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USE OF PLASTIC WASTE IN CONSTRUCTION OFBITUMINOUS ROADS

TARIGOPPULA VENKATA SAI GOWTHAM[1], SVPB PAVAN KRISHNA[2]

[1]M.Tech student, Department of Civil Engineering, Pydah College of Engineering, Patavala, E.G. District, Andhra Pradesh – 533461 (tarigoppulagowtham@gmail.com)

[2]Assistant Professor, Department of Civil Engineering, Pydah College of Engineering, Patavala, E.G. District, Andhra Pradesh – 533461 (cehod@pydah.edu.in)

ABSTRACT

Waste materials transfer including plastic sacks waste has turned into a noteworthy issue and plastic wastes are singed for transfer which make extreme harms the earth. Utilization of waste plastics in bituminous blends has demonstrated that these enhance the properties of blend notwithstanding diminishing transfer issues. Plastic waste which is isolated and cleaned is sliced with the end goal that it goes through the sieve having 2 mm - 3 mm size utilizing shredding machine. The utilization of this advancement won't just fortify the development of roads additionally increment the life expectancy of roads and in addition help to enhance the natural conditions. Plastic roads would be an advantage for India's hot and sticky atmosphere, where temperatures as often as possible cross 50 °C and downpours make extraordinary devastations, leaving a large portion of the asphalts with enormous pot gaps. In our examination work we havedone an intensive review on the technique of utilizing waste plastic in bitumen and with aggregates and exhibited the different tests performed on bitumen and aggregates. This waste plastic changed bitumen blend demonstrate better restricting property, strength, thickness and show more imperviousness to water. Since the vast majority of the streets in India are ofadaptable sort, the utilization of such techniques is effortlessly versatile on an extensive scale. The investigations of properties of the plastic waste-mixed bitumen demonstrate that the expansion of plastic waste to bitumen expands softening point, specific gravity (then sudden diminishing is seen in the wake of accomplishing most extreme point), diminishes penetration value and ductility. The coating of plastic changed bitumen and aggregates enhanced the fundamental properties of both aggregates and bitumen to an advantage. The present review will come about lesser road repairs and utilisation of plastic wastes will use non-biodegradable wastes.

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KEYWORDS: Waste Disposal, Modified Bitumen, Modified Aggregate, Highway Construction,Plastic Waste.

I. INTRODUCTION

Waste plastic material is pounded and made into powder; by and large 5% - 10% plastic is blended with the bitumen. It builds the dissolving purpose of the bitumen and makes the street hold its adaptability amid winters bringing about its long life. Utilization of destroyed plastic waste goes about as a solid "restricting specialist" for tar making the bitumen keep going long. By blending plastic with bitumen the capacity of the bitumen to with stand high temperature increments. The plastic waste is liquefied and blended with bitumen in a specific proportion. Regularly, mixing happens when temperature achieves 45.5 °C yet when plastic is blended, it stays stable even at 55 °C. The tests at the research center level demonstrated that the bituminous blends arranged utilizing the treated bitumen fastener satisfied all the predefined Marshall blend outline criteria for surface course of street asphalt. There was a significant increment in Marshall Stability estimation of the bituminous blend, of the request of a few times higher incentive in examination with the common bitumen. Another imperative perception was that the bituminous blends arranged utilizing the treated fastener could withstand antagonistic drenching conditions submerged for longer term.

Plastic waste use in street development is not new. It is as of now being used as PVC (polyvinyl chloride) or HDPE (high-thickness poly-ethylene) pipe tangle intersections worked by cabling together PVC or HDPE channels to frame plastic mats. The plastic streets incorporate move mats to facilitate the entry of tires up to and down from the intersection. Both choices help shield wetland pull streets from rutting by conveying the heap over the surface. In any case, the utilization of plastic-waste has been a worry for researchers and designers for a very long time. Late reviews toward this path have demonstrated some expectation as far as utilizing plastic- squander in road development i.e., Plastic roads. A Bangalore-based firm and a group of specialists from R. V. School of Engineering, Bangalore, have built up a method for utilizing plastic waste for street development. An underlying review was led in 1997 by the group to test for quality and strength. Plastic streets basically utilize plastic convey sacks, expendable containers and PET jugs that are gathered from rubbish dumps as an imperative element of the development material. At the point when blended with hot bitumen, plastics liquefy to frame a slick coat over the total and the blend is laid out and about surface like a typical tar road.

