

Review Paper on Implementation Technology to Repair Pothole Using Waste Plastic

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Abstract - It describe the system for road repair using aggregate with waste plastic waste in different forms is found to be 9% to 12% in municipal solid waste, which is toxic in nature. Non-biodegradability of plastic in the environment has created numerous challenges for both urban and rural area of India. common problem are choking of drains, stagnation of water, release of toxic gases upon open incineration. Traditional methods have some loopholes, the life span of traditionally build road is less effective time span of that road is very less or time taking or required more man power.

Key words –Pothole, Plastic, Waste, Pollution, Repair, Road, Sensors.

1.INTRODUCTION

India generates tons of scrap every day. Plastic waste is different form if set up to be nearly 9% to 12% in external solid waste, which is poisonous in nature. So, this recycled plastic can be used for reconstruction of roads (potholes). Roads using plastic waste have been constructed through simple process using innovative Mentos and roads which serves the binary purposes of conducting stability and continuity to the roads and resolving the issue of environmental hazard due to ever adding waste plastics. To understand the part of plastics in construction material, one must be familiar with the material specific parcels and the processes used in laying roads. Having said this, further discussion details the use of each element and the processes involved in creating construction material. Aim is to challenge major world issue Repurposing millions of tons of waste plastic, saving millions in the cost of road repairs and strengthening our being roads. Implicit dangerous are pothole and plastic-uneven road shells increase the liability of road accidents, whereas plastic lying dormant in tip spots is dangerous to our terrain. Both the issues when taken together lead to a single result that we can use this waste plastic to work towards perfecting the safety of our roads whilst creating harder and strong road that will stay long time.

2.Pothole

Pothole is distraction on road made by water seepage in crack. On that crack continuously running of vehicle with heavy load makes vibration in increasing the hole size and

it become a horrible hole which is to damage the vehicle and sometime fettle accident will occurred. Most are found on local road and street systems: 79% of the nation's roads are local roads and are more apt to have "just grown" rather than being planned after the start and are much more likely to have water, gas and other efficacies beneath.

2.1 Causes of Pothole Formation

Pot hole is commonly form due to the water is stored in cracks present on road. Due to that water road is start weakening and due to heavy traffic loads the crack will maximize the size which causes the big pothole.

Reason due to weak mixture of the material use to the make road is big causes the pothole formation.

Environmental condition is smaller part of pothole formation generally rainy season is most effectful to form pothole on road

2.2 Types of Pothole Filling Techniques used

I. Throw- and- Go

The four most generally used ways for pothole doctoring are gamble- and- go, throw- and- roll, semi-permanent, and spot-injection. Throw- and- go is the most generally used system for pothole doctoring because the material can be snappily applied and the cost is low. Using the gamble- and- go system, material is excavated into an unrehearsed pothole, which may or may not contain water and debris, until the pothole is filled. Compaction is left up to business, or sometimes the material is smoothly compacted using a shovel.

II. Throw- and- Roll

A superior volition to the gamble- and- go fashion is the gamble- and- roll system. Using the gamble- and- roll system, material is excavated into an unrehearsed pothole and compacted using the conservation truck tires. After the material has been compacted, it should be vindicated that a visible crown of about 0.125 in. to 0.25 in. is existing on the area (Wilson and Romine 1994). The contraction that takes place using this system leads to a tighter patch and increased life of the patch. The time to compact the patch is generally only one to two twinkles, and thus, there's little loss to

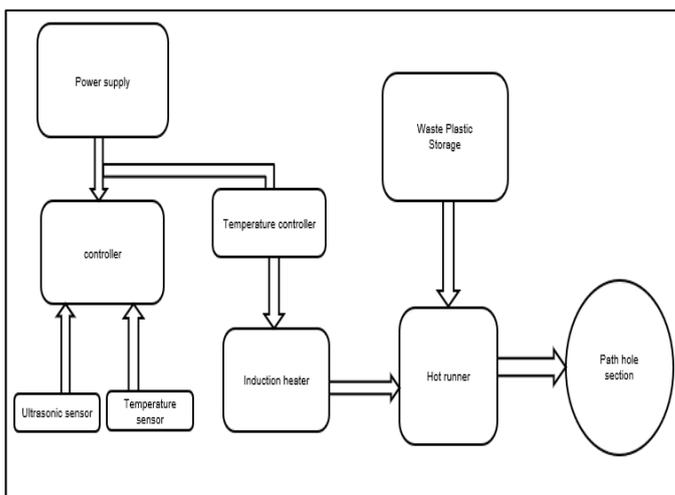
productivity in the short run. In the long run, the pothole will need to be renovated less frequently, leading to an increase in productivity and cost savings for the agency.

III. Semi-Permanent

Semi-permanent methods of repairing potholes are often considered the best alternative to replacing the affected area entirely. Remove and square the sides of the pothole to a depth of to keep the pavement intact. The material is then brought into the patch area and compacted with a device smaller than the patch area such as: B. Vibratory plate compactor or single roller vibratory roller. Semi-permanent repair method

IV. Spray- Injection

The final pothole doctoring procedure is spray- injection. Spray- injection is utmost suitable for fixing slanting cracks and potholes. The pothole is first prepared by removing all water and debris before a method fleece of binder is scattered on the sides and bottom of the pothole. Next, asphalt and total are scattered into the pothole before being covered with another subcaste of total. No contraction is demanded using the spray- injection fashion and advanced productivity can be achieved at the cost of increased outfit costs.



3 RELATED WORK

This Section describes the previous works on implementation technology to pothole repair using waste plastic based on different technologies designed by other researchers around the world.

