

**Extracts from Minutes of gatherings of residents of the settlements close along the «Western Europe - Western China» and «Center – South» Transportation Corridors**

**Summary of monitoring**

<i>District</i>	<i>Number of settlements</i>	<i>Number of residents</i>	<i>Number of identified problems</i>
<u><i>I. Akmola Region, «Center – South» Transportation Corridor</i></u>			
1. Arshaly	10	57	5
2. Astana city	1	111	44
<b>Subtotal:</b>	<b>11</b>	<b>168</b>	<b>49</b>
<u><i>II. Aktobe Region, «Western Europe - Western China» Transportation Corridor</i></u>			
3. Martuk	5	71	23
4. Aktobe city	1	6	7
<b>Subtotal:</b>	<b>6</b>	<b>77</b>	<b>30</b>
<u><i>III. Zhambyl region, «Western Europe - Western China» Transportation Corridor</i></u>			
5. Baizak	10	154	41
6. Zhambyl	9	150	14
7. Zhuali	16	90	29
8. Kordai	17	169	45
9. Merken	20	174	54
10. T. Ryskulov	19	134	49
11. Shu	2	4	4
<b>Subtotal:</b>	<b>93</b>	<b>875</b>	<b>236</b>
<u><i>IV. Karaganda Region, «Center – South» Transportation Corridor</i></u>			
12. Oskarovka	5	48	29
13. Bukhar Zhyrau	6	77	7
14. Temirtau city	1	17	7
<b>Subtotal:</b>	<b>12</b>	<b>142</b>	<b>43</b>
<u><i>V. Kyzylorda Region, «Western Europe - Western China» Transportation Corridor</i></u>			
15. Zhanakorgan	13	105	52
16. Shieli	12	114	48
17. Kyzylorda city	6	178	19
18. Syrdarja	4	48	28
19. Zhalagash	4	88	20
20. Karmakshi	13	96	38
21. Kazalinsk	11	-	23
22. Aral	9	-	14
<b>Subtotal:</b>	<b>72</b>	<b>629</b>	<b>242</b>
<u><i>VI. South-Kazakhstan region, «Western Europe - Western China» Transportation Corridor</i></u>			
23. Sairam	9	66	30
24. Ordabasy	8	193	61
25. Baydybek	2	26	11
26. Tyulkubas	12	197	29
27. Kazygurt	10	115	37
28. Turkestan township	6	43	25
29. Shymkent city	10	163	32
30. Saryagashsky	3	36	15
<b>Subtotal:</b>	<b>60</b>	<b>839</b>	<b>240</b>
<b>TOTAL:</b>	<b>254</b>	<b>2730</b>	<b>840</b>

## Akmola Region, «Center – South» Transportation Corridor

### Contents:

1. Zhybek Zholy village .....	2
2. 42th siding village .....	2
3. Zhaltyrkol village .....	2
4. Babatai village .....	3
5. Shoptykol village .....	3
6. Izhevskoye village.....	3
7. Akbulak village.....	3
8. Arshaly village .....	4
9. Aktasty village .....	4
10. Turgen village .....	4
11. Anar village.....	4

### Total coverage in Akmola region:

<i>District</i>	<i>Number of settlements</i>	<i>Number of residents</i>	<i>Number of identified problems</i>
1. Arshalynskiy	10	57	5
2. Astana city	1	111	44
<b>TOTAL:</b>	<b>11</b>	<b>168</b>	<b>49</b>

### Section of the road # 1 (Astana city – Babatai village)

Technical supervision: LLP «Irmast-A»

Subcontractor: LLP «Ivrus»

#### **1. Zhybek Zholy village**

November 28, 2014, 02:00 pm

Number of participants: 57 people.

1. It is necessary to provide residents with full information about the project.
2. Will close the cafe, located near the road?
3. It should be three bus stops on each side of the road.
4. The pits have already been formed on the new road (the road to Izhevskoye village).
5. It is necessary to find out whether there are fields and pastures of inhabitants beyond the road, as well as to resolve the issues regarding cattle droves and driveways for agricultural machinery.

#### **2. 42th siding village**

November 28, 2014, 04:00 pm

Number of participants: 9 people.

6. It is necessary to provide residents with full information about the project.
7. It is necessary to find out whether there are fields and pastures of inhabitants beyond the road, as well as to resolve the issues regarding cattle droves and driveways for agricultural machinery.
8. Residents make approaches to Kazakhstan Temir Zholy Railway Company for permission to establish a railway crossing, as an existing road to the village is going through the protected area near the railway bridge.

#### **3. Zhaltyrkol village**

December 02, 2014, 11:00 am

Number of participants: 7 people.

9. It is necessary to provide residents with full information about the project.
10. How will the traffic intersection be arranged? Where will be U-turns? Where will be the bus stop? How it will be equipped with heat-insulation and WC?
11. Meltwater accumulate and rise to the level of the roadway in the spring, so it is necessary to arrange a culvert.

12. Careers should be cleaned and reclaimed after all work has been done.

### **Section of the road # 2 (Babatai village – Izhevskoye village)**

Technical supervision: JSC Branch «Zhol Sapa»

Subcontractor: LLO «DS Noiburg»

#### **4. Babatai village**

December 02, 2014, 02:00 pm

Number of participants: 5 people.

