

The Social Importance of Roads and the Great Creative Works Being Carried Out in the Field of Road Construction in Uzbekistan

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ABSTRACT

The article focuses on the roads on which cars travel. The fact that roads existed before the creation of cars, but these roads were primarily intended for people, various animals, including horses and carts drawn by them, that over the years and centuries, people have made these roads convenient and adapted for themselves, and the great creativity in road construction in Uzbekistan works and their importance are analyzed.

INTRODUCTION

Let's talk about the roads on which cars travel. First of all, it should be noted that roads existed before the invention of automobiles. However, these roads were primarily intended for people, various animals, including horses and carts drawn by them. The first appearance of roads is trails. They helped people reach their destination without getting lost. Over the years, centuries, people have made these roads convenient and adapted for themselves¹. Those who smoothed out the uneven areas and expanded them. They laid stones in some necessary places.

DISCUSSION AND RESULTS

There is an ancient Greek saying, "The way is the life." It should be noted that in this short phrase consisting of three words, the fact that roads are of great importance in social reality is expressed². It is worth noting that this glory remains in its status not only during the reign of the Roman Empire, but in all subsequent times, especially today. It is clear that the development of countries is closely

¹ Бахриддин Лутфуллаевич Салимов, Толмасбек Анвар Ўғли Шодмонов, Улуғбек Жеткербай Ўғли Уразбаев (2022). МАМЛАКАТНИНГ БАРҚАРОР ТАРАҚҚИЁТИНИ ТАЪМИНЛАБ БЕРИШДА ЙЎЛЛАРНИНГ ТУТГАН ЎРНИ. Academic research in educational sciences, 3 (11), 309-314.

² Салимов, Б. Л., Ахмедов, Ш. Ф. ў., & Хайдаров, Х. Т. ў. (2022). ЎЗБЕКИСТОН АВТОМОБИЛСОЗЛИК ВА ЙЎЛСОЗЛИК СОҲАЛАРИДА ИМКОНИАТЛАРНИНГ ВОҚЕЛИККА АЙЛАНИШИ. Results of National Scientific Research International Journal, 1(8), 263–270.

related to the road-communication system. We will not make a mistake if we compare roads to blood vessels in a living organism. After all, blood vessels guarantee life in the body, and roads ensure the sustainable development of countries. The number of roads, quality and reliability is the main criterion of the country's development³. This aspect is equally important for all industries. For example, if we take the political sphere, it is very necessary to ensure the territorial integrity and security of the state. In the economic sphere, it is very necessary for the uniform development of all administrative-territorial units in the country, for the smooth progress of integration processes between them, and for the development of domestic and foreign tourism. Because the improvement of social relations also depends on the functioning of roads.

It should be noted that the length of highways around the world is increasing over the years. In 1990, "The total length of highways in the world was 20.8 million kilometers", and by 2019, "The total length of highways in the world" was 28 million kilometers. We can say without hesitation that these numbers have increased to date and will continue to increase. After all, the number of cars is also increasing over the years⁴. When the number of cars increases, the need for roads increases automatically. Another major advantage of cars over other modes of transportation is that they can go directly from one destination to another. Let's put it simply: for example, if you want to use rail, air and sea transport, these means of transport cannot take you from where you want to go. For this, you need to go to specially designated places, train stations, airports and harbors. Also, these vehicles cannot take you anywhere you want. And it will take you to those specially designated places, train stations, airports and harbors. You have to get from him to the nest yourself. Then, of course, the affordable price of cars, ease of disposal and use, the demand for this vehicle is increasing year by year, and their number is increasing. However, the increase in the number of vehicles has a negative impact on the natural environment that supports the existence of social relations. Indeed, "The importance of the natural environment for society is determined by the fact that it is a direct source of material resources used for production, technological and economic mechanisms of society." This process applies to the countries of the whole world, especially to the Republic of Uzbekistan⁵.