II. REVIEW OF LITERATURE

Sabinaetal (2001) studied the comparative performance of properties of bituminous mixes containing plastic/polymer (PP) (8% and 15% by weight of bitumen) with conventional bituminous concrete mix (prepared with 60/70 penetration grade bitumen). Improvement in properties like Marshall Stability, retained stability, indirect tensile strength and rutting was observed in Plastic modified bituminous concrete mixes.

Verma S.S. (2008). Concluded that Plastics will increase the melting point of the bitumen. This technology not only strengthened the road construction but also increased the road life.

Dr.R.Vasudevan and S. Rajasekaran, (2007) stated that the polymer bitumen blend is a better binder compared to plain bitumen. Blend has increased Softening point and decreased Penetration value with a suitable ductility.

Zahra et al (2010) conducted a study using powdered PET in 2%,4%,6%,8%,10% with 80/100 penetration grade. It was found that viscosity increases by 5% by every 2% increase of PET. It was observed that penetration shows considerable decrease with increase in PET content.

Prasad et al (2013) investigated the use of PET waste by mixing 2%,4%,6%,8%,10% with 80/100 grade bitumen and found that MSV, FV, bulk density increases with increase in PET content whereas VFB decreases. OBC was obtained as 5.4% and optimum content of PET was 8%.

III. OBJECTIVES

The present study visualize the use of waste material i.e. waste plastic mixed with bitumen, which has potential use in highway and construction industry. The large scale use of such materials will not only help in conserving the ecological balances, but will open up opportunities for the industries to produce a low cost material based on these waste, for mass scale applications. The study also encourages the use of these potentially hazardous wastes for mass scale without affecting the environment, cultivation, human and animal lives.

- As in the part of the study, an attempt was made to assess the stabilization of the bitumen by adding waste plastic with different percentages (5%, 7%, 9%, 12%, 15%)

by bitumen weight and performing basic tests such as Ductility Test, Penetration Test, Softening Point Test and specific gravity Test.

- Finding out the aggregate properties such as Moisture absorption test, Los Angeles abrasion value test, Aggregate impact value test and Aggregate Crushing Value test with and without plastic coated to the aggregates. The coated plastic percentages are 5%, 7%, 9%, 12%, 15%.
- Finding out the Marshall Values, namely Marshall Stability Value, Marshall Flow Value, Voids present in air, Voids in Aggregates and Voids in Bitumen, determined from Marshall Stability Test.

IV. EXPERIMENTAL WORK

In the present study various tests have been performed in the laboratory using plastic wastes withbitumen and aggregate as a replacement to determine the change in properties of bitumen and aggregates. These tests have been performed using 5 %, 7 %, 9 %, 12 % and 15 % plastic wastes as a replacement of bitumen and aggregates. The results are shown below with plots:

A. Tests on Modified Bitumen:

Ductility test: This test is done to decide the pliability of bitumen. The standard of this test is that the malleability of a bituminous material is measured by separation in cm to which it will stretch before breaking.

Determination of softening point: The softening is the temperature at which the substance achieves a specific level of softening under determined state of test. The softening purpose of bitumen is typically dictated by Ring and Ball test. The examples of various rate of plastic squanders have been readied and their softening focuses were resolved. It is watched that the softening point increments by the expansion of plastic waste to the bitumen. Higher the rate of plastic waste included, higher is the benefit of softening point.

Specific gravity test: The specific gravity of bituminous materials is dictated by making a specimen in semi solid or solid state and by weighing in air and water.

Penetration Test: The penetration test is done to know the hardness or non- abrasiveness of bitumen utilized as a part of road development by measuring the separation to which the needle penetrates. Tests having distinctive rate of plastic wastes in bitumen is readied and their penetration values are determined. The penetration estimations of the diverse

specimens are diminishing relying on the rate of plastic wastes included.

B. **Tests on Modified Aggregate:**

Moisture absorption test: The moisture absorption test is done to decide the degree to which the aggregates retain moisture. On the off chance that the water absorption is high, the asphalt is probably going to separate and present pot gaps in case of any water logging. Keeping in mind the end goal to decide how safe the road is to water absorption a predetermined mass of the blend was taken and drenched in water. Following 24 hours the blend was evacuated and reweighed. The distinction in mass was the mass of water absorbed. This was recognized for plastic groupings of 5 %, 7 %, 9 %, 12 % and 15 %. The moisture consumed has been expressed as a rate of the mass of the blend included. The outcomes were 0.5 %, 0.45 %, 0.45 %, 0.3 % and 0.3 % as shown below in result's table. For various rate of plastic, insignificant measures of water were absorbed. This shows the plastic makes the blend less vulnerable to moisture.

