

# Some Questions Of Certain Recreation Great Silk Road Route

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**Abstract:** The article deals with the formation of the ancient transcontinental road in Uzbekistan, and the problem of the modern restoration.

**Index Terms:** highway, road network, the roads of the Persian Empire, the roads of ancient Rome, the trace line, architecture highways.

## 1 INTRODUCTION

OR four thousand years BC man invents the wheel, and the present, and in the distant future wheeled vehicles around the world will remain the principal. Only since the invention of the wheel and use it to transport an era of development of road transports, technology and capacity of the road network. Famous saying "All roads lead to Rome" has a very real basis. Grand road network of the Roman Empire consisted of 372 main roads with stone floors with a total length of about 90 thousand kilometers, as well as gravel and dirt roads with a total length of 160 thousand. Up to 210 thousand. Km, 26 road enters Rome. The first mile (km) post, designated a "1" was made of gold. Construction of roads was considered one of the most important achievements in the state. Names of prominent builders of roads carved on the triumphal arches were minted on coins. Thanks to a successful tracing many modern road laid along the route of the historic road. To this day preserved some parts of the road between Rome and Capucho 350 km. Those Roman roads contributed to the development of cultural relations and rapprochement between the peoples of Europe, Asia, Africa and the Middle East.

## 2 PROCEDURE FOR PAPER SUBMISSION

### 2.1 Review Stage

Developed road network appeared in Assyria for three thousand years BC. She served Assyria to maintain military and political power of the vast state, which became the dominant power in the Near East for centuries before our era. The road network of the Persian Empire (550-300 g do.n.e.), which had originally highways length of 2600 km, called Kings Highway, starts from the Aegean coast (Ephesus) and ends at the center of Mesopotamia (the city of Susa), Connecting Babylon with the Indian border, the royal road to the center of Phoenicia and the city of Tyre, with Cairo, the city of Sinop on the Black Sea. The road network of the Persian Empire due to the peculiarities of its hole and use (separate road to the

destination, bypassing settlements, difficult areas of the terrain, the installation of signs, traffic control, etc.), Is an analogy of modern road network.

### 2.2 Final Stage

The need for the development of economic, cultural, diplomatic, religious and military ties led to the emergence of the great trade routes. Among them, "Amber Route" longer than two thousand kilometers on which of the Baltic amber were taken to the south and to the north-weapons and ornaments. There was "Tin Road", starting from England income to the Mediterranean countries. No less famous was "Lazurite Road" in Central Asia, in which valuable stone Iyapis-blue Pamir fields exported to the countries of West Asia. There was also the "Golden Road", which took place from the Altai, through Central Asia to the Black Sea steppes. The most famous among the transcontinental roads under-acquired route network, called the "Great Silk Road" - branched network of trade routes. She began to take shape around the V-IV centuries BC and partially lost its meaning only the XIV century BC, after the discovery of a sea route to India and China. Great silk path began in Arabia and went through Antioch and Baghdad to Merv. He continues, or the Northern Tien Shan through Samarkand (Marakanda), Kashgar, Turpan, or out in the Fergana Valley and skirting the Tien Shan from the south - in Balkh, Yarkand and Khotan. At the end of the Great Wall of China both routes merged. The choice of ways caravans depended on the political situation - or decline prosperity of states of war. It was established that west point of the Silk Road was of Rome (Italy), and eastern - Chang'an (China). Most territory Eurasia was covered with this network, on which there was an intensive exchange of material and spiritual values. She had intercontinental, continental, regional and local importance.

