



IJRASET

International Journal For Research in
Applied Science and Engineering Technology



INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Volume: 11 **Issue:** VI **Month of publication:** June 2023

DOI: <https://doi.org/10.22214/ijraset.2023.53573>

www.ijraset.com

Call:  08813907089

E-mail ID: ijraset@gmail.com

Utilization of Waste Material in Road Sub Grade for Stabilization of Soil

Prof. V.C. Chougale¹, Rabade Sourabh², Ghatage Shubham³, Patil Aniket⁴, Gongane Shubham⁵, Patil Sourabh⁶

¹Asst.Professor, ^{2,3,4,5}Students, Dept. of Civil Engineering, Dr. A.D. Shinde College of engineering Bhargoan, Maharashtra, India

Abstract: Soil stabilization is a quite common process for nearly all the building projects. Broadly, all kinds of soil stabilization may be classified into two groups, i.e. mechanical stabilization and chemical stabilization.

In mechanical stabilization, the grading of a soil is modified by mixing it with other sorts of soils of various grades. By doing so, a compacted soil mass may be achieved.

On the opposite hand, chemical stabilization is related to the modification of soil properties by the addition of chemically active materials. In soil stabilization, it's important to grasp the material properties involved within the mixture and also the outcome after mixing.

Moreover, it's important to seek out out how the material goes to perform after stabilization. At the identical time the consequences of the method on the nearby structures and surrounding conditions have to be evaluated. Accordingly, decisions may be taken on the choice of materials and therefore the corresponding doses

I. INTRODUCTION

A developing country like India that features a giant geographic area and population, demands large infrastructure i.e. network of roads and buildings. Land is being utilized for numerous structures from standard house to sky scrapers, bridges to airports and from rural roads to expressways.

Most the structures are going to be placed on numerous soil strata. Soil that consists of inorganic particles and organic matter like rock particles, sand, silt, and clay. It is shaped by the gradual disintegration or decomposition of rocks because of natural processes that feature disintegration of rock because of stresses arising from enlargement or contraction with temperature changes.

Weathering and decomposition from chemical changes that occur once water, gas and CO₂ step by step mix with minerals among the rock formation, so it is breaking right down to sand, silt and clay.

Transportation of soil materials by wind, water and ice forms totally different soil formations like those found in watercourse deltas, sand dunes and glacial deposits.

Temperature, rain and evaporation play necessary roles within the formation of soils as within the totally different environmental condition regions. Underneath totally different evaporation regimes, totally different soils are shaped from an equivalent original rock formation.

II. OBJECTIVES

- 1) To study the reasons of failure of road
- 2) Testing existing soil and adding different material to improve its strength.
- 3) To study different types of material available.
- 4) To improve quality of subgrade.
- 5) To alter the properties of soil to suit the traffic requirements.
- 6) It is done to minimize the swelling due to wetting and shrinkage
- 7) To increase bearing capacity of soil.

A. Test to be Conducted

- a) Moisture content.
- b) Particle Size Distribution.
- c) Liquid limit test.
- d) Plastic limit

- e) Standard proctor test
- f) CBR
- g) Shear Test

III. MATERIAL

1) Flyash

Fly ash is a heterogeneous by-product material produced within the combustion process of coal employed in power stations. It's a fine grey coloured powder having spherical glassy particles that rise with the flue gases. As ash contains pozzolanic materials components which react with lime to create cementitious materials. Thus ash is employed in concrete, mines, landfills and dams. The chemical composition of ash depends upon the kind of coal used and therefore the methods used for combustion of coal.

2) GGBS

(Ground Granulated Blast-furnace Slag) could be a cementitious material whose main use is in concrete and could be a by-product from the blast-furnaces accustomed to make iron. Blast-furnaces operate at temperatures of about 1,500°C and are fed with a carefully controlled mixture of ore, coke and limestone. The ore is reduced to iron and also the remaining materials form a slag that floats on top of the iron. A by-product from the blast-furnaces used to make iron. This slag is periodically tapped off as a molten liquid and if it's to be used for the manufacture of GGBS it's to be rapidly quenched in large volumes of water. The quenching optimizes the cementitious properties and produces granules kind of like a rough sand. This „granulated“ slag is then dried and ground to a fine powder. Although normally designated as „GGBS“ within the UK, it also can be noted as „GGBFS“ or „slag cement“.

3) Lime

Lime is one in every of the oldest binding materials utilized in several ancient architectural works. A decent quality lime should own the subsequent properties.