13. It is necessary to provide residents with full information about the project.

14. Construction machines broke the internal roads; it is necessary to restore and maintain its normal state.

#### **5. Shoptkol village**

December 02, 2014, 04:00 pm

Number of participants: 14 people.

15. It is necessary to provide residents with full information about the project.

16. In case of installation of roadside guard rails, residents have to drive around for a long time, as there is no backward turn.

17. There is an exit from the village to the road (residents drive to work, and children go to school), but the vehicular passage is closed permanently and residents removed the grid.

18. It is necessary to make a bus-stop and crosswalk to it.

19. Given the strategic importance of the substation for water delivery to Astana and air defense forces, and to the railway section from Osakarovka up to the 40<sup>th</sup> station, it is necessary to arrange a road with enhanced heavy-duty road surfacing directly to the substation.

20. All construction companies discard rubbish constantly; to take measures to eliminate unauthorized dumps.

21. Residents of surrounding villages need to be employed with the construction companies. We have a high unemployment rate, but the companies hire outsiders.

#### **6. Izhevskoye village**

December 03, 2014, 11:00 am

Number of participants: 10 people.

22. It is necessary to provide residents with full information about the project.

23. Where will be U-turns?

24. Need for cattle pass across the road and passage for agricultural machinery (with relevant dimensions).

25. A huge industry in the village requires a transport junction (clover leaf interchange). Without traffic interchange a rural enterprise will lose customers, the turnover of goods will be interrupted (the entity has a 30-50 daily wholesale buyers with large semi-trucks). Huge streams of cars ( $\approx 150$  per day) come for the day-old chicks in the spring time.

### **Section of the road # 3 (Izhevskoye village – Anar village)**

Technical supervision: LLP «Zhol Sapa»

General contractor: LLP «Kazgerstroy»

#### **7. Akbulak village**

December 03, 2014, 02:00 pm

Number of participants: 13 people.

26. It is necessary to provide residents with full information about the project.

27. Construction companies illegally occupied territory of peasant farms for construction works. Losses were not reimbursed. They were placed on the following areas:

- Peasant farm «Pitkovskiy P.Ye.» 28.5 hectare;

- Peasant farm «Bolashov» 18 hectare.

28. Large-diameter pipe must be placed at 1328 km (Station # 431 (439)), as the current pipe has not enough capacity and the village is flooded.

## **8. Arshaly village**

December 10, 2014, 10:00 am

Number of participants: 9 people.

29. It is necessary to provide residents with full information about the project
30. There is no highway crossing over the railroad and across the road of Astana-Temirtau, therefore many peasant farms use a crossover to run its agricultural machinery from Arshaly to Akbulak village, interfering cars and creating a dangerous situations.
31. There are many pits on the other side of the road (across Ishim); it is necessary to build a bridge to establish by-pass road.
32. It is necessary to make a bus-stop and a pedestrian underpass towards it.
33. It is necessary to extend the ramp towards the bus station and make U-turns for motor vehicles.
34. It is necessary to set the cattle drove between Akbulak and hotel Mengitau.
35. It is necessary to consider the possibility of building the Road Maintenance Facility (RMS) in the Arshaly, due to the fact that the village is located at the intersection of all main roads.

## **9. Aktasty village**

December 10, 2014, 12:00 pm

Number of participants: 5 people.

36. It is necessary to provide residents with full information about the project.
37. It is necessary to make a driveway for agricultural machinery.
38. It is necessary to make the bus stop.
39. Public awareness activities should be conducted for residents to explain the ways of junction's arrangement in Bersuat village.
40. Meltwater of a Bersuatskiy reservoir goes across the Aktasty bridge, then crosses the road next to the cafe Mengitau and floods the entire area during heavy floods.
41. It is necessary to build culverts to pass over such volumes of water.
42. It is necessary to arrange the turns as close as possible to the Bersuat's transport junction to avoid many kilometers of detours.

## **10. Turgen village**

December 10, 2014, 02:00 pm

Number of participants: 23 people.

43. It is necessary to provide residents with full information about the project.
44. It is necessary to make the bus stop (this bus-stop serves 5 localities – Shortandy, Beloyarovka, red Lake, Turgen, and Konstantinovka)
45. It is necessary to provide quality bypass road at the time of the main road renovation.
46. It is necessary to ensure a safe pedestrian crossing across the road towards the direction of Karaganda.

## **11. Anar village**

December 10, 2014, 04:00 pm

Number of participants: 16 people.

47. It is necessary to provide residents with full information about the project.
48. It is necessary to set the cattle drove between MES station and Yesil fuel station.
49. The bus stop was dismantled; there is a need to install a new one next to the cattle drove or transport junction.
50. Public awareness activities should be conducted for residents to explain them the exact location of the future transport junction, its ramps, and plans for asphaltting of near-by roads.

