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Landscaping and Landscaping Events of Vehicle Roads

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Abstract:

Keywords: There are enlightened the action of planting of trees and shrubs of automobile roads, account of the nature of psychological influence on person of selecting forms of tree, account of positions of communication and buildings under the accommodation of trees and shrubbery

The article describes the goals of highway greening activities, taking into account the psychological effect of the shape of trees on people when choosing types of trees, taking into account communications and constructions when placing trees and shrubs.

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When a person uses all the riches of the earth during his life, he must first of all know how to use the living and artificial nature that surrounds him correctly and rationally, depending on his needs. Only then will the human factor take its rightful place as the creator of the planet earth.

➤ Analyzing the highway from the point of view of engineering and aesthetics, we can see a direct connection between its function and form as an object. The most prominent architects of history, the Frenchman Le Corbusier and the American Louis Sullivan, described it accordingly:

- "The driveway is a mobile home for living."
- "On the highway, form follows function."

Of course, the fact that the technology of automobile traffic has played a key role in the origin of current roads can be seen from the design decisions, which are the integral qualities of roads, and from the information about how many years they will last. This, in turn, proves the existence of a connection between the technological and aesthetic qualities of the road. Road development activities are usually considered in the form of work performed in the "People-car-road" system, in which the human-driver (operator) is analyzed and studied as the basis of labor activity, the car as a controlled object, and the road as a spatial field.

From the point of view of ergonomics, the workplace of the driver is considered not only the car, that is, the vehicle, but also the road itself. So, the engineer-psychological adaptation of the road environment must be provided by the psychophysiological capabilities of the driver.

Kielce: Laboratorium Wiedzy Artur Borcuch

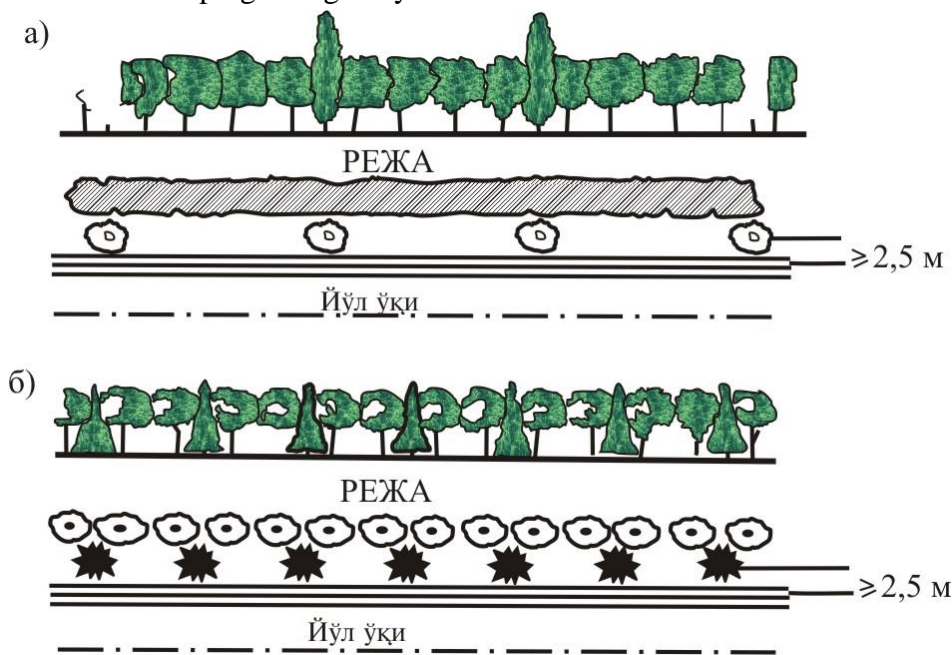


Thus, the requirements of the technology of car movement often determine the spatial system of spatial communication and become the basis for the formation of its aesthetic qualities.