4) Rubber Tyre

Approximately 40 to 60 percent of a tire is rubber. A tire typically consists of 4 different forms of rubber: natural rubber, styrene-butadiene rubber, polybutadiene rubber and synthetic rubber. About 55 percent of a tire's rubber content is within the sidewall and tread, and firms use natural, styrene-butadiene and polybutadiene rubbers in these areas. Synthetic rubber and halogenated synthetic rubber make up the inner liner of a tire. The rubber mixture in an exceedingly standard-passenger- car tire is 55-percent caoutchouc and 45-percent natural rubber.

IV. CONCLUSION

Fly ash and Ground granulated Blast furnace slag (GGBS) were mixed with the expansive soil to increase soil strength. The geotechnical characteristics of the various combinations of samples were investigated through the compaction tests.

It was found that the addition of GGBS with fly ash has significant influence on the geotechnical characteristics of the soil. California Bearing Ratio (CBR) of the soil is obtained as and there is a substantial increase in CBR value with addition of fly ash + GGBS. The reduction in the maximum dry density and optimum moisture content was attributed to water absorption of rubber tire. There is a substantial decrease in OMC with addition of rubber tire particles as compared to GGBS.

V. ACKNOWLEDGMENT

It is our privilege to acknowledge with deep sense of gratitude to my guide PROF. MR. R. V. SAVYANAVAR Assistant Professor in Civil Engineering at Dr. A. D. Shinde College of Engineering, Bhadgaon for his valuable suggestions and guidance throughout our degree course and timely help given to us in completion of such research work.

We are thankful to Principal Prof. K. S. JOSHI, Dr. A. D. Shinde College of Engineering, Bhadgaon and Prof. MR. S. R. WADAGULEH. O.D., DEPARTMENT OF CIVIL ENGINEERING for their kind co-operation & morale support. Finally, we wish to express our heartiest thanks to all the staff members of College of Dr. A.D. Shinde Engineering, Bhadgaon for their direct and indirect help during the course of our synopsis.

VI. RESULT

Testing of Soil with added waste material -

| SR. NO. | TESTS | RESULT Existing soil | Result Soil + Flyash + GGBS | Result Soil + flyash+ lime Core | Result Soil + flyash + rubbertyre |
|---------|---|--|--|---|---|
| 1. | DETERMINATION OF MOISTURE CONTENT | WATER CONTENT = 31.69% | | | |
| 2. | GRAIN SIZE DISTRIBUTION BY SIEVE ANALYSIS | POORLY GRADED SOIL WITH LITTLE FINES. | Use fly ash PASSING 1.18 GGBS pass 1.18. | Use fly ash PASSING 1.18 Lime core pass 1.18. | Use fly ash PASSING 1.18 Rubber tires pass 2.36 |
| 3. | STANDARD PROCTOR TEST | WATER CONTENT =17% MAXIMUM DRY DENSITY =1.81 GM./CC | 18.5 | 19.6 | 10.3 |
| 4. | PLASTIC LIMIT | PLASTIC LIMIT = 65 % PLASTICITY INDEX IP=5% | 70 | 61 | 56 |
| 5. | LIQUID LIMIT | LIQUID LIMIT =70% | 75 | 69 | 63 |
| 6. | CBR TEST | CBR = 1.5 | 7.7 | 6.3 | 3.4 |
| 7. | Shear test | 0.008 | 0.19 | 0.11 | 0.07 |

Table no 13 Soil with added waste material test Result

REFERENCES

- [1] Darshan Panchala, Dainik Patela, Keyur Patela, Manthan Patela “ Feasibility Study of Waste Material in Sub grade of Road” (Twelfth Volume, 2020, ISSN 2249 – 6157, GIT- Journal of Engineering andTechnology.)
- [2] Vijayakumar, S. Naveen Kumar, P. Abhinayasai Tejareddy “Utilization of Waste Materials for the Strengthening of Pavement Subgrade-A Research” ISSN: 2278-3075, Volume-8, Issue- 9S2, July 2019,International Journal of Innovative Technology and ExploringEngineering)
- [3] Yusuf Ale Salam¹, Prof. (Dr.) Neeraj Kumar “STUDY OF WASTE MATERIAL FOR SUB-GRADE STABILIZATION TO AN IMPROVE STRENGTH OF VILLAGE ROAD AND PROTECT ENVIRONMENT”VOLUME 5, ISSUE 2, 2019,ResearchJournal)
- [4] Damilola A. Ogundare*¹, Ayokunle O. Familusi¹, Babatunde E. Adewumi¹, and Joel O. Olusami¹ “Improvement of Subgrade Characteristics Using Waste Plastic Bottle” , ACAPublishing.



10.22214/IJRASET



45.98



IMPACT FACTOR:
7.129



IMPACT FACTOR:
7.429



INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Call : 08813907089  (24*7 Support on Whatsapp)