The incorporation of waste plastics into Bituminous Pavement

Prepared by:

Shamal Kamal Jabar

Supervised by:

Dr. Dler Dlshad Kurda

Introduction

using waste materials in pavement building is popular to recycle trash without sacrificing pavement quality, To lengthen pavement life, the U.S. government encourages cleaner materials and sustainable solutions. Plastics are everywhere in our existence. Plastic manufacturing increased from 2 million metric tons in 1950 to 322 million in 2015. Just 8.7% of plastics are recyclable, whereas 75.6% and 15.7% are landfilled and combusted with energy recovery, respectively.

PLASTIC TYPES AND USES

Plastic Type	General Properties	Common Household Uses
1 PETE Polyethylene Terepthalate	Good gas & moisture barrier properties High heat resistance Clear Hard Tough Microwave transparency Solvent resistant	Mineral Water, fizzy drink and beer bottles Pre-prepared food trays and roasting bags Boil in the bag food pouches Soft drink and water bottles Fibre for clothing and carpets Strapping Some shampoo and mouthwash bottles
2 HDPE High Density Polyethylene	Excellent moisture barrier properties Excellent chemical resistance Hard to semi-flexible and strong Soft waxy surface Permeable to gas HDPE films crinkle to the touch Pigmented bottles stress resistant	Detergent, bleach and fabric conditioner bottles Snack food boxes and cereal box liners Milk and non-carbonated drinks bottles Toys, buckets, rigid pipes, crates, plant pots Plastic wood, garden furniture Wheeled refuse bins, compost containers
3 V Polyvinyl Chloride	Excellent transparency Hard, rigid (flexible when plasticised) Good chemical resistance Long term stability Good weathering ability Stable electrical properties Low gas permeability	Credit cards Carpet backing and other floor covering Window and door frames, guttering Pipes and fittings, wire and cable sheathing Synthetic leather products

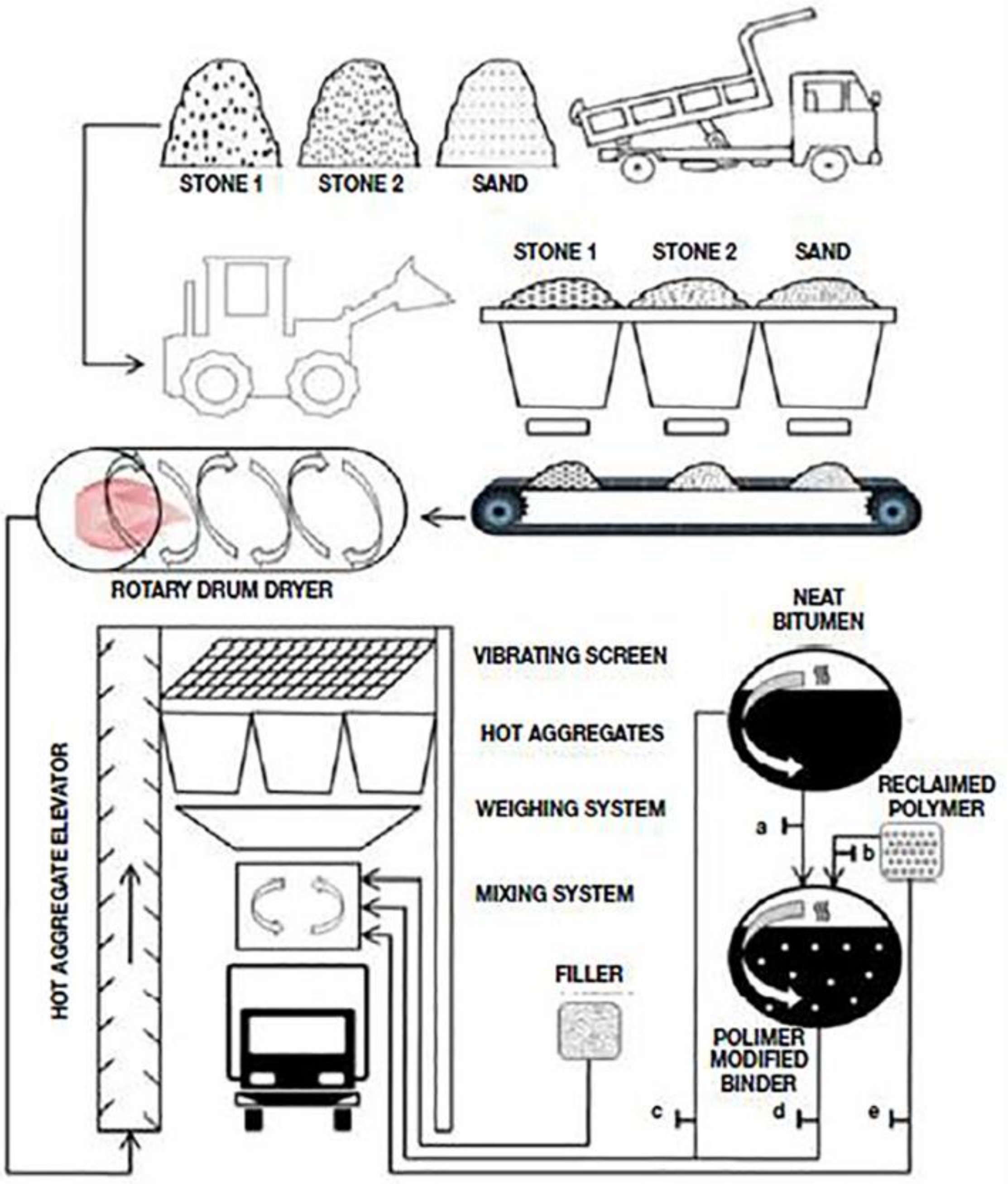
4 LDPE Low Density Polyethylene	Tough and flexible Waxy surface Soft – scratches easily Good transparency Low melting point Stable electrical properties Good moisture barrier properties	Films, fertiliser bags, refuse sacks Packaging films, bubble wrap Flexible bottles Irrigation pipes Thick shopping bags (clothes and produce) Wire and cable applications Some bottle tops
5 PP Polypropylene	Excellent chemical resistance High melting point Hard, but flexible Waxy surface Translucent Strong	Most bottle tops Ketchup and syrup bottles Yoghurt and some margarine containers Potato crisp bags, biscuit wrappers Crates, plant pots, drinking straws Hinged lunch boxes, refrigerated containers Fabric/ carpet fibres, heavy duty bags/tarpaulins
6 PS Polystyrene	Clear to opaque Glassy surface Rigid or foamed Hard Brittle High clarity Affected by fats and solvents	Yoghurt containers, egg boxes Fast food trays Video cases Vending cups and disposable cutlery Seed trays Coat hangers Low cost brittle toys
7 OTHER	There are other polymers that have a wide range of uses, particularly in engineering sectors. They are identified with the number 7 and OTHER (or a triangle with numbers from 7 to 19).	Nylon (PA) Acrylonitrile butadiene styrene (ABS) Polycarbonate (PC) Layered or multi-material mixed polymers

