

## PROBLEMS OF MAINTENANCE OF HIGHWAYS

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### Abstract

In this article, the maintenance of highways and artificial structures, their repair and maintenance norms and relevant legal documents, as well as prevention and elimination of the causes of damage to the elements of highways and artificial structures and their premature deterioration, is described the implementation of legal and organizational-technical measures for prevention and elimination.

**Keywords:** Road, load, unevenness, sliding, repair.

Maintenance of highways and artificial structures in the process of use, norms of their repair and maintenance and relevant regulatory legal documents, as well as prevention and elimination of causes of damage to elements of highways and artificial structures and their premature deterioration. Implementation of legal and organizational-technical measures for prevention and elimination.

To ensure the maintenance of highways, the representatives of the traffic management bodies, the Ministry of Internal Affairs of Uzbekistan and the inspection units of the Ministry of Transport of Uzbekistan should not allow the following actions. Actions that must be stopped to ensure road safety:

1. Unauthorized passage of vehicles carrying dangerous goods that may cause explosion, fire, pollution, chemical, bacteriological or radiation damage to roads or other dangerous consequences;
2. Unauthorized vehicle, whose weight parameters (load and full mass) and (or) dimensions with or without load exceed the normative values and (or) the values indicated on road signs. to pass through them;
3. The traffic of heavy and large vehicles on highways in violation of traffic requirements and routes specified in the special permit
4. Dragging goods along highways, moving along traffic or highways, or driving on metal wheels without a special permit or without complying with the conditions specified in this permit;
5. When the load is in its raised position and higher than the permissible values on the roads of loaded vehicles equipped with a lifting axle;

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6. Movement of loaded motor vehicles equipped with biased wheels removed from one inner or outer tire on highways;
7. Inflammable lubricants, liquid liquids and other materials falling on the carriageway of the highways and reducing the adhesion quality of the pavements, leading to their destruction or violation of road safety conditions;
8. Use of tracks and highway elements for storage, loading and unloading of goods;
9. Carrying out construction, geological exploration, topographical, mining and prospecting works in the strip allocated to the road, as well as the construction of underground structures;
10. On the road in a separate strip, mowing the grass, removing the vegetation layer and excavating the soil;
11. The inflow of sewage, industrial, reclamation and wastewater into drainage facilities and reserves;
12. Unauthorized construction of capital constructions (except for road service facilities) and service facilities on the side of the road;
13. Unauthorized cutting, damage to protective and ornamental plants;
14. Intentional or negligent destruction or destruction of property belonging to highways and road infrastructure;
15. Unauthorized removal and rearrangement of engineering communications carried on the roadside or in the strip allocated to the road crossing highways;
16. Unauthorized construction, reconstruction and repair of junctions and highways;
17. In order to ensure the maintenance of highways, users of roadside roads:
  - organization and repair of footpaths and passing bridges within the boundaries of the plots attached to them within settlements, as well as their regular cleaning;
  - keeping exits from authorized sections and access roads to public roads, including bridges, in a technically sound condition and in clean places.

In order to prevent premature destruction of road structures, it is allowed to temporarily (seasonally) restrict the movement of freight vehicles along highways with insufficiently strong road surfaces. The decision on the temporary (seasonal) restriction of the movement of cargo vehicles, the period of validity of the regulation on permitted ammunition and the organization of traffic, was adopted by the Highways Committee of Uzbekistan during this period. will be done.

Notify road users about the procedure for introducing traffic restrictions on serviced roads, installation of necessary road signs and truck transport by the highway committee. it is necessary to control the passage of means.

In an emergency, specially justified cases, the highway authorities may allow

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emergency passage of overloaded trucks, for which special permits are issued.

The period of temporary (seasonal) restriction of the movement of trucks, the start and end dates of the permitted loads and the necessary volume of special transfers, depending on the actual strength of the serviced roads following the rules of the road determined by management bodies.

In order to prevent the occurrence of plastic deformations, when the temperature of the non-rigid improved road surfaces exceeds +50 °C, the loaded hopper cars, which carry heavy loads during the day and in the evening and enable them to run at night or in the morning, and it is allowed to temporarily restrict the movement of vehicles.

Seasonal restriction of movement.

It is known that most of the public highways that exist today do not meet the requirements of modern transport and need complex measures to ensure the quality of the roads and road safety. In the context of insufficient durability of road surfaces and limited funding for road works, heavy vehicles (heavy-weight vehicles are cars and road trains) which contribute to premature wear of highways and the deterioration of road surfaces and pavements. leading to shorter repair times.) Seasonal restriction of vehicles is the most important measure to ensure the maintenance and safety of highways.

The need for seasonal restriction of transport, the road structures are not designed for the transportation of heavy loads, or their load-carrying volume (power) does not meet the requirements according to the traffic conditions (required for the real modulus of elasticity,  $KPR < 1$ ) and the road to In cases where there is no possibility to repair (reinforce) the signs in time, it will happen.

Traffic restrictions generally do not apply to buses and vehicles carrying perishable food and beverages, as well as emergency, fire and health services.

## Effects of additional loads on road surfaces

In the 131st summary of road construction practices in the United States under the national United Road Research Program, published by the Transportation Research Board, it was noted that roads were damaged ahead of schedule. One of the reasons for the violation is considered to be the illegal and illegal overloading of trucks, the intensity of their traffic on interstate roads is growing rapidly. Studies have shown that between 10 and 25% of truck traffic flows have bullet loads that exceed the permissible limits. As a result of investigations carried out by the American Association of Highway Officials (AASHO), the effect of excessive loads on the durability of road clothing was determined. This effect is about 4 of the actual loads, It is proportional to exceeding the permissible value at level 5, i.e. with an increase in load by one-third, the durability of

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non-rigid road surfaces decreases by about 4 times. A doubling of the single axle load leads to a 24-25 times reduction in the service life of road surfaces. Thus, this increase in vehicular loads is disruptive to road surfaces.

The level of restrictions on the weight parameters of ATVs in different countries is determined primarily by the state of the road network and the level of economic development of the country, which is the optimal ratio of the profit from road transport and the costs of construction, repair and reconstruction of roads.

Ensuring the maintenance of highways by temporarily restricting the movement of vehicles. Domestic and foreign practices on the temporary (seasonal) restriction of the movement of vehicles on their payload.

During the period of maximum soil moisture (usually in spring or autumn), the durability of road surfaces decreases sharply, sometimes by 3-5 times, compared to the summer condition.

During this period, the actual safety margin of road surfaces in several areas of highways will be lower than the permissible level according to traffic conditions. If it is not possible to strengthen such road surfaces immediately, seasonal restrictions on the movement of trucks will be implemented to ensure their safety.

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