

# Comparison of Conventional and Mechanical Concrete Road

Abhijeet Chakrey<sup>1</sup>, Suraj Tandale<sup>2</sup>

P.G. Student, Department of Civil Engineering, KJ's Trinity Academy of Engineering, Pune, India<sup>1</sup>

Associate Professor, Department of Civil Engineering, KJ's Trinity Academy of Engineering, Pune, India<sup>2</sup>

**ABSTRACT:** Mechanical Concrete is unicellular confined aggregate unit, it binds aggregates into a singular confinement to support lateral soil pressure, also binds aggregates tighter into a load bearing cell. It supports the aggregates used in conventional road, confining it into a single cellular structure. The cellular structure of the mechanical concrete confines the stones used as aggregates. The confinement can be tire derived or any hollow cylindrical confinement, the paper emphasizes on the cost effectiveness of the road also enhancing its strength and durability hence use of waste products such as recycled tires are used in construction of Mechanical Concrete Road. Mechanical concrete is a thin walled cylinder of uniform circular shape made up of a single material that is plastic or rubber. The paper consists of the test results and analysis using rubber as a binding cylinder. Mechanical concrete can be manufactured from any suitable material having sufficient tensile and proper size to resist the lateral pressure exerted on it when the aggregates are placed under load. Here the preference is given to any recycled auto or truck tire having its side walls removed. Hence the tire used does not bear the properties of the tire but it becomes Tire-Derived cylinder

**KEYWORDS:** Confined Aggregates (CA), Mechanical Concrete Road (MCR), Tire Derived Cylinder (TDC), Waste Tire recycling, Geo-Synthetic Cylinder

## I. INTRODUCTION

The paper introduces a revolutionary change in laying of conventional road, thus focusing on the design parameters and cost effectiveness of the MCR over conventional roads. Mechanical concrete is a material manufactured by using cylinder to confine the stone aggregates to achieve optimum load bearing strength. The Paper aptly compares the advantages of MCR over the conventional road designs. It depicts the use and the test carried on four different material used as fillers in the construction of the MCR. This combination of aggregates and the confinement gives a strong unit cellular structure of MCR. This cellular structure has become a unit building block of the MCR. This cell may also be addressed as geo-synthetic cell. It has strength equal to that of a concrete block hence the name Mechanical Concrete. The aggregates used as filler material in MCR are tested profoundly for its shear strength and crushing value. The stone aggregates used in MCR have varied sizes and texture.

MCR requires no compaction hence has an edge over the construction of the conventional roads. The vertical loads applied on the geo-synthetic cylinder distribute the lateral moving loads to achieve its strength. Most roadways failures are due to extensive lateral pressure distributed unevenly due to unconfinement of aggregates used in conventional roads. Hence in MCR the use of geo-cells confine the aggregates distributing the vertical loads preventing pothole formation due to lateral failure of the aggregates.

Objectives –

- To achieve economy in construction of roads using recycled materials.
- To mitigate the cost of maintenance.
- Environmentally viable, green technology.
- Use of simple technology with minimum time for construction of road.



Fig.1 – Confined Aggregates (CA)

## II. CONSTRUCTION METHODOLOGY OF MCR

The site should be prepared to receive the tire-derived-cylinders, TDC, by removing surface materials to the required depth. TDC is laid on the sub-grade layer of the road such that each cylinder is in contact with at least three adjacent cylinders. The use of tire-derived cylinders in the construction of the mechanical concrete road comprises of laying geo-cells in grid formation connected to each other by rivets or binding wire. The simplest way is to use a nail gun to drive a nail through adjacent cylinders where they come in contact. Due to uneven tire diameters the circular shape of the CA is not always achieved however, the placing of the CA should be in such a way that it should not squash the adjacent TDC into oval shape. To maintain the geometric integrity of the circular shape of the TDC the filling of the CA is done when the TDC is in contact with three cylinders. This implies that the TDC should be in contact with at least three cylinders.

