

# The Social Significance of Roads and Ongoing Road Construction Work

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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.

**KEYWORDS:** roads, highway, quality, communication, innovation, modernity

## Introduction

Let's talk about the roads that cars drive on. First of all, it should be noted that roads existed before the invention of cars. However, these roads were primarily intended for people<sup>1</sup>, various animals, including horses and carts drawn by them. The first appearance of roads are trails. They helped people get to their destination without getting lost. Over the years, centuries, people have made these roads comfortable and adapted for themselves. Those who smoothed out the bumps and widened them. They put stones in some necessary places.

## DISCUSSION AND RESULTS

There is an ancient Greek saying: "The way is life". It should be noted that this short phrase, consisting of three words, expresses the fact that roads are of great importance in social reality<sup>3</sup>. It is worth noting that this glory retains its status not only during the reign of the Roman Empire, but also in all subsequent times, especially today. It is clear that the development of countries is closely connected with the road

communication system. We will not be mistaken if we compare roads with 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, their quality and reliability is the main criterion for the development of the country. 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, this is very necessary for the uniform development of all administrative-territorial units of the country, for the smooth flow of integration processes between them, for the development of domestic and foreign tourism. Because the improvement of social relations also depends on the functioning of roads<sup>4</sup>.

It should be noted that the length of roads around the world has been increasing over the years. In 1990, "The total length of roads in the world was 20.8 million kilometers", and by 2019, "The total length of roads in the world" was 28 million kilometers. We can say without hesitation that today these numbers have increased and will continue to grow. After all, over the years, the number of cars also increases. When the number of cars increases, the need for roads increases automatically. Another important advantage of cars over other modes of transport is that they can get directly from one destination to another. To put it simply: for example, if you want to use rail, air and sea transport, these modes of transport cannot take you where you want. To do this, you need to go to specially designated places, to train stations, airports and ports. Also, these vehicles cannot take you where you want to go. And he will take you to specially designated places, to railway stations, airports and ports. You have to get from it to the nest on your own. Then, of course, the affordable price of cars, ease of disposal and use, the demand for this vehicle is increasing every year, and their number is increasing<sup>5</sup>. 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 significance of the natural environment for

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<sup>4</sup> Salimov Bakhridin Lutfullaevich. The Importance of Sea Transport in the Communication System. WEB OF SYNERGY: International Interdisciplinary Research Journal. 2023. Volume 2 Issue 1, 272-275.

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society is determined by the fact that it is a direct source of material resources used for the production, technological and economic mechanisms of society." This process extends to countries all over the world, especially to the Republic of Uzbekistan<sup>6</sup>.

Also, the automotive 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, Uzbekistan had 27,000 km of roads, mainly intended for horse-drawn carts, caravans and passengers, of which only 2,000 km were paved with gravel." These figures were considered very low even for that time. Of course, there were social and economic reasons for this. The first and foremost of these 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: the Emirate of Bukhara, the Khev Khanate and the Kokan Khanate. These states were ruled by khans and officials, thinking only about their lives. They were completely alien to the ideas of stimulating science, supporting scientists who make discoveries in various fields, and developing the state in accordance with the requirements of the time. In particular, there were absolutely no conditions for the creation of industrial, technical and technological samples and the possibility of their use in practice<sup>7</sup>. In other words, we can say that the period from the 17th century to the beginning of the 20th century was a period of backwardness of three independent states in Central Asia: the Emirate of Bukhara, the Khev Khanate and the Kokan Khanate. However, the past years were a period of rapid growth of European countries, God full of great discoveries. As a result, there was a sharp gap between Europe and Asia in terms of development, which 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, have managed to close or narrow the gap. Most of the remaining countries have not yet succeeded in closing the gap in living standards. However, the pursuit of this goal continues<sup>8</sup>.

The industrial development of Uzbekistan began at a rapid pace from the 1920s to the 1930s. In particular, during this period, positive changes also began in the field of road and automobile construction. With the beginning of the import of cars to Uzbekistan, "in 1928-32, the first 62-kilometer black-paved road Bukhara-Gijduvon-Kyzyltepa was built in the republic, then Samarkand-Penjikent, Tashkent-Pskent-

Murotali, Ko' Kan-Shorsuv-Andijan- Kuyganyar and other roads. After some time, another route was completed and put into operation, which is of great importance in the road construction industry of Uzbekistan. It can be said without any exaggeration that "of great importance is the Great Uzbek Highway, which passes through the Tashkent, Syrdarya, Jizzakh, Samarkand, Kashkadarya and Surkhandarya regions, built in the 1940s. Its length exceeds 700 kilometers.

Indeed, the role of this road in the economy of our country is incomparable. Recognizing the particular importance of other existing roads in our country, it can be said that the main link in the roads of Uzbekistan is correctly called the Great Uzbek Highway<sup>9</sup>. After all, all regions of Uzbekistan are interconnected by this road. All regions, except for the Ferghana Valley, go along this road to the capital Tashkent. Also, this road has the status of an international transit road. This road transports goods to/from Tajikistan, Turkmenistan, Kazakhstan and Russia. There are many useful aspects of roads for the state in terms of socio-economic and political relations. Therefore, the passage of roads will have a positive impact on the overall situation in the regions. Conditions will be created for the development of territories along the roads. Beautiful, necessary buildings and structures will be built, facilities will be placed to serve the population. Not only passers-by, but also people living here will have the opportunity to enjoy their service. In addition, taxes from these facilities contribute a fair share to the enrichment of the state budget, in particular, local budgets<sup>10</sup>.

There is another way, which is important in the life of social relations in our country. This is a connecting road with the regions of the Ferghana Valley, that is, with the Eastern region. If we study the history of the construction 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 at the river. Kamchik pass. It should not be forgotten that the construction of this road, passing at an altitude of 2270 meters above sea level, was not an easy task. Because it will not work to make a road by leveling the hills and mountains. This requires great strength, diligence and, of course, high intelligence. Then the construction of roads required the cost of own funds, a high level of expenditure. However, despite the difficult conditions of the 1950s and the years of post-war reconstruction, our hard-working ancestors built several of these centuries-old buildings and left them as a legacy for future generations<sup>11</sup>.

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The value of the road on the Kamchik pass, built thanks to the selfless efforts of our people, has always been great. So it was before, so it is now, and so it will be in the future. This remains an indisputable fact. However, the significance of this road was much higher than ever in 1991-2016. Indeed, for twenty-five years from 1991 to 2016, the main communication with the Ferghana Valley was carried out by the Kamchik Pass.

## CONCLUSION

In the 1960s, 1970s, and 1980s, large-scale road construction work was carried out on the territory of our republic. In particular, "in the 60s and 80s of the last century, Tashkent-Chinoz, the Tashkent automobile ring road, the 1st turn of the Samarkand ring road, Nurota-Boymurat-Oktov, the Kokan ring road, etc. were put into operation... in the 80s. In the second half, more than 90% of the goods in the national economy were transported by road. Indeed, it is impossible not to admit that in the 1960s, 1970s and 1980s, the most developed periods of the former union state, very significant positive changes took place in many areas. In particular, large-scale work was carried out in the field of road construction. The network of roads connecting the union republics was completed. Maximum attention was paid to local roads, as well as federal highways. Most transport areas are interconnected by modern roads. Asphalt roads reached remote villages. Factories and enterprises for the preparation of asphalt and other necessary mixtures for road construction have been put into operation.

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