

Use of Polymer Waste in Road Construction

Mr. Sumit Rajguru¹, Mr. Makinder Singh²

^{1,2}Department of Civil Engineering

^{1,2}Subharti Institute Of Technology And Engineering, Swami Vivekananda Subharti University, Meerut, India

Abstract- *In this paper the study of some of plastic waste materials which we can reuse by certain processing and use in road construction. The materials as a result we are equipped with useful and valuable information about these materials. The discussed materials have many advantages over conventional/traditional materials and methods.. This project will conduct a study on recycling plastic waste and blending it with bitumen to lay roads in India and compare with the environmental and economic conditions Some of these materials are relatively cheaper and provide more strength as compared to traditional road materials. This project will come up with useful information and creating awareness amongst the learner in the industry regarding waste material. So that one can have a step towards further detailed information about these materials and thus be able to implement on field which will definitely improve the level of construction.*

Keywords- Plastic Waste, Bitumen, Aggregates, Plastic Roads

I. INTRODUCTION

Plastic is everywhere in today's lifestyle. It is used for packaging, protecting, serving, and even disposing of all kinds of consumer goods. With the industrial revolution, mass production of goods started and plastic seemed to be a cheaper and effective raw material. Today, every vital sector of the economy starting from agriculture to packaging, automobile, building construction, been virtually revolutionized by the applications of communication or InfoTech has plastics. Plastic in different form is found, which is toxic in nature. It is commonly collected both urban and rural areas. It creates stagnation of water and associated hygiene problems. Plastic waste hazard to the environment .Plastic waste can be reused productively in the construction of road.

II. LITERATURE REVIEW

The director of the Central Road Research Institute (CRRI) said that bitumen mixed with plastic or rubber improves the quality and life of roads. The deputy director of the CRRI said that polymers mixed with bitumen increased the construction cost up to six per cent, but increased the longevity of roads manifold. The performance studies carried out on the roads constructed in Tamil Nadu indicated satisfactory performance with good skid resistance, good

texture value, stronger and less amount of progressive unevenness over a period of time. The experimentation carried out by CRRI also indicated better stability value, indicating higher strength, less flow and more air voids. Al-Hadidy A.I., Yi-qiu Tan (2009), "Effect of polyethylene on life of flexible pavements", Ms.Apurva Chavan (2013) says that using plastic waste in mix will help reduction in need of bitumen by around 10%, increase the strength and performance of road, avoid use of anti-stripping agent, avoid disposal of plastic waste by incineration and land filling and ultimately develop a technology, which is eco-friendly.



Figure 1. Plastic in Shredded Form



Figure 2. Plastic Road in JUSCO (Tata Group) Township

III. WHY USE POLYMER IN CONSTRUCTION

Polymers have a number of vital properties, which exploited alone or together make a significant and expanding contribution to construction needs.

- Durable & corrosion resistant.
- Good insulation for cold, heat & sound saving energy and
- Reducing noise pollution.
- It is economical and has a longer life.
- Maintenance free.
- Hygienic & problems.
- Ease of processing/ installation.
- Light weight.

IV. SPECIFICATION FOR PLASTIC WASTE

Use in Construction-

- Films (carry bags, cups) up to 60μ thickness. (PE, PP, PS).
- Hard foams (PS) any thickness.
- Soft foams (PE&PP) any thickness.
- Laminated plastic up to 60μ thickness.

Not in Use-

- PVC sheet
- Flux sheets

V. BASIC PROCESS

WASTE PLASTICS COATED AGGREGATE- BITUMEN MIX

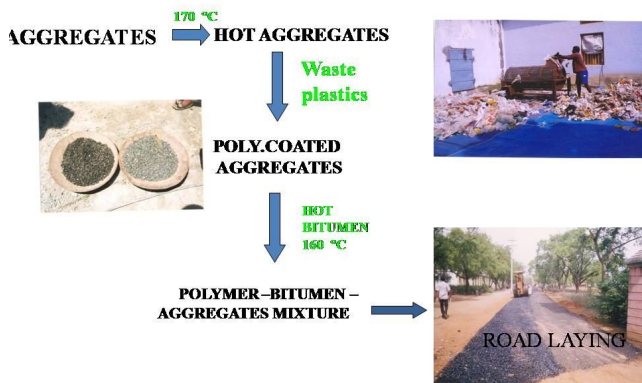


Figure 3.

