BASIC PRINCIPLES OF ROAD SAFETY

Mutalova Barno Irgashevna
Tashkent University of Architecture and
Civil Engineering Associate Professor
senior teacher **Abdullayeva Kamilla Javdatovna**

Abstract: *This article refers to the lanes and areas for standing and stopping in front of road structures that serve vehicles, pedestrians and passengers. It is known that the growth of traffic speed in the following years, the goal of decorative greening of the roads of our Republic, the planting of ornamental plants will enhance the road, reduce its uniformity, give it a scenic color and connect the road with the surrounding area will play an important role.*

Keywords: *traffic flow* **,** *clearing roads from snow, winter slippage, digging artesian wells, decorative , on lane borders, decorative plantings.*

The basic principles of ensuring road safety are: the priority of the life and health of citizens participating in road traffic over the economic results of economic activity; the priority of the state's responsibility for ensuring road safety over the responsibility of citizens participating in road traffic; respecting the interests of citizens, society and the state while ensuring road safety; program-targeted approach to activities to ensure road safety.

There are two main ways of organizing traffic, which are dividing the flow of traffic into lanes and routes according to speeds.

When dividing the traffic flow into speed lanes, the following actions are performed:

- Multi-lane roads provide dedicated lanes for slow-moving cars, buses, trolleybuses, local vehicles, transit vehicles and bicycle traffic.
- A steep ascent of the road in the plots slowly moving cars for an additional lane will be built .
- Complicated at intersections braking and acceleration for strips will be done.
- On the way moving vehicles , pedestrians _ and passengers for service showing road facilities in front of stop , get up for strips and fields mean is caught .
- The congregation transports unstoppable at the stations braking and acceleration stripes with together buses stop standing " Pocket " is built for

Transport flow directions according to in separation the following affairs planned :

- Using a separator strip separately directions according to road commute part one whole road on the stem placement , for example , Tashkent-Termiz of the road to Jizzakh has been in the section , TAHY, Kiev- Barispol , Moscow-Domodedova and etc. _
- Directions according to commute part separately road on the stem placement , for example , on the Tashkent - Shymkent road and most on foreign roads .

- Appearance not provided radius small in curves directions according to separator safety islands installation (Tashkent-Dushanba of the road to Syrdarya has been curve in the plots Tashkent-Ko'kan , Kushka- Khirot on the roads) .
- Organization of one-way traffic on parallel streets in residential areas.
- Placement of intersecting roads at intersections at different levels.
- Separation of waiting lanes by means of safety islands (via road marking line) for left-turning vehicles to wait at level crossings.

Regardless of which method is used to organize the movement, it is necessary to use road signs, road marking lines, road barriers and automatic control equipment. By using the specified methods and technical means, it is possible to increase traffic speed, capacity and ensure safety as a result of traffic organization on this or that road section.

Activities performed during the organization of the movement must meet the following requirements:

gradual change of traffic speed along road sections; for the driver to move at any time of the day, the direction of the front sections of the road should be clear and obvious; fast and safe movement of vehicles; maximum transfer of vehicles; to be environmentally friendly; convenient and safe movement of pedestrians; economically efficient. Heavy road conditions include the following road sections: intersections and road stops; small radius curves in the plan; steep ascents and descents; sections with no visibility; residential areas; sections where car-tractor traffic is observed; places with narrow bridges, overpasses, overpasses.

In such difficult road conditions, movement is organized based on the following principles:

Installation of road signs, road marking lines, road barriers and guidance devices based on road conditions and traffic mode of vehicles. Change the layout. Transition to automated control (installation of traffic light objects controlled by a green wave, coordination of control, etc.). Reducing the amount of traffic during peak hours in some areas. Organization of unilateral movement. Creating the optimal route of public and cargo vehicles. Improve the visibility of drivers in the front sections of the road. Additional lane marking. Prohibiting the passage of certain vehicles. Dividing vehicles into lanes based on their speed. Division of vehicles according to their directions. Construction of braking and acceleration lanes. Above ground , underground and road over pedestrians transition the place mark _ Security islands build _ Pedestrians for corridors build _ Changeable according to the scheme action management _

is allocated for passing on II, III level roads . His width 3.5 ÷3.75 m , length and action from Table 8.1 of the amount to the value of looking acceptance will be done .

Road to the conditions looking q additional strips 8- 10км(Fig. 8.1) 1-2 km long , 1.5-2.5 km long every 68 км and each 2-3 km long 4-6 км from a distance after directions in chess order is installed . Additional of stripes transversely slope main commute as in is determined .

If of cars movement quantity 6000 per day and tractors from 400 units a lot if , then I - III level to the roads parallel respectively of tractors movement for separately road is designed .

When driving on the road, there is a conflict between the desire of the driver to reach the destination faster and its implementation. In most cases, traffic safety is not ensured because the speed chosen by drivers does not take into account road, weather conditions and traffic flow characteristics. Such a situation creates conflicting conditions on highways.

