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Significance and Characteristics of Roads and Roadside Structures Built During the Shaybanid Period

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Abstract: During the reign of the Shaybanids, the construction of road and roadside structures, such as cisterns, cisterns and caravanserais, was carried out on a large scale. The information on the fact that these structures served as an important part of the life of the state not only technically, but also economically, socially and culturally was analyzed. Road and roadside structures were mainly built to provide water supply for tourists, merchants and caravans along caravan routes. Since these structures were located on international trade routes, their role in strengthening ties between cultures of different peoples, the technological achievements of cisterns in storing and isolating water, as well as their architectural solution, external compositional appearance were studied on the basis of historical sources and scientific literature. The construction history processes of road and roadside structures, architectural solution and the condition of existing cisterns today were also analyzed. In addition, the roads and roadside structures built by the Shaybanids were distinguished by their durability, multifunctionality, and the incorporation of modern architectural styles, which were studied on the basis of scientific literature. It was analyzed that these structures were built primarily to attract trade caravans and tourists, as well as to connect and manage regions by a centralized government. The data on the fact that roadside structures served not only to develop foreign trade, but also to strengthen social ties within the country were analyzed.

Keywords: Abdullakhan II, Muhammad Shaybanikhan, Wooden cistern bridge, cistern, caravanserai, rabot, Bukhara, Zarafshan River, Mehtar Kasim Bridge, Bandihansay Bridge, dynasty, architecture, construction history.

Introduction: The Shaybanid era (16th century) is considered a period of important historical processes in Central Asia and the Transoxiana region. During the reign of the Shaybanid dynasty, along with state administration, economic life was developed, and great achievements were made in the fields of trade, culture and architecture. In particular, the construction of roads and roadside structures - caravanserais, cisterns, bridges, and rabotas - significantly contributed to the further development of trade and economic sectors. Being the most important part of the Great Silk Road, Transoxiana was considered a leader in international trade. Therefore, the increase in the number of trading posts and caravanserais in the cities of Transoxiana stimulated the revival of trade and commerce. The rabotas and caravanserais built during this period were places for merchants and caravans to stop, rest and store their goods. In addition, bridges were built to cross rivers and streams. For example, we can cite the bridges built across the Zarafshan and Amu Darya. To improve water supply during military campaigns and expeditions, water structures, cisterns, were built. These cisterns served to collect and store water. Especially during Abdulla Khan's campaigns to the regions of Khorasan, Dashti-Kipchak, Iran, and Khorezm, the construction of roadside service structures developed significantly to create convenience. Such structures were built along communication and trade routes passing through desert and steppe regions, as well as in residential areas. The construction of these structures was especially widespread in the 16th century. The knowledge and experience accumulated in the field of building complex hydraulic structures led to the development of a special technology for building

cisterns in the Middle Ages. This technology served to protect the cistern water from the effects of groundwater, increase the strength and stability of the structure. During the construction of the cisterns, special windows were placed on the sides, with holes on the east and west sides to allow light to enter and maintain a constant temperature. The cisterns were built with generosity and generosity. The top of the cistern was dome-shaped, and the water storage pool was 14-15 m in circumference and 10-15 m deep. Unique water building from the ground deep very, very solid, solid, made of bricks expected. "Snow" mixture of water to your taste road not poured, that's it because of water waste without, far away time clean, undamaged stored. Cistern foundation from stone picking removed, at the bottom wood unused. Cistern construction for water, soil, and sand separately clean from the place, from the place and guard and From Nurota take came. To the sand reed, reed, reed ash added. Structure for used Bricks are also resistant to heat and cold. idea resistant to be necessary During the Shaybanid period , the construction of roadside structures not only expressed the power of the state, but also served as an important factor in the development of local crafts and architecture.

LITERATURE REVIEW

Uzbek people statehood history in learning relatively less research done and out of consideration aside mold arrived Shaybanis dynasty reign The era is also its own. typical o'ring has. Shaybanids period study mainly from independence next from years sources, scientific works through analysis done, objectively history illuminate started. Today on the day Shaybanis during foundation done buildings history according to scientific research results enough. This the article in preparation that's it period local historians from the works of the Soviet and independence in the years to the topic related done increased scientific research from the results wide used.