Also, automobile industry and road construction in our country began to develop later than in other regions. If we turn to the sources, we will come across the following information: "At the beginning of the 20th century, there were 27,000 km of roads in Uzbekistan, mainly designed for horse-carts, caravans and passengers, of which only 2,000 km were paved with gravel." These numbers were considered very low even for that time. There were certainly social and economic reasons for this.

The first and main among them was the instability of the socio-economic system in this country. From the 17th century to the beginning of the 20th century, there were three independent states in Central Asia: Bukhara Emirate, Kheva Khanate and Kokan Khanate. Above these states, khans and officials ruled only thinking about their own lives. The ideas of stimulating science, supporting scientists making discoveries in various fields, and developing the state according to the requirements of the times were completely alien to them⁶. In particular, there were no conditions at all for the creation of industrial, technical and technological samples and the ability to use them in practice. In other words, from the 17th century to the beginning of the 20th century, there were three independent states in Central Asia: the Emirate of Bukhara, the Khanate of Kheva, and Kokan. there was a period of backwardness for the khanates. However, the intervening years were a period of rapid growth for

³ Salimov Bakhriddin Lutfullaevich. The Importance of Sea Transport in the Communication System. WEB OF SYNERGY: International Interdisciplinary Research Journal. 2023. Volume 2 Issue 1, 272-275.

⁴ Салимов Б. Л., Алиева Л. И., Мансурова М. (2022). ЎЗБЕКИСТОН ЙЎЛ – КОММУНИКАЦИЯ ВА ТРАНСПОРТ СОҲАЛАРИДА ОЛИБ БОРИЛАЁТГАН ИСЛОҲОТЛАР. Журнал интегрированного образования и исследований, 1(6), 2–5.

⁵ Salimov Bakhriddin Lutfullaevich. The Importance of Sea Transport in the Communication System. WEB OF SYNERGY: International Interdisciplinary Research Journal. 2023. Volume 2 Issue 1, 272-275.

⁶ Салимов Б. Л., Мардиев С., Тохиров Ж. Ш. (2022). ТРАНСПОРТ ВА КОММУНИКАЦИЯ ТИЗИМЛАРИ ИЖТИМОЙ МУНОСАБАТЛАРНИНГ АЖРАЛМАС ЙЎНАЛИШЛАРИ СИФАТИДА. Журнал комплексного образования и исследований, 1 (6), 68–73.

European countries, rich in great discoveries. As a result, there was a sharp gap between Europe and Asia in terms of the level of development that still exists today. Only a small number of countries, such as China, Japan, South Korea, Singapore, Malaysia, Indonesia, Turkey, Saudi Arabia, the United Arab Emirates, and Kuwait, managed to eliminate or reduce the gap to a minimum. Most of the remaining countries have not yet managed to close the gap in living standards. However, striving towards this goal continues⁷.

Industrial development in Uzbekistan began at a rapid pace from the 1920s to the 1930s. In particular, positive changes in the field of road construction and automobile construction also began during this period. With the beginning of the import of cars to Uzbekistan, "in 1928-32, the first 62 km long black-surfaced Bukhara-Gijduvon-Kyziltepa road was built in the republic, then Samarkand-Panjakent, Tashkent-Pskent-Murotali, Ko'kan-Shorsuv-Andijan-Kuyganyar and other roads" . After some time, another route, which is of great importance in the road construction industry of Uzbekistan, was completed and put into operation. It can be said without any exaggeration that "The Great Uzbek tract passing through the regions of Tashkent, Syrdarya, Jizzakh, Samarkand, Kashkadarya and Surkhandarya, built in the 1940s, is of great importance. Its length exceeds 700 kilometers.

