INTERNATIONAL STANDARD

ISO 11819-1

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Acoustics — Measurement of the influence of road surfaces on traffic noise —

Part 1: Statistical Pass-By method

Acoustique — Mesurage de l'influence des revêtements de chaussées sur le bruit émis par la circulation —

Partie 1: Méthode statistique au passage



Reference number ISO 11819-1:1997(E)

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and nongovernmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

Draft International Standards adopted by the technical committees are circulated to the member bodies for yeting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting

AL Jard requ... e. mational Standard ISO 11815. J/TC 43, Acoustics, Subcommittee Sc. D 11819 consists of the following parts, Oroc. coustics — Measurement of the influence of roc sure. oise: - Part 1: Statistical Pass-By method - Part 2: Close-proximity method Annexes A to F of this part of ISO 11819 are for information only. Comparison only. Comparison of the following parts, Oroc. Sure. Su

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International Organization for Standardization Case postale 56 • CH-1211 Genève 20 • Switzerland Internet central@iso.ch

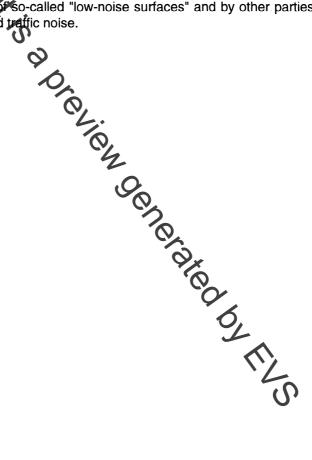
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Introduction

The emission and propagation of road traffic noise greatly depend on road surface characteristics, notably on texture and porosity. Both these characteristics influence the generation of tyre/road noise and, in addition, the porosity can influence the propagation of sound, particularly when the propagation takes place close to the surface. Power unit noise, which is usually generated at a greater height above the road surface than tyre/road noise, may also be affected during propagation by the porosity characteristics of the road surface. These effects lead to differences in sound levels, associated with a given traffic flow and composition, from different road surfaces of up to 15 dB, which can have a substantial impaction the environmental quality alongside a road.

It is therefore important to be able to measure this influence by a standardized method and to arrive at a quantitative ranking of read surfaces with respect to traffic noise. This part of ISO 11819 offers such a method, the objective of which is to satisfy a need expressed by road planners, road administrators, contractors, manufacturers of so-called "low-noise surfaces" and by other parties concerned with the prediction and control of road traffic noise.



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Acoustics — Measurement of the influence of road surfaces on traffic noise -

Part 1:

Statistical Pass-By method

1 Scope

This part of ISO 11819 describes a method of comparing traffic noise on different road surfaces for various compositions of road traffic for the purpose of evaluating different road surface types. Sound levels representing either light or heavy vehicles at selected speeds are assigned to a certain road surface. The method is applicable to traffic travelling at constant speed, i.e. free-flowing conditions at posted speeds of 50 km/h and upwards. For other driving conditions where traffic is not free-flowing. such as at junctions and where the paffic is congested, the road surface is of less importance.

A standard method for comparing noise characteristics of road surfaces gives road and environment authorities a tool for establishing common practices or limits as to the use of surfacings meeting certain noise criteria. However, it is not within the scope of ISO 11819 to suggest such criteria.

The Statistical Pass-By (SPB) method is intended to be used essentially for two main purposes. First it may be used to classify surfaces in typical and good condition as a type according to their influence on traffic noise (surface classification) and, secondly may be used to evaluate the influence on traffic noise of different surfaces at particular sites irrespective of condition and age. This latter type of application may be useful for example where a road is to be resurfaced and "before" and "after" measurements are required in order to assess the differences in traffic noise following resurfacing. However, due to severe requirements on the acoustical environment at the site, the method cannot generally be used for approval of works at any given site.

Clause 4 gives a general description of the SPB method.

2 Normative references

The following standards contain provisions which, through reference in this ext, constitute provisions of this part of ISO 11819. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this part of ISO 11812 are encouraged to investigate the possibility of applying the most recent editions of the standards indicated below. Members of IEC and ISO maintain registers of currently valid International Standards

ISO 10844:1994, Acoustics --- Test surface for road vehicle noise measurement.

ISO 13473-1:1997, Acoustics — Characterization of pavement texture using surface profiles – Part 1: Determination of mean profile depth.

IEC 60651:1979, Sound level meters.

IEC 60942:1988, Sound calibrators.

IEC 61260:1995, Electroacoustics — Octave-band and fractional-octave-band filters.