While filling the TDC with front end bulldozer there pose a serious problem of collapse of side walls of the adjacent cylinder. The aggregates are poured over the cylinder without compaction of the materials used in MCR which helps in maintaining the void ratio providing water to drain off easily, leading to heavy reduction in maintenance of roads. Mechanical concrete roads exhibits exceptional strength to lateral pressure confining the aggregates thereby reducing the cost of maintenance and repair work. The labors used in manufacturing of mechanical concrete roads are unskilled labors hence the construction cost and repair works of MCR is minimum as compared to that of conventional roads.



Fig.2 – Laying of Mechanical Concrete Road (MCR)

## III. COMPARISON BETWEEN MCR AND CONVENTIONAL ROAD

Mechanical concrete roads has varied advantages over the use of Conventional roads in regards with the time, cost and materials required for construction of roads.

- Time Comparison

The time required for the construction of MCR is comparatively less than that for conventional roads. Following analysis of activities gives a clear idea of the time reduction for MCR



Conventional Road				Mechanical concrete Road			
Sr. No	Activities	Time	Cumu Time	Sr.No	Activities	Time	Cumu Time
1	Forming of alignment using total station	1	1	1	Forming of alignment using total station	1	1
2	Marking of various Length on road	1.5	2.5	2	Marking of various Length on road	1.5	2.5
3	Excavation of road upto required depth	15	17.5	3	Excavation of road upto required depth	12	17.5
4	Compaction of sub grade	2	19.5	4	Compaction of sub grade	0	17.5
5	Laying of sub base with compaction	6	25.5	5	Laying of tires	4	21.5
6	Laying of Base with compaction	5	30.5	6	Rivetting tires	4	25.5
7	Laying of WBM with compaction	8	38.5	7	Laying of filler material in tires	6	31.5
8	Hold	24	62.5	8	Laying of Prime coat	3	34.5
9	Laying of Prime coat	3	65.5	9	Laying of bituminous Mix	4	38.5
10	Laying of bituminous Mix	4	69.5	10	Compaction of top surface using roller	5	43.5
11	Compaction of top surface using roller	5	74.5	11	Ready to use	0.5	44
12	Ready to use	24	98.5				

Table 1. Activity sheet for time comparison in construction of MCR and Conventional Road (in Hrs)

