

### AUTOMOBILE ROADS AND ITS SIGNIFICANCE IN SOCIO-ECONOMIC LIFE

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**Abstract:** The establishment of international transport corridors that provide conditions for the economic development of the republic in the "Program for the development of public highways of the Republic of Uzbekistan in 2007-2010 and in the long-term future" provided in the order of the President of the Republic of Uzbekistan PF535 of December 20, 2006, ensuring reliable transport connections between transit and regions, forming a single transport environment of the republic that is externally integrated and internally integrated, restoring the "Great Silk Road" and entering the world market are defined as the priority tasks of the state road policy. The practical solution to these tasks is to improve the quality of transport and use of the existing highway network, to harmonize the technical and operational conditions of roads with the requirements of road users, to ensure the comfort and safety of the driving conditions of cars, and to effectively organize road maintenance works. requires.

**Key words:** Automobile, road, road network, highway, road condition, development of road network.

**Introduction:** The economic development and progress of our republic depends, first of all, on the state of transport communications. As the first president of the Republic of Uzbekistan, I.A. Karimov, said, "Now that we are an independent country, first of all we need to put communications in place. If communication networks do not develop, Uzbekistan will have no future."

Development of transport communications and improvement of their use is one of the most urgent tasks in strengthening the independence of our Republic and developing its economy. The fact that 83 percent of the national economy goods transported in transport across the republic is accounted for by highways shows that highways are one of the main factors in the development of the republic's economy.

The geographical location of the republic requires that the main transport corridors for entering the world market and developing foreign economic relations are roads and railways.

Establishing international transport corridors that provide the conditions for the economic development of the republic, ensuring transit and reliable transport connections between regions, forming a single transport environment of the republic that is externally integrated and internally connected, in addition, the restoration of the Great Silk Road and the world issues such as entering the market are among the priority tasks of the state road policy.

Uzbekistan directly participated in the UN program "Expanding trade through the development of cooperation in transit cargo transportation" and began to restore the "Great Silk Road".

In 1990, 300 million tons of goods were transported by road transport in our republic. was 420 million tons by 1995. reached It accounted for 50% of the total cargo volume. It is expected that this indicator will almost increase in the future.

The Great Silk Road of Uzbekistan is one of the central points of the ancient highway of mutual communication and cooperation between European and Asian countries. But the Republic

does not have direct access to sea and ocean ports. In this regard, in April 1996, an interdepartmental working group was formed in accordance with the "TRASECA" program, and this group resolved the issues of organizing transport corridors and their generalization.

The following transport corridors will be constructed from them:

- \* Tashkent - Ashgabad - port Turkmanboshi - Baku - port.
- \* Almaty - Tashkent - Istanbul highway.
- \* Central Asian countries - up to one of the ports of Eastern China.
- \* Central Asian countries - Tejen - Serakhs - Mashhad - Bandar Abbas port (Iran).
- \* Central Asian countries - Islamic Republic of Iran - Port of Istanbul, Turkey.

It is a component of the planned East-West transport corridor that will restore the "Great Silk Road". The highway starting from Tashkent should pass through Andijan, Kyrgyzstan's Osh and China's Kashkar, and go to the Pacific Ocean. Currently, road construction works on the 116-195 kilometer section of the Tashkent-Andijan-Osh road and tunnels with a total length of 2480 meters have been completed in the Rezak-Kamchik passes.

It should also be taken into account that our republic is becoming one of the main links of the revived "Great Silk Road". This road will stretch from Asia to Europe. The international importance of the existing and under construction Tashkent-Samarkand-Bukhara, Tashkent-Termiz, Tashkent-Andijan-Osh-Kashkar highways has increased dramatically. To date, since 1991, 34,000 km of roads have been renovated by the state joint-stock concern "Uzavtoyol".

Improvement of international cargo transportation processes leads to increase of orders for transit cargo transportation from Asian and European countries. The development of passenger transport ensures the growth of the flow of tourists in Uzbekistan.

### **MODERN STATE OF THE HIGHWAY NETWORK OF THE REPUBLIC OF UZBEKISTAN**

At the beginning of the century, there were 27,000 kilometers of horse-cart and horse-drawn carriage roads in Uzbekistan, and by 1927, the total length of state roads in Central Asia was 5,313 km, including 923 km in the territory of Uzbekistan. reached

In 1931, a new method of gravel pavement was tested at the road test site in Samarkand. In some places, the bitumen dilution method fully justified itself. In 1932, roads were built in this way in Bukhara as well. In 1932, with the opening of an oil field rich in heavy tar in the south of Uzbekistan (Jharkurgan), it began to be used instead of liquid bitumen. . In 1928-1932, the first 62-km-long black-surfaced Bukhara-G'idduvan-Kyziltepa road was built in Uzbekistan, and the 48-km-long Samarkand-Panjakent, Piskent-Almalik, Tashkent- Piskent-Muratali, Ko`kan-Shorsuv-Andijan-Kuyganyar and other roads were built. In 1937, there were 22,000 road junctions in the Republic, including 2,200 km of paved roads. In 1933-37, the length of the paved roads was 8% of the total road networks. In 1939, the construction of large structures using the Xalq hashar method became popular in Uzbekistan, and this method was also widely used in road construction. In 1940, a special decision was made to build the Great Uzbek Tract with a length of 708 km. 326 km of this road were built by Tashkent, 222 km by Samarkand, and 162 km by Bukhara regions, and the construction was completed in April 1941. By the end of 1940, the road network with a hard surface was 4700 km. The length of all roads in Uzbekistan was 32,500 kilometers.

