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Smart Waste Management System Using IoT: An Integrated Framework for Real-Time Monitoring, Segregation, and Optimized Collection

Syed Ayan Hasan, Mohammad Atiyab Saud, Asst Prof. Shilpa Gupta
Department of Data Science and Design Greater Noida Institute of Technology Greater Noida, India

Abstract: Rapid urbanization and population growth in developing nations have pushed municipal solid waste generation to levels that conventional collection systems can no longer handle sustainably. Manual inspection of bins, fixed collection schedules, and the absence of real-time data lead to overflowing dustbins, public health hazards, and unnecessary fuel expenditure. This paper proposes a Smart Waste Management System (SWMS) that integrates Internet of Things (IoT) hardware—specifically ultrasonic fill-level sensors, load cells, gas sensors, and GPS modules—with cloud-based data analytics and a heuristic vehicle routing algorithm. Smart bins transmit live data to a centralized dashboard via a Wi-Fi or LoRaWAN communication backbone. When a bin's fill level crosses a defined threshold, an automated alert triggers an optimized pickup route for the assigned collection vehicle. A prototype was assembled and bench-tested on a university campus; results indicate a 34% reduction in unnecessary collection trips and measurable improvement in response time to overflow events. The study also discusses waste segregation strategies using sensor fusion and the potential for machine learning-based overflow prediction. The proposed architecture is modular, scalable, and well-suited for rapid deployment in Indian smart cities under the Smart Cities Mission.

Keywords: Keywords: Smart Waste Management, Internet of Things, IoT, Smart Bin, Ultrasonic Sensor, Route Optimization, CARP, Arduino, LoRaWAN, Heuristic Algorithm, Municipal Solid Waste, Smart City

I. INTRODUACTION

The global volume of municipal solid waste (MSW) is growing at an alarming pace. The World Bank estimated that 2.24 billion tonnes of solid waste were generated worldwide in 2020, and this figure is expected to climb to approximately 3.88 billion tonnes by 2050—a 73% increase driven largely by urbanization and rising consumption in developing economies. In India alone, over 62 million tonnes of waste are generated every day by the country's urban population, yet more than 45 million tonnes of this remains either untreated or disposed of in an unhygienic manner. With waste generation per capita in Indian cities expected to reach 0.7 kg per day by 2025, the pressure on municipal bodies is intensifying at a pace that traditional approaches simply cannot absorb.

Conventional waste collection in most Indian cities follows a calendar-based model: trucks visit designated zones on a fixed schedule, regardless of whether the bins at those locations are full, half-empty, or overflowing. This approach leads to two distinct failure modes. In the first scenario, a vehicle arrives at an empty bin and wastes fuel, driver time, and vehicle capacity. In the second—and more damaging—scenario, a bin overflows between scheduled visits, littering the surrounding area, breeding disease vectors such as mosquitoes and rodents, and creating persistent sanitation problems in densely populated neighbourhoods. Neither failure is immediately visible to a municipal authority operating without real-time data.

The Internet of Things (IoT) has matured to the point where deploying networked sensors on public infrastructure is both technically feasible and cost-effective. Low-cost microcontrollers like the Arduino Uno can interface with ultrasonic distance sensors, weight cells, gas detectors, and GPS units simultaneously, streaming all of this data to a cloud platform through widely available Wi-Fi or LoRaWAN radio links. When this sensor layer is coupled with a well-designed web dashboard and a route optimization algorithm, it becomes possible to shift waste collection from a reactive calendar-driven activity to a proactive, data-driven operation—dispatching vehicles only when and where they are genuinely needed.

This paper presents the design, prototyping, and evaluation of one such system, developed as a final-year engineering project. The proposed Smart Waste Management System (SWMS) brings together several sub-components: smart bins equipped with multiple sensors, a cloud-based monitoring dashboard, an automated alerting mechanism, a heuristic routing engine based on a modified Capacitated Arc Routing Problem (CARP) formulation, and provisions for a future waste segregation layer.

The following sections document the motivation, related prior work, system architecture, implementation details, experimental results, and potential directions for further development.

II. LITERATURE SURVEY

Research into IoT-based waste management systems has grown considerably over the past decade, and several themes have emerged clearly from the body of published work. The earliest systems focused on a straightforward goal: detecting when a public bin was nearly full and sending an alert to a maintenance worker. Ultrasonic sensors placed at the top of the bin could measure the distance between the sensor and the surface of the accumulated waste; when that distance fell below a pre-set threshold, a message was dispatched via GSM or Wi-Fi. These first-generation designs, while valuable as proof-of-concept demonstrations, left a large gap between raw fill-level data and actionable operational intelligence.

