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Conclusions. The authors considered the problem of assessing the state of the enterprise (for example, an IT company). The problem is presented in the form of two tasks: the aggregation of the initial information and the identification of the state of a complex system.

Formulated problem statements and selected methods for their solution.

To solve the problem of aggregating the source data, fuzzy cluster analysis was used. Namely, the fuzzy k-means method. Calculated test case. The obtained numerical result was approximated by analytical membership functions. The solution of the first problem allowed to form fuzzy reference situations. Each reference situation is characterized by an informational granule.

The second problem was solved using the fuzzy logic method. Calculated test case. Using the fuzzy logic method, the current situation was compared with the reference situations. As a result, it was determined which of the reference situations is closest to the current one. This allowed us to determine the assessment of the state of an IT company.

The theoretical and practical results can improve the efficiency of complex system management.

WAYS TO ORGANIZE CYCLING AT INTERSECTIONS

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Introductions. The policy of forced or exclusive development of road infrastructure in cities does not solve the whole issue of mobility of the population: the conditions of city traffic are temporarily improved for only 20-25% of the population. There is a situation where the demand for moving a car constantly

outstrips the amount of necessary infrastructure, all the time it is not enough to ensure efficient mobility of the population. At the same time the lion's share of the city's "transport" budget is spent precisely on "roads for cars", but infrastructure efficiency remains low. Demand for road infrastructure is a demand that cannot be met.

Today, more and more settlements around the world are adopting a policy of sustainable urban development, in particular the paradigm of sustainable urban mobility. Sustainable mobility policy is a priority for the development of urban infrastructure for people, that is, the development of infrastructure designed to ensure the comfort of pedestrians, cyclists and public transport, which are safer, more environmentally friendly, more cost-effective, and more accessible to all categories of population than private cars. This ensures the equality of participants in the movement, and is a direct implementation of the human right to free and safe movement. The theory of designing bicycle paths which can also be used by other individual ecological vehicles, such as Segways, scooters, roller-skates, etc. has been little studied. The most difficult sections of such paths are the intersections with highways.

Aim. The aim of the study is to establish the measures to improve the safety of cyclists at intersections and the main requirements for measures to improve the safety of cyclists.

Materials and methods. An analysis of the domestic experience in the organization of bicycle infrastructure (Fig. 1) showed that in Ukrainian cities the development of bicycle traffic is only beginning to gain momentum. The greatest successes in this were achieved by Kyiv and Lviv. These cities have tested different options for biking and separating them from traffic.

Analysis of the international experience of organizing bicycle infrastructure showed that in the world there are different options for the allocation of bicycle lanes at intersections (Fig. 2): color coating, different texture coverage, road marking, landscaping lanes, fences, security islands.

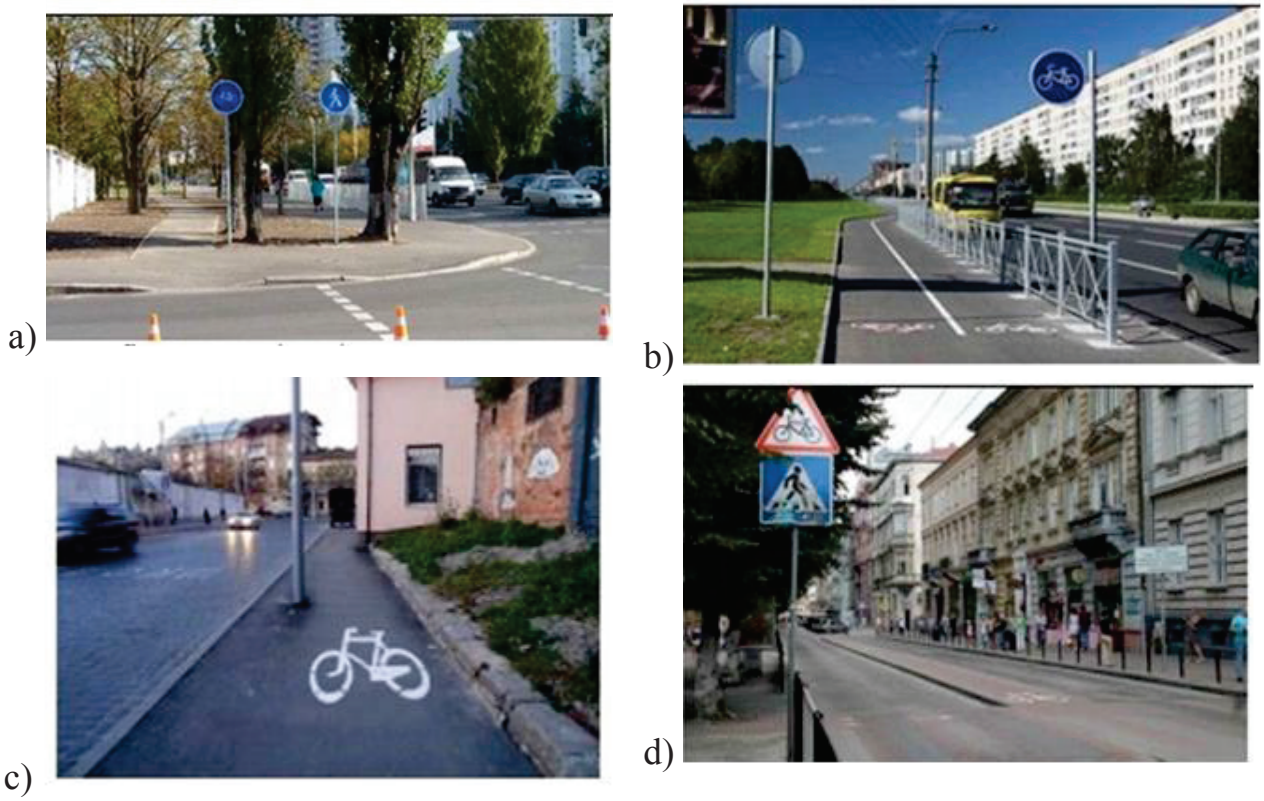
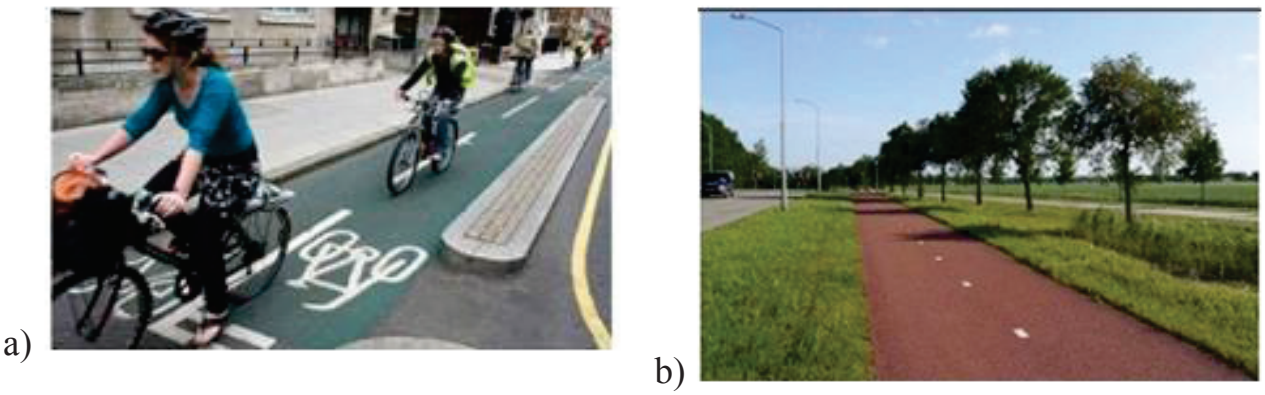


