

ANALYSIS OF LEXICAL UNITS RELATED TO ROAD SIGNS IN ENGLISH AND UZBEK LANGUAGES

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Abstract. *This article is analyzed taking into account the problems of cross-analysis of lexical units related to road signs in the English and Uzbek languages, and the factors affecting their meaning from a linguistic point of view for the reader to understand it. Basically, in this article, the traffic signs of foreign countries and the traffic signs of Uzbekistan are analyzed and considered using the hybrid method.*

Keywords: *lexical, english and uzbek languages, traffic, traffic signs, hybrid, linguistic, cross-analysis, foreign countries*

INTRODUCTION

Road signs in England conform to the general pattern of those used in most other European countries, with the notable exception that the background of motorway (*autostrada*) signs is green and those for 'normal' roads is blue. They are regulated by the *Codice della Strada* (Road Code) and by the *Regolamento di Attuazione del Codice della Strada* (Rules for the Implementation of the Road Code) in conformity with the Vienna Convention on Road Signs and Signals. Distances and other measurements are displayed in metric units. Warning signs are usually placed 150 metres before the area they're referring to; if they're farther or nearer, an additional sign displays the actual distance in metres. Prohibition signs and mandatory instruction signs, instead, are placed exactly at the beginning of the area of validity. Signs follow the general European conventions concerning the use of shape and colour to indicate function of signs:

Type of signs	Shape	Border	Backgroundcolour
Warning	Triangular	Red	White
Prohibition	Circular	Red	White
Mandatory instructions	Circular	White	Blue
Supplementary	Rectangular	Black	White

Information	Rectangular	White	White (urban) Blue (other roads) Green (motorway)
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A version of the Transport typeface employed on road signs in the UK, called Alfabeto Normale, is used on Italian road signs. A condensed version, called Alfabeto Stretto, is also used for long names that wouldn't fit. Each name uses one font, but names in Alfabeto Normale and in Alfabeto Stretto can co-exist on one sign. The font is officially regulated by the 1992 *Codice della Strada*, article 39 section 125. It defines both Alfabeto Normale and Alfabeto Stretto for uppercase letters, lowercase letters and digits, "positive" (dark on light background) and "negative" (light on dark background). However, there are regulations about the use of Alfabeto Normale dating back to 1969. Uppercase is used in most cases. Lowercase is sometimes used for city districts and tourist attractions. The standard language is Italian. In some autonomous regions or provinces bilingual signs are used (mainly Italian/German in South Tyrol, Italian/French in Aosta Valley and Italian/Slovenian along the Slovenian border, but also Italian/Friulan in the Friuli historical region and Italian/Sardinian in Sardinia). These are some examples of the Italian sign "Passo carrabile" (*No parking in front of vehicular access to the side properties*) in the bilingual variants:



The road signs of the Kingdom of the Netherlands (the Netherlands and six Dutch Caribbean islands), as well as Suriname, are regulated in the *Reglement verkeersregels en verkeerstekens 1990*, commonly abbreviated as *RVV 1990*. While most previous signage, from the *RVV 1966* (Dutch) remained legal and official, they have been updated / replaced. Some aren't official anymore and have lost legal validity, but most surviving old signs remained valid.

Iceland never ratified the Vienna Convention on Road Signs and Signals, but road signs in Iceland conform to the general pattern of those used in most

other European countries, with certain design elements borrowed from Danish and Swedish practice. Signs tend to be more sparsely employed than in other European countries, especially in rural areas. Distances and other measurements are displayed in metric units. All text within the main signs and on auxiliary signs is exclusively in Icelandic with very few exceptions. Icelandic road signs most closely resemble their Swedish counterparts, with rounded corners and yellow backgrounds. However, there are many differences in detail, especially in the silhouettes used. Icelandic road signs most closely resemble their Swedish counterparts, with rounded corners and yellow backgrounds. However, there are many differences in detail, especially in the silhouettes used. Shape and colour are used to indicate the function of signs:

Warning	Triangular	Red	Yellow	Black
Prohibition	Circular	Red	Yellow	Black
Mandatory instructions	Circular	White	Blue	White
Supplementary	Rectangular	White Red	Blue Yellow	White Black
Directions sometimes	Rectangular	Black	Yellow	Black

A version of the Transport typeface employed on road signs in the UK – modified to include accented characters and the Icelandic letters ð (eth) and þ (thorn) – is used on Icelandic road signs.

