

Methods of Organizing the Movement of Cars and Pedestrians on the Territory of the Newly Built Microdistrict on the Basis of Modern Requirements

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ABSTRACT: In this article, we will have the opportunity to get acquainted in detail with the methods of organizing the movement of cars and pedestrians in the territory of the modern microdistrict under construction and the instructions for its organization.

KEYWORDS: New roads under construction, types of modern roads, car and pedestrian traffic

In order to increase traffic safety, the level of equipment of pedestrian crossings in populated areas varies depending on the volume of traffic of vehicles and pedestrians. Zebra pedestrian crossings are intended to be installed at pedestrian crossings on Category II and III roads with a traffic speed of 200 cars / hour and above. It is necessary to envisage the construction of pedestrian crossings on two levels of first-class highways. Pedestrian overpasses or tunnels should be constructed to completely eliminate the impact of pedestrian traffic on motor vehicles. According to SHNK, 2.05.02-07, a pedestrian walkway (underground or overground) should be designed for pedestrians with a traffic volume of 100 people per hour or more for 16-level roads and 250 people or more per hour for II-level roads. Obstructions should be provided in designated sidewalks. Construction will be easier and cheaper if pedestrian overpasses run over the top of the carriageway. Beijing pedestrians use it less, as they have to rise 5-6 m above the road and then descend again. Therefore, it is economically viable and pedestrian use is high when the pedestrian crossing crosses the main road crossing or when the road load factor is very high, 0.7-0.9. Underground pedestrian tunnels are widely used by pedestrians because the height of underground tunnels does not exceed 2-2.5 m and pedestrian descent is 2 times easier than overpasses. However, the construction of tunnels will be more complicated and expensive. In order to reduce the erratic movement of pedestrians in areas where overpasses and tunnels are built, Group 2 road barriers along the road axis or on the dividing strip at a distance of 50-100 m on both sides of the road (depending on the amount of traffic) depending on) installation is required. Principles of pedestrian traffic organization. Pedestrian traffic should be divided into two sections of highways and city streets. The first section is the intersections and junctions, the second section is the roadside area between the intersections and junctions.

The economic development and progress of the Republic depends, first of all, on the state of transport communications. The long-term future development of the President of the Republic of Uzbekistan Issues such as education, the formation of a single integrated transport environment of the republic, the restoration of the Great Silk Road and access to world markets have been identified as priorities of state road policy.

The organization of pedestrian traffic is based on the following principles:

1. Pedestrians do not affect the movement of vehicles.
2. Pedestrians partially (from time to time) affect the movement of vehicles. III. Pedestrians affect the movement of vehicles.

In order to meet the requirements of the first principle, in the organization of pedestrian traffic, in the area of intersections and junctions, overpasses are built over the underground tunnel or carriageway for pedestrians to cross from one side of the road (street) to the other. In addition, sidewalks will be marked on either side of the road for pedestrians to move between the two intersections, and barriers will be installed to prevent pedestrians from entering the carriageway. According to this principle, the organization of pedestrian traffic is provided on highways, highways and mainly on high-speed city streets. As a result of the organization of such a movement at an intersection or junction, there is no conflict between pedestrians and vehicles. Traffic on the city streets and highways of developed countries is based on this principle, and traffic jams are not observed at pedestrian crossings. In recent years, the construction of pedestrian underpasses has become widespread in major cities of the Republic of Uzbekistan, especially in Tashkent. For example, the Central and Main Universal, Children's World stores, Aloy, Eski Juva markets, and underground passages have been built in the area of the northern and southern railway stations, increasing the average speed of vehicles while ensuring traffic safety in the region. Unfortunately, on many roads, pedestrians violate traffic rules in such areas, resulting in a decrease in the efficiency of underground passages, especially during the dark hours of the day. The second principle occurs at controlled intersections. In doing so, stop traffic or regulate traffic with the help of a breaker. To do this, at the intersection or junction, a pedestrian crossing is marked using a road sign (sign 1.14.3) and other road signs (1.20; 5.16.1 and 5.16.2) and pedestrian traffic lights or traffic lights are used to regulate their movement. . Today, in most cities of Uzbekistan, pedestrian traffic is organized on this principle. The third principle applies when highways pass through residential areas and on local streets in cities. Pedestrian crossings at uncontrolled intersections and junctions in the organization of this type of pedestrian traffic 1.14. or 1.14.2. road sign line and 1.20; 5.16.2. equipped with road signs. Between intersections and junctions, pedestrians may move one-way or two-way along the sidewalk or sidewalk. Such traffic has a negative impact on the movement of pedestrians at intersections and road sections, which leads to the formation of many traffic jams, as well as a decrease in the speed of vehicles. In order to properly organize traffic on the roads passing through the settlement, the following The following works should be carried out:

1. Placement of road signs, road markings, roadblocks and guide devices.
2. Driving cars and trucks on separate lanes.
3. Install the separator tape.
4. Organization of one-way traffic (movement in directions) Organize on different streets).
5. Provide artificial lighting.
6. Organization of pedestrian traffic.
7. Organizing the movement of cyclists.

In short, in the orderly organization of pedestrian traffic in a modern city or neighborhood, it is necessary to follow the above factors and the rules of the listed enumeration, and compliance with them will ensure the safety of each of us.

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