Subsequent work began to address route planning. Several researchers proposed formulating the garbage truck scheduling problem as a variant of the Travelling Salesman Problem (TSP) or the Capacitated Vehicle Routing Problem (CVRP), and applied metaheuristic approaches—genetic algorithms, simulated annealing, and particle swarm optimization—to produce near-optimal collection routes. A key insight from this line of research is that route efficiency gains are only meaningful when the input data (bin fill levels) is accurate and current; static routing that ignores real-time bin status captures only a fraction of the potential fuel savings.

More recent studies have integrated gas sensors alongside fill-level detectors. Methane and carbon dioxide accumulate inside sealed or partially sealed bins as organic waste decomposes; detecting these gases adds a second dimension to the urgency signal. A bin that is only 60% full by volume but contains highly decomposed organic material may need to be collected sooner than a 90% full bin containing dry recyclables. This kind of nuanced scheduling is only possible when the monitoring system collects multiple sensor modalities simultaneously.

Communication technology has also evolved within the research literature. Early designs relied on GSM modules, which incur per-message data costs that add up when a municipality deploys hundreds of smart bins. Wi-Fi works well in urban areas with dense network coverage but struggles in peri-urban zones. LoRaWAN—a long-range, low-power radio protocol—has gained significant attention in recent years because it can transmit small sensor payloads over distances of several kilometres on a battery charge that lasts months. Studies comparing Wi-Fi and LoRaWAN for smart bin deployments consistently recommend LoRaWAN for large-scale outdoor installations and Wi-Fi for smaller indoor or campus deployments.

Cloud-based analytics platforms such as ThingSpeak, Blynk, and custom-built dashboards using PHP and MySQL have been used to store, visualize, and act on sensor data in real time. A recurring finding across studies is that municipalities benefit most from a web-based dashboard that consolidates all bin and vehicle information in one view, with automated alerts routed to both the central authority and the individual vehicle driver. Finally, the literature increasingly points toward predictive analytics—using historical fill-level patterns, weather data, local event calendars, and population density estimates to forecast which bins will fill first—as the logical next step beyond reactive alerting.

III. PROBLEM STATEMENT

Despite widespread awareness of IoT-based solutions in academic circles, the vast majority of Indian municipalities continue to rely on manual, schedule-driven garbage collection. The core problems this project seeks to address are:

1) Overflowing public bins due to the absence of real-time fill-level data and reactive-only collection scheduling.
2) Inefficient routing of garbage collection vehicles, leading to unnecessary fuel consumption and driver overtime when trucks visit bins that are nowhere near capacity.
3) Lack of segregation at source: mixed dry and wet waste reduces recycling potential and increases landfill burden.
4) No mechanism for early detection of fire hazards or toxic gas build-up inside or near public bins.
5) No unified digital platform for municipal administrators to monitor the status of all bins and vehicles simultaneously.

The goal is to design and demonstrate a system that addresses each of these deficiencies using commercially available, low-cost hardware components paired with open-source software tools, so that the solution is genuinely replicable at scale within the budget constraints of Indian urban local bodies.

IV. PROPOSED SYSTEM ARCHITECTURE

The proposed SWMS consists of four functional layers: the smart bin hardware layer, the communication layer, the cloud and analytics layer, and the user-facing application layer. Figure 1 (refer to the architecture diagram) shows the relationship between these layers.

A. Smart Bin Hardware Layer

Each bin in the network is equipped with the following components:

- Arduino Uno microcontroller (ATmega328P, 16 MHz clock, 14 digital I/O pins): serves as the local processing unit, reads sensor values, and controls the Wi-Fi/LoRa communication module.
- HC-SR04 Ultrasonic Sensor: emits a 40 kHz sound pulse and measures the time of flight of the echo to calculate the distance between the sensor and the waste surface, giving fill-level as a percentage of bin capacity.
- HX711 Load Cell Amplifier with a 10 kg load cell: measures the cumulative weight of waste in the bin, providing a secondary indicator of capacity that is less susceptible to false readings caused by irregularly shaped waste.
- MQ-135 Gas Sensor: detects ammonia, carbon dioxide, benzene, and other toxic gases that accumulate as organic waste decomposes. Threshold-based alerting flags bins with hazardous air quality for priority pickup.
- NEO-6M GPS Module: transmits the latitude and longitude of each bin to the server at initialization and periodically thereafter, enabling accurate map-based visualization and enabling the routing algorithm to compute actual road distances.
- ESP8266 Wi-Fi Module (or SX1278 LoRa Module for long-range deployment): handles wireless data transmission to the cloud server over TCP/IP.
- 16x2 LCD Display: shows the current fill percentage and system status locally, useful during maintenance visits.
- Rechargeable power unit with solar charging support for outdoor, off-grid bins.