ANALYSIS OF LITURATURE AND METHODOLOGY

In the United States, road signs are, for the most part, standardized by federal regulations, most notably in the *Manual on Uniform Traffic Control Devices* (MUTCD) and its companion volume the *Standard Highway Signs* (SHS). There are no plans for adopting the Vienna Convention on Road Signs and Signals standards. The 1971 MUTCD adopted several Vienna Convention-inspired symbol signs with the intent to transition to symbols in lieu of words as "rapidly as possible", but U.S. drivers were baffled by symbol signs. The language about "rapidly" transitioning to symbols quietly disappeared in the 1978 MUTCD. The result was to effectively freeze several

measures intended to be temporary until U.S. drivers could learn the relevant symbols' meanings. For example, the "Do Not Enter" word message is not found on the Vienna Convention's equivalent sign. Two symbol signs were eliminated, respectively, in the 2000 and 2003 MUTCDs (thereby requiring use of the previous word message signs): Pavement Ends and Narrow Bridge. Eighteen states use the manual without alterations; 22 states, the District of Columbia, and Puerto Rico have adopted it in conjunction with a supplemental volume; and ten states have a state version in substantial conformance to the MUTCD. There are localized versions used in large cities such as New York City which use a naming system compatible with the MUTCD and/or state supplement. The MUTCD and SHS establish seven categories of signs for road and highway use, as follows (all signs from national MUTCD, unless noted). Regulatory signs give instructions to motorists, pedestrians, and cyclists. Signs including Stop, Yield, No Turns, No Trucks, No Parking, No Stopping, Minimum Speed, Right Turn Only, Do Not Enter, Weight Limit, and Speed Limit are considered regulatory signs. Some have special shapes, such as the octagon for the Stop sign and the crossbuck for railroad crossings. Some signs can be localized, such as No Parking, and some are found only in state and local jurisdictions, as they are based on state or local laws, such as New York City's "Don't Block the Box" signs. These signs are in the R series of signs in the MUTCD and typically in the R series in most state supplements or state MUTCDs.

RESULT

This is a comparison of road signs in countries and regions that speak majorly English, including major ones where it is an official language and widely understood (and as a lingua franca). Among the countries listed below, Liberia, Nigeria, and the Philippines have ratified the Vienna Convention on Road Signs and Signals, while the United Kingdom has signed the convention but not yet ratified it. Botswana, Eswatini, Lesotho, Malawi, South Africa, Tanzania, Zambia, and Zimbabwe are all Southern African Development Community (SADC) members who drive on the left and use the SADC Road Traffic Signs Manual. The Manual on Uniform Traffic Control Devices (MUTCD) used in the United States has also influenced signing practices in other countries.

- All main countries/regions, except for the United States and the United Kingdom, use the metric system. Some mark this fact by using units on various signs. Note that some smaller English-speaking countries in the Caribbean also use miles per hour.

- Ireland, parts of Canada (British Columbia, parts of Ontario, and Yukon), and Liberia list units (km/h) on their maximum speed limit signs.

In Canada and Ireland, this is a reflection of (somewhat) recent transitions from Imperial to metric.

- Advisory speed limit signs in most countries list units, although New Zealand does not. The US lists units in mph.

- Height, weight, and width restrictions are almost always accompanied by units (tonnes or metres); in the US, the short ton is used with no distinction from metric tonnes.

- Signs in some parts of Canada near the US border often include both metric and Imperial units, to remind American drivers that they are entering metric countries. No such equivalent exists in the US.

- The US was, at one time, planning a transition to the metric system. The Metric Conversion Act of 1975 started the process, but the abolition of the United States Metric Board in 1982 significantly hampered conversion. Nevertheless, the MUTCD specifies metric versions of speed limit signs. Furthermore, Interstate 19 in Arizona is partially signed in metric.

DISSCUSS

Road signs in Uzbekistan are similar to the road sign system of other post-Soviet states that ensure that transport vehicles move safely and orderly, as well as to inform the participants of traffic built-in graphic icons. These icons are governed by the Vienna Convention on Road Traffic and Vienna Convention on Road Signs and Signals. The road signs of the Kingdom of the Netherlands (the Netherlands and six Dutch Caribbean islands), as well as Suriname,^[1] are regulated in the *Reglement verkeersregels en verkeerstekens 1990*, commonly abbreviated as *RVV 1990*. While most previous signage, from the RVV 1966 (Dutch) remained legal and official, they have been updated / replaced. Some aren't official anymore and have lost legal validity, but most surviving old signs remained valid. We can see that the stop sign is similar between the Netherlands and Uzbekistan. In addition, in Uzbekistan, cars always drive on the right, and in foreign countries, on the contrary, they drive on the left. This is the difference between Uzbekistan road signs and foreign road signs.

CONCLUSION

In this article, we discussed the traffic signs and laws of Uzbekistan. We also touched upon the differences and similarities between Uzbekistan and foreign road signs. It follows that we need to have clear and clear information about traffic rules and traffic signs in order to maintain our health. After all, the rule of the road is a life benefit. Nowadays, much attention is paid to traffic rules. Passengers who do not follow traffic signs will be fined. This is a clear

proof that much attention is paid to traffic rules. In addition, if we talk about road signs, soon new road signs from foreign countries have been added to the traffic signs in the city of Tashkent, considered our capital.

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