SHAHAR KO‘CHALARIDA HARAKAT XAVFSIZLIGINI YAXSHILASH CHORA-TADBIRLARI.

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Annotatsiya: Ushbu maqolada avtomobil yo‘llarida harakat havfsizligini tashkil etish, yo‘l harakatini tashkil qilishning asosiy maqsad va vazifalari hamda yo‘l harakati xavfsizligini oshirishga qaratilgan chora tadbirlarni takomillashtirish usullari yoritilgan.

Kalit so‘zlar: yo‘l harakati, xavfsiz harakat, transport oqimi, avtomobil, haydovchi, yo‘l, piyoda, yo‘l-transport hodisasi, harakat qatnashchisi, qonun, me’yoriy hujjatlar, yo‘l tarmoqlari, tirbantlik, tezlik, yo‘l sharoitlari, tartibsiz harakat, piyodalar o‘tish joylari.

Abstract: This article describes the organization of traffic safety on highways, the main goals and tasks of traffic organization, and methods of improving measures aimed at increasing road safety.

Key words: traffic, safe traffic, traffic flow, car, driver, road, pedestrian, traffic accident, traffic participant, law, regulations, road networks, traffic jam, speed, road conditions, irregular traffic, pedestrian crossings.

Barchamizga ma’lumki, so‘ngi yillarda yurtimizda avtomobilsozlik sanoati yuqori ko‘rsatkichlarda rivojlanib, yo‘llarda avtotransport vositalarining soni izchil ortib bormoqda. Bu o‘z navbatida yo‘llardagi harakat havfsizligining tartibga solinishi dolzarb masala ekanligining yorqin ifodasidir. Yo‘l harakatini tashkil etish bu transport vositalarini yuqori samarodorlik bilan harakatlanishga qaratilgan tadbirlar tizimi.

- hisobdagi tezlikni ta’minlovchi foydalanish koeffitsient – bitta yengil avtomobilning ta’minlangan yo‘lda harakat xavfsizligi, yoki avtomobilning xar bir

yo‘l uchastkasi bilan o‘zaro ta’siri sharoitidagi maksimal tezligini (V_{fmax}), mazkur darajadagi yo‘l va joyning rel’efi uchun xisobiy tezlikka (V_r) bo‘lgan nisbati:

$$K_{fxt} = \frac{V_{fmax}}{V_p} \qquad (1)$$

- hisobiy tezlikni ta’minlanish koeffitsienti –V_{fmax} ning negizoviy hisobiy tezlikka (V^b_r) nisbati:

$$K_{xt} = \frac{V_{fmax}}{V^b_p} \qquad (2)$$

bazaviy xisobiy tezlik qilib V^b_r=120 km/s olingan.

Bunda,

$$K_{xt} = \frac{V_{fmax}}{120} \qquad (3)$$

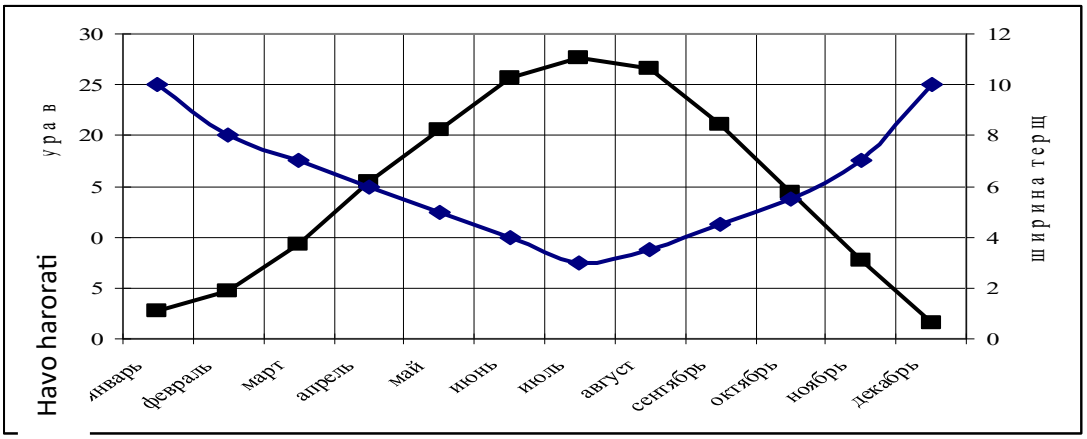
Amaliy xisoblarda xisobiy tezlikni ta’minlanish koeffitsientidan foydalanish qulayroq. ko‘rsatilgan koeffitsientlarning nisbatlari quyidagi formulalar bilan aniqlanadi:

$$K_{fxti} = \frac{120 * K_{pi}}{V_{pi}} \qquad (4)$$

bu yerda, V_{pi} va K_{fxti} – mazkur darajadagi yo‘l uchun mos ravishda xisobiy va xisobiy tezlikni ta’minlash va foydalanish koeffitsienti.

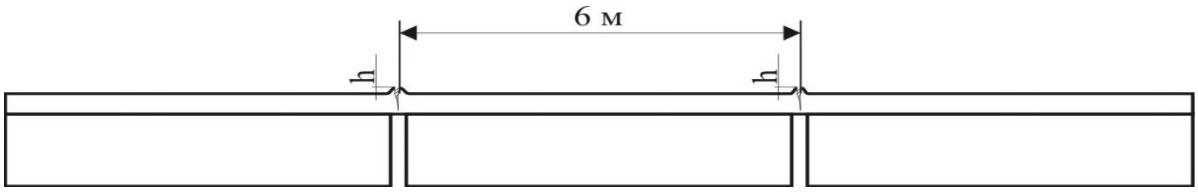
Avtomobil yo‘llarini transport-foydalanish sifatlarini 4 turkumga ajratishimiz mumkin: avtomobil xarakatiga bog’liq bo‘lgan; yo‘l sharoitiga bog’liq bo‘lgan; harakat xavfsizligiga; xarakat iqtisodiyligiga.

Quyidagi grafikda avtomobil yo‘llarida paydo bo‘ladigan yoriqlarning ob-havo ta’sirida o‘zgarishi keltirilgan (1-rasm).



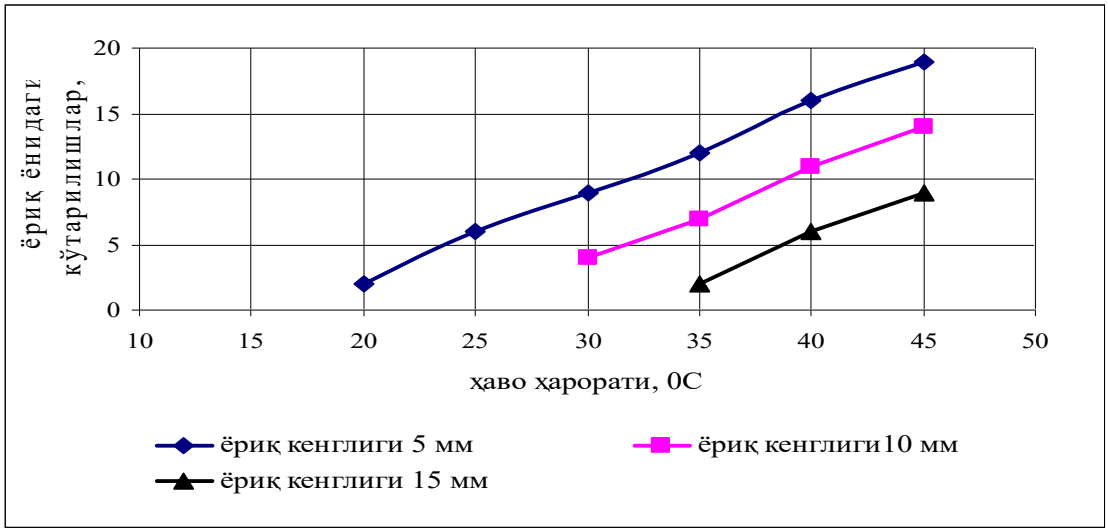
1 – rasm. Yoriqlarning кengiligini havo xarorati ta’sirida o‘zgarishi grafigi (boshlang’ich kenglik 5 mm).