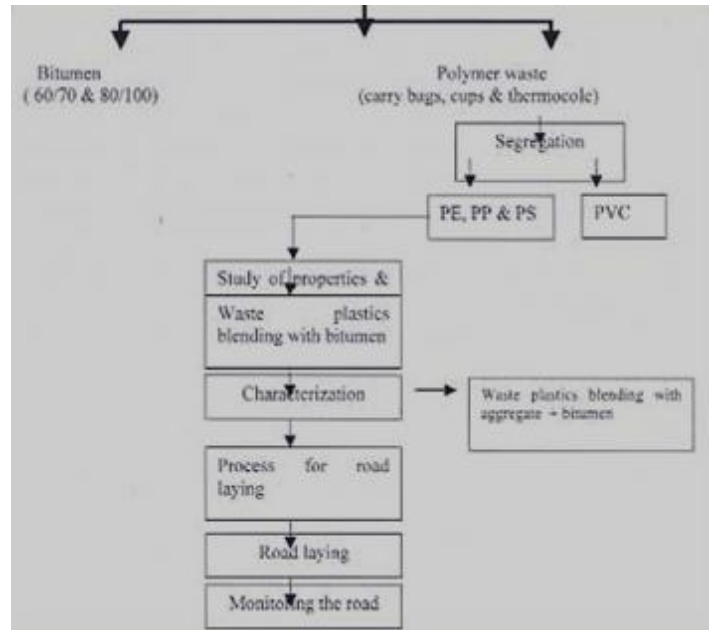


Figure 4.

1. CO-PROCESSING OF PLASTIC WASTE MANAGEMENT

1) Conventional Technology

- Recycling
- Incineration
- Land filling

2) New Technology

- Plasma Pyrolysis Technology
- Liquid Fuel
- Polymer Blended Bitumen Roads
- Co-processing in Cement Kiln

2. POLYMER BLENDED BITUMEN ROAD

The process of road laying using waste plastics is designed and the technique is being implemented successfully for the construction of flexible roads at various places in India.

1. Striping and pothole formation: Bitumen film is often stripped off the aggregate.
2. Leaching: polymer will not leach out of the bitumen layer.
3. Effect of Bleeding: Waste polymer –bitumen blend shows higher softening temperature.
4. Effect of fly ash: It is also observed that the fly ash does not leach from this mixture.

MSV for PMB – Aggregate Mix Size of Waste Plastics – 4.36 sieve passing				
% of Plastics Waste added in the mix	% of Bitumen added in the mix	Marshall Stability Value (Kg)	Flow Value (Kg)	M/Q (Kg/mm)
0.10.	5	1200	3.5	303
0.25	5	1650	3.0	379
0.50	5	1959	2.51	432

Figure 5.

3. Wet process

- Waste plastics by direct mixing with hot bitumen at 160°C.
- Mechanical stirrer is needed.
- Addition of stabilizers and proper cooling.
- Since the wet process require a lot of investment and bigger plants.
- Not commonly used.

Table 1: Showing compressive & Bending strength

% of plastic coating over aggregate	Compressive strength (MPa)	Bending strength (MPa)
10%	250	325
20%	270	335
30%	290	350
40%	320	390

Figure 6.

VI. ADVANTAGES& DIS-ADVANTAGES

1) Advantages

1. Strength of the road increased.
2. Better resistance to water & water stagnation.
3. No stripping & have no potholes.
4. Increased binding & better bonding of the mix.
5. Better soundness property.
6. Maintenance cost of the road is almost nil.
7. No effect of radiation like UV

2) Dis-Advantages

1. Cleaning process -Toxic present in the co-mingled plastic waste start leaching.
2. During the road laying process- the presence of chlorine will definitely release noxious gas.

VII. HOW MUCH PLASTIC? HOW MANY ROADS?

Each 5-member family’s use of 5 gm plastic bags a week, all-India = 52,000 tons a year.

Assume 50% of this is available for roads.1.5 tons plastic goes into average 1 km road.

So resurfacing just 35,000 km of roads a year will absorb all this littered waste.

This is just 3.5 % of India’s 1 million km surfaced roads. (1.1 million km more roads are un-surfaced).

VIII. COMPARISON

- a. The durability of the roads laid out with shredded plastic waste is much more compared with roads with asphalt with the ordinary mix.
- b. While a normal 'highway quality' road lasts four to five years it is claimed that plastic-bitumen roads can last up to 10 years.
- c. Rainwater will not seep through because of the plastic in the tar.
- d. The cost of plastic road construction may be slightly higher compared to the conventional method.
- e. The maintenance cost is low as compared to conventional method.
- f. It initial cost is slightly more as compared to conventional method.

IX. CONCLUSION

1. Plastic will increase the melting point of the bitumen.
2. This innovative technology not only strengthened the road construction but also increased the road life.

Plastic roads would be boon for India’s hot & extremely humid climate, where temperature frequently cross 50°C.

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BIOGRAPHIES



Mr.Sumit Rajguru,
Trainee Engineer in GMR Warora
Energy Limited, GMR Group.
B.E in Civil Engineering,
M.Tech In Construction
Management (pursuing 2015-17)



Mr Makinder Singh,
Trainee Engineer in GMR Warora
Energy Limited, GMR Group.
B.E in Civil Engineering,
M.Tech In Construction
Management (pursuing 2015-17)