Fig. 1. Analysis of domestic experience of the organization cycling infrastructure: a – bike lane separated by a landscaping strip, Kyiv; b – two-way bike path separated by a fence, Kyiv; c – bike path on the sidewalk, Lviv; d – bike lane elevated above road level, Lviv.

Various ways of organizing bicycle traffic at intersections have also been invented (Fig. 3): movement on bicycle lanes (one- or two-sided) on roads, on sidewalks or on cycle paths (separate or combined with sidewalks).

In various countries give priority to cyclists at traffic intersections by installing special lights, arranging road markings, safety island and secluded cycling interchanges.



c)  d) 

Fig. 2. Analysis of foreign experience of the organization cycling infrastructure: a – bike path separated by islands, London; b – two-way bicycle lane in red, The Netherlands; c bike path highlighted in blue, Denmark; d – bike path separated from highway by fence, Budapest.

Results and discussion. As a result of the analysis of domestic and foreign experience in the organization of cycling, the following is established.

1. Measures to improve the safety of cyclists at self-regulated intersections:

- marking of protective lanes and crossings along the main road;
- lifting of cycle paths to the level of sidewalks;
- displacement of the bike lanes away from the roadway.

2. Measures to improve the safety of cyclists at regulated intersections:

- drawing of the forward stop line for cyclists;
- installation of bicycle traffic lights;
- applying to the crossroads bicycle lanes for turning left.

3. The main requirements for measures to improve the safety of cyclists are:

- ensuring the visibility of cyclists and motorists;
- unequivocal and understandable priority of movement;
- openness and safety of zones;
- security of waiting areas.

Conclusions. In Ukrainian cities the development of bicycle traffic is only beginning to gain momentum. The greatest successes have been achieved by Kyiv and Lviv. These cities have tested different ways of cycling and separating it from traffic.

In the world there are different options for the selection of bike lanes at intersections: color coating, different texture coverage, road marking, landscaping lanes, fences, security islands.

Different ways of organizing bicycle traffic at intersections have been invented: movement on bicycle lanes (one- or two-sided) on motorways, on sidewalks or on cycle paths (separate or combined with sidewalk). Cyclists give priority to crossroads around the world by installing special traffic lights, arranging road markings, safety islands and detached bicycle junctions.

Based on the analysis of literary sources, domestic and foreign experience established the measures to improve the safety of cyclists at intersections and the main requirements for measures to improve the safety of cyclists.

CARRYING ABILITY OF PILES WHEN DIVING BY PRESSING AND DRILLING

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Introductions. As you know, recently, more and more often there is a need to build residential and civil buildings adjacent to existing buildings and structures. With such construction, the use of piles immersed by driving or vibration dipping is dangerous, since dynamic effects arise from which damage to the structures of existing buildings occurs. In the late 70s and early 80s in the city of St. Petersburg,