Amruta Nachivanekar, Assem Majuwar, Vikky Nagdeve. "Pothole filling vehicle using waste plastic" published in IJDRET 2019 In this paper Focused on proposed model which will detect the path-hole on road and fill up this path-hole by via waste plastic as a filler substantial.

Amit Patil, Madhukar Sawant, Kriti Goyal, Rituraj Jadhav, "Design and Fabrication of liquid plastic path-hole repairing Machine " published in IJRTI, 2018, This project Path-hole filling Machine has designed which is very much economical, easy to operate and helpful for filling path-hole and it can be modified with more cleaning capacity and efficiency.

Benedikt J. Knauf, D. Patrick webb, Changqing Liu paul, "Low frequency induction heating (LFIH)for the sealing of plastic microfluidic system" published in Loughborough university 2018, Analytical equations describing the heating of susceptor in an induction field were drive for a simplified, to provide the basis for process optimization and design a rule for low frequency induction heating plastic joining technique.

3.2 PROBLEM STATEMENT

75-100MT plastic waste generated in BMC. There 60-65 MT of plastic is recyclable but remaining plastic is non-recyclable so that plastic is throw in sea which is harmful to marine line life. According to ministry of road transport and highway path hole have taken 14936 lives between 2013-2017 and 4829 in 2019. More than 2000 peoples have lost their lives due to accident owing to path hole last year. About 4800 road accident have accrued due to improper maintenance of road. Path hole is major concern in developing country and waste plastic also major concern. In present scenario there are many techniques used for path hole repair but that techniques time taking and takes more man power which is expensive methods. Weak proportion of aggregates for road construction as a major reason for path hole formation

4 BLOCK DIAGRAM

4.2 HARDWARE REQUIREMENT

The hardware requirements are discussed in the following section.

- (1) Arduino Nano - The microcontroller takes input from ultrasonic sensor & Give command to induction heater for melt the plastic as per requirement.
- (2) Ultrasonic Sensor - This is depth measuring sensor. It is used to detect the Pothole and its Measure depth of pothole and send data to microcontroller.
- (3) Hot Heat Runner - A hot runner system is an assembly of heated components used in plastic injection molds that inject molten plastic into the cavities of the mold.
- (4) DC Motors - 4 DC motors with wheels are used to drive the system mounted on vehicle.
- (5) Temperature Sensor - It is used to measure temperature of hot heat runner. And the send data to the microcontroller in order to control the temperature of hot runner.

(6) Temperature Controller – As temperature controller the single channel relay module is used which ON & OFF the induction heater as per requirement

(7) Voltage Regulator- 7805 voltage regulator IC is used to provide 5v dc supply to the microcontroller.

4.3 WORKING

Plastic waste collected from various sources such as apartments, schools and civil workers is put into a shredder. The crushed pieces are then kept in bags to remove moisture for about a week. A pothole can be detected by a sensor. The chopped pieces are then melted in a melting pot and poured into the wells to fill them. Now that the cavities are filled with this molten plastic, an air blower is used to cool and harden the molten plastic. After it has hardened, bitumen, asphalt, like traditional road mix, can be poured in small amounts to form a layer over it. This would ultimately reduce the costs of filling wells and the spread of plastic waste, which is dangerous for the ecosystem, into the surrounding environment. These types of padded trenches can withstand not only monsoon but also daily wear and tear. Usually the life of a road is about three years, but using plastic to fill the holes extends the life of roads. This is because bitumen has a melting point of 60-70 degrees, while plastic has a melting point of about 130-140 degrees, depending on the type of plastic used. Shredded plastics would be melted at low heat to prevent the release of gases harmful to the environment. These harmful gases are released only when the plastic is burned or heated to very high temperatures.

Polystyrene is toxic when burned, but once softened it makes an excellent hole filler. so with this project we want to clean the environment and it also helps to reduce dangerous accidents

5. SURVEY

Table 1 Types and Sources of Waste Plastic

Types	Sources
Low density Polyethylene (LDPE)	Sacks, Bags squeezable detergent bottle and bin lining etc.
High density Polyethylene (HDPE)	Cooldrink bottles, bottle of pharmaceuticals, bottles cap etc.
Polypropylene (PP)	Bottle caps and closures, fil wrapping of biscuits and wafers.
Polystyrene (PS)	Bottle caps, clear egg packs, yoghurt ports

Foamed Polystyrene	Egg boxes, food trays, disposable cups, protecting packing etc.
Polyvinyl Chloride (PVC)	Mineral water bottles, medical disposal, pens, credit card, toys etc.
Polymethylmethacrylate (PMMA)	Medical tubing, buckets, bottle and bins etc.

Table 2 – Plastic used for pothole filling & them melting point °C

Types of plastic used	Melting Temperature
FLPE	125-138 °C
LDPE	85-125 °C
HDPE	125-138 °C
PP	160-176 °C
PS	74-110 °C
PMMA	85-110 °C

6. ADVANTAGES AND LIMITATIONS

Advantages –

1. Reduce cost of pothole repair
2. Stronger road with increased Marshall Stability Value.
3. Reduce manpower required for path hole repair.
4. Increase the life of load.
5. Better resistance towards rainwater and water stagnation.

Limitations –

During the road laying process in the presence of chlorine will release noxious gas HCl gas.

7. CONCLUSION

Driving heavy vehicles and other environmental conditions create holes that pose a dangerous problem. In addition, plastic waste causes environmental pollution and human and animal health problems. Pothole Filler Vehicle Detects potholes in the road and fills them with plastic trash. This helps reduce the main of both pothole and plastic waste. Keep environment clean and healthy

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