One way to solve this problem in the future is to organize traffic management on highways, which includes: collecting and analyzing information about road conditions and traffic flow; choosing the optimal mode of action in each specific case; providing operative information to the participants of the movement about the recommended mode of movement and monitoring its implementation.

Currently, more technical means and new methods are used to manage traffic on highways. This includes the automatic traffic control system (HBAT). With the help of HBAT, it is possible to choose economically favorable traffic control routes operationally, taking into account the road conditions and the state of the traffic flow.

When choosing traffic management schemes on highways, it is necessary to give preference to a scheme that fully takes into account all parameters of the road and traffic conditions, weather changes and traffic flow characteristics.

Car on the roads action manage for from various technical means is used . Movement manage system classification according to what technical means use given .

Car on the way move automatically _ manage and account get special measure tools to create take will come Special measure tools using operative in the traffic flow cars the number , speed , of the vehicle the length of the vehicle load raise ability and another parameters is measured . Such parameters measurer tools usually traffic detectors that is called

Transport flow in determining the characteristics the following measure methods used : mechanical contact ; inductive-magnetic ; impulse probing ; cars radiation ; photographic television ; special car starter .

Road condition movement Tart bini defines the most main indicator being , movement of order convenience and safety determines _

Road condition into himself of the road geometric parameters , its transport use descriptions of the road all engineering facilities sums up . This given of indicators each one of the road work to the state of the car movement with road between to the situation , the driver spiritual to the situation and in consequence vehicles on the road mode and movement safety effect shows .

Car on the way action manage for constant parameters (path commute part of width , number of strips , length and transversely slope and etc.) and from time to time with variable parameters (fluency , bite coefficient , movement quantity , loading coefficient and etc.) according to information need _

, the main management strategy for the highway networks and for each highway is determined .

Information about changes in the geometric parameters and state of the road is regularly needed for operational traffic management. On the basis of this information, schemes of movement organization are selected.

The geometrical parameters of the road can be determined by various methods and tools: in the camera state according to project materials, by measuring the road in nature with geodetic instruments, by means of equipment installed in a special mobile laboratory, by aerial photography.

Since other characteristics of the use of vehicles on the road have been explained in the previous course "Roads", we will limit ourselves in this section only to the indicators presented above.

Car of the ways intersection and connection in places maximum respectively movement safety provide necessary _ This while their to each other relatively comfortable corner under to be located , intersecting or connector on the roads movement to the amount of , appearance distance , technical means with equipment level depends to be the action organize reach scheme This is the list in the compilation passed factors solution doer place occupies _ Interceptor or connector on the roads movement of the amount to the size relatively they are one or at different levels placement can _

Slowdown and acceleration lanes are built at level crossings on I-III grade roads and at bus stops from I-IV grade roads . This of stripes width main strips width with equal to or the most at least 3,5 мacceptance to do need _

As we have already mentioned, certain difficulties arise due to the fact that tractors and agricultural machines move together in the traffic flow on the roads of Uzbekistan, and this inconvenience increases in populated areas.

In order to properly organize traffic on the roads passing through the settlement, the following actions should be carried out: placement of a road sign, a road marking line, a road barrier and guidance devices. Movement of cars and trucks on separate traffic lanes. Installation of a separating strip. Organization of one-way traffic (organization of traffic in different directions on different streets). Provide artificial lighting. Organization of pedestrian traffic. Organization of the movement of cyclists.

If it does not exceed the width of the carriageway 12 м, it is better to install artificial lighting lamp supports on one side. It is recommended to install supports on both sides of the road in a straight or checkerboard pattern, being larger than the width of the carriageway . If 12 мthe width of the dividing strip 5 мis less than that, the lamp supports can be installed on this strip, but in this case, the supports must be surrounded by fences and a vertical road marking line must be drawn.

We will discuss how to determine the construction of sidewalks, unequipped surface areas, underground and pedestrian overpasses for the organization of pedestrian traffic.

In urban settlements, the sidewalk 20 смis built parallel to the main road with a 10th rise.

In densely populated areas, pedestrian crossings 300 мare installed at places not less than the distance. If it is not greater than the length of the settlement 0,5 км, two crossings are marked and the distance between them is 150- 200 м. Pedestrian crossings 150 мshould be well equipped and clearly visible to drivers at least from a distance.

In order to increase traffic safety, the level of equipment of pedestrian crossings changes depending on the amount of traffic of vehicles and pedestrians in populated areas. "Zebra" type pedestrian crossing is planned to be installed on the roads of category II, III, where the traffic of cars is 200 v/h and above, where pedestrians gather and cross the road.

The rights of road users to safe driving conditions on roads are guaranteed by the state. The exercise of their rights by road users should not limit or violate the rights of other road users.

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