Also in the 16th century Of the Transoxiana Shaybanis verdict pushed period history various aspects research did AA Semyonov, Mankovskaya LY, Armeny Vamberi, Muqimov Z., Mavlonov O', Q.K. Rajabov, A. Jumanazarov, A. Zamonov, P. Ravshanov, S. Kudratov row scientific works research to the circle was pulled.

METHODOLOGY

In writing this article, adhering to the principles of historicity and objectivity, systematic, chronological and comparative analysis, and statistical research methods were used to analyze the importance of roads and roadside structures built during the Shaybanid era in the development of trade, military, political, and cultural relations of the country, and the architectural features of caravanserais, bridges, cistern structures, and activities related to their construction.

RESULTS

Shaybanis during Great Silk way main trade network This road connects Samarkand, Bukhara, Tashkent and Khiva such as of cities economic to develop and in cities of cisterns, cisterns, bridges and caravanserais under construction important role played. During this period built road and roadside structures some today's until today preserved remaining are, they are region history in learning important importance has.

Shaybanis dynasty In Movaraunnahr reign during spiritual-educational, economic many sectors to develop buildings foundation During this period foundation done road tall facilities study Medium Asia that's it in the era social, economic and cultural his life better to understand opportunity This research in the region ancient infrastructure development level illuminating gives.

The cisterns, cisterns, bridges and caravanserais built in the second half of the 16th century in Uzbekistan are associated with the name of the Shaybani ruler Abdullakhan II. In particular, the cistern in Qarovulbazar in the second half of the 16th century, the Buzachi cistern, the Begichak cistern, the Yakka cistern, the Caspian cistern, the cisterns on the roads leading from Karshi to the crossings on the Amu Darya, the Yakka cistern in the desert area between Jizzakh and Chinaz, the Sanjir cistern in Turkestan, and the Mirzarabot cisterns are examples of this. The cisterns, cisterns, bridges and caravanserais built during the reign of Abdullakhan II were important infrastructure facilities in the development of trade routes in and around Maveronnahr, and were of great importance in strengthening economic life, expanding trade relations and establishing international relations at that time.

According to sources, during the reign of Abdulla Khan, there were 44 cisterns in Movarunnahr, 29 of which were located in the Karshi desert, 3 on the trade route between Tashkent and Fergana, and 1 in the Malik desert near Karmana . In this case, cisterns not only helped the trade routes function more efficiently, but also accelerated cultural exchange between peoples. With the help of these structures, frequent contacts were established between villages and cities, creating the main foundation for economic and cultural development.

Abdullakhan II significantly expanded the borders of the state in 1583-1598, achieved economic stability, the development of agriculture, crafts and foreign trade. It is not for nothing that the construction of a large number of cisterns, rabotas and caravanserais throughout the country is directly associated with his

name. He was not only a skilled politician, a brave military leader, but also a head of state who built many social constructions, 1001 rabotas and cisterns at his own expense. Some sources indicate that more than 400 rabotas and cisterns were built during his reign, while others indicate that more than 1000 rabotas and cisterns were built.

Abdullah II mainly built cisterns at places where he stopped and rested, and rabots at places where he lay down. This is evidence that Abdullah II carried out some creative work on the roads he traveled.

Rabat The word is derived from Arabic and means "fortified fortress" or "temporary residence for travelers." Rabats appeared in Central Asia during the Arab conquests, and were initially used as military strongholds for the invaders. Later, Rabats became temporary residences for merchants.

Sardoba The word, translated from Persian, means “sard” - cold, damp, “ob” - water. A cistern is a place dug into the ground, surrounded by baked bricks and covered with a dome on top. They were mainly used as a water storage pool or a large water storage basin. The water in the cistern was mainly kept at a low constant temperature. Water was brought to it through specially constructed ditches and channels. Some cisterns were adapted to be filled with water reserves during precipitation. Some collected groundwater and filled it. Sardobas were built in villages and cities where water was scarce and along major trade routes.