Los Angeles abrasion value test: This test measures whether the road aggregate is sufficiently hard to withstand abrasion. This is measured by rubbing the blend with steel balls. This should be possible by setting the blend on a sieve having 1.70 mm size inside a pivoting drum. A predefined number of steel balls were turning in round design at a rate of 30 rpm – 33 rpm until 500 upsets had been finished. The blend was put at a particular point on the perimeterto such an extent that as each steel ball passed it rubbed the blend. The % mass going through thesieve ought to be under 35 %. The trial was led for 5 %, 7 %, 9 %, 12 % and 15 % of plastic and the % mass going through the sieve were observed to be 18.4 %, 17.6 %, 16.9 %, 16.6 % and

16.4 % separately as shown below. This recommends the plastic covering over aggregates enhances the imperviousness to abrasion fundamentally and is basic keeping in mind the endgoal to bring it beneath the 35 % value.

Aggregate impact value test: The test is utilized to decide the aggregate's imperviousness to cracking. It measures the capacity of the road to oppose affect or to quantify how tough the road is. Consistent development of substantial vehicles out and about subjects them to relentless effect making it crumble. Frequently, in the first place, it looks like a crocodileskin before totally separating. So as to quantify this an example of the blend is brought and hit with a 14 kg pound 15 times. The % of mass that winds up plainly powdered ought not

surpass30 %. The powdered mass will be recognized as the mass going through a 2.36 mm sieve. The analysis was directed for 5 %, 7 %, 9 %, 12 % and 15 % of plastic and the outcomes were observed to be 22.3 %, 17.3 %, 15.6 %, 12.2 %, 10.6 % and 9.3 % individually. This proposes the plastic makes the blend less helpless to cracking in case of an expansive force.

Aggregate Crushing Value test: The aggregate with lower crushing value demonstrate a lower crushed part under load and wouldgive a more extended administration life span to the road. Normal aggregate would get crushed under traffic load. It is clearly observed from Table-that plastic covered aggregates demonstrates the lower crushing value and which can be withstand to traffic load more proficiently than the plain aggregates. The outcomes demonstrate that the aggregates are inside the range as indicated by ISS. Its range ought to be under 30 % - 35 %.

C. Marshall Stability and Flow Value test:

Marshall Stability of a sample is the most extreme load required to create failure when the sampleis preheated to an endorsed temperature set in an extraordinary test head and the load is connected at a consistent strain (5 cm for every moment). While the stability test is in advance dial gauge is utilized to analyze the vertical deformation of the sample. The deformation at the cracking point communicated in units of 0.25 mm is known as the Marshall Flow value of the sample. We have performed this test in the laboratory using plastic wastes with bitumen and aggregate as a replacement to determine the change in properties of bitumen and aggregates. I performed this test using 5 %, 7 %, 9 %, 12 % and 15 % plastic wastes coating over aggregates with 4 % bitumen content.

V. RESULTS

A. Bitumen

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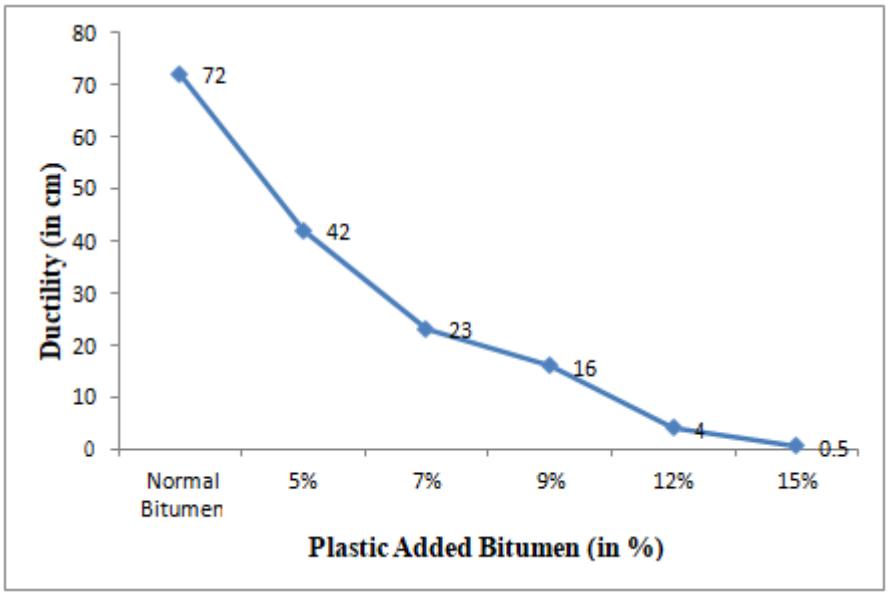
Table 1: Test Results with Modified Bitumen