Indeed, the role of this road in the economy of our country is incomparable. Recognizing the special importance of other existing roads in our country, we can say that it is correct to call the Great Uzbek tract the main link of the roads in Uzbekistan. After all, all regions of Uzbekistan are interconnected through this road. All regions except the Fergana Valley pass through this road to the capital city of Tashkent. Also, this road has the status of an international transit road. Goods to and from Tajikistan, Turkmenistan, Kazakhstan and Russia are transported through this road. There are many useful aspects of roads for the state from the point of view of socio-economic and political relations. Therefore, the passage of roads will have a positive effect on the general situation in the regions. Conditions for the development of areas along the roads will be created. Beautiful, necessary buildings and facilities will be built, and facilities will be placed to provide services to the population. Not only passers-by, but also people living here will have the opportunity to enjoy their service. In addition, the taxes from these objects add their fair share to the enrichment of the state budget, in particular, local budgets⁸.

There is another way that is important in the life of social relations in our country. This is the connecting road with the regions of the Fergana Valley, which is the Eastern Region. If we study the construction history of this road, we will come across the following information: "In 1959, the Tashkent-Angren-Kokan highway (248 km) was built... This road was expanded, and two tunnels were opened near the Kamchik pass." It should not be forgotten that the construction of this road passed at an altitude of 2270 meters above sea level was not easy. Because it will not be possible to make a road by leveling hills and mountains. This requires great strength, hard work and, of course, high intelligence. Then, the construction of the roads required the expenditure of its own funds, a high level of expenditure. However, despite the difficult conditions of the 1950s and the post-war reconstruction years, our hardworking ancestors built several of these centuries-old buildings and left them as a legacy for future generations to use⁹.

The importance of the road in Kamchik Pass, which was built thanks to the selfless efforts of our people, has always been high. It was like this before, it is like this now and it will be like this in the future. This remains an undeniable fact. However, the value of this road was much higher than ever

⁷ Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. Academic research in educational sciences, 3 (TSTU Conference 1), 403-407.

⁸ Салимов, Б. Л., Ахмедов, Ш. Ф. ў., & Хайдаров, Х. Т. ў. (2022). ЎЗБЕКИСТОН АВТОМОБИЛСОЗЛИК ВА ЙЎЛСОЗЛИК СОҲАЛАРИДА ИМКОНИАТЛАРНИНГ ВОҚЕЛИККА АЙЛАНИШИ. Results of National Scientific Research International Journal, 1(8), 263–270.

⁹ Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. Academic research in educational sciences, 3 (TSTU Conference 1), 403-407.

in 1991-2016. After all, for twenty-five years from 1991 to 2016, the main communication with the Fergana Valley was carried out by the Kamchik Pass highway¹⁰.

CONCLUSION

In the 1960s, 1970s, and 1980s, large-scale road construction works were carried out in the territory of our Republic. In particular, "in the 60s and 80s of the last century, Tashkent - Chinoz, Tashkent car ring road, turn 1 of the Samarkand ring road, Nurota - Boymurat - Oktov, Kokan ring roads, etc. were put into use... in the 80s In the second half, more than 90% of goods in the national economy were transported by road transport. In fact, we cannot help but admit that in the 1960s, 1970s, and 1980s, which were the most developed periods of the former union state, there were very large positive changes in many areas. In particular, the road A large-scale work was also carried out on the construction of ar. The network of roads connecting the allied republics was completed. As much as possible attention was paid to local roads as well as national highways. Most transportable areas have been interconnected by modern roads. Asphalt roads reached remote villages. Factories and enterprises that prepare asphalt and other necessary mixtures for road construction have been put into operation.

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¹⁰ Салимов, Б. Л., Ахмедов, Ш. Ф. ў., & Хайдаров, Х. Т. ў. (2022). ЎЗБЕКИСТОН АВТОМОБИЛСОЗЛИК ВА ЙЎЛСОЗЛИК СОҲАЛАРИДА ИМКОНИАТЛАРНИНГ ВОҚЕЛИККА АЙЛАНИШИ. *Results of National Scientific Research International Journal*, 1(8), 263–270.