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Farrukh Madiev - teacher,

Sodiq Rahmonkulov - master,

Samarkand city, Samarkand State Institute of Architecture and
Construction,

STANDARDIZATION OF TRAFFIC

Farrukh Madiev, Sodiq Rahmonkulov

Abstract: To study the effect of the condition of the road environment or the terrain on the aesthetic condition of the road in violation of the ecological regularity of the construction and operation (use) of highways.

Keywords: Road, environment, traffic technology, ergonomics

We need to understand and feel that the road is a special part of the human environment. As the basis of human evolution, highways are primarily a means to an end.

But during human activity, almost half of the earth has become uninhabitable. To illustrate this: How many natural landscapes have been destroyed for agricultural development in the Neolithic period, how many European forests have been burnt for land reclamation, how many irrigation systems have been destroyed in the south? One of the main representatives

of the ecological changes in Western Asia and, finally, the so-called scientific and technological revolution of the XIX-XX centuries, the irreversible environmental degradation on a global scale is the so-called "communication corridor".

Mankind, which did not expect such drastic and dangerous changes, was left with no more important task than to understand and analyze the concepts of "environment" and "ecology" and to draw scientific conclusions. Even in the field of architecture and construction, this concept is firmly rooted and serves as a scientific and organizational basis for the preservation of nature.

The construction and operation of highways play a key role in disrupting the environment. that is, it damages the position of the environment in space. As an engineering structure, space occupies a large part of the natural environment and adorns the natural landscape we have struck.

The above concepts primarily determine the effect of the condition of the road environment or the terrain on the road directly on the aesthetic condition of the road. With this in mind, the concept of the road environment includes: the road, the factors that determine the nature of the landscape, the natural, economic, cultural construction, as well as all the details of the road area.

However, it should be noted that the road environment is very important from an environmental point of view. that is, each path passes through a specific landscape and consists of various natural elements. But instead of the historical process, we all know that it is a stage in human life. This means that no matter what the road environment is, the problem of designing it to be more useful than harmful to human life will not go unnoticed by any specialist in this field.

When analyzing a road from an engineering-aesthetic point of view, we can see a continuous connection between its function (role) and its shape as an object. The most prominent architects in history, Le Corbusier of France and Louis Sullivan of the United States, have described it as follows:

1. A highway is a moving house for living.
2. On the highway, the form follows the function.

Indeed, in every age of technology, the shape of a road is closely linked to its functional characteristics, such as purpose, character, and type of communication. For example: caravan roads, state-owned courier roads, roads for military operations, special state roads - each of which has its own character and requires different attention to itself. attracted This type of attention is based on the types of vehicles and the mode of movement. That is why the type of traffic and its nature as a process of spatial time measurement is called the technology of road availability.

Of course, the fact that the technology of traffic has played a key role in the origin of modern roads can be seen from the design decision, which is an integral part of the road, to the number of roads it can withstand. This, in turn, proves the connection between the technological and aesthetic qualities of the road.

In particular, there are primary factors that cannot be ignored, i.e., the fact that there is a factor influencing developmental activity between the transport process system and its formal existence, which necessitates scientific analysis.



Figure 1/ New York city

The development of the road is usually considered in the form of work performed in the "man-car-road" system, in which the man-driver (operator) as the basis of labor activity, the car as a controlled object and the road in turn is analyzed and studied as a field.

From an ergonomic point of view, the driver's place of work is not only the car, but also the road itself. This means that the engineering-psychological adaptation of the road environment must be provided by the psychophysiological capabilities of the driver.

One of the most important factors of ergonomics is the creation of transport communication, the organization of its spatial orientation, that is, the creation of plan elements, longitudinal profile and their compatibility. This in itself requires the study of the trajectory of motion, that is, the spatial position of the trajectory in addition to the mode of motion.

One of the most important factors influencing the organization of spatial communication is the rhythm of movement. This, in turn, includes the repetition of factors of equal importance, such as the repetition of the speed mode, the change of direction, the repetition of the movement, and the repetition of the stop.

Therefore, the rhythm of the movement should be defined as a factor that depends on the condition of the track, its geometric parameters. Because the system of parking areas and rest areas is directly related to the rhythm of movement. The same factors play a key role in the organization of bus services, such as gas stations, motels, restaurants.

Thus, the requirements of automotive technology often determine the spatial system of spatial communication and serve as a basis for the formation of its aesthetic qualities.

When studying the highway as a communication phenomenon, we pay more attention to the information received from the objects observed around the road in question. Therefore, the condition of the highway space includes observation of the traffic. At the same time, in the eyes of the driver, the diversity of the environment sometimes appears, sometimes disappears, sometimes changes, sometimes takes a completely different look. The same process is the kinetic art of road architecture.

During movement, not only space but also time is deformed, which means that as the speed increases, in the eyes of drivers and passengers, the objects of the environment in a short time enlarge and continue in the opposite direction.

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Saidova Navruza - teacher,
Farrukh Madiev - teacher,
Samarkand city, Samarkand State Institute of Architecture and
Construction,

LANDSCAPING IS A PRIORITY FOR DEVELOPMENT

Saidova Navruza, Farrukh Madiev

Abstract: Creating good conditions for recreation and work of cultural and social services to the population, in solving these tasks, a comprehensive study of the urban environment, new scientific and technical achievements and engineering measures in the field of engineering beautification of urban and rural areas Ensure that the solution is studied and taken into account.

Keywords: landscaping, urban planning, engineering, architecture, settlements, landscaping.

In recent years, unprecedented creative and beautification work has been carried out in our country. As a result of large-scale reconstruction, buildings and structures have been erected in accordance with the rules of modern urban planning, embodying national and modernity. In urban and rural construction, that is, in the creation of good conditions in urban areas, in the construction and operation of healthy and economically viable cities and villages, the improvement of urban and rural areas is one of the top priorities. At the present time, during the development of the city (modern "Tashkent city", "Samarkand city"), the operation of landscaped areas plays an important role.

Based on the practice of urban planning in Uzbekistan and abroad, it is considered by generalizing and analyzing the methods and principles of organization of elements of landscaping and landscaping. Improving the living conditions of the population, engineering equipment of the population, an understanding of the transport system and facilities; , be able to know and use building codes, urban planning rules, design urban