Test	Normal Bitumen	5 % Plastic Added Bitumen	7 % Plastic Added Bitumen	9 % Plastic Added Bitumen	12 % Plastic Added Bitumen	15 % Plastic Added Bitumen
Ductility (cm)	72	42	23	16	4	0.5 0.8
Softening point (°C)	52	73	86	92	90	87
Specific Gravity	1.02	1.04	1.05	1.03	0.97	0.93
Penetration Test (0.1 mm)	47	31	26	19	13	7



Graph 1: Ductility vs Modified Bitumen

This graph shows that the ductility value of bitumen is decreasing with the increasein plastic waste content due to interlocking of plastic with bitumen.

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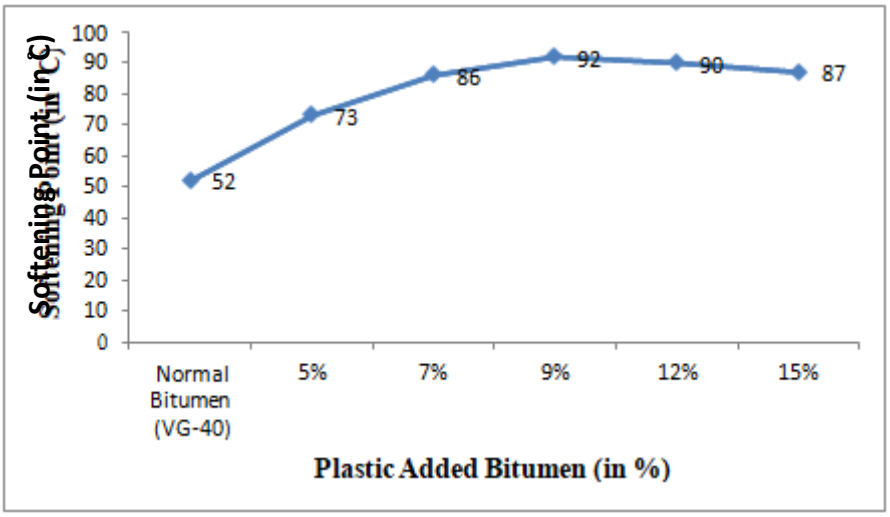
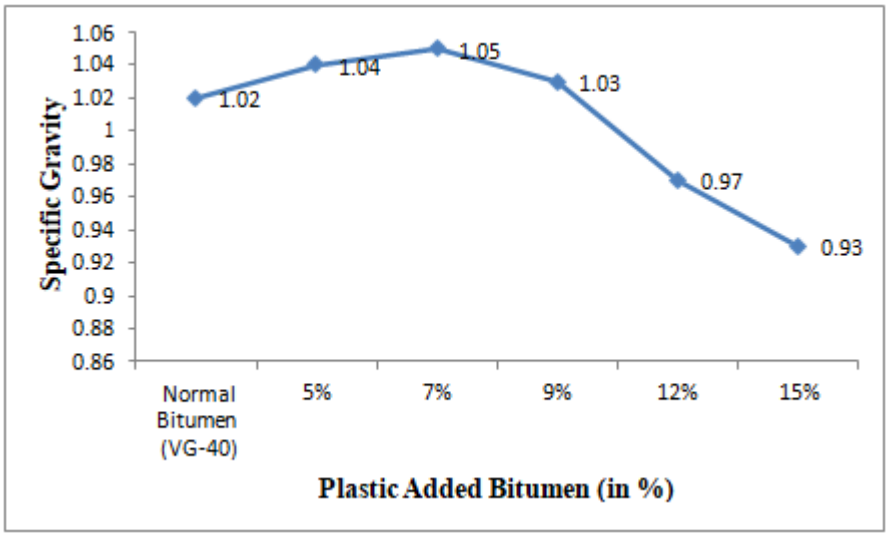


Graph 2: Softening Point vs Modified Bitumen

This graph shows that the softening point of bitumen is increasing with the increase in plastic waste content upto 9 %, then it started decreasing with the increase in plastic content. Higher softening point value shows that there is decrease in the vulnerability. Hence the optimum content of plastic waste obtained is 9 % to 10 %.