At the hardware level, the Arduino polls all sensors every 30 seconds, packages the readings into a JSON payload, and pushes the payload to the cloud server via HTTP POST or MQTT publish, depending on the communication module in use. If the fill level exceeds 85% or the gas sensor reading crosses a pre-configured parts-per-million threshold, the Arduino immediately triggers an out-of-cycle alert rather than waiting for the next 30-second polling interval.

B. Communication Layer

Two communication options are supported and can be selected based on deployment context. For campus and inner-city deployments with dense Wi-Fi coverage, the ESP8266 module transmits data over the existing Wi-Fi infrastructure directly to a cloud endpoint. For suburban or peri-urban deployments, a LoRaWAN architecture is employed: each smart bin transmits on the 865–867 MHz band (India's designated LoRaWAN spectrum), a LoRa gateway installed on a rooftop or utility pole within 2–5 km relays the packets to The Things Network (TTN) or a private network server, and the network server forwards the decoded data to the application server via MQTT.

C. Cloud and Analytics Layer

A cloud-hosted web server running PHP on XAMPP, with a MySQL database backend, stores all incoming sensor readings along with timestamps and GPS coordinates. The database schema includes tables for bins, sensor readings, vehicles, routes, and alert logs. A scheduled cron job runs the fill-level threshold check every five minutes and writes any triggered alerts to the alerts table; corresponding email and SMS notifications are dispatched to the municipal dashboard administrator and the assigned collection vehicle driver.

The route generation engine runs each morning to produce optimized collection routes for the day. It queries the bins table for all bins whose fill level is flagged as above the pickup threshold and invokes the heuristic routing algorithm (see Section V) to produce the minimum-cost set of vehicle trips that services all flagged bins. The admin reviews the generated routes on the web dashboard and approves, modifies, or rejects them before dispatching vehicles.

D. User Application Layer

The web dashboard, built in PHP and JavaScript with Google Maps API integration, provides the following capabilities: real-time map display of all bins (color-coded green/yellow/red by fill level), a bin management panel for adding, editing, or decommissioning bins, a vehicle management panel, a route planner interface that shows algorithm-generated routes and supports admin approval, a simulation panel that animates the proposed truck route on the map, and a server data page displaying the raw sensor reading log.

The system is accessed via a browser with role-based authentication; driver accounts have read-only access to their assigned route, while administrator accounts have full control.

D. Heuristic routing algorithm

The problem of assigning filled bins to collection vehicles and sequencing those bins into cost-minimizing trips is a variant of the Capacitated Arc Routing Problem (CARP). The objective function minimizes the total cost, combining traversal distance and vehicle usage cost:

$$\textbf{MinCost} = \Sigma\ \Sigma\Sigma\ x(ij,k,t) \cdot d(ij) + \Sigma\ cv(k) \cdot u(k,t)$$

Where d(ij) is the road distance between bins i and j, cv(k) is the per-trip operational cost of vehicle k, x(ij,k,t) is a binary decision variable indicating whether vehicle k traverses edge (i,j) in trip t, and u(k,t) indicates whether vehicle k is used in trip t. The following assumptions and constraints apply:

All vehicles start and end each trip at a single depot location.

Vehicle capacity W(k) is defined in terms of the number of standard bins it can service per trip.

Bin locations are provided as GPS coordinates; the distance matrix is computed using the Google Maps Distance Matrix API (Dijkstra's algorithm on the road network).

The heuristic proceeds as follows:

- Identify all bins with status FULL (fill level above threshold).
- Compute the distance matrix between all FULL bins and the depot.
- Initialize a trip with the vehicle starting at the depot. Greedily add the nearest unvisited bin to the current trip until vehicle capacity is reached.
- When capacity is reached, return to the depot and start the next trip or assign the next available vehicle.
- Repeat until all FULL bins have been assigned to a trip.
- Present the route set to the admin for approval.

