

# **LANDSCAPING OF THE TERRITORY OF HISTORICAL MONUMENTS LOCATED ALONG THE HIGHWAY**

**(ON THE EXAMPLE OF THE MAUSOLEUM OF AJINIYAZ BABA, LOCATED ON THE SIDE OF THE KUNGRAD-MUYNAK  
HIGHWAY)**

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## **ABSTRACT:**

**This article provides suggestions for the improvement of the territory of historical monuments located along the highway "Kungrad-Muynak". The main attention is paid to the location of parking lots for vehicles in the area of historical monuments, as well as the location of shopping malls, temples for tourists in the area, in order to address these issues fully used the requirements of GOST.**

**Keywords: highways, safe movement, equipment, roadside facilities, historical monuments, infrastructure, category, master plan, recreation areas, parking, relief condition.**

## **INTRODUCTION:**

Modern road equipment requires architectural and landscaping based on the regional natural conditions of the area where the road is located. This requires the development of a science-based system for the improvement of areas of historic sites along the road, along with the planning of service facilities along the road.

It is known that the Republic of Uzbekistan is a country rich in historical monuments, many of which are located along highways. In recent years, the introduction of a convenient service infrastructure for tourists in our country has been included in government programs.

In order to ensure the implementation of this practical work, the Decree of the President of the Republic of Uzbekistan dated February 3, 2018 No PD-5326 "On additional organizational measures to create favorable conditions for the development of tourism potential of the Republic of Uzbekistan." As the executor of this decree, the main goal is to increase the efficiency of the State Committee for Tourism Development of the Republic of Uzbekistan, to strengthen its role in attracting foreign investment in tourism, the development of access and domestic tourism. [1]

Highways should ensure the comfortable and safe movement of not only vehicles, but also passengers and drivers. This will require the development of a science-based system for organizing, servicing and equipping roads.

It should be noted that in Muynak district to take adequate measures to establish and develop tourism, to introduce the necessary infrastructure, including road transport facilities and services, to restore the historical monuments along the road and to carry out large-scale landscaping is being carried out.

Thousands of vehicles move on the highways every day. With this in mind, a complex of various road facilities will be built along the road for the convenience of passengers and drivers. These include recreational areas, petrol stations, car maintenance, and more. [2].

Roads and road structures are artificial structures that serve for a long time. Therefore, it is necessary to have prospective data on periodic changes in all factors affecting the operation of roads and roadside structures, including natural climatic factors.

## MATERIALS AND METHODS OF RESEARCH:

The 4P 173 highway connecting the cities of Kungrad and Muynak is a II-category highway with a length of 93 km. 40-41 km of the road. The tombs of Ajiniyaz ota are located at 50-51 km from Jantemir ota. The main issue is the planning of parking and short-term recreation near the historical monuments, if we consider the architectural and landscaping of the sites of historical monuments in accordance with the requirements of the normative document on the route. Geometric parameters of parking lots for historical monuments and recreation areas located on the roadsides are designed based on regulatory requirements. [3].

Table - Geometric parameters of parking spaces

Allocation of space for vehicles		Parking space parameter		
		width, m	depth, m	length, m
Cars	slope	2,50	5,50	5,25
	longitudinal	2,50		6,00
Trucks	slope	3,50	18,00	21,95
	longitudinal	3,50		25,00
Busses	slope	4,00	14,00	15,80
	longitudinal	3,50		20,00
Легковой автомобиль с прицепом	oblique	3,50	14,00	16,30
	longitudinal	3,50		20,00

If one side of the lane is equipped with bus stops for buses and trucks, there should be no obstacles within 1 m of the opposite side of the lane on the opposite side of the lane. The same procedure applies to parking lots for trucks, buses and trailers.

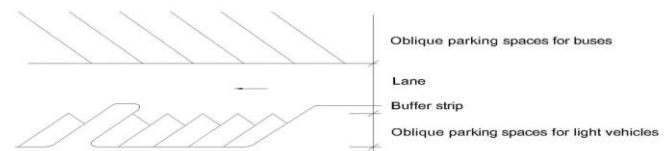


Figure 1 - Buffer lane (in this case, separates oblique parking spaces for light vehicles from oblique parking spaces for buses)

## RESEARCH RESULTS:

Driver's and passenger service facilities (recreation areas, shopping malls, restaurants, motels, campsites and mosques and toilets for Muslim tourists) will be located in the areas of historical monuments located along the roads in accordance with the normative requirements (Table 1).