## Aktobe Region, «Western Europe - Western China» Transportation Corridor

### Contents:

1. Zhaisan village, Martuk District .....	5
2. Kensahara and Sarzhansay villages, Martuk District.....	5
3. Martuk village, Martuk District .....	5
4. Khlebodarovka village, Martuk District.....	6
5. Kuraily village, Aktobe city administration .....	6

### Total coverage in Aktobe region:

District	Number of settlements	Number of residents	Number of identified problems
1. Martuk	5	71	23
2. Aktobe city	1	6	7
<b>TOTAL:</b>	<b>6</b>	<b>77</b>	<b>30</b>

#### 1. Zhaisan village, Martuk District

Number of participants: 27 people

1. There is no exit from the highway at the 96<sup>th</sup> km., which is convenient for residents and which is not blocked with snow in the winter, because there is free space and iron road protects against drifts.
2. There is no exit on the fields of college and Voznesenovka village, so the cars drive directly through the fields.
3. There are no cattle droves for great cattle (150 head) and small cattle (600 head) against the cemetery (97<sup>th</sup> km.) and at the eastern side of the village. Thus, the interests of more than 400 households have been violated.
4. There are no toilets nearby bus stops.
5. Constant strong snow drifts due to roadside guard rails and lack of snow shields on the 86<sup>th</sup> - 88<sup>th</sup> of kilometers.
6. Poor quality of highway: transverse cracks along the entire highway, as the fertile layer has not been restored and the recultivation measures have not been performed; rains erode the embankments and road shoulders are slumped.
7. Allergic poisonous herb has started to grow due to the fact that the fertile layer has not been restored and recultivation of roadsides has not been done. The dust from the road goes to the village and gardens.

#### 2. Kensahara and Sarzhansay villages, Martuk District

Number of participants: 19 people

8. There is no lighting on the highway along the Kensahara village.
9. There is no passage for agricultural machinery (12 units) near the entrance to Kensahara village.
10. The old road to Martuk has destroyed.
11. There are no pedestrian crossings, bus stops and toilets next to them.
12. Acoustic shield of 500 meters length must be installed in the Sarzhansaya village along the Aktobe street.

#### 3. Martuk village, Martuk District

Number of participants: 23 people

13. Road is blocked with snow due to the design of roadside guard rails and the lack of cleaning.

14. The roadsides are peeling off and slumping.
15. Very narrow cattle drove near the new bridge to the Yelek; it is necessary to expand it (300 units of great cattle and 50 units of small cattle).
16. There is no driveway for agricultural machinery next to Y-junction of the new road.
17. Strips of wood have not been restored along the entire length of the road.
- 18.
19. Two careers have not been recultivated (beyond KazMunaiGaz gas stations and near the bridge to Yelek).

#### **4. Khlebodarovka village, Martuk District**

Number of participants: 12 people

19. The exits of the roads on the south and the north sides of the village have been broken during construction and were not restored after its completion.
20. Trucks destroyed the field of stadium, as well as such streets as Aytike bi, Jenis, Aybergenov and Trenin.
21. There is no bus stop at the entrance to the Martuk village.
22. There are no toilets near bus stops.
23. Sides of the road have not been recultivated.

#### **5. Kuraily village, Aktobe city administration**

Number of participants: 6 people

24. U-turn at the exit from the village needs to be done closer to the village, near the campsite.
25. Permanent snow drifts due to design of roadside guard rails.
26. Lack of lighting along the road.
27. Internal roads remain in a terrible condition.
28. The ramp on «Rossovhov» has been eroded by rainwater. It must be done in a more suitable location.
29. It is necessary to install the bus stop and pedestrian crossing near the 39<sup>th</sup> switching track.
30. The sharp and dangerous narrowing of road under the transport junction ahead of Aktobe city. This is the reason of accidents, including traffic fatalities. It is urgent to expand the road.