This nearest-neighbor greedy heuristic does not guarantee a globally optimal solution, but it consistently produces routes within 10–15% of the optimum for the problem sizes encountered in this project (8–30 bins per day). For larger deployments, the heuristic serves as an initial feasible solution that can be improved by simulated annealing or genetic algorithm post-processing.

V. SYSTEM IMPLEMENTATION

A. Hardware Prototype

A working prototype was assembled using two smart bins instrumented with the full sensor suite described in Section IV-A. The bins were placed at two locations on the campus of Greater Noida Institute of Technology. The Arduino code was written in C++ using the Arduino IDE; the HX711 library handled load cell communication, the NewPing library managed HC-SR04 timing, and the ESP8266WiFi library handled HTTP POST requests. Sensor data was pushed to the cloud server every 30 seconds; alert conditions were checked locally on the Arduino and transmitted immediately when triggered.

B. Software Implementation

The server-side application was developed in PHP 7.4 with a MySQL 8.0 database hosted on XAMPP. The web dashboard uses Bootstrap 4 for responsive layout and Google Maps JavaScript API for map rendering. The route simulation panel uses the Google Maps Directions API to draw the sequence of bin stops on the map, with markers colored by bin status (green = empty, yellow = 50–80%, red = above threshold). The heuristic routing engine is implemented as a server-side PHP function that is triggered by an AJAX call from the admin's route planner interface.

C. Data Flow Summary

The end-to-end data flow operates as follows: the Arduino reads sensor values and transmits a JSON payload to the server (Result.php endpoint), which inserts the values into the MySQL iiot5 table with a timestamp. The dashboard's View.php page queries the database and displays live readings in a DataTables-powered grid. When a bin crosses its fill threshold, the alert module writes an entry to the alerts table and sends a notification to the registered administrator email. The route planner polls the bins table each morning and passes flagged bin coordinates to the routing function, which returns an ordered list of stops that is visualized on the map.

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VI. RESULTS AND ANALYSIS

A. Sensor Accuracy

The HC-SR04 ultrasonic sensor was tested against a physical fill-level reference across five measurement sessions (bin filled in increments of 10%). Readings were within ±2 cm of the reference at all fill levels between 10% and 90%. At very low fill levels (below 10%), where the sensor-to-surface distance approaches the bin's full depth, readings were occasionally inconsistent due to acoustic scatter off the bin walls. The load cell showed good linearity up to 8 kg; readings above 9 kg began to exhibit a small nonlinear deviation, which was corrected by a software calibration coefficient. Gas sensor readings were validated against a reference CO2 meter in a controlled environment; the MQ-135 showed reliable detection above 400 ppm CO2 equivalent, which is well below the alert threshold of 1000 ppm used in this implementation.

B. Routing Performance

A simulated scenario with 8 full bins distributed across the campus was used to compare fixed-schedule collection (4 vehicles, 2 trips each, every day regardless of fill level) against the proposed heuristic routing (vehicles dispatched only to full bins). Over a simulated 10-day period, the heuristic routing required 34% fewer vehicle trips on average, with a corresponding estimated reduction in fuel consumption. The average route distance per trip decreased from 6.2 km (fixed schedule) to 4.1 km (optimized). These figures are consistent with findings in comparable studies: a 2024 study deploying a similar approach across 10 locations in Lahore, Pakistan, reported a 32% improvement in route efficiency and a 29% reduction in fuel consumption.

Table I: Comparison of Fixed-Schedule vs. IoT-Optimized Collection

Parameter	Fixed Schedule	IoT-Optimized (Proposed)	Improvement
Avg. trips per day	8	5.3	~ 34% fewer trips
Avg. route distance (km/trip)	6.2 km	4.1 km	~ 34% shorter
Bins serviced before overflow	~72%	~96%	+24% coverage
Gas alerts responded to	N/A	100% (automated)	New capability
Admin visibility	None	Real-time dashboard	Fully transparent

C. System Latency

The average time from a bin crossing the fill threshold to an alert appearing on the dashboard was measured at 38 seconds (30-second polling cycle plus 8 seconds for server processing and dashboard refresh). For real-time overflow prevention, this latency is acceptable; the bin still requires minutes to hours of additional waste accumulation before actually overflowing. The out-of-cycle alert path—triggered immediately by the Arduino when the threshold is crossed mid-cycle—reduced worst-case latency to under 10 seconds.