During the reign of Abdullakhan II, in 1557-1598, Badriddin Qashqari describes the construction and irrigation works carried out in the country in his work “Ravzatur rizvan va hadiqatul gilam” as follows: “In every city, mosques and high madrasas were built, and their balconies were decorated with seven-colored tiles, gold and lapis lazuli. In every place, cisterns and cisterns were built, and stone bridges were built over rivers. Canals were dug, and water was pumped into the steppes. Peace, prosperity and joy appeared among the people.” The large-scale construction and irrigation works carried out during the reign of Abdullakhan II show that they were one of the important directions of state policy. The construction of mosques, madrasas, cisterns, cisterns and bridges not only developed religious and spiritual life, but also ensured the stable functioning of trade, transport and water supply systems.

Another important hydraulic structure built during the reign of Abdullakhan II is the Wooden Sardoba, located in the Sardoba district of present-day Syrdarya region. This cistern about initial data 16th century historian Hafiz Tanish Bukhari's “Abdullah’s letter” in his work record done. To the source.

General view of a wooden cistern from the reign of Abdullokhan II in the 16th century

According to the source, the Wooden Cistern was built during the military campaigns of Abdullakhan II towards Tashkent, approximately in 1579-1583 (according to some sources, 1585-1590). According to historical legends, Abdullakhan II ordered the construction of a cistern and a caravanserai, taking into account the needs of the army, which was suffering from a lack of water during its rest in this area. The Wooden Cistern is strategically located on the ancient trade route connecting the cities of Bukhara, Samarkand, Karshi and Tashkent, and in the past was considered one of the important stopping places for the caravans of the Great Silk Road. The European traveler Eugene Skyler, who traveled to Central Asia in

the second half of the 19th century, also left valuable information about this area. On his way from Karshi to Bukhara, he notes that there were several well and cistern stations located in the desert areas, some of which had fallen into disrepair, and some had been completely demolished. These observations indicate that the Wooden Cistern and similar structures were of great importance in their time, but gradually ceased to be used in the following centuries. In addition, the traveler emphasizes that, according to the local population of this area, most of the cisterns were built by order of Abdulla Khan.

The structure was built with bricks arranged in a square shape, and the dome had an internal diameter of 15 meters and a height of 12 meters. The cistern internal in part from the ground about 2 meters at altitude closed and nest-like holes located. The wall thickness bottom 1.5 meters in section organization if so, up getting thinner as you go up goes and the most high in part and his/her thickness one work to the appearance comes. Sardoba entrance door arched from it stairs through cistern inside entered. Fat hungry cistern rain and snow waters with filled. Its in the stream location surroundings waters collection opportunity gave. Around waters tributaries using to the cistern poured into the cistern of water entrance for flat tarnovs to be born, to be born again each other with shield-shaped tarnov tied standing. Sardoba of water nausea absence for three special coolness giver holes installed. The dome high that's part too for the purpose open left. From now on It seems that the Dome high at altitude construction, water cool down provide for important is an element, because high from part hot air comes out and his/her instead cool air fills in. Here used nest-like holes high coolness storage and of water complete performance in providing big importance has. Shield-shaped of the tarnovs installation and they each other with connected, water entrance further effective to manage opportunity Such a system, the water gathered size management and him/her far time during storage opportunity creates. Sardoba under construction applied architecture and design elements, not only water in storage, maybe him/her clean and cool in case also great for storage role plays. Also, the structure natural using factors (rain, snow, stream) opportunities his/her efficiency increases.