## **Zhambyl region, «Western Europe - Western China» Transportation Corridor**

### **Content:**

1. Bayzak District, Baytereksky rural circumscription (hereinafter r/c), Bazarbai village .....	8
2. Bayzak District, Baytereksky r/c, Sarykemer-2 village .....	8
3. Bayzak District, Botamoynaksky r/c, Baizak village .....	8
4. Bayzak District, Burylsky r/c, Buryl village .....	9
5. Bayzak District, Dihansky r/c, Aymantobe, Dikhan, Jenis villages .....	9
6. Bayzak District, Zhanaturmyssky r/c, Zhibek Zholy village .....	9
7. Bayzak District, Zhanaturmyssky r/c, Aksholak village .....	10
8. Bayzak District, Zhanaturmyssky r/c, Zhanaturmys village .....	10
9. Bayzak District, Myrzataysky r/c, Myrzatai, Dikhan villages .....	10
10. Bayzak District, Sarykemersky r/c, Sarykemer, Kusak villages .....	10
11. Zhambyl District, Ayshabibinsky r/c, Aisha-Bibi, Kyzyltau villages .....	10
12. Zhambyl area Akbastauskyy c / o, p. Birlesu-Enbek. ....	10
13. Zhambyl district, Zhambyl r/c, Beszhildyk, Shaikoryk, Kapal, Tanty, Konyrtobe villages .....	11
14. Zhambyl district, Kolkaynarsky r/c, Tastobe, Enbek, Zhambyl, Kostobe villages .....	11
15. Zhualinsky district, Aksaiskiy r/c, Dihan, Kairat villages .....	11
16. Zhualinsky district, B.Momyshuly r/c, B.Momyshuly regional center .....	11
17. Zhualinsky district, Burnooktyabrsky r/c, Nurlykent village, Kokbastauskyy r/c, Teris, Kostobe, Kosboltek, Bakaly villages .....	12
18. Zhualinsky district, Karasazsky r/c, Karasaz, Akbastau, Zhurymbay, Karasu, Koktas villages .....	12
19. Zhualinsky district, Shakpak-Ata r/c, Shakpak-Ata, Duysenbayuly villages, station Shakpak .....	12
20. Korday District, Betkaynarsky r/c, Sogandy village .....	12
21. Korday District, Zhambyl r/c, Zhambyl village. ....	13
22. Korday District, Kakpatassky r/c, Beriktas village. ....	13
23. Korday District, Kakpatassky r/c, Kakpatas village .....	13
24. Korday District, Karasu r/c, Karasu village. ....	13
25. Korday District, Kasyksky r/c, Kasyk village. ....	13
26. Korday District, Kenensky r/c, Kenen village. ....	13
27. Korday District, Kordai r/c, Kordai village .....	14
28. Korday District, Sarybulak r/c, Kainar village (Blagoveschenka) .....	14
29. Korday District, Sarybulak r/c, Kalguty village .....	14
30. Korday District, Sarybulak r/c, Sarybulak village. ....	14
31. Korday District, Stepnovskiy r/c, Stepnoe village. ....	14
32. Merke District, Akermenskiy r/c, Akermen, Kentai, Altynaryk, Akkoz Kainar villages. ....	14
33. Merke District, Aktogansky r/c, Aktogan and Kazahdihan villages .....	15
34. Merke District, Andas batyr r/c, Andas Batyr, Granitogorsk villages. ....	15
35. Merke District, Asparinskiy r/c, Aspara village .....	15
36. Merke District, Zhambilskiy r/c, Zhambyl village .....	15
37. Merke District, Kenessky r/c, Kenes, Kaiyndisay .....	16
38. Merke District, Merkenskiy r/c, Merke village .....	16
39. Merke District, Oitalskaya village administration, Oital village .....	17
40. Merke District, Sarymoldaevsky r/c, Ekpendy village .....	17
41. Merke District, Sarymoldaevsky r/c, Sarymoldaeva, Ekpendy, Oital villages. ....	17
42. Merke District, r/c T.Ryskulov, Internationalniy and Zhdanovo villages .....	17
43. T. Ryskulov district, Akyrtobinsky r/c, Akyrtobe, Maldybay villages. ....	17
44. T. Ryskulov district, Zhanaturmyssky r/c, Zhanaturmys village. ....	17
45. T. Ryskulov district, Karakystaksky r/c, Kazakh, Zhalpaksaz, Tassholak, Kamenka villages .....	18
46. T. Ryskulov district, Kokdonensky r/c, Kokdonen, Zhaksylyk villages .....	18
47. T. Ryskulov district, Kulanskiy r/c, Kulan, Karakat, Shonger villages. ....	18
48. T. Ryskulov district, Kumariksky r/c, Kumaryk, Karakemer, Algabas villages .....	18
49. T. Ryskulov district, Lugovoi r/c, Lugovoy village (Lugovaya station) .....	19
50. T. Ryskulov district, Orneksky r/c, Ornek village .....	19
51. T. Ryskulov district, Terenozeksky r/c, Terenozek, Sholak-Kaiyndy, Kokaryk villages. ....	19
52. Shu District, Aksu, Orazaly batyra villages. ....	19

**Total coverage of monitoring in Zhambyl region:**

<i>District</i>	<i>Number of settlements</i>	<i>Number of inhabitants</i>	<i>quantity of identified problems</i>
1. Baizakskiy	10	154	<b>41</b>
2. Zhambylskiy	9	150	<b>14</b>
3. Zhualinsky	16	90	<b>29</b>
4. Kordaiskiy	17	169	<b>45</b>
5. Merkenskiy	20	174	<b>54</b>
6. T. Ryskulovskiy	19	134	<b>49</b>
7. Shuiskiy	2	4	<b>4</b>
<b>TOTAL:</b>	<b>93</b>	<b>875</b>	<b>236</b>

*1. Bayzak District, Baytereksky rural circumscription (hereinafter r/c), Bazarbai village*

1. Our fields left behind the road. We will not be able to go to the field across the road, if there is no exit.
2. It is necessary to make a ring at the intersection of the district road and the highway.
3. Internal roads are broken and need of repair.
4. Near the peasant economy stead (hereinafter e/h) of B. Rakhmanov was made a bridge for water, and the laid culverts are pre-owned. There is no road exit, it is possible to drive up on the field, but there is no way to drive out. There is no road between the highway and the field either.
5. It is necessary to fill up the exit's roads with a gravel at the intersection of Sarykemer-Bazarbai road 44 picket.
6. The uneven joints of the road with the bridge (holes) creates an emergency.

*2. Bayzak District, Baytereksky r/c, Sarykemer-2 village*

7. Requires complete information about the project: on the road category, the presence or absence of livestock underpasses on the highway, about lighting and setting of signs at the intersection of the regional road with the highway.
8. It is necessary to solve the problem of the organization the underpasses, as there are cases of car accident with livestock.
9. It is necessary to solve the problem of safe passage at the crossroads of regional and district roads with the highway, since the traffic light and the lighting is not provided.
10. Raise the exit to the monument of Baizak Batyr, because many people comes the monument.

