



THEIR BINDING PROPERTIES TO BASES CONSTRUCTED FROM BASIC DOMAIN SLAGS

Urazmamatov Rahimjon Safar ugli

Tashkent State Transport University

Annotation. The construction of highways includes stylistic works consisting of certain processes, namely the road base, road bed and Su'niy structures. The technology of road construction work is aimed at materials, semi-finished products, the preparation of fragments and parts of road structures, ensuring quality indicators in the dam. It is necessary to plan the implementation of the processes of road curving in a wide-scale mechanization-assisted and automated way.

Keywords: bedding, base, additional base, compaction technology, menal material, organic binders, compaction, binders, stinging stone, coarse gravel, coagulants, soaking, mixing method.

Modern highways are complex engineering structures. They are needed to provide vehicles with high-speed traffic flow capabilities. In the operation of highways, it is necessary to achieve a reduction in the cost of cargo transportation recognition by increasing the technical and operational condition of the road in accordance with the speed of movement of vehicles and the growth of cargo transportation, as well as increasing the efficiency and productivity of work with maintenance.

The development and progress of the economy of our republic depends first of all on the state of the highway network. The fact that more than 83% of the national economy cargo transported by road in the Republic determines the importance of highways in the development of the economy.

Today, at the initiative of the President, His work on the restoration of the "Great Silk Road", the development of the "Europe-Caucasus-Asia" transport corridor (TRASEKA), a number of decisions, decrees, orders and orders on the design, construction, reconstruction of highways are among the main ones that are being carried out to further improve highways.

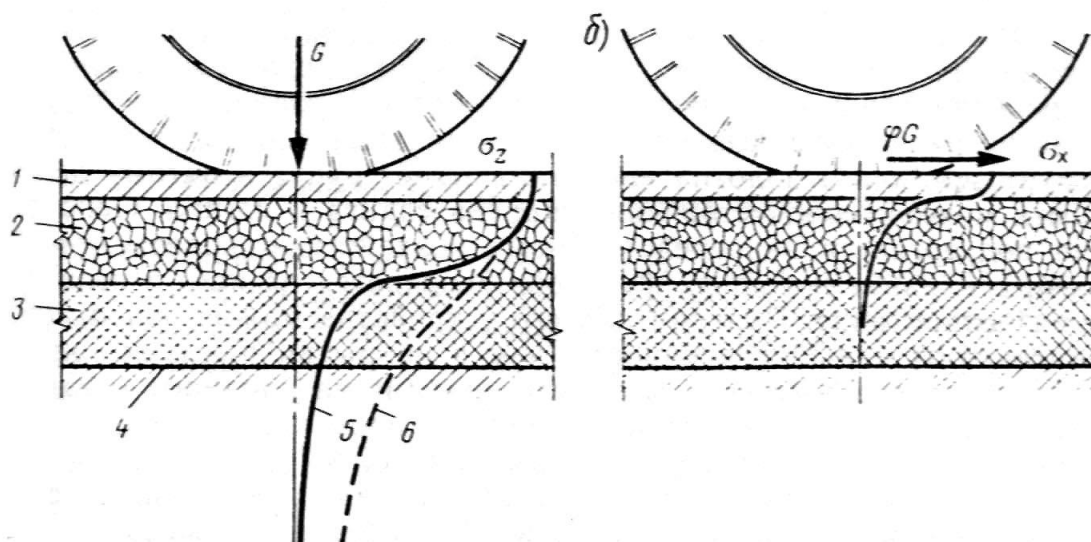


The main goal of the work carried out is to enter the world market and further develop the Republic of Uzbekistan in every possible way.

The construction of highways includes stylistic works consisting of certain processes, namely the road base, road bed and Su'niy structures. The technology of road construction work is aimed at materials, semi-finished products, the preparation of fragments and parts of road structures, ensuring quality indicators in the dam. It is necessary to plan the implementation of the processes of road curving in a wide-scale mechanization-assisted and automated way. A road bed will be built on the carriageway to ensure that the cars are year-round. The surface of the road base is laid from materials that have good resistance to climatic factors and the influence of transport wheels.

The road bed should be solid, resistant to wear and tear, and smooth and roughened to ensure the danger of destruction, while taking the force acting on the transport wheels and the effects of the climate in its own way. The thickness of the bed layers decreases from bottom to top, which is due to the increase in the price of the upper layer materials and the increased demand for it. Therefore, the coating will be built of extremely durable materials and consist of 1, 2 layers.

The top layer of the road cover is constantly exposed and fed by transport wheels, as a result of which its thickness goes to kamaya. In addition to this, the coating is subject to various state changes, since the appearance of abrasions and deformations, it is required to restore this layer from time to time, often the top is processed into a thin absorbent layer. Types of roadbed according to ShNQ 2.05.02-07, the main manifestations of the coating and the scope of their application.



The voltage generated from the wheels of cars in a multilayer roadbed:

vertical voltages-e-z-Epura; B - horizontal voltages - e - Epura of e - z; 1 - Cover; 2 - base; 3-additional layer of base; 4-bed grunt; 5-line of tension-epura; 6-line of tension-epura in a single-sex grunt.