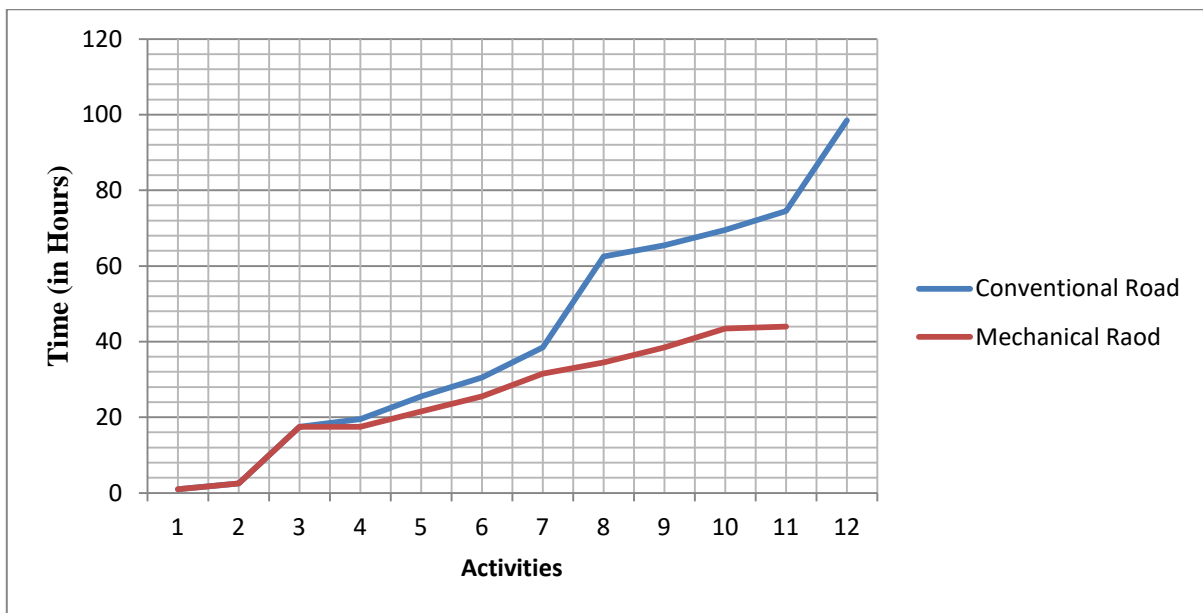


Fig.3 Graphical representation of activity Chart.

- Material Comparison

There is reduction in the material requirement for MCR because compaction is not required for the laying of aggregates in MCR due to confinement while in conventional road heavy compaction is essential to gain strength. The following comparison shows the reduction in the material required for the construction of MCR and Conventional road.

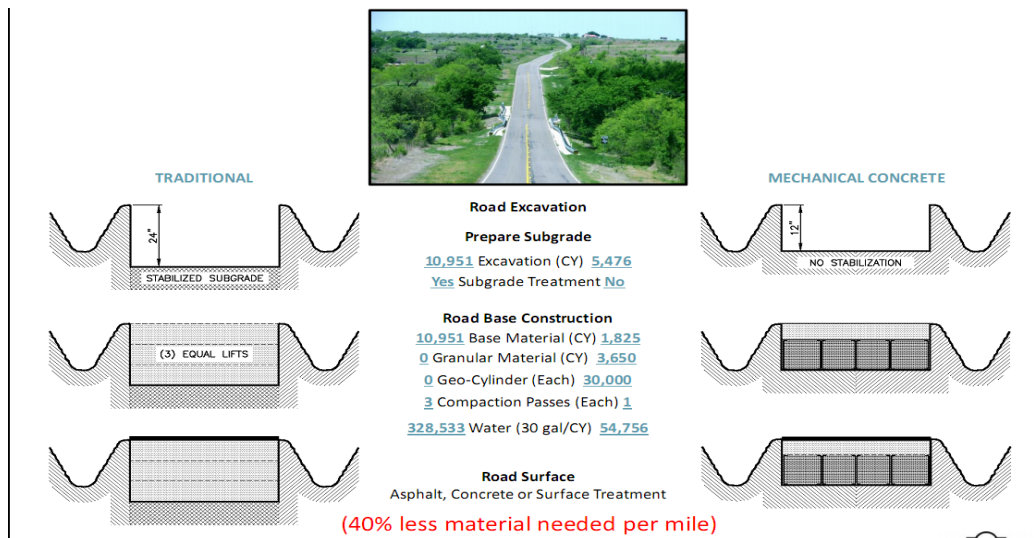


Fig.4 Comparison of Material required for MCR and Conventional Road.

- Cost Comparison

The cost required for construction for 1km of 12m wide road is nearly 27% less than that required for the construction of a conventional road.

Mechanical Concrete Road	Conventional Road
Cost per Km of 12 m width Road is Rs 86,82,960 /-	Cost per Km of 12 m width Road is Rs 1,18,57,200 /-
Total saving of Rs 31,74,240 /-	
<b>26.77 % of Construction Cost Savings</b>	

#### IV. CONCLUSION

The use of Mechanical Concrete in the construction of road reduces time, cost and materials required as compared to that of conventional road. It shows incredible durability due to the confinement of stone aggregates. The maintenance cost of MCR is reduced due to increased void ratio which drains off the rain water. There is heavy cost reduction in construction of MCR as compared to that of traditional roads.

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