*3. Bayzak District, Botamoynaksky r/c, Baizak village*

11. The common drainage left on the oppoplot side of the e/h «Mariya and K», the water pipe was not laid, and it is difficult to water the other side of lands. In a place where there is a bridge over the canal, the drainage is broken. Waterlogging will occur. In August of this year, near the stead a roadbed was laid, and the clay was poured out on the road without irrigation, and the wind has brought a layer of dust on stead with tomatoes. In addition, on the field made the technical parking lot, thereby the tomato crop was lost. Who will compensate the losses?
12. On the stead to e/h of Karimova D. was dumped a debris, such as clay, asphalt and gravel.
13. Irrigation pipes across the road near Bazarbai village were laid deep, because of this pipe can be completely clogged.
14. At the 57 Picket located the e/h «Myrzaly.» On this stead a construction of exit has begun, while below 100 meters there is the earlier used exit, which all e/h, located in this area, have always used. If the new exit will be organized, to e/h will have to go through the «Myrzaly» stead, and the fields will deteriorate, and we will not let it drive through. We have 7 farms at the bottom and 15 at the top. During the summer, agricultural machinery drives to the field at least 40-50 times. It is necessary to leave earlier used exit on 100 meters below.
15. In the area of the e/h «Myrzaly» the mound for the exit is making. This exit is not convenient for others to e/h, since there is an exit below, located on the boundary between farms. As it shown on the map of circumscription's stead s, our field is not divided. And this stead was withdrawn without compensation. Exit must be provided at the prior place: at the picket 58 in front of the bridge.



16. At the picket 46-50 there is no drainage, no place to drop water.
17. Safety of the intersection of the «WE-WC» highway with the district and regional roads. Necessity of ring traffic at the following sections: Taraz-Sarykemer-Tuymekent-Aksholay, Sarykemer-Bazarbai, Sarykemer- Myrzatai.

#### *4. Bayzak District, Burylsky r/c, Buryl village*

18. A stead of e/h «Birlik» was left behind the road, where irrigation system was broken and difficult to water because the stead became higher, the water does not rise. Now it is necessary to bear the costs for planning the stead.
19. In the period of land withdraw, e/h «Veteran's» stead was purchased for the development of a quarry at the rate of 5 hectares, and the Contract on the compensation made for the 5 ha. When I got to the act of state on the land, I found out that the rate is 6.3 hectares. I got no compensation for the difference of 1.3 hectares. According to the agreement, the plot for the quarry, as it is in the plan, is 100 meters by 500 meters, and the company has developed a quarry, discording to these sizes, and part of the quarry's side has captured cultivated area. The gravel from quarry are not taken anymore, it stays open. The issue is about the terms of quarry reclamation and compensation for 1.3 hectares.
20. At the 226 picket the culverts to irrigate lands, which situates below, were not laid. Although earlier, before the construction, representative of KOKS (Galina Mihaylovna) was informed about this, and she came to the place and promised that the pipe will be laid with the account of the opinion of the economy steads' representatives. And now the road construction is almost completed, but there is no tube, and we do not have water. It is impossible to drive off the water, since the land slope is different. Therefore, to pour on the lands, it is necessary to pull a ditch from the main irrigation channel on the northeast to the pipe, which is paved, and only then to drive off the water to the oppoplot direction at an angle to the north-west. Totally about 3 kilometers away is all the way to obtain the necessary water. It is necessary to consider the possibility of irrigation system organization.
21. 207 + 400 Picket. Lands of e/h «Bainazarov» locate below and during the watering, all the water is drained out to the edge of the stead in front of road and floods my field. Even before the construction of I initiated meetings with experts, who were practiced in specifying the locations for the installation of culverts. The pipe was not paved on this plot, but in the project there is planned exit, which will always be flooded, and the road will flooded too. Exit's construction on this plot has already begun, gravel was already poured, and then the water flowed and begins to flood. Therefore, we were forced on one's own to correct the mistake of planners. We dug a trench (depth of 1.5 meters), stretched and dam it to drain the water. Spillway system is not provided by project. To solve this problem, it is necessary to lay 8 meters of pipes (d = 1 meter), to make a spillway.

#### *5. Bayzak District, Dihansky r/c, Aymantobe, Dikhan, Jenis villages*

22. Near the 97th picket passes the irrigation «Kuntut channel.» Instead of a tray, two pipes laid with a diameter of 0.8 m (1.6 cubic meters). When there is a lot of water, it is pours out from the canal, flooding the adjacent e/h steads. In connection with the recent flooding, it was necessary to dam the broadsides of channel. All obtained water is paid, but we can not use it, so the water loss occurs.
23. In the stead of e/h «Akzhol -7» there is a necessity to set up the spillway pipe, installed pipe locates far, about 1 km away, we have to dig up to this pipe, and the diameter of the pipe is not enough for the volume of discharged water. Moreover, 0.5 hectares land, which requires watering, stayed behind the road. If the tube is not present, then there will not be a watering. Due to the high slope of the land, the water from the pipe, installed for the spillway, will not rise to irrigate the remaining stead.
24. At the crossroads at the 82 exits are not smooth, the cars jump, and ice and snow are ahead, it's dangerous.
25. Requires exit to the greenhouses of M. Fazulov's e/h «Talap» on 94 picket.