The forces acting on the plume travel to the base of the plume and spread towards the grunt plume. The base of the bedding layer can be both single and multi-layered. As a result of the fact that the base layer works with less resistance to impacts compared to the coating, the demand for the strength of the material used for it will also be lower.

Thickness of road bed layers according to ShNQ 2.05.02-07

The roadbed will consist of several layers, and each layer must be leveled and compacted to make a common robust road structure dressing that meets the imposed requirement.

Road-building materials (mixtures of sheben, asphaltobeton and cementobeton) that will be laid during the construction of highways will be in a loosened state, and their density, strength will not be enough to ensure the mobility of cars. For this reason, artificial compaction of deposited materials is required, and they are carried out using compaction machines.

Materials such as Asphalt Concrete and cementobeton are among the bigir plastic materials.



When compaction of gravel and sheben materials under external force, the process of compaction is full of overcoming the friction force that appears among non-homogeneous materials in terms of The Shape of the charge and particles, and as a result of this, they are compacted by mutual attachment. The process also occurs over time, from which the Holda time factor is as relevant here as in the deformation of hard plastic materials.

In the practice of road construction, the following methods of compaction are used: compaction, shibbling, vibrating.

At the time of compaction, the shaft is rolled in a compacted layer of water, under the influence of the force of gravity, a residual deformation in the material layer is shaken. This deformation decreases as the material density increases and approaches zero by the end of compaction. Further increase in Material density is achieved by increasing the amount of load given to the shaft.

The compaction effect depends on the weight of the cathock, the contact cough of the working organ with the flattening layer, the rate of rolling, and the number of walks of the cathock on a single trail. Shibbling is done by periodically raising a single mass of the working organ to a certain distance and then freely falling into the cistern of the compacted material. Shibbling is characterized by compaction to a large depth.

Therefore, such a method is used to compact a grunt, which consists of a layer of greater thickness. The method of shibbling is used sparingly to compact road bed layers, the reason being that the impact force must be limited to prevent sheben particles from being eroded in the rock layers.

The essence of the vibrating method is the following: the vibrating mass gives kinetic energy to the particles or grains of the material located in the zone of the vibrator and causes them to vibrate. The effect of compaction by vibration depends on the amplitude of the vibration, its frequency, acceleration and mass of the vibrator. With an increase in the amplitude and mass of the vibrator, the effect of compaction increases in vibration.

Road foundations are the main layer of road beds on which layers of road coverings are laid. The function of the bases is to accept the weight that falls from the cars through the casing and distribute them to the grunt of the ground Polo.



The PATH Foundation consists of three layers – the upper layer, the most resistant materials, the lower layer – is made of less resistant maxillary materials, the third, that is, the additional layer of the base, has a special task.

The base consists of a single layer, and at some times two layers.

The Sheben-gravel base is built into two layers: the lower layer consists of gravel material up to 25cm, the upper layer consists of sheben up to 40mm in size with a thickness of 8-10cm. Bases of this type are built in order to save sheben and replace it with gravel material.

Slag bases are built from slag of all types and sizes. Bases made of fine grade slag sheben obtained by grinding slag are constructed by the ponding method just like sheben bases. Bases built from waste metallurgical slugs of all types with a large size of 0 to 150 mm are built in a layer 20-40 cm thick, just like with a sheben and gravel mixture, compacted with a heavy cathock sprinkled with water.

Bases constructed from base domain slags can be treated as low-grade concrete due to the presence of their binding properties. Fuel slags are suitable for building only additional layers of bases for their roughness and low strength.

The grunt, mixed with liquid bitumen, cement or other Binder, will have the strength, water and frost resistance necessary for the structural layers of the roadbed after thorough compaction. For the first time, the work of increasing their strength by burning tied grunts was carried out in the previous year.

Cemented grunt (cementgrunt) will have sufficient strength, but low absorption resistance, so they are not suitable for building bedding without an absorption layer. In addition to Mineral binding materials, organic binders – liquid bitumen-are widely used to strengthen grunts. When choosing the most effective mixture composition in order to expand the field of application of reinforced grunts, increase their strength, frost resistance, deformative and other properties, in most cases, a small amount of additives from surfactants of different composition and purpose are used.

Various industry solid waste is used as a local material, which is attracted by adding less than Portlansement or lime (3-6% of the mass of the mixture)for effective reinforcement, or waste from lumps or gambled Sands, which are formed when cutting



low-level oxalic-shells. Positive results can be achieved in strengthening the products of leaking and cooled rocks. For the placement of the upper and lower layers of the bases, light-type coatings with a layer of decay, as well as cold-resistant layers, grunts reinforced with mineral binders that meet the requirements of table 5.3 are used.

The organization of work on the processing of yozaga requires conducting preparatory work, which will include the organization of bitumen bases and warehouses, the preparation of roads (grilling the working zone, laying road signs and preparing the base). The base is given a finished type longitudinal profile corresponding to the coating profile or the decay layer, and it is cleaned of dust. Dusting is carried out using devices that blow it as far as possible to the other side or, conversely, "absorb dust".

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