Methodology

Both the wet process and the dry process may be used to integrate recycled plastics into asphalt mixes.

These two processes are known, respectively, as the wet process and the dry process.

Figure 3 depicts both the wet process and the dry process that asphalt factories use to include polymers into their production. During the dry process, recycled plastics are included directly into the mixture, where they serve either as a substitute for aggregate or as modifiers of the mixture (Movilla-Quesada et al., When recycled plastics with a melting point that is lower than the temperature at which the mixture is produced are used to modify the mixture using the dry process, the recycled plastics will melt upon mixing with the hot aggregates, resulting in the production of plastic-coated aggregates that may have improved surface and physical properties. After this, a summary of the many strategies that may be used to enhance the attributes.


STONE 1
STONE 2
SAND
STONE 1
STONE 2
SAND
ROTARY DRUM DRYER
HOT AGGREGATE ELEVATOR
VIBRATING SCREEN
HOT AGGREGATES
WEIGHING SYSTEM
MIXING SYSTEM
FILLER
NEAT BITUMEN
RECLAIMED POLYMER
POLIMER MODIFIED BINDER
a
b
c
d
e

Methodology

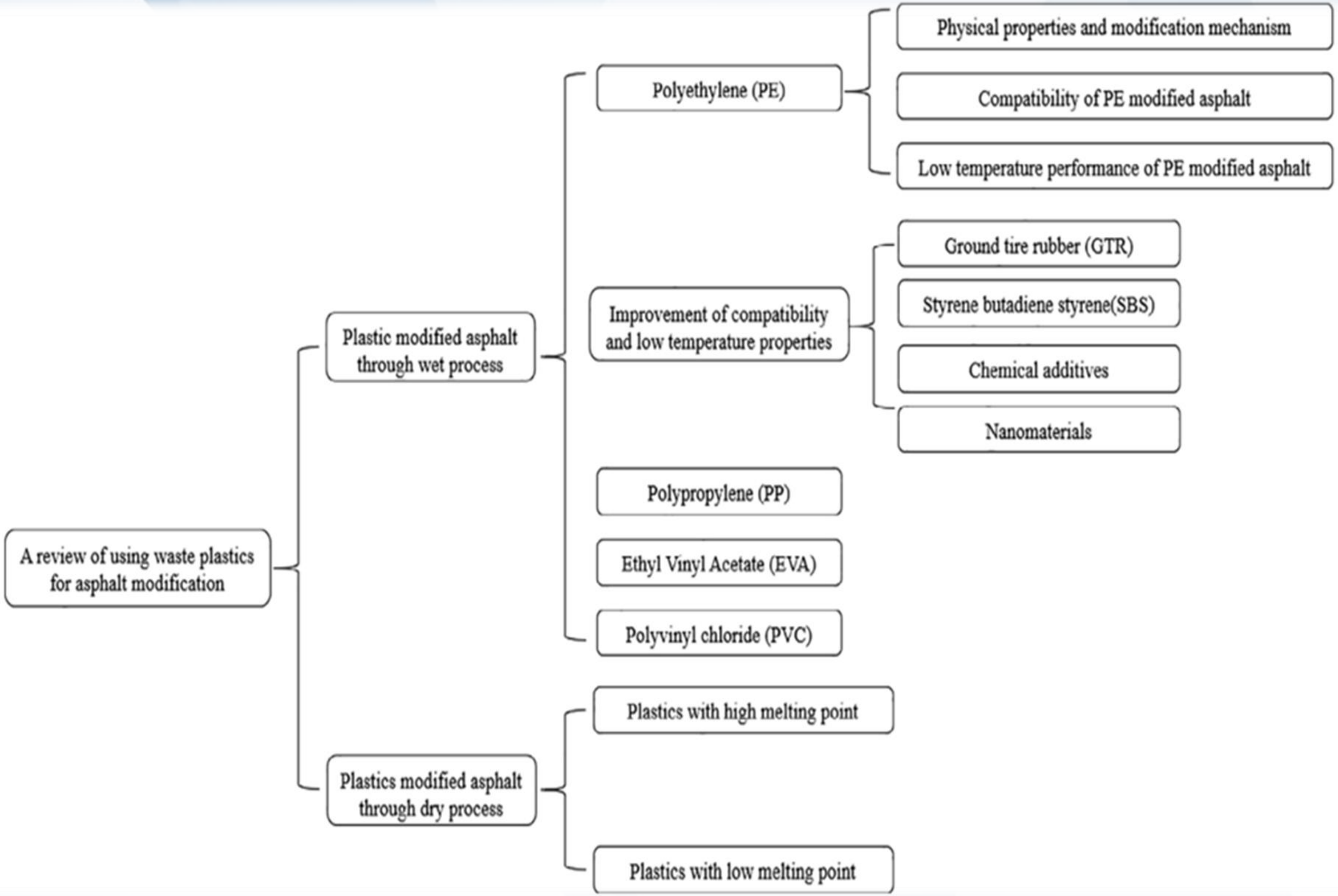
PE-modified asphalt characteristics and mechanism.

Polyethylene, 34% of the plastics industry, is the most produced.

PE is a thermoplastic that hardens when cooled.

PE modifiers raise the softening point and reduce binder blend penetration, making asphalt mixes more stiff and resistant to permanent pavement deformation (Garcia-Morales et al.,

PE crystallizes as solid particles below asphalt's melting temperature.


A review of using waste plastics for asphalt modification
Plastic modified asphalt through wet process