Graph 3: Specific Gravity vs Modified Bitumen

The changes in the specific gravity as shown in the graph is due to high surface thickness of bitumen without any changes in its weight. The optimum results obtained is 7 % to 9%.

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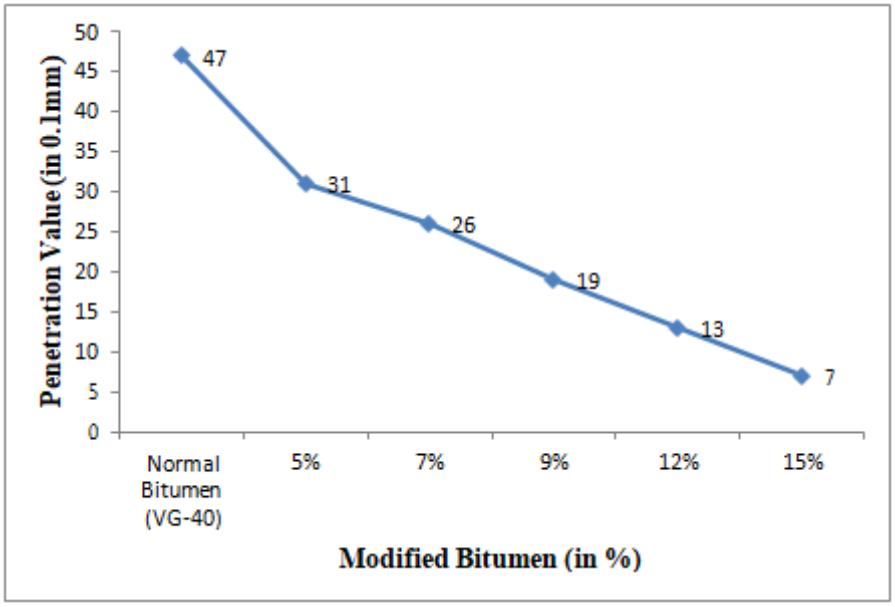

Graph 4: Penetration vs Modified Bitumen

This graph shows that the penetration value of bitumen is decreasing with the increase in plastic waste content. It shows that the hardness of specimen is increasing with the addition of plastic waste.

B. Aggregate

Table 2: Test Results with Modified Aggregate

Test	Normal Aggregate	5 % Plastic Added Aggregate	7 % Plastic Added Aggregate	9 % Plastic Added Aggregate	12 % Plastic Added Aggregate	15 % Plastic Added Aggregate
Water Absorption Test (in %)	0.5	0.5	0.45	0.45	0.3	0.3
Stripping Test (in %)	2%(72 Hrs) 5%(96 Hrs)	0 (72 Hrs) 0 (96 Hrs)	0 (72 Hrs) 0 (96 Hrs)	0 (72 Hrs) 0 (96 Hrs)	0 (72 Hrs) 2% (96 Hrs)	2%(72 Hrs) 4%(96 Hrs)
Abrasion Test (in %)	25.2	18.4	17.6	16.9	16.6	16.4
Impact Value Test (in %)	22.3	17.3	15.6	12.2	10.6	9.3
Crushing Value Test (in %)	21.46	19.8	18.2	17.4	15.7	12.9