### 2.3 Figures

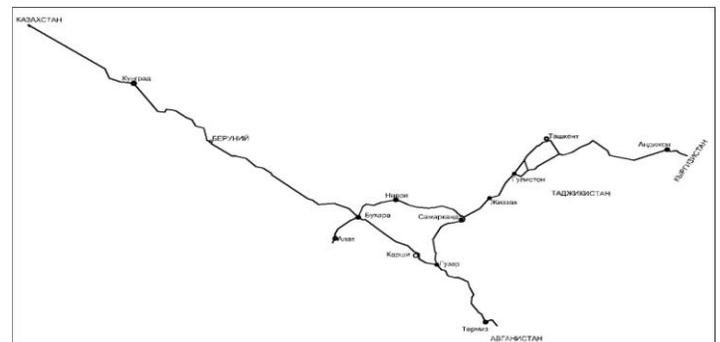


Fig 1. Scheme of the Uzbek national highway

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For millennia, the Great Silk Road connected the cities and countries of Eurasia, to create conditions for economic and cultural ties, let people multiply material and spiritual wealth. In this aspect, the territory of Uzbekistan played an important role, as they say save the route, ancient cities, numerous inns discounts and caravanserais. In the implementation of economic reforms sufficiently weighty role of the road sector is a key sector of industrial and social infrastructure. Roads have always played a very important role in the life of any society, acting as a powerful factor in the formation of its state-territorial structure, internal and external markets. They are combined in a single unit all branches of production and consumption, provide a vital economic links between enterprises and regions, and contribute to overcoming the disengagement of society and peoples closer. Highway factor is of great importance in international and division of social labor. Currently, the total length of roads in the Republic of Uzbekistan is 146,347 km, including automotive roads public - 43 467 km.

## 3 SECTIONS

The existing road network provides seamless communication with all regional and district centers, cities, towns, overwhelmingly numbers other settlements, both among themselves and with the capital of the republic. In addressing this issue republic leadership chose the path of historically routes, as evidenced by tracing the Uzbek national highway along the route of the Silk Road, one of the best achievements of human development. And today, this route is considered in the context of a transcontinental bridge between Europe and Asia.

## 4 CITATIONS

The revival of the Great Silk Road not only solves economic problems, but also to restore its former importance as an important crossroads on the way. Geographical location of Uzbekistan allows the shortest route transit of goods and passengers in all directions, such as:

- Lyanyungan-Kashgar-Irkeshtam-Osh-Andijan-Tashkent;
- Bender Abbas-Mashhad-Ashgabat-Turkmen-bashi-Bukhara;
- Samarkand - Tashkent;
- Konstantsa - Varna-Poti - Batumi - Baku - Turkmen-bashi - Ashgabat - Bukhara;
- Karachi - Quetta - Chaman - Kandahar - Herat - Maimana;
- Shibergan - Termez;
- Bender Abbas - Mashhad - Sarahs - Ashgabat - Dashho-school - Nukus - Beineu - Astrakhan;
- Bandar Abbas - Mashhad - Sarahs - Ashgabat - Bukhara
- Uchkuduk - Kyzyl-Orda - Astana - Omsk and others.

## 5 HELPFUL HINTS

The main purpose of the revival of the Silk Road is to find new ways and opportunities for integration of transport systems, establishment of transport corridor of Asia and Europe, the development of modern transnational road infrastructure of Great Silk Road. With the development of the network of highways along the ancient routes will be developed social infrastructure, which will lead to migration from densely populated areas to less populated, but promising regions. This, in turn, will lead to a balanced development of all regions of the Central Asian republics and socio-economic growth in general.

## 6 LISTS

Entering this highway will allow Uzbekistan in the Euro-Asian transport corridor and become an active participant in the international transport market. In this context, the architects and urban planners face the task of research and development of project proposals aimed at determining the optimal choice of the extent and location of parking areas, project development services companies. To this end, the authors of this article conducted research trends and modern practice of designing roadside service facilities and developing project proposals for architectural and planning decisions and placing objects such as motels, campgrounds and other facilities. In particular the study of features of formation of the Silk Road revealed that the basis bookmarks ancient routes on the principle of organizing the caravan halts, stops, so-called-Markhal. Large Markhal is 40-45 km and determined large-bazaar parking. Large Markhal consisted of seven passes and ended with particularly large settlements. Thus, according to the Spanish ambassador to the court of Amir Temur, Rui Gonzales de Klavixo and the famous statesman and poet Muhammad Babur Zakhridin road from Bukhara to Samarkand was a week-long pass, as the road from Samarkand to Tashkent or until Hoxha Kent. Between these routes except large Markhal existed more points and stops approximately every 15-20 km. The significance of these stops and Markhala determined their size and types of constructed buildings, which consisted of sardoba (indoor or outdoor pond), caravanserai, work (paramilitary guarded caravanserai), Tim (indoor shopping building), Rusty (trade cooperate for) and others.

## 7 CONCLUSION

Thus the organization of parking along the Uzbek national highway, as well as all the former route of the Silk Road should be the nature of the location of large, large, medium and small stops or settlements. This will enable the efficient allocation of service facilities.

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