Polyethylene (PE)
Physical properties and modification mechanism
Compatibility of PE modified asphalt
Low temperature performance of PE modified asphalt
Improvement of compatibility and low temperature properties
Ground tire rubber (GTR)
Styrene butadiene styrene(SBS)
Chemical additives
Nanomaterials
Polypropylene (PP)
Ethyl Vinyl Acetate (EVA)
Polyvinyl chloride (PVC)
Plastics modified asphalt through dry process
Plastics with high melting point
Plastics with low melting point

Results & Discussion

DISCUSSION

Plastics on asphalt pavements increase pavement performance, reduce landfills, and eliminate the need for virgin polymers, potentially saving money and protecting the environment, Plastic melting may create dangerous pollutants. found that employing PET wastes in road building might use several million tons and extend pavement life (Sojobi et al., Life cycle cost analysis (LCCA) and life cycle assessment (LCA) are needed to determine the economic and environmental impacts of asphalt pavement plastics. observed that PET, glass, and GTR in road construction reduced materials cost, greenhouse gas, and energy by 8.5%–33.9%, 266.3%–860%, and 13.9%–76.1%, respectively, compared PS wastes in asphalt mixes using LCA.

Conclusion

In conclusion, the research reviews plastics in asphalt pavements literature.

• Phase separation and low-temperature performance of binder blends may affect wet plastic incorporation into asphalt.

• Rubberized materials, chemical additives, nanoparticles, etc.

may reduce compatibility and low-temperature issues.

LCA and LCCA evaluations need quantitative data.

In wet process research, creative methods are required to increase asphalt-plastic compatibility, particularly with high melting point polymers.