Grafikdan shuni ko‘rish mumkinki havo haroratini musbat tomonga o‘zgarishi oqibatida yoriq kengligi qisqarib boradi. Bir hisobda bu yo‘llar tekis bo‘lishini ta’minlash lozim edi. Lekin havo haroratini ortishi qoplamadagi haroratini ikki marotaba ortishiga olib keladi va bunday paytda yoriqlar qisqarib ular ustida ko‘tarilishlar yuzaga kela boshlaydi (2 – rasm).



2 – rasm. Sementobeton asosli asfaltobeton qoplamalarida yuzaga keladigan ko‘tarilishlarni joylashish sxemasi.Rasmdan shuni taxlil qilish mumkinki, haroratni ortishi yo‘llarning ravonlik ko‘rsatgichini yomonlashishiga va ortib ketishiga olib ketar ekan.

1 – xolat. Har xil kenglikdagi yoriqlarning harorat ta’sirida o‘zgarishi (3 - rasm).



3 – rasm. Ko‘tarilishlarni havo harorati ta’sirida o‘zgarishi.

Rasm tahlili shuni ko‘rsatadiki, yoriq kengligi qanchalik kichik bo‘lsa ko‘tarish balandligi shuncha katta bo‘ladi.

Demak yoriq kengligi qanchalik kichik bo‘lsa ravonlik qiymati shuncha yuqori bo‘ladi. Bu esa yo‘lning transport-ekspluatatsion sifatlarini payishiga va transport oqim tezlikni kamayishiga buning oqibatida avtomobil yo‘llariga tushadigan kuchni ortib ketishiga olib keladi.

Chiziqli grafikni qurish va yo‘lning umumlashtirilgan sifat ko‘rsatgichini baholash MSHN 05-2005 “Avtomobil yo‘llarini tashxis qilish va baholash qoidasi”ga asosan bajariladi.

Ishlar o‘z ichiga yo‘lning alohida uchastkalarida yo‘lning umumiy sifat ko‘rsatgichlari (K_y), qaysiki TFH hamda uning umumlashtirilgan ko‘rsatgichlari (K_y), muhandislik jihozlari va jihozlanishi ko‘rsatgichi (K_{ob}) va yo‘lning saqlanganlik ko‘rsatgichi (K_e) o‘z ichiga oladi va quyidagi formula orqali aniqlanadi.

$$K_y = K K_y * K_{ob} * K_e \qquad (5)$$

bu erda, $KK_y = K_{xt}^{jam} = K_{xt}^{min}$ ko‘rilayotgan yo‘l uchastkasini transport-ekspluatatsion xolatini komleks ko‘rsatgichi – 10 ta xisobiy tezlikni ta’minlanganlik xususiy koeffitsientni eng kichik qiymati.

Hisobiy tezlikni ta’minlanganligi xususiy koefitsientini xaqiqiy qiymati V^b_r= 120 km/s teng qilib olingan negizoviy tezlikka nisbatan aniqlanadi hamda yengil avtomobilning ko‘rilayotgan yo‘l uchastкasidagi xaqiqiy maksimal tezligini 85% ta’minlangandagi qiymati.Xulosa o‘rnida shuni ta’kidlab o‘tish joizki, avtomobil yo‘llarida harakat xavfsizligini tashkil etish borasidagi turli chora tadbirlarni tezlik bilan real hayotda amalga oshirish asosiy vazifalardan hisoblanadi. Ushbu jarayonlar davomida qilinayotgan har bir amaliy va ilmiy asoslangan ishlar harakat xavfsizligini oshishiga, yo‘l transport hodisalarining kamayishiga, yo‘llarda harakatlanishning murakkab bo‘lmasligiga xizmat qilishi lozim.

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