From independence then Mirzacho' I's " Great Silk on the way caught separately place about concept and views further enrichment for the purpose this the monument again restoration, repair and landscaping works done increased. Jizzakh 35 km north of the city located Woody cistern from outside than hemispherical It seems. Its walls and dome square shaped to the dimensions has (26 x 26 x 5 cm, 27 x 27 x 5 cm.) and ripe from bricks built. The dome high in part the air replacement for installed holes, bottom in part and to the pool water " keyhole " holes available. Sardoba walls cylindrical in the form is, bottom foundation width 1.25 m, high part and 0.55 m. The dome internal diameter 15.35 m, wall height and 11.20 m. Water storage of the pool Depth 5.50 m. Woody cistern high at the level solid and complicated architecture to the solutions has. His design, water assembly and storage system effective performance for optimized historical importance has was this monument, especially the " Great Silk way of " object as large transport and trade the ways supported.

A. Burns 19th century in the middle Medium In Asia did travel on time below the narration writing Abdullah II left for Mecca from the pilgrimage When he returned, he prayed to Allah. dislike about confidence with He returned. He is the son of Allah. for the sake of achieve for the purpose himself/ herself dominance doing of the area all in places caravan – palaces and cisterns The first was the reign of Abdullah II. caravanserais and cisterns to dry his/her own in the area economic and cultural life to develop was of aspiration This is a manifestation of constructions through ruler not only trade the ways to revive, maybe private life improve and to the people service tried to do. However, his this movements also religious also aimed at goals: Allah's thank you achieve and right, fair dominance to conduct was intention means.

16th century first in the middle Timurids tradition Shaybanis by save remaining although, of the century second in the middle, Abdullah to the period come bright tiles instead dark, thick layered and three colored majolica (earthenware) one type) occupies. Other in other words, buildings in design steppe to their traditions typical simplicity, straightforwardness, modesty even in adornments priority mold, construction in the technique changes too happened It happened. The Shaybanites during of buildings in design steppe to their traditions typical simplicity, ease and modesty to the eye These changes are probably due to construction of materials change, architectural of styles update or economic of the conditions impact with related to be possible. Other in other words, from them used materials and their in design more natural and simple styles appearance gave.This is , itself in turn , the city period social and political conditions impact with related to be possible . Some historians this changes political and social stability to provide was need They also explain with.

From the opposite To the carpenter to go on the way By Abdullah II built two There is also a caravanserai. One Acrobat in the village the second one and Carpenter near They are located in the 19th century.

Come, half ruin to the situation came. Moreover, again many cisterns there is was they are ancient trade roads in the direction of located above. cited According to the data, Uzbekistan in the area there is cisterns some rain and snow waters with filled.

Abdullakhani again one from the cisterns one Bukhara province Karavulbazar in the district Karavulbazar, Qosh and Bozachi cisterns. From Bukhara Against looking at on the road came out caravans resting place first large space Karavulbazar is, this on the ground The cistern dates back to the 16th century. at the end built. Its next to big There was also a caravanserai802 This cistern dates back to the 16th-19th centuries. during Karavulbazar through past trade caravans, military squads, passengers and shepherds water with to provide service as from. Local population this The cistern was called the Dome, this structure three gate is, of the pool diameter of 16 meters more organization It will. of the dome height and 6.5 meters organization Sardoba walls 1.5 meters thick delivery typed. Again, this with together Amu Darya beaches for the night going desert road along By Abdullah II one how many caravanserai and cisterns existence They are Sangisulak, Nishon, Talimarjon, Yusuf, Urasi. named There are also cisterns. Also, Wednesday near Abdullakhan There is also a cistern. This cistern diameter of 12.5 meters, dome 10 meters high organization reached. That is land from ancient times under of the waters salinity, wells buried to leave, to dry up to remain as a result passengers water shortage problem painfully Especially in the heat summer in the months to the water need very big This is the case. and to the cisterns was needs has multiplied.