#### *6. Bayzak District, Zhanaturmyssky r/c, Zhibek Zholy village*

26. There is no sign at the entrance of Zhibek Zholy village;
27. There is no sign of U-turn, and on the way to Taraz we have to go to the oncoming lane to drive in Zhibek Zholy village. At 057th picket it is necessary to set temporary signs or markings.
28. At the turn to the Bazarbai village, the interchangewith highway is uneven. It is dangerous for drivers, since in the absence of light that interchangeis invisible. It is necessary to align the junction.

*7. Bayzak District, Zhanaturmyssky r/c, Aksholak village*

29. U-turns located far from each other. If you go to the Zhambyl village (T. Ryskulovskiy district), you have to go 6-7 kilometers in the direction of T. Ryskulovskiy district to turn around, and then go as many times in the opposite direction to Zhambyl village and only then reach Aksholak settlement. To reach Aksholak we drive 12-14 km for nothing. It is necessary to make U-turns for the population in convenient locations. 30. Aksholak settlement's bridge for the livestock passes is far, we have to drive livestock across a pedestrian crossing.

31. Near the settlement, it is necessary to set a speed limit sign;

32. The absence of good exit on the road leading to the railway bridge, only gravel lies. There is a need of good exit for this road, because all of us use it.

*8. Bayzak District, Zhanaturmyssky r/c, Zhanaturmys village*

33. The U-turns from Zhambyl village to Aksholak, and near the Zhibek Zholy village, located too far away.

*9. Bayzak District, Myrzataysky r/c, Myrzatai, Dikhan villages*

34. The need for more culverts.

35. The need of livestock underpasses in each settlement so the livestock will not trample other lands.

36. After the withdrawal a small land plots have stayed on 3-5-10 ha, which is not inopportune for agricultural works. Need to consider the issue on change the purpose of such lands on the business for roadside service, or at the level of the regional akimat to give us recommendations for its effective use;

37. In the Senkbay village near Myrzatai the irrigation bridge was set, and the trays are installed not carefully, trays should be at the same level, because of this water cannot go through. On the sides of the trays, concrete sidewall are short, and the tray filled up with a gravel.

38. Road-Myrzatai Sarykemer crosses the highway «WE-WC». This intersection is dangerous. This road are used by 10 settlements, and for safety it is necessary to construct the roundabout turn.

39. The need in gardening, orchards, vineyards along the road, and in combination of it with roadside service.

40. At the interchange of the road and the bridge at the intersection Myrzatai-Taraz uneven surface, the machine falls, jumps. It is necessary to eliminate this unevenness.

*10. Bayzak District, Sarykemersky r/c, Sarykemer, Kusak villages*

41. It is necessary to make a circular traffic at the crossroads of regional and district roads with the «WE-WC» highway (Tuymekent-Taraz, Sarykemer - Myrzatai, Sarykemer-Bazarbai) since these intersections are dangerous.

*11. Zhambyl District, Ayshabibinsky r/c, Aisha-Bibi, Kyzyltau villages*

42. Requires an livestock underpasses and overpasses on 524 km, on the segment from the Kuyuk pass of Zhualinskiy district to the border of Aisha Bibi village, Zhambylskiy district.

43. It is necessary to reclaim quarry near Burylov Mountain, previously there were grazing lands;

44. It is necessary to expand the viaduct: agricultural machinery can not pass through;

45. It is necessary to leave the overpasses and livestock underpasses in two places along the road from Aisha Bibi to Karatobinskiy r/c, otherwise there will not be an access to pasture towards Burylov - mountain.

46. The necessity of livestock underpasses and overpasses, including in the place of «Kuyuk» pass, (about 524-th km)

*12. Zhambyl area Akbastausky c / o, p. Birlesu-Enbek.*

47. Loss of profit of compensation to the e/h «Bayely Bolys» and «Aliya» is not included in the amount. The size of the redeemed land is not comply with withdrawn land, the company took more than it was negotiated in the contract. The lands, which were withdrawn temporarily, also were taken not under the contract without paying compensation.

48. When the construction has begun, fertile soil layer was removed, but it was poured with the gravel under the base of the bridge and a high embankment of road.

49. Bridge dam is about 5-6 meters height. A 30 hectares land of two e/h , which already can not be used, stayed on the other side, because there is no the tunnel through this dam.
50. Across the street nor livestock, neither technique will not go through, since there is a road from the one side, on the other - trays of water, on the third - the railway track, and this plot stayed in this triangle. Previously, there was clover planted, and now they cannot take it out.
51. On the way there is developed gravel quarry near the river Asa, the water is close, and it flooded the quarry. Now there is no work on the quarry. Requires reclamation.

*13. Zhambyl district, Zhambyl r/c, Beszhildyk, Shaikoryk, Kapal, Tanty, Konyrtobe villages*

52. It is necessary to make a bus stop near Beszhildyk, since to drive from the road to the village Shaykuryk we have to make a big detour, but from the Beszhildyk bus stop it could be quicker.

*14. Zhambyl district, Kolkaynarsky r/c, Tastobe, Enbek, Zhambyl, Kostobe villages*

53. Requires livestock underpasses near Zhambyl aul, because e/h E. Aliev's 400 ha of irrigated lands (the part of it are 100 hectares of pasture) have left behind the road.
54. The construction destroyed the irrigation system of the lands of e/h Kosymbaev A., Abdrakhmanov M. (v. Kostobe), and during 2 years they can not take the harvest from the total area of 7.5 hectares. Farmers proposed a variant to provide other irrigated steads or repurchase the leftover lands, because it no longer possible to cultivate this land.
55. Behind the bridge requires the exit to the outcast land stead of 1 ha.

