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**ИЗ ПРОМЫШЛЕННЫХ ОТХОДОВ В ДОРОЖНОМ
СТРОИТЕЛЬСТВЕ**

Аннотация: Использование устаревшего асфальтобетона позволит сократить объемы строительства и ремонта дорог, обеспечить их сохранность в течение многих лет, снизить затраты и повысить экономическую эффективность, а также улучшить экологию

Ключевые слова: строительство, асфальтобетон, экономическая эффективность.

FROM INDUSTRIAL WASTE IN ROAD CONSTRUCTION USE

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Annotation: The use of obsolete asphalt-concrete will reduce the construction and repair of roads, ensure that they will not be damaged for many years, reduce costs and increase economic efficiency, as well as improve the environment

Key words: Construction, asphalt-concrete, economic efficiency

Construction is the most materially and costly sector of the national economy. At present, the cost of construction materials and products is 60% of the cost of construction and installation work, or one third of the state budget. Therefore, the main factor in reducing the cost of construction work is to reduce the cost of construction materials, to further improve the methods of their production, to replace some of the previously used building materials with new ones, to build new ones on the basis of modern technologies. and their proper and prudent use in their place.

The share of secondary materials and waste in the development of the national economy, especially in the construction industry, is growing. On this basis, our scientists make proposals for the production of new and effective building materials. One of the secondary materials is the old asphalt-concrete, which over the years has been the top layer on our urban and rural roads, raising the road surface. In road construction, new asphalt-concrete will be laid on the old, broken asphalt. As a result, the thickness of the road surface, especially on city streets, increases to 40-50 cm. When the roads were repaired, the old asphalt-concrete layer was torn off, piled on the side of the street, and thrown away as garbage. There were times when 45-60 tons of old asphalt-concrete was removed from the city of Tashkent a year. However, if the old asphalt-concrete was recycled, 28-40 thousand tons of natural stone and 2.1-2.6 thousand tons of bitumen would be saved. The technology of processing old asphalt-concrete mainly consists of heating the surface of worn or damaged asphalt-concrete, tearing off the melted layer, adding the required amount of additional bitumen, compacting the finished asphalt-concrete mixture.

At present, several methods of processing old asphalt concrete have been developed. Among the methods of regeneration of asphalt concrete, heating with a high-frequency electric field was found to be the most cost-effective. Because, according to this method, heat energy is generated due to moisture and water heating inside the pores of the asphalt-concrete layer. Fine and coarse aggregates in the asphalt-concrete composition, which have become obsolete over the years, turn the surface into an activated mineral stone due to the absorption of binding bitumen in it. Such aggregates are of the highest quality for recycled asphalt-concrete mix. Before developing the technology of using outdated asphalt concrete, its properties are thoroughly studied in the laboratory. Cylindrical specimens are carved from long-used (15 and 40 years old) asphalt concrete. The bitumen in it is divided into fine

and coarse aggregates and tested. According to state standards, the average durability of asphalt-concrete pavement is 10-13 years.

The use of obsolete asphalt-concrete will reduce the construction and repair of roads, ensure that they will not be damaged for many years, reduce costs and increase economic efficiency, as well as improve the environment.

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