Table

Type of road and roadside service facilities	Categories of highways	Distances between objects of the same type, km
Recreation area (large)	IA, IB, IB	20-30
	II	30-40
Recreation area (small)	III	30-40
	IV	40-50
Petrol station	IA, IB, IB	20-30
	II	30-40
	III	40-50
	IV	50-60
Maintenance Station	IA, IB, IB	60-100
	II	
	III	100-150
	IV	150-250
Hotel (motel) or camping	IA, IB, IB	100-150
	II	
	III	150-200
	IV	
Catering outlet	IA, IB, IB	20-30
	II	30-40
	III	40-50
	IV	50-60

Figure 1-2-3 below shows a draft sketch of the proposed master plan for the proposed recreation area in the area of the Ajiniyaz Baba Mausoleum, located on the side of the Kungrad-Muynak highway.

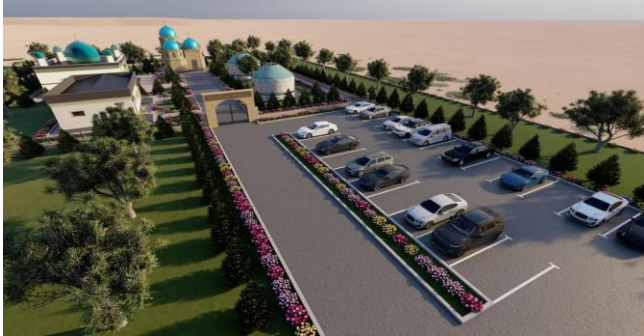


Figure 2. Draft sketch of the proposed master plan of the proposed parking area in the area of the mausoleum of Ajiniyaz Baba, located near the Kungrad-Muynak highway



Figure 3. Project sketch of the proposed mosque building on the territory of Ajiniyaz Baba mausoleum, located near the Kungrad-Muynak highway



Figure 4. Project sketch of the proposed sales outlet (grass) in the area of Ajiniyaz Baba mausoleum, located on the Kungrad-Muynak highway



Figure 5. Sketch of the project on beautification of the territory of Ajiniyaz Baba mausoleum, located on the Kungrad-Muynak highway

The 31.0 km distance calculated when placing the rest areas in the general plan may not be evenly distributed. Here, of course, it is necessary to take into account such factors as the current situation around the route, the state of relief, existing facilities, settlements, two existing memorial complexes, existing surface water reservoirs. It is recommended to make car parks on travel routes, resort areas and other places of continuous rest for passengers and drivers (more than 2 days).

We analyze some requirements for the Kungrad-Muynak highway, which belongs to category II in accordance with GOST 33062-2014 [4]:

- The minimum distance of the object from the road to beautify the territory of historical sites - at least 200 m - (meets the requirements);
- Type III service complexes can also be applied to category IV and V roads if there are historical or natural sites of interest that attract a significant number of motorists within a short distance from the roads.
- Type I complexes are recommended for scenic places that attract the attention of tourists and other participants of the movement. Such places include lands with historical monuments, places of natural interest. The distance between type I complexes and settlements should not be less than 1 km.

- The minimum viewing distance of the road surface - should be at least 175 m - (meets the requirements);
- Minimum viewing distance of the road surface - at the exits from service facilities should be at least 100 m - (possible to provide);
- Minimum viewing distance - should be at least 400 m - (meet the requirements).

In addition, there are some requirements for this category of roads, which are:

- Service facilities have parking lots that provide at least 10% of the number of cars that can move simultaneously on the route;
- Road signs informing about service facilities should be installed 400-800 m away from uninhabited areas;
- If necessary, this distance should be set at 2-3 km, 15-20 km, 60-80 km.

For the design of short-term recreation areas and service facilities along the Kungrad-Muynak highway, the current state of the road and the technical parameters and categories of the highway were studied. Today, in developed countries, special facilities for the maintenance of vehicles have been introduced along the highways, based on its technical categories. In order to develop an innovative landscape design solution of the Kungrad-Moynak highway, project proposals for the location of maintenance stations and service facilities for vehicles along the 4P173 Kungrad-Moynak highway were presented and master plans were developed.

In order to create convenience for drivers in the area in the design of short-term recreation areas and service facilities along the highway, parking lots should also be designed in accordance with regulatory requirements. The parking space for one car, internal roads, turning radii, maneuvering (traffic position) and their dimensions, as well as parking schemes are based on the following recommendations:

[5]

- Separate places for cars, trucks and buses will be established in the settlements;
- In the direction of traffic in front of food and trade enterprises and large recreation areas, trucks are poured to the left, cars and buses to the right;
- Trucks and buses are placed in a direction parallel to the axis of movement in the right direction.

### **FINDINGS:**

In short, equipping highways means providing them with convenient and safe service based on the needs of passengers, drivers and vehicles on the road. The main purpose of the road service is to increase the economic efficiency of the road transport complex. This has been proven in the example of many developed countries. Our main goal is to implement these measures on the Kungrad-Moynak highway.

### **REFERENCES**

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