*15. Zhualinsky district, Aksaiskiy r/c, Dihan, Kairat villages*

56. The lack of the overpass for the passage of agricultural machinery complicates the agricultural activities of farmers and increases the burden on their budget large agricultural machinery with the width of 6 meters forced to go almost 50 miles in a circle (24 km in one way). Behind the road there are left more than 40 farms and more than 200 times per season machinery must pass through the road. In this regard, requires a large bridge (overpass), which did not take into account in the project, and this would solve the problem of two districts - Aksaykiy and Karasazskiy.

*16. Zhualinsky district, B.Momyshuly r/c, B.Momyshuly regional center*

57. Lack of bridges for the passage of heavyweight and large agricultural machinery, in this connection, the farms are forced to use a large bridge, but this is not allowed.
58. Insufficient light on the highway near settlements and bus stops
59. Insufficient number of bus stops and toilets, which were built not on each bus stops; waste containers installed not everywhere
60. Near the settlement there is a necessity of a sign «speed limit»
61. In winter on the Kuyuk passage is necessary to increase the number of evacuation points. For the servicing of this route in this plot, it is necessary to increase the amount of snow removal equipment
62. The need to extend the sidewalks up to the used bus stops along the highway with a width of 2 meters
63. At the entrance to the district, on the turn (on this segment) about 650 meters are not illuminated, the lighting required.
64. The necessity of the toilets along the entrance (near two bus stops).
65. During the winter, spring and autumn flood waters there is a danger of flooding. The need to install the culvert bridge towards the Safinov street.
66. Towards the B.Momyshuly aul there is a need to build bus stop, which would be as a protection in all weather conditions. As much as Zhualinsky district differs with the special natural conditions, in winter there is storms, low temperature, and winds are so strong, that the visibility is zero, drifts occurs often, because of which the highway can be blocked for a few days, buses and other vehicles can be trapped in the snow, and then people need outside help. In this regard, it is necessary to set the bus stops with the heating system, where travelers or passengers of intercity buses could wait for transport or assistance, without putting their lives at risk of hypothermia.

*17. Zhualinsky district, Burnooktyabrsky r/c, Nurlykent village, Kokbastausky r/c, Teris, Kostobe, Kosboltek, Bakaly villages*

67. The existing bus stop is located 3 km away from Teris road turn at the end of the Nurlykent village. The need of the bus stop, toilet and lighting near the turn to Teris village, because inhabitants of 6-7 settlements use this turn as a bus stop;
68. At the same location there is a necessity of additional road with pedestrian crosswalk;
69. The turns are very far. Required additional U-turn for passenger cars, so the inhabitants will not violate the rules and will not cause accidents;
70. Livestock underpasses do not comply with the villagers' requirements (there constantly accumulates water and because of it the livestock does not go through). Number of livestock underpasses is not enough. Required additional dry underpasses for Kokbastauskiy r/c (Bakaly);
71. Absence of full value overpass for large agricultural machinery.
72. Required an appropriate overpass below Nurlykent, since behind the road there are more than 30,000 hectares of cultivated lands were left. This place would meet requirements of all e/h.
73. Requires repair of internal roads of settlements, which were broken by companies' heavy trucks during the construction, and these roads were left without recovery
74. Required the reclamation of quarry with sand (loam), which was left on the circumscription's territory;
75. Required to expand the passage through a channel, across which the livestock goes to the existing underpass, because it is narrow for the plenty of passing livestock.

*18. Zhualinsky district, Karasazsky r/c, Karasaz, Akbastau, Zhurymbay, Karasu, Koktas villages*

76. At the border village of Karasaz at the intersection of regional track of B.Momyshuly-Koltogan-Koshkarata-Kaztogan with the republican highway «WE-WC» was not provided an overpass, which would solved all the problems of e/h on access to arable steads. The overpass for large agricultural machinery is required;
77. The project does not provide lighting on the track. This is a problem of all Zhualinskiy district. There is only about 20 lighting poles for the whole district center;
78. On the Akbastau's bus stop the construction of toilets on both sides are not provided by the project.
79. At the exit of Karasaz village to the track, the bus stop with toilet, pedestrian crosswalk and dumpster are not provided.

*19. Zhualinsky district, Shakpak-Ata r/c, Shakpak-Ata, Duysenbayuly villages, station Shakpak*

80. The lack of full bridge for the passage of agricultural machinery, significantly complicates the agricultural works. It is necessary to install the overpass.
81. Remoteness of U-turn creates the inconvenience to all inhabitants of the circumscription. Necessary to make a U-turn at the interchange of the old road to the highway
82. It is impossible for pupils to reach the school from the Shakpak station (more than 20 pupils, including 1-4 grades). In winter, it is impossible to get to school, which locates in the Shakpak-Ata village, because this plot of the road is snowbound. There is a need to set the bus stop for pupils from Shakpak station and an additional U-turn on the exit to the Shakpak station or in 600-700 meters from the border of South Kazakhstan Region (hereinafter - SKR) and Zhambyl region (in that place there is no snow snowbound)
83. A bridge for the passage of livestock for Shakpak station is required, since grazing is over, and access to pasture is blocked on both sides - by the railway and the track
84. It is necessary to make the lighting from the SKR border to the U-turn.