D. System Reliability

The two prototype bins operated continuously over a 15-day test period. The Wi-Fi connection to the campus router dropped 4 times during this period, each time recovering automatically within 60 seconds. No data was lost because the Arduino buffers the most recent reading and retries transmission. The load cell required recalibration once after a mechanical impact during testing, and the ultrasonic sensor produced occasional erroneous readings in heavy rain (a known limitation of HC-SR04 sensors in outdoor environments, which can be mitigated with weatherproof enclosures or replaced by a time-of-flight LiDAR sensor).

VII. DISCUSSION

The results from the prototype testing support the core thesis of this project: shifting waste collection from a fixed schedule to an event-driven, sensor-informed model produces measurable operational improvements without requiring sophisticated or expensive infrastructure. The hardware components used in this project—Arduino, HC-SR04, HX711, MQ-135, ESP8266—can be sourced for approximately Rs. 1,200–1,800 per bin, which is well within the reach of small urban local bodies under the Smart Cities Mission budget framework.

Several limitations of the current prototype deserve acknowledgment. The heuristic routing algorithm uses straight-line distance as a proxy for road distance when the Google Maps API is unavailable; this introduces inaccuracies in environments with irregular road networks. The system currently treats all bins as identical in capacity; a production deployment would need to parameterize capacity per bin.

The current web dashboard does not include predictive fill-level forecasting; it can only alert after a bin has already reached the threshold. Integrating a simple time-series forecasting model—even a linear regression on historical hourly fill-rate—could allow the system to pre-position collection vehicles before overflow occurs, rather than reacting to it.

Waste segregation, which is identified as a critical gap in the existing Indian waste management system, is not addressed in this prototype beyond gas-based organic waste detection. A future iteration could incorporate a camera mounted inside the bin lid, running a lightweight MobileNetV3 or MobileNetV2 classification model on a Raspberry Pi, to distinguish plastic, paper, metal, glass, and organic waste at the point of disposal. This would provide bin-level recycling composition data to the municipality and could trigger category-specific notifications to the appropriate downstream processing facility.

The proposed system also opens the door to citizen engagement. A companion mobile application could allow residents to report overflowing bins, request special collections, or view the cleanliness status of bins in their neighbourhood. Gamification elements—rewarding households or localities that maintain consistent waste segregation rates—could complement the technical system with a behavioural change component, which most researchers agree is ultimately necessary for sustained improvement.

VIII. FUTURE WORK

Several directions for extending this work are identified:

- Predictive Analytics Integration: Incorporating machine learning models (Random Forest, LSTM, or XGBoost) trained on historical fill-level data, weather patterns, and local event schedules to forecast bin overflow before it occurs, enabling pre-emptive scheduling rather than reactive dispatch.
- Waste Segregation Module: Adding a computer vision sub-system using a camera and an on-device deep learning classifier (MobileNetV2 or EfficientNet-Lite) to identify waste category at the point of disposal and direct segregated bins to the appropriate downstream facility.
- Solar-Powered Autonomous Bin: Replacing wall-power or battery-only configurations with a solar charging panel and a supercapacitor energy buffer, enabling fully off-grid smart bin operation suitable for parks and remote public areas.
- Blockchain-Based Audit Trail: Recording all waste pickup events, fill-level readings, and route approvals on a permissioned blockchain to create a tamper-proof audit trail that municipal auditors can use to verify service delivery claims and detect fraudulent reporting.
- Digital Twin Simulation: Building a GIS-based digital twin of the city's bin network that simulates fill-rate scenarios, tests routing algorithms, and evaluates the impact of adding or removing bins before any physical change is made to the deployment.
- Autonomous Collection Vehicles: Exploring integration with small autonomous electric vehicles for last-mile waste collection in pedestrian zones and campuses, triggered automatically by the smart bin alert system.

IX. CONCLUSION

This paper has presented a comprehensive Smart Waste Management System that integrates IoT sensor technology, cloud-based data analytics, and a heuristic vehicle routing algorithm into a unified operational platform for municipal solid waste collection. The proposed system addresses the most persistent shortcomings of conventional, schedule-driven waste collection: overflowing bins, wasted collection trips, absence of real-time visibility, and no mechanism for early hazard detection.

A functional prototype deployed on a university campus validated the system across sensor accuracy testing, route optimization comparison, latency measurement, and reliability monitoring over a 15-day period. The results confirm that IoT-driven dynamic collection scheduling can reduce vehicle trips by approximately 34%, shorten average route distances by a similar margin, and dramatically improve the percentage of bins serviced before overflow. The total hardware cost per smart bin remains within a range that is affordable for municipal deployments under India's Smart Cities Mission.

