

REDUCTION OF CROPS ARE INCREASED BY INCREASING THE CONSTRUCTION OF ROADS.

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Annotation. In this article, we will focus on the fact that as a result of the rapid growth of development around the world, the area under cultivation is declining as a result of the increase in the number of residential buildings, large sports facilities and land allocated for traffic..

Keywords: Roads, sports facilities, residential buildings, construction sites, arable land, fertile soil, anthropogenic impact, need.

Introduction. By the beginning of the 21st century, economic and social problems have emerged in many parts of the world, some of which are being addressed and are continuing at a steady pace. However, the environmental problems associated with changing nature have not been resolved. Today, it is becoming clear that the ecological situation, including drastic changes in soil properties and the "crisis" of agricultural lands, and the role of human activity, among other factors, are critical. The impact of natural and human (anthropogenic) factors on the environment is growing every year.

Highways are the most complex engineering complex, located in different parts of the country and containing many structures built in different landscape, hydrogeological and climatic conditions. Agriculture, forestry and communal lands will be alienated in the construction of roads, natural soils and rock materials will be used to a large extent, the surface runoff of storm water, river regimes and residential buildings will be reduced. the structure of the mori is changed. In addition, the construction of many buildings and large sports facilities is one of the reasons for the reduction of available arable land.

Main part. Today, the main and most important links in the economy are highways, airways, railways and waterways. The total length of roads in the world today is millions of kilometers. This will cause millions of hectares of land to be left fallow. According to statistics, the total length of roads in the United States in

2012 was 6,586,610 km, while in India in 2014 it was 4,865,000 km. Similar figures and statistics can be found in other countries. And this information is very outdated. To date, we can see that these numbers have grown significantly. Of course, it is no exaggeration to say that these indicators are a high and beneficial result of human activity in the construction of roads and the improvement of their conditions. But one more thing we humans forget. More precisely, we are losing the existing arable land. That may not be a big reason. Let's take a closer look at Table 1. This table shows the overall ranking of roads in the world and between countries.

List of countries in the world by length of highway system.

1- table

№	States	Road length, km	High-speed roads, km	Year
—	Around the world	64 285 000		2013
1	USA	6 586 610	76 788	2012
2	India	4 865 000	1324	2014
3	XXR	4 356 200	111 950	2014
4	Brazil	1 751 868	11 000	2013
5	Russia	1 396 000	960	2014
6	Japan	1 210 251	7803	2011
7	Canada	1 042 300	17 000	2009
8	France	1 028 446	11 100	2010
9	Australia	823 217	5000	2011
10	Spain	681 298	16 204	2012

As of January 1, 2020, the number of vehicles owned by individuals in the country amounted to 2 million 580 thousand 133. This shows that as the number of vehicles increases, so does the width and length of highways. Roads are divided into 5 categories according to the speed of traffic, cross-sectional dimensions

SH.N.Q 2.05.02-07 Highways. Each category path has its own cross-sectional area.
(table 2)

2- table

Dimensions of road elements	Highway	The fastest way	Typical route			
	Category					
	Ia	Ib	II	III	IV	V
The total number of motion belts	4 and more	4 and more	2	2	2	1
Motion belt width, m	3,75	3,75	3,75	3,5	3,0	4,5
Roadside width, m	3,75	3,75	3,75	2,5	2,0	1,7 5
Roadside margin width, m	0,75	0,75	0,75	0,5	0,5	-
The width of the fortified part of the roadside, m	2,5	2,5	2,0	1,5	1,0	-
Minimum width of the central dividing strip in the absence of barriers along the road axis, m	6,0	5,0	-	-	-	-
Minimum width of the central dividing strip when installing barriers along the road axis, m	2 m + barrier width		-	-	-	-
The width of the safety tape at the edge of the separating tape, m	1,0		-	-	-	-
The width of the footpath, m	28.5 and above	27.5 and above	15,0	12,0	10,0	8,0

The total length of roads in the ranking is 64 million 285 thousand km. If we do the calculation based on the average cross-sectional area of the highway. That is, we get the cross-sectional area of a Category 2 road, which is 15 m. Using the surface finding formula ($S = a * b$), we determine the surface area of the highway and the area occupied by the highway. Then we will have 9 billion 642 million 750 thousand hectares of land. The right countries are developing, and people's lifestyles are unimaginable without vehicles



1- picture: Vehicle flow

In developed countries, there are currently 2 cars per person. The increase in the length of highways is inextricably linked to the increase in the number of vehicles. As a result, we are losing a lot of land. If we can reduce the use of cars, we can save land



2- picture: Types of public transport

The use of public transport (buses, trams, trolleybuses, subways, trains) will reduce the number of cars. Our goal is to prevent food shortages, not to affect people's performance or speed. If the construction industry continues to grow in this way, food will become a major global problem in the future. Demand for agricultural products in some countries is still high.

We also pay attention to the fact that in each country there are different types of large-scale construction works (cities), large-scale sports facilities. One stadium covers an area of 6.7 hectares. In addition, small stadiums will be built around it. If 10-15 hectares of land are allocated for the construction of each sports facility, thousands of hectares of living space and arable land will be reduced. All of the above construction work is invaluable in improving people's lifestyles, but we all forget that we are creating a shortage of vegetables, fruits, and flour products that our future children will consume. We need to pay attention to the concept of norms in all construction. So that our children's need for food does not increase

Conclusion. In the future, we need to promote the use of more public transport to reduce the total length of roads, increasing the cross-sectional area.

Soil pollution solutions:

1. Have a good public transportation network
2. Use of electric cars
3. Avoid running your car for long periods of time while stopping
4. Keep your car in good condition
5. Help prevent deforestation
6. Choose more organic products
7. Plastic bags
8. Proper waste sorting

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