

Determination of the Quantity of Substances Emitted During the Construction and Repair of Asphalt-Betone Roads

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Annotation: *This article analyzes the methods and results of determining the amount of harmful substances released into the air during the construction and repair of asphalt concrete roads. The level of environmental safety is assessed by measuring dust, gas, and other pollutants generated during the work process. The research results are of great importance in the development of effective measures to reduce the impact on the environment during road construction. This work can be applied in the field of industrial safety and environmental monitoring.*

Keywords: *Asphalt concrete, road construction, emissions, environmental monitoring, air pollution, repair process*

Introduction. In connection with the transition to a market economy, structural changes are taking place in motor transport enterprises, centralized associations, combines, large enterprises are being fragmented into optimal competitive ones, and new small enterprises are appearing. Some motor transport enterprises also provide service to personal vehicles and vehicles of various types of institutions. The production and technical base of automotive service stations (MSS) is also developing in our republic. In addition to personal cars, they also provide service to cars of small enterprises and institutions. Even some small motor transport enterprises, using their services, are becoming commercial enterprises that organize freight and passenger transportation themselves [1].

Currently, worldwide, including in the Republic of Uzbekistan, measures are being developed and implemented to prevent negative loads on the biosphere to preserve the natural state of the environment. Based on data on the actual state of the biosphere, methods for protecting people from harmful emissions from industrial and transport facilities that significantly impact their lives and activities are developed [2].

Methodology. Due to the anthropogenic pressure exerted on the natural environment as a result of human economic activity, the atmosphere, water bodies (hydrosphere), and the Earth's surface landscape (lithosphere), which are considered the main components of the biotope, are undergoing significant changes. Because the energy capacity of various manufacturing enterprises is increasing, and as a result, the process of formation of new solid, liquid, and gaseous products is accelerating.

In order to distinguish anthropogenic changes in the environment from natural processes, a special environmental monitoring system has been introduced.

Environmental monitoring includes the following activities [3]:

- observation of changes in physical, chemical, and biological processes in the environment;
- study of atmospheric air, soil, and water pollution and their impact on flora and fauna;
- providing relevant organizations and the population with current and urgent information about environmental changes;
- Public awareness of all negative changes related to environmental ecology and scientific prediction of its state [4].

The active component of the ecotope is atmospheric air. Due to the mobility of atmospheric air, the released pollutants are quickly dispersed over long distances. Harmful substances that enter the atmospheric air remain unchanged for a long time and spread throughout the entire globe, creating a global ecological threat [5].

Result and discussion. It has long been known in medicine that the quality of atmospheric air directly affects human health and vital activity. For example, at least 13 volumes of air pass through the human lungs and return without any cleaning during the day. As known, while pure oxygen in the air is absorbed into the blood and participates in the body's metabolic process, some of the waste products in the air are filtered in the lungs and then accumulate in the body, participating in tissue damage. This problem arises in large modern cities, which are more saturated with industry and road transport.

The national environmental monitoring system adheres to the principle of a comprehensive approach to monitoring changes in the state of industrial and transport facilities located in the environment. In this case, changes in atmospheric air, groundwater, surface water, and soil pollution are studied in close connection with each other.

Table 1 Economic effect

T/b No	Indicators	Unit of measurement	Quantity
1.	Number of cars	ta	75.
2.	Total distance traveled	thousand.km	665.662
3.	Technical training coefficient	-	0.987
4.	Labor intensity of production departments	working hours.	17.741.32
5.	Production work	ta	13.
6.	Increased labor productivity	%	21.
7.	Product cost	sum	458.871359
8.	Cost reduction	%	1.34
9.	Capital investments	sum	419126.400
10.	Annual Performance	sum	45964805
11.	Economic indicator	sum	54394222
12.	Payback period	year	7.7.

Conclusion.

Based on these calculation results, I developed the sections of the drawing graph. Here, first is the master plan, and the second drawing shows the production building, where the main complex production process is presented, where the sequence of all operations is developed to maintain the technical condition of vehicles in normal condition. In the next drawing, I developed a prospective plan for improving the maintenance and repair system. In addition, in the supply system equipment workshop, a drawing of

technological results was developed on one of the drawings, and practical recommendations for the operation and movement modes of vehicles were developed and reflected in the drawing.

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