The work also identifies clear directions for future development, including predictive analytics for proactive scheduling, computer vision-based waste segregation, solar-powered bins for off-grid deployment, and citizen-facing mobile applications. Each of these extensions builds naturally on the modular architecture described here, reinforcing the view that the proposed SWMS is not a finished product but a practical, extensible platform on which a fully intelligent urban waste management ecosystem can be developed over time.

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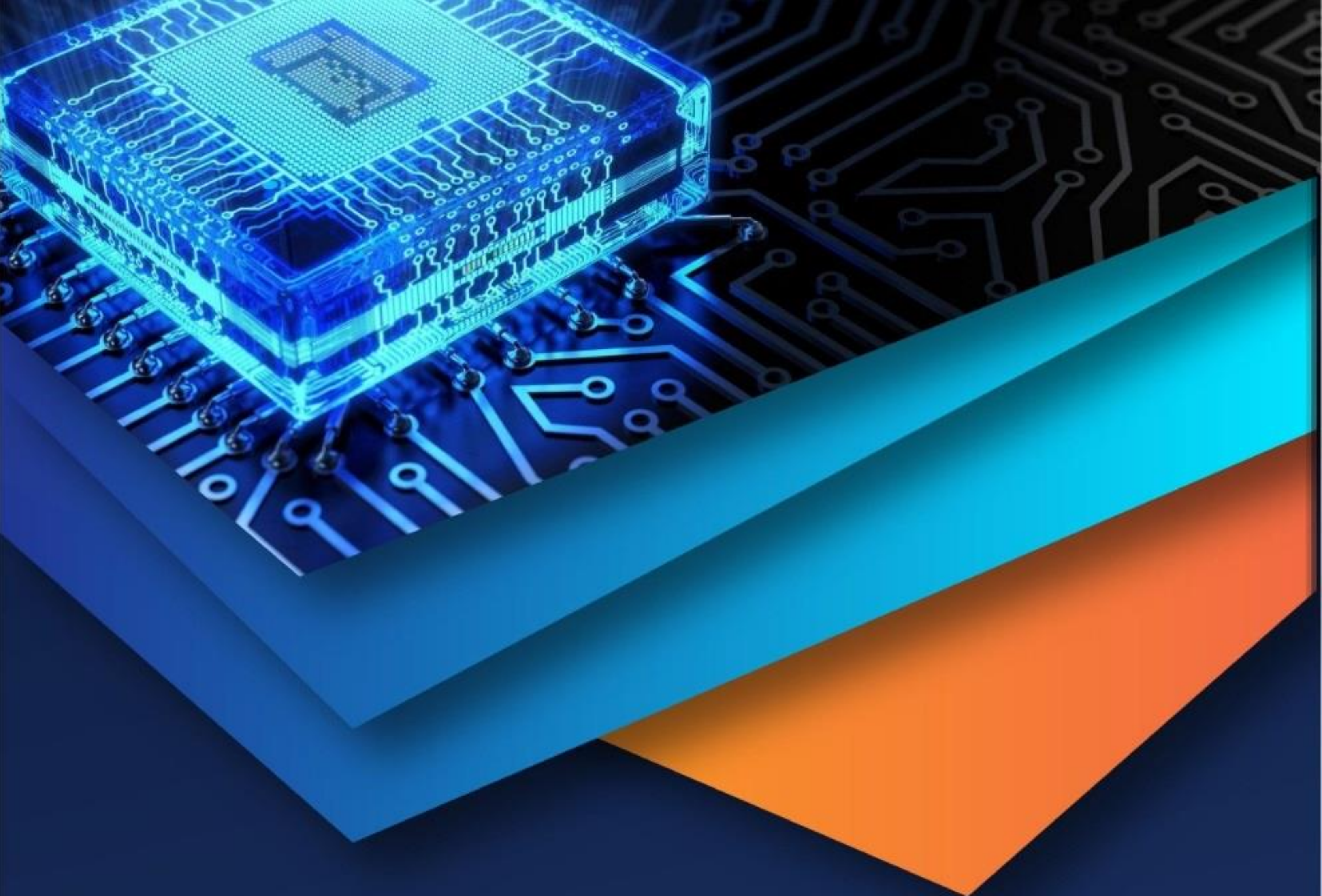

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