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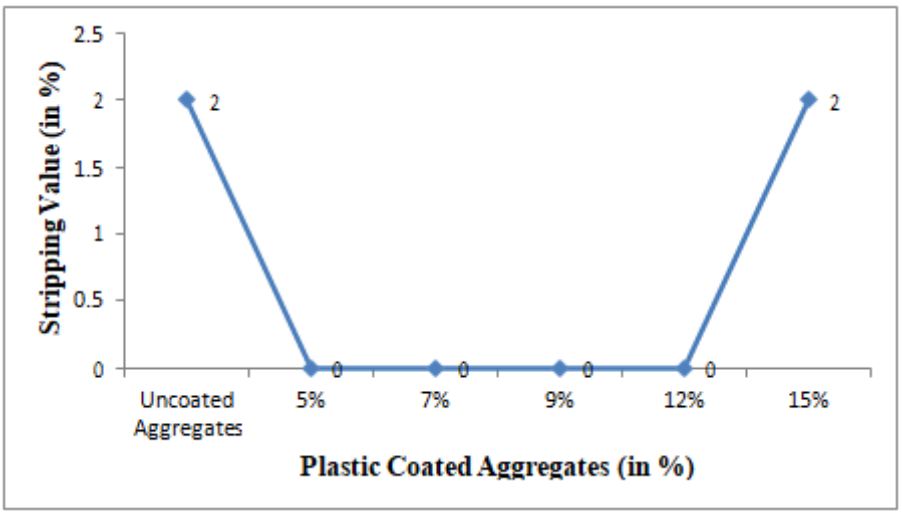
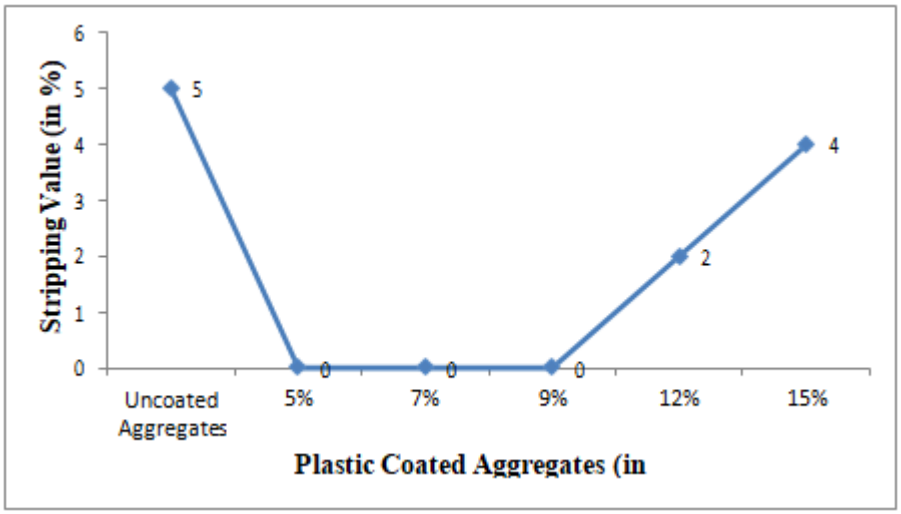


Graph 5: Stripping value vs Plastic Coated Aggregates (72 Hours)

This graph shows that stripping value of aggregates after 72 hours is decreasing with the increase in plastic content. It means that the coated aggregates are far better for road development than plain aggregates. The optimum content of plastic waste obtained is 7 % to 9%.



Graph 6: Stripping value vs Plastic Coated Aggregates (96 Hours)

This graph also shows that the stripping value of aggregates after 96 hours is decreasing with the increase in plastic content. It means the coated aggregates are far better for road development than plain aggregates. The optimum content of plastic waste obtained is 7 % to 9 %.

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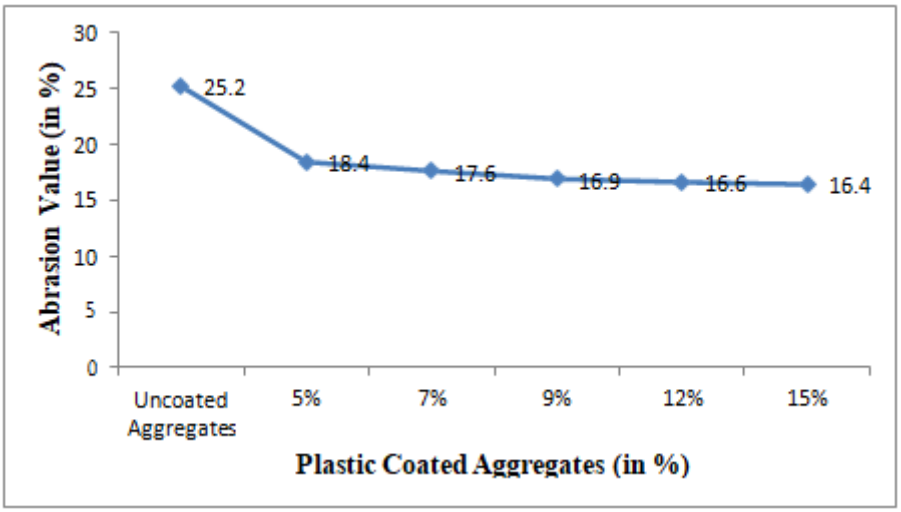
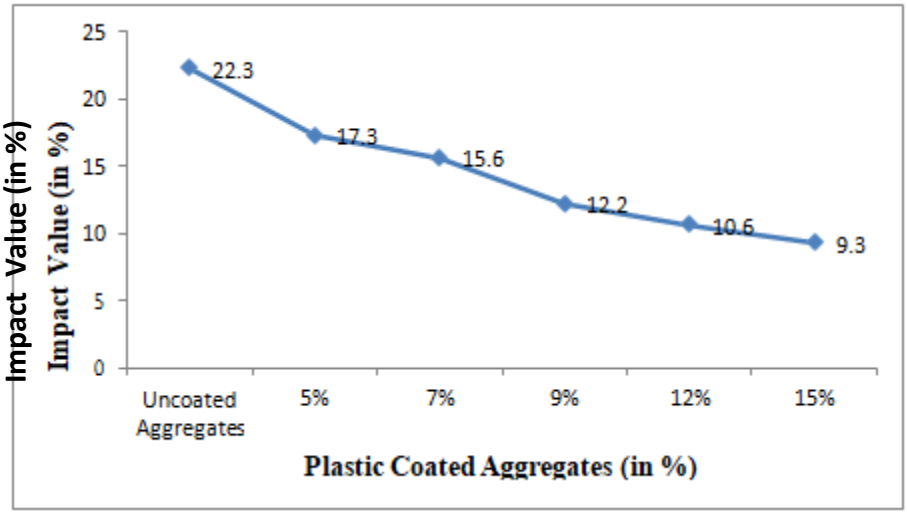