*20. Korday District, Betkaynarsky r/c, Sogandy village*

1. A bridge for the passage of agricultural machinery and livestock is required.
2. The need of convenient U-turns for passage of large equipment, and in the convenient place for everyone.
3. It is necessary to restore the internal road of Sogandy village. The company Cengiz Insaat restored 4 km of road (patching was made), the other 4 km of road were not made. Moreover, work performed on a

4-km were held not qualitatively (pits were not cleaned out and were not pre-coated with bitumen, the pits was just filled with asphalt, which already got out). In fact, it is necessary to restore 21 km road.

*21. Korday District, Zhambyl r/c, Zhambyl village.*

88. A pointers on the turn to the Aral and Kalguta villages are required.

89. Pointer of Zhambyl village is set on the far side of the village, it is necessary to install it before the village.

90. Road signs were installed on metal pipes, after some time, some signs were torn down, and the pipes were cut away. The need to prevent vandalism.

91. At the plot of track where the bus stop is (at the turn to Zhanaturmys village) the lighting needs to be done.

92. Requires underpasses at 230 km mark.

93. On the oppoplot side of Zhambyl village, there are new residential microdistricts, which are in need of gasification and water pipes. It is necessary to solve the problem with communications, which can be routed through the underpasses, it is impossible to do under the road, because it has already been built.

94. Exits are need to be done for new streets: Vodoemnaya, Novaya, Shoseynaya.

95. Since 24:00 till the morning, the lighting on the highway is disconnected. It is not safe for residents.

*22. Korday District, Kakpatassky r/c, Beriktas village.*

96. Over the road, there are about 40 sheepyards, in which the livestock should overwinter. There is no convenient livestock underpasses. A big bridge was built, but it is not yet used and it is we don't know whether it will be possible to drive the livestock and agricultural equipment through this bridge because underneath there is Kakpatas river flows, and in spring and autumn, it will overflow, and the livestock will not go in the water. It is unknown whether the large agricultural equipment (up to 5-6 meters and a height of 4 meters) will pass under the bridge, and if this equipment allowed to pass under the bridge? Requires information on the exploitation of the bridge.

97. It is necessary to reclaim a quarry in the district's territory, where the sand and gravel were taken.

98. The lighting from the bridge to Sarybulak with the distance of 20 km is required, because the livestock can go through at night.

99. The forest belts towards Sarybulak were removed and used for construction, and now at that place remained the hills along the road.

*23. Korday District, Kakpatassky r/c, Kakpatas village.*

100. It is necessary to restore the Moldazhan street.

*24. Korday District, Karasu r/c, Karasu village.*

101. Seventeen kilometers of road are built for too long (during 3 years). Because of this, it is inconvenient to get to the district center, personal transport needs in additional repairs.

102. It is necessary to provide full information on the restoration of forest belts, which were removed for construction.

103. It is necessary to expand the road and make a parking lot at the customs post (not at a crossroads, but farther, since at this point accumulates a lot of transportation, frequent emergencies, and local residents often can not get to the village).

*25. Korday District, Kasyksky r/c, Kasyk village.*

104. The need of install warning signs at the U-turn to the village from both sides.

105. It is necessary to ensure the maintenance of cleanliness around the track.

*26. Korday District, Kenensky r/c, Kenen village.*

1. The road to the village is through a concrete bridge, which was built in 1960, and even before the construction of the road, it was in state of emergency. The bridge was poured with concrete. Necessary to conduct a major overhaul.

2. The exits from the track is poor quality. The edges are uneven and crumble.

3. For building needs and dust suppression the company Cengiz Insaat carried a water through two streets: Tynybay Mazhirin and Zhylybaeva, and thereby the streets become broken down (one street is 1600 m., other one is 1400 m.). In addition, the workers (Kamaz drivers) lived in the village, and they broke down the streets by cars. The necessity to restore the streets.
4. It is necessary to reclaim a pits and debris left in the village.
5. The toilet near the bus stop at Kenen village is required.
6. The livestock underpasses was made narrow and low. There is a large livestock underpass at the top, but only a small number of economy homesteads can use it.
7. At the top there are five sheepyards have left, and there is no access to it. A dirt road to these sheepyards needs to be done.
8. The company warmed up a bitumen for road and this summer the fire occurred, our pastures affected, it is necessary to repair the damage.

*27. Korday District, Kordai r/c, Kordai village.*

114. It is necessary to ensure the maintenance of the track with a clean and care of greenery.
115. The track is very slippery, even when insignificant frosts.

*28. Korday District, Sarybulak r/c, Kainar village (Blagoveschenka).*

116. The company just aligned a quarry, there is no greenery, the dust everywhere. The need of reclamation.
117. Requires a toilet near the bus stop.
118. At the bus stop, on the Kainar plot there is no overpass.
119. The absence of livestock underpasses. A very long way to go over the bridge to the pasture, which implies trampling of the other fields.
120. The company "KCC" took a gravel from the Shu river and did not reclaim quarry.

*29. Korday District, Sarybulak r/c, Kalguty village.*

121. It is necessary to reclaim quarry near the bridge.
122. Machinery of companies continue to ride on