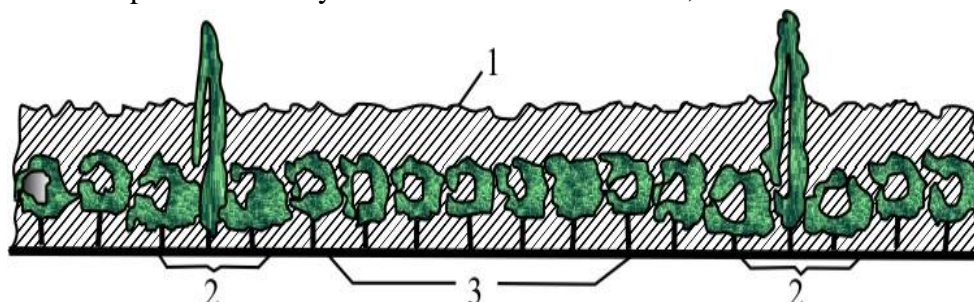
- Road greening activities are mainly organized with the following goals in mind:
 - □ technical purpose - snow retention, anti-erosion measures (excavation, strengthening of the slopes of the ravines, hardening of sandbanks, landslides), snow retention in areas with a risk of landslides, avoiding soil contamination;
 - □ the purpose of ensuring traffic safety and visual orientation - creation of orientation systems for optical tracking, warning of special attention-grabbing areas of drivers, side wind, protection from glare from the headlights of oncoming cars, partial replacement of barrier devices, or strengthening;
 - □ sanitary-hygienic purpose - to improve the microclimate of rest areas and service complex areas, to protect roadside parking and rest areas from noise, dust and harmful gases;
 - architectural-landscape and aesthetic purpose - to form a uniform style of the road - to create a dominant system, to improve the existing landscape, to emphasize the existing composition, to create a uniform background, to decorate the non-aesthetic places, to divide the areas into parts for the perception and coordination of the road with the landscape of the place separate

Scientific method. Based on local conditions, it is necessary to try to use roadside crops to fulfill several tasks. All works of greening the road should be carried out in accordance with the "Instructions on Greening and Beautification of Motorways (MShN 33-2008)".

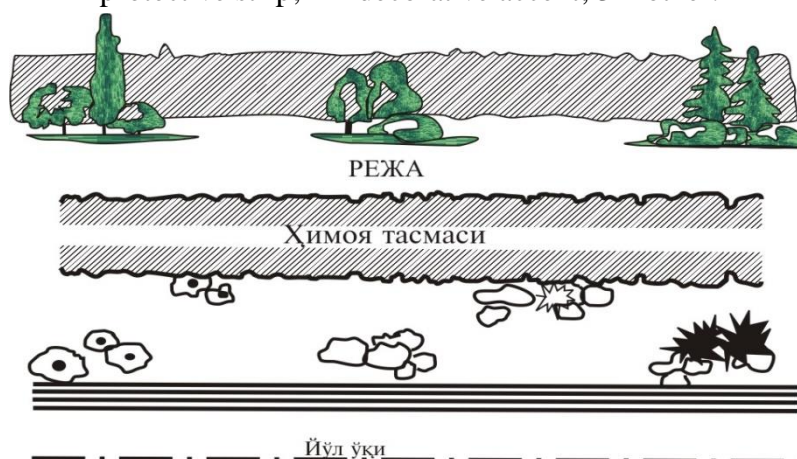
Examples of scenic landscaping of highways:



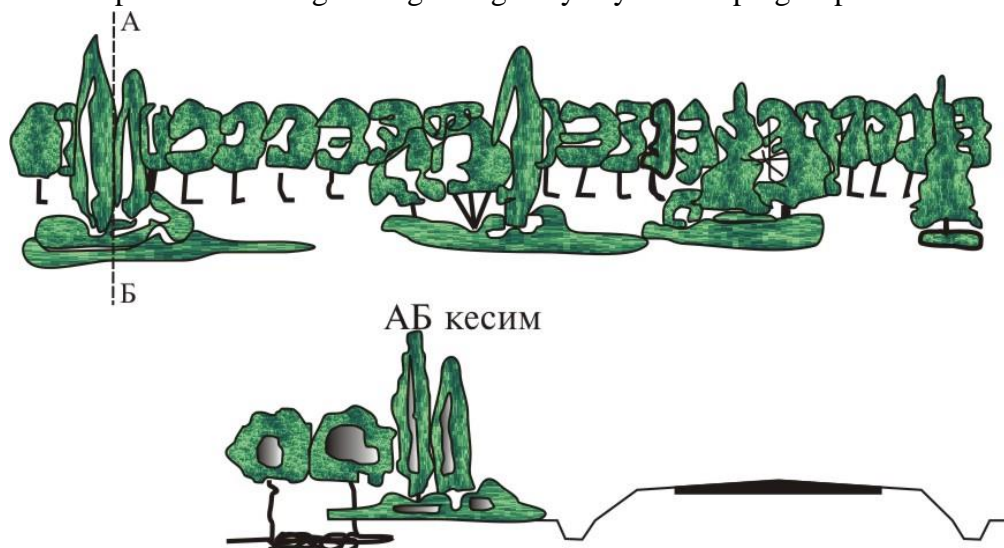
1- picture. Orderly method: a- deciduous trees; b - mixed trees.