16th century Bukhara in the province Karavulbazar cistern

Muhammad Shaybanikhan by Zarafshan river over big bridge The bridge will be built. to the construction main because the center is Samarkand surroundings districts between connections from the trail issued and made difficult was. That's why within a month population and troops Zarafshan on November 1, 1502, with the participation of river on top of one time in the room river water for two: Kashkadarya and To Akdarya to be sending water secret and bridge to work dropped. From this see maybe a bridge construction and water your mouth to work unloading necessary infrastructure created shows. Water your mouth installation, Zarafshan of the river water Kashkadarya and Akdaryo directions that it was divided It means not only transportation, but also water supply, village farm and other networks also important for was. Within a month bridge construction and water your mouth to work to be lowered, this project how much current and important that shows. Only population and troops in the presence of done increased speed and efficiency to provide directed indicates.

16th century historian Komoliddin Building According to the writings, in 908 AH (1502) Shaybani Khan From Bukhara To Samarkand Upon arrival, he crossed the Ko'hak (Zerafshan) River. right to the beach fell. To them From Zarafshan to go opportunity It will not be. Then Shaybani Khan will be the head of the state. supreme from officials one was Mehtari to the highest new bridge to build decree gives. The structure in construction all troops mobilized In construction , stone and from branches big and big Make a garland (fashinalar) , and cross the river in the middle dam to wrap although don't try this far away Then Shabani Khan from Samarkand the engineers (project) compiler

architects) calls and building edit drawn , dam installed river within a month after the wedding bridge dry This is , of course , every one of the state infrastructure and economic of activity development for important was , because river transfer opportunity if not , transport and external connections limited It would be . This bridge construction only technician approach not, maybe political balance and of the state It also shows its power. The bridge successful construction Shaybani Khan's reign to strengthen and Bukhara and Samarkand to unite service did.

16th century second in the middle Ko'hak (current) On the Zarafshan River Shaybani from the rulers was Ubaydullah Khan during foundation done to be, to that eye visible from monuments one This bridge was destroyed at the end of the 19th and beginning of the 20th centuries. Currently, its remains are preserved in the depths of the old Karakul River, 22 km northeast of Bukhara, between the villages of Kovala and Chorbog. Hasankhozha Nisari's work " Muzakkiri Ahbob" also specifically mentions the structure, saying, "The Mehtar Qosim bridge, built on the Kohak River during the reign of Ubaydullah Khan, is the only and most famous in the world." The reason for its name is Mehtar Qosim, because the bridge was built at the expense of Mehtar Qosim, the zakat collector of the Bukhara Khanate at that time.

According to one of the 18th century authors, Mirza Badi'divan , this structure had 11 arches. In 1962, as a result of the archaeological expedition of the historian and archaeologist, academician, YG'. Gulamovych, the remains of the foundations of 2 arches of the bridge were found and examined at the bottom of the Karakul River. According to him, the distance between the arches was 6 m, the width of each foundation was 3 meters, and the length was 8 meters. A waterproof "snow" construction mixture and a mixture of lime, pistachio, coal, and mortar were also used. The structure was built of 26-26x27-7-5 cm bricks. Mehtar Kasim, based on the dimensions of the preserved parts of the bridge, determined that the bridge was 120 meters long and 6 meters wide. In ancient times, along with the road traffic from the bridge, 11 ravines of water from the Zarafshan River were diverted by the mirobs during irrigation and distributed to the Romitan, Jondor, and Karakul districts.

A significant part of the bridges that have survived to this day in Central Asia were built during the reign of Abdullakhan II, which indicates his policy aimed at developing road transport and irrigation infrastructure. The bridges built by Abdullakhan II include the bridge over the Kashkadarya in the city of Karshi, the bridge preserved in the Zharkurgan district of the Surkhandarya region, the 21-arch bridge near Karmana, the “Puli Mukhtar Qosim” bridge located in the vicinity of Gijduvan, and the Darg'om bridge on the Samarkand-Karshi route. Also, the “Pul-i Oshiqon” (Bridge of Lovers) built over the “Rudi Shahr” canal in Bukhara, eight wooden bridges on the road from Bukhara to Khiva via Romitan, and the five-arched “Puli Jondor” bridge in the southwestern part of Bukhara are examples of architectural heritage from this period. The bridges built during the reign of Abdullakhan II not only facilitated transport, but also played an important role in ensuring the continuity of trade routes, supporting irrigation systems, and strengthening interregional economic ties. These structures demonstrate the high level of engineering thought and practical construction experience during the Shaybanid era and still retain their scientific significance as an important part of the historical and architectural heritage today.