Graph 7: Los Angeles Abrasion value vs Plastic Coated Aggregates

This graph shows that the abrasion value is decreasing with the increase in plastic waste content. This demonstrates the hardness of the specimen.



Graph 8: Impact Value vs Plastic Coated Aggregates

The impact value of aggregates is also decreasing after coating of plastic wastes. This reduction in value demonstrates that the strength of the aggregate is increasing to confront the effects.

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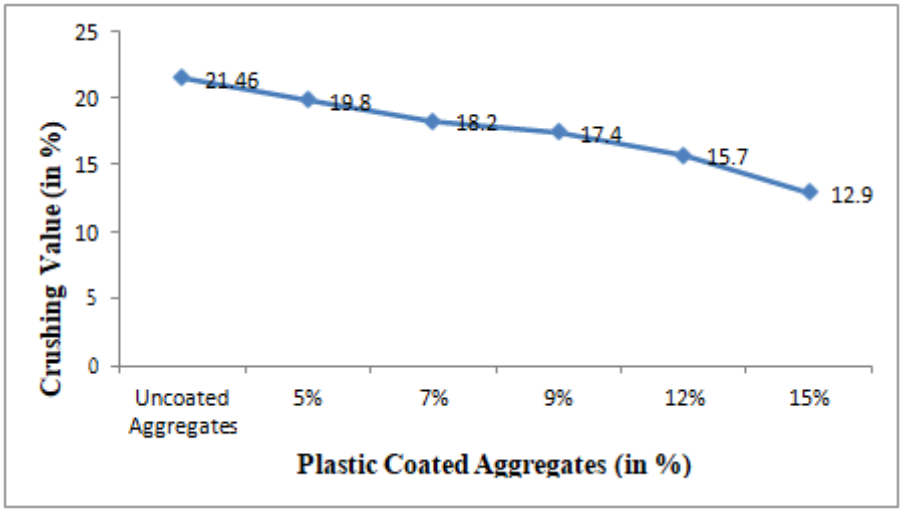

Graph 9: Crushing Value vs Plastic Coated Aggregates

This decrease in the crushing value as shown in the graph demonstrates the solid aggregates and low crushing value. This shows that stability of aggregates is increasing with the increase in plastic content.

C. Marshall stability and flow test

Table 3: Test Results of Marshall Stability and Flow with varying Bitumen content

Bitumen (in %)	Gt	Gm	Vv	V_b	VMA	VFB	Stability (kg)	flow (mm)
4	2.55	2.39	6.27	9.10	15.37	59.21	1495	3.48
5	2.51	2.41	3.98	11.48	15.46	74.26	1581	3.53
6	2.49	2.42	2.81	13.83	16.64	83.11	1380	3.55

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Table 4: Test Results of Marshall Stability and Flow with varying Plastic Content