2 – picture. An example of orderly placement of scenic trees behind monotonous protective forest strips: 1 - protective strip; 2 – decorative accent; 3 – other.



3 – picture. Scenic greening of highways by landscape-group method.



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Scientific result. Greening of roads with trees and bushes is carried out in accordance with local soil and climatic conditions.

When choosing the types of trees, it is necessary to take into account the nature of the shape of the trees, which has a psychological effect on people.

Trees and shrubs used in road landscaping are divided into the following categories according to their mature height:

- trees - first class - 24-30 m and higher; second class - 10 - 20 m; third class – 10 m;
- bushes - first category - higher than 2 m; second - less than 2 m (second category bushes are divided into low - no higher than 1 m, high - from 1 m to 2 m).

Deciduous tree species (poplar, maple, etc.) should be planted less than 50 m from the edge of the roadway in order to ensure that their period of frost coincides with the maximum sliding period of the pavements, and to eliminate falling leaves from becoming one with the pavement. should be located at a distance of

When placing trees and bushes, it is necessary to take into account the location of communications and structures.

The horizontal distance from the branch-leaf on the top of the trees to the wires of the transmission overhead line (HL) should be at least as follows:

- For HL up to 20 kV.....2 m
- For HL from 35 to 110 kV.....3 m
- For HL from 150 to 220 kV.....4 m
- For HL from 330 to 500 kV.....5m

The landscape-group (or free) method envisages free (visual) placement of trees and shrubs in the form of separate elements and groups of different sizes. This method is mainly used in places where the road passes through hilly or undulating territories.

Debate: Landscape landscaping of roads is the organization of orderly and landscape-group planting of plants. They are used in districts with flat terrain. The following forms are mainly used: uneven placement of landscape groups in orderly planted rows; uneven placement of separate species and landscape groups in a free strip between regular crops and the road (behind row planting); placement of landscape groups in places where the crops intersect with roads, descents and exits, where rivers, ravines, etc. intersect.

Depending on the size of the planted tree for the effect of the landscape and the free development of the trees, the distance between the rows and the trees is accepted from 5 to 20 m. When planting young seedlings, the distance between trees and rows is smaller (2-4 times less than the normal distance) in order to develop the landscape faster.

Special types of crops are used for greening of road dividers. This type of greening is used not only for the architectural and visual decoration of roads, but also for increasing traffic safety. As a rule, planting is carried out in the form of a full bush or a transverse strip (living one- or two-row wall) located on the dividing strip at a distance of 20-30 m from each other, and at least 1.75 m from the edge of the road. Such plants protect oncoming cars from the headlights.

Conclusion. Taking into account the factors mentioned above, any newly built road will first of all have an impact on the natural environment. This leads to the loss of the natural landscape in the road environment. It also leads to the loss of flora and fauna, a decrease in soil fertility, air pollution, and a violation of the balance of underground and surface water.

The road is described as a new artificial object device and an integral part of the environment, created in a natural environment with a landscape appearance. Therefore, in the landscape project of the road, it is necessary to preserve the natural environment in its original state as much as possible, or, if possible, to change it as little as possible, without breaking the direction of integration, and to replace the lost factors of nature with new, more beautiful factors than before. It defines the professional responsibility of road architects.

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