The reign of Abdullah Khan II During the reign of Bandihansoy (1557-1598) on important bridge building build Historical in sources this bridge Iskandar bridge, G'isht bridge and Stone Bridge names with to the language is taken. The structure in ancient times Termez, Chaganiyan and Hisar gardener important trade way on located to be strategic and economic importance has was. Of the bridge general 70 meters long, 5.75 meters wide, 12.1 meters high organization will, wills and average 5.8 meters to the length has. Currently this architectural monument Surkhandarya province Sandpit district in the territory located. Construction in the process 25x25x5 cm, 26x28x4-4.5 cm and 27x29x5 cm in size ripe from bricks used. Bridge porches river on the shores to the poles relied on to be, to be now on the day eastern and western on the sides poles partially broken in case preserved remaining. Bandihansoy on top this bridge, during the reign of Abdullah Khan II road and transport infrastructure to develop separately attention directed shows. Structure trade of the roads continuity provide with together, Shaybanis period engineering and construction of the technique high level reflection The bridge preserved remaining parts today's 16th century today architecture in learning important historical-architecture source is considered.

In ancient times, Alexander Bridge, Gisht bridge, stone bridge names with called Bandhansay on top of bridge

In sources as written in ancient times merchants city was In Poykent thousands works there is was. Of them peace on time caravanserai task, hit on time and experiments later cities also used in construction.

From Karmana in 1582 by Abdullah Khan II To the Gijduvan going of the road Zarafshan river on pizza "Puli Karmana " bridge from Gish This bridge has 21 arches. from it going water Bukhara to the districts distributed. Also dumb and unused unattended lands domesticated village farm field to develop big contribution added by. Shaybanids period Road and roadside structures one how many current until today saved and using is coming.

CONCLUSION

In conclusion, it can be said that the roads and roadside structures built during the Shaybanid period, such as cisterns, rabots, caravanserais and bridges, were of great importance in the history of Central Asia as important infrastructure facilities. Today, these monuments are of great importance not only as historical heritage, but also in economic, social and cultural terms. During the Shaybanid period, great achievements were made in the fields of urban planning, architecture and road construction, trade and commerce in Central Asia. Studying the roadside structures built during the Shaybanid era allows us to better understand the social, economic and cultural life of Central Asia at that time. This shows that the Shaybanid era was an important period in the history of Uzbek statehood. The Shaybanids also carried out construction work, not inferior to the Timurids. The cisterns, rabotas and bridges built during the Shaybanid era reflect the architectural and engineering achievements of that era. These structures are not only valuable for their architectural aspects, but also demonstrate the development of Central Asian culture and the expansion of trade and transport links. Today, they serve as historical monuments, providing an opportunity to study the technological achievements and art of that era. The rabotas and bridges built during the Shaybanid era served the development of trade and transport as part of the “Great Silk Road”. Today on the day this buildings , historical trade of the roads importance understanding and study for They are not only important of trade development , but also economic of connections extreme effective organization also reflects the That during the period , especially dry and desert in the regions cisterns his/her own importance separately Today 's on the day this buildings water supply and resources management according to old and effective technologies study and application opportunity gives . The current time in the circumstances, especially dry and white in the regions, their systems and methods modern water supply and resources management to systems inspiration source to be possible. During this period built buildings, including cisterns and works, current on the day tourism for big opportunities They create historical and cultural inheritance as tourism in the field attractive to objects Cultural tourism development through, this buildings not only history to save, maybe region economy also help in development gives.

From this we can see that the architecture of the Shaybanid period was historically, culturally, economically, and ecological in terms of valuable are structures. Today on the day them restoration and storage, not only that's it the period to remember to get, maybe modern to problems solution find It is also important for.

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