In 1970-75, the production base of road construction and operation organizations improved significantly, their warehouses were filled with new machines and mechanisms. Facilities of the road construction industry producing asphalt concrete, precast reinforced concrete structures for building bridges, processing inert materials and improving their quality have been put into operation, and as a result, some conditions have been created to follow the technological



discipline in construction. The length of highways in 1976 was 19,643 km, including 1,656 km of national roads, 7,203 km of republican roads, and 10,975 km of local roads. 1975-80 were the years of the fastest growth in the road economy. The length of public highways reached 31,208 km, or 1,656 km of international, 12,164 km of national, and 17,388 km of local highways. In 1976-81, a total of 4400 km of new roads were built and reconstructed. In these years, a lot of attention was paid to the construction of ring roads bypassing the cities.

Today's state of use of the public highway network does not satisfy the demand of cars and road users. The reason for this is that the issue of timely repair and maintenance of highways in the republic remains unresolved. The lack of funds allocated for the current repair and maintenance of roads leads to the incomplete completion of the works, and also to the decrease in the quality of the completed works. As a result, there is a need for medium and perfect repair of roads ahead of schedule. This requires large-scale road repair works.

### MODERN HIGHWAYS

Motor highways are roads designed for rapid transportation of passengers and goods by cars at high speeds without being disturbed by oncoming vehicles and local traffic. These are highly improved, but expensive roads, which form the main skeleton of road networks of various countries and make up at most 1.5...2% of the length of road networks. is enough.

The main requirement for highways is to separate an independent carriageway for opposite traffic flows, to have no level crossings, and to minimize the impact of individual cars entering or turning away from the road on the main flow of traffic. The movement (walking) of slow-moving vehicles-tractors, motorcycles, bicycles and horse-drawn carriages on highways is prohibited. According to the classification of roads, highways include I a category roads.

Motorways are usually built in two carriageways separated by a dividing strip. Each carriageway is designed for movement in one direction and includes the possibility of overtaking, therefore it is considered to be used for the movement of at least two rows of cars.



There will be no traffic lights, traffic lights, and speed limit signs on highways. It is possible to enter highways from other roads only through a special connecting road equipped with additional lanes for acceleration or deceleration. lets go.

In order to eliminate the disruption of local traffic and pedestrians, highways are bypassed by populated areas, access roads to them are made only at intersections with high-speed roads. Local roads cross the highways at different levels, in which no downhill roads are made.

Since highways are designed for long-distance transportation, gas stations, technical and medical service points, hotels, canteens are located along the road. Parking areas will be equipped for short-term rest of the drivers next to the road.

Despite the fact that modern passenger cars increase their speed greatly in favorable road conditions, in the design of highways, the calculated speed is accepted from 120 to 150 km/h.

### CONSTRUCTION OF UZBEK NATIONAL HIGHWAYS

Due to the need to build highways in Uzbekistan, comprehensive works and projects are being implemented in this matter in recent years. In particular, the issuance of the decision of the President of the Republic of Uzbekistan dated 22.04.2009 No. PP-1103 "On measures for the development and reconstruction of Uzbek national highways in 2009-2014" initiated the construction of automobile highways in Uzbekistan.

A number of decisions and orders of the following years are the basis for the development and acceleration of these works, in particular:

- Resolution of the Cabinet of Ministers of the Republic of Uzbekistan No. 277 dated 22.10.2009 "On measures to develop road infrastructure and service along Uzbek national highways";

- "Development of regional highways" No. PP-1331 dated 03.05.2010 of the President of the Republic of Uzbekistan. Decision on measures to implement the phase 2 multi-tranche financing program with the participation of the Asian Development Bank;

- Decision of the President of the Republic of Uzbekistan dated 21.12.2010 No. PP-1446 "On accelerating the development of infrastructures, transport and communication construction in 2011-2015".

### ROAD POLICY IN THE REPUBLIC AND CONCLUSION:

In 1992, the Law of the Republic of Uzbekistan "On Motorways" was adopted for the first time in our republic. This law established the legal basis for the regulation of social relations in the field of development and use of the highway network in the Republic of Uzbekistan.

On January 26, 1993, the Decree of the President of the Republic of Uzbekistan "On the establishment of the state joint-stock concern for the construction and use of highways of Uzbekistan (Uzavtoyol)" initiated the development of the road sector.

Ministers of the Republic of Uzbekistan issued on August 23, 2003 to ensure the implementation of the Decree of the President of the Republic of Uzbekistan dated August 19, 2003 No. UP-3292 "On improving the management system for the construction and use of public highways" By the decision of the court, "Uzavtoyol" was transformed into a concern company.

Today, the main task of the road workers of Uzbekistan is to build and develop transport communications that expand the opportunities to enter the world market.

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