IMPROVING THE TECHNOLOGY OF CONSTRUCTION OF ASPHALT PAVEMENTS.

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Abstract: The urgent need today is to raise the quality of transport and operation of roads, especially those of international and national importance, to the level of international norms and standards, and to reduce accidents.

Keywords: road, asphalt concrete, traffic, car, route.

Совершенствование технологии строительства асфальтобетонных покрытий.

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Аннотация: *Насущной необходимостью сегодня является повышение качества перевозок и эксплуатации дорог, особенно международного и национального значения, до уровня международных норм и стандартов, а также снижение аварийности.*

Ключевые слова: *дорога, асфальтобетон, движение, автомобиль, маршрут.*

Introduction. The caravan routes that connected peoples hundreds of years ago have become highways today. One such route is the Great Silk Road. The

Great Silk Road, one of the most powerful nations in the history and development of the peoples of the West and the East, passed through Kashgar through the world-famous cities of Bukhara, Samarkand, Kokand and Osh. It is an important artery connecting the European continent with the ocean borders of Asia and serving as an international gold belt. Reconstruction of existing roads is cheaper than construction of new ones. Highways are roads designed to carry passengers and cargo at high speeds without interference from local vehicles and oncoming vehicles. These are very sophisticated but expensive roads that form the backbone of the road network of different countries and make up no more than 1.5 ... 2% of the length of the road network. The United Nations has developed a project to connect the highways of all countries to create an international network of highways in Europe, Asia and Africa. The main requirements for highways are the allocation of an independent carriageway for oncoming traffic, the absence of intersections on the same level, and the minimization of the impact on the main traffic regime of individual vehicles entering or deviating from the road. Slow-moving vehicles - tractors, motorcycles, bicycles and horse-drawn carriages - are prohibited on the highways. According to the classification of roads, highways include Ia-category roads. Roads are usually constructed as two lanes separated by a lane. Each carriageway is designed for one-way traffic and overtaking, so it is considered to be for at least two lanes of traffic. The division of a single (single) carriageway into two independent sections allows the designer to easily adapt the road to the terrain and guide them independently, using the stepped placement of the carriageway on the slopes. This should ensure the smooth separation and joining of the carriageways.

Methodology: There will be no one-level intersections, traffic lights, and speed limit signs on highways. From other roads, access to highways is possible only through a special connecting lane equipped with additional lanes (crossing lanes) for deceleration or deceleration, which allow oncoming cars to travel at speeds appropriate to the speed of movement on the highway and only then allows it to join the flow of traffic without hindrance. To avoid obstructing local traffic

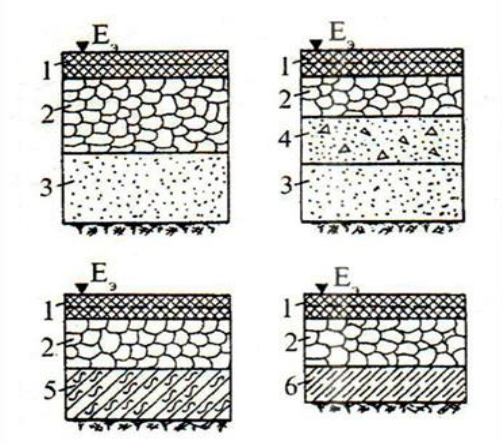
and pedestrians, highways will be bypassed in populated areas, with access roads only at intersections with high-traffic roads. Local roads cross highways at different levels, with no downhill lanes. Traffic limits are set in different countries from 6 to 9 thousand cars / day (in the CIS - 7 thousand cars / day), with the construction of lanes and roads with independent sections for traffic in opposite directions. , is considered. When the intensity is 25 ... 30 thousand cars / day, you will need three lanes in each direction. Despite the fact that modern cars significantly increase their speed under favorable road conditions, the design speed is accepted from 120 to 150 km / h in the design of highways.

Discussions: The transverse profiles of highways are radically different from the profiles of lower-class roads, in particular, the opposite traffic flows are separated from each other by a lane (separation lane) that cars do not cross; the flow of cars moving in one direction is clearly divided by their speed by marking each lane and separating several lanes. Each lane intended for one-way traffic shall have at least two lanes, the inside of which shall be used for overtaking, and shall be designed for cars traveling at high speeds at high speeds. 'ladi. The design of existing highways must meet the following requirements:

1. Economic requirements - the choice of solutions that require as little cost and materials as possible during the construction and operation of roads. The payback period for road construction should not exceed the norm (approximately eight years). 2. Computational and design requirements - these requirements must be sufficient for the integrity of the structure and each of its elements, as well as their individual strength, superiority and integrity; 3. According to the requirements of architecture - their appearance should be beautiful, in harmony with the environment and urban planning.

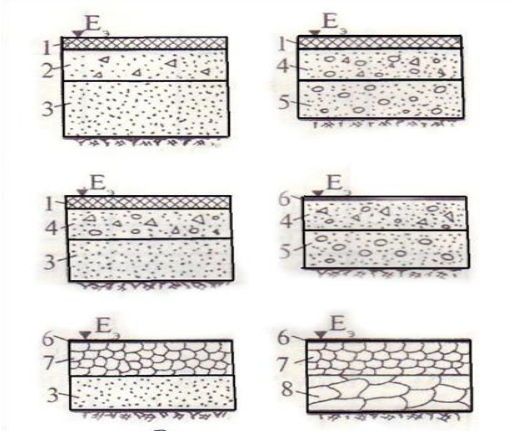
Analysis and results: The choice of pavement design includes: - selection of the type of pavement; - Determining the number of structural layers with the selection of materials for the construction of layers, placement of layers and determining their approximate thickness; - Preliminary assessment of the need to

prescribe additional frost protection measures, taking into account the road-climatic zones, the type of roadbed working layer and the wetting scheme of the working layer at different sections; - Preliminary assessment of the need to determine the drying of the structure, as well as measures to increase the crack resistance of the structure; - assess the feasibility of strengthening or improving the upper part of the roadbed; - selection of competitive options, taking into account local, natural and design conditions of work.



3.1. picture. Equivalent modules

Yee = 60-70 MPa. The structure of Lee high-grade pavements: 1- two-layer asphalt concrete; 2- selected crushed stone; 3- sand; 4- slag; 5th primer-treated soil; 6- Soil treated with a small amount of binders



3.2. picture. Equivalent modules

Yee = 50-35 MPa. Structure of Lee subdivisions: 1st layer of asphalt concrete; 2nd layer; 3-sand; 4 pebbles; Gravel 5; 6 top processing layer; 7 sorted pebbles; 8 is a weak rock.

Conclusion. The technology of road construction works is focused on materials, semi-finished products, preparation of parts and components of road construction, as well as quality assurance. Road construction should be planned to be large-scale mechanized and automated. The pavement must be strong, resistant to corrosion and temperature, and have a smooth and smooth surface to ensure traffic safety, while continuously absorbing the forces acting on the wheels of the vehicle and the effects of the climate. . The thickness of the substrate decreases from bottom to top (Figures 3.1, 3.2, 3.3) due to the rising cost of topsoil materials

and increasing demand for it. Therefore, the coating is made of very strong materials and consists of 1 or 2 layers.

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