ABSTRACT

Potholes are considered as depression on a road surface. Potholes are formed either by bypassing continuous traffic on unhealthy asphalt or by the presence of groundwater making its way out resulting in Brocken asphalt creating potholes. Potholes result in the combustion of more fuel due to traffic congestion this goes all the way to loss of foreign exchange i.e., the more fuel we consume the more we will import with the foreign exchange that we don't have much due to the loans of IMF that's why they are considered as a hindrance in countries economic growth.

This Final Year Project presents an experimental study in which field surveys are conducted to measure the effect of potholes on traffic delay and congestion. To calculate delay, we are simply selecting two points A and B between potholes, calculating the travel time taken by the traveler when potholes are present and comparing it with the travel time taken by the traveler after repairing the potholes. The difference between the travel time will show us the vast effect of potholes not only in delaying the traffic but also not utilizing the maximum speed of the road. This study also concludes that there is an adverse impact of a pothole on roadway capacity. For capacity volumes of vehicular traffic entering the road before and after repairing of a pothole is manually count for one hour and the difference showed us the adverse impact of the pothole on roadway capacity.