106 to 107 dB(A)

AFTER GRINDING
- OBSI results generally fall between approximately 101 to 103 dB(A)
- Slightly higher results of about 104 dB(A) occasionally observed

IMPROVEMENT
- OBSI levels were reduced by 4 to 8 dB(A) due to the diamond grinding
Conclusions

- OBSI levels measured along I-195 were reduced 4 to 8 dB(A) due to RIDOT Diamond Grinding Project
- All after-grinding OBSI results at or below 104 dB(A)
- Grinding contractor was successful in meeting or exceeding project noise reduction goal system-wide