

**HIGHWAY SERVICES AND RECREATION FACILITIES ON THE ROADS**

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**Annotation**

Motorway complex (complex) - an engineering structure (construction) designed for the movement of vehicles, provided for the placement of their uninterrupted and safe movement at the registered speed, loading, dimensions and the complex (complex). is the provider of the boundaries of land plots and spaces defined at its level.

**Keywords:** highways, maintenance, platform, driver.

**Introduction**

The design of the traffic service system on highways will consist of the following main tasks:  
Facilities for providing recreation for drivers and passengers: short-term recreation areas, including campsites, motels, as well as sanitary facilities and parking lots;

Facilities for vehicle maintenance: petrol stations, service stations and technical assistance points;

Facilities of road transport service: bus station, cargo bus station, main transport terminals, dispatching and control points;

Objects of medical and emergency care: medical center, pharmacy, emergency service and emergency call column;

Road infrastructure and service facilities are single-purpose or complex buildings and structures for the transportation of goods and passengers, as well as for the provision of services to road users:

According to traffic safety conditions, it is recommended that the driver rest for at least 15 minutes after 3 hours of operation and at least 30 minutes after 6 hours to reduce the stress on the driver.

The Zurich Institute of Hygiene and Occupational Physiology recommends that professional drivers who drive 3 to 5 hours on the highway take a 5-minute break every hour. After 2 hours and 4 hours, stop for at least 30 minutes (sandwich, with tea) and eat lightly. It is better for a driver's health to take a short break between work and rest than to work 8-10 hours and rest for a long time.

There will be a place on the side of the road for drivers and passengers to stop and take a short rest. Despite the fact that the structure of the sites is different, all the sites for short recreation are included in the i-type service complexes.

In many countries, it is assumed that the average operating speed of cars on out-of-town roads will be between 45 and 60 km / h. This means that a driver who travels for 2 hours must encounter at least one catering establishment at a distance of 90-120 km, and then make sure that there are catering establishments on the road. As a result, catering establishments should be located every 100 km.

Depending on the purpose and equipment of the platforms:

- Roadside parking lots
- Recreation areas
- Landscape viewing areas
- Areas with a roadmap for information
- Separate platforms with spectacular overpasses

According to the purpose:

- One- or two-way relative to the part of the road to be moved.
- Vehicles have separate entrances and exits;
- Transferable;
- Closed road, entrance and exit roads combined;

Depending on the order of movement, short-term sites are divided into the following types:

Depending on the period of use;

Short stop;

Designed for short breaks;

Short-term parking (waiting).

Short-term parking areas are an engineered part of a highway equipped with minimal equipment to allow cars and trucks to stop for a while while moving (to record passenger and driver confusion). Such sites should be equipped to meet the minimum needs of drivers and passengers. Such sites may include landscape viewing areas, areas in front of information drawings, and DAN posts.

Short rest areas are determined and improved depending on the purpose of the stop, the intensity of traffic, the presence of space on the side of the road.

Short rest and waiting areas outside the settlements are located at a visible distance from the carriageway, ie 25 m from the road on Category I and II roads, and 15 m from the road on Category IV and V roads. The angle between the road leading to the rest area and the edge of the carriageway should allow the vehicle to slowly change its trajectory. An angle of 25–30 ° is optimal. The bending radius on access roads to passenger car platforms can be reduced to 10 m.

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If the site is located off the road, land that is not needed for agriculture will be allocated and access to such sites will be diverted. Land allocation is carried out on the basis of QMQ 2.10.09-97 "Land allocation standards for roads." The plot of land to be allocated is specified in the project, based on calculations. If the recreation area is to be located in a forest, trees should be preserved as much as possible. The tree should be cut low and agreed upon in the prescribed manner.

The recreation area is, as a rule, located on the edge of the ground. Areas should be at least 2.7 m away from the carriageway and at most 150 m away.

The location and size of the short rest areas are based on how many cars pass through this part of the road in 1 hour. The average speed of most cars is usually 0.8yr, which means the speed of movement calculated at  $y r \text{ km} / \text{h}$ . The number of places in the recreation area on this plot is equal to the number of cars using it: in this place

chsr - average distance between short rest areas, km;

q is the average number of places in the recreation area;

ye - the share of cars using recreational areas;

t is the exchange rate of cars at the parking lot ( $i = 1 / b$ );

Nch- hourly speed, avt./hour.

From this the total number of parking spaces in the recreation areas is calculated:

It is recommended to have at least the following blocks in the short-term recreation area:

Headlight adjustment pad

Checkpoint

Precipitation protection (shed, pavilion)

Cooking and heating area (oven)

Drinking water source

Roadside toilet

Tables, chairs, trash cans

### References

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