Plastic (in %)	Bitumen (in %)	Vv	V_b	VMA	VFB	Stability (kg)	flow value (mm)
5	4	6.73	9.62	16.35	58.84	1651	4.64
7	4	6.03	9.41	15.44	60.95	1944	4.63
9	4	5.27	9.2	14.47	63.58	1700	4.71
12	4	8.9	10.02	18.92	52.96	1492	4.51
5	5	7.35	13.36	20.71	64.51	1626	4.53
7	5	6.58	13.08	19.66	66.53	1676	4.61
9	5	5.59	12.83	18.42	69.65	1966	4.64
12	5	3.75	12.25	16	76.56	1526	4.74
5	6	5.19	12.95	18.14	71.39	1621	4.50
7	6	4.52	12.69	17.21	73.74	1664	4.63
9	6	3.67	12.43	16.1	77.20	1947	4.65
12	6	2.14	12.18	14.32	85.06	1529	4.73

VI. CONCLUSIONS

The expansion of plastic waste adjusts the properties of bitumen. The utilization of plastic wastes in development of roads draws out a superior execution. Since there is better authoritative of bitumen with plastic. The recurrence of purge spaces is likewise diminished because of expanded holding and contact territory between plastic wastes and aggregates or bitumen. This eventually helps in lessening the absorption of moisture and oxidation of bitumen by entangled air. Henceforth, the roads can hold up under substantial activity, in this way expanding their toughness.

- In penetration test (0.1 mm) of bitumen with plastic, the value diminished from 47mm to 31 mm for 5 % plastic waste in bitumen and decreasing persistently on expanding

plastic squanders rate and for 15 % plastic waste, the esteem lessened to 0.7mm when contrastedwith ordinary bitumen on account of expanded hardness.

- The ductility value has additionally diminished from 72 cm to 42 cm for 5 % plastic waste in bitumen and consistently diminishing on expanding plastic wastes rate and for 15 %, the value diminished to 0.5 cm and 0.8 cm and weak disappointment is acquired because of interlocking of plastic material with bitumen.
- Softening point and specific gravity values expanded with the expansion in rate of plastic waste however subsequent to achieving the ideal level, the qualities began diminishing.

So it is fitting to utilize adjusted bitumen in pavement development to limit issues like, Rutting and Skidding of vehicles amid hot atmosphere conditions. By and large increment in softening point values demonstrates bring down temperature defenselessness and is predominantly favoured in hot atmospheres. The adjustment in the softening point qualities might be because of the chemical nature of plastic wastes included. The reason for changes in particular gravity qualities is high surface thickness without any adjustments in its weight. So we analysed that 7- 9% plastic waste expansion in bitumen gives ideal outcomes. Likewise, notwithstanding easing the natural issues of these substances, bitumen and different materials will be additionally devoured less (thickness of different layers can be lessened through expanding thickness of pavement).

Thus the utilization of waste plastics for flexible pavement is one of the best techniques for simple transfer of waste plastics. The usage of changed bitumen and altered total is superior to the utilization of ordinary bitumen and typical totals in numerous angles. For instance, if every one of the asphalts in India are changed over into plastic roads, all the plastic wastes accessible will be utilized as a part of the development of street and waste plastics transfer will never again be an issue.

- Stripping Value was lessened from 5 % for control example to nil for plastic indicated 9 %, after that it gave some value. This shows covered aggregates are more appropriate forbituminous street development than plain totals.
- Water Absorption is additionally lessened to nearly nil. Los Angeles Abrasion Value ofthe control example was observed to be 25.2 %.

- Covering of plastic over aggregates decreased scraped spot an incentive to 18.4 % for 5 % plastic expansion. This demonstrates the hardness of the aggregate.
- Aggregate Impact value of control sample was 22.3 %. It diminished to 17.3 % for 5 % plastic waste included and 10.6 % for 12 % plastic addition. This reduction in value demonstrates that the sturdiness of the aggregate was expanded to confront the effects.
- Crushing Value was reduced from 21.46 % to 19.8 % and 15.7 % for 5 % and 12 % plastic expansion individually.

Low aggregate crushing value shows solid aggregates, as the crushed portion is low. In short we can infer that, utilizing plastic waste in blend will help lessening needing bitumen by around 10%, expansion the quality and execution of street, maintain a strategic distance from utilization of hostile to stripping specialist, stay away from transfer of plastic waste by cremation and land filling and at last build up an innovation, which is eco amicable. Expanded activity conditions are decreasing the life expectancy of streets. Plastic roads are methods for avoidance and at last will be the cure. It will spare a great many dollars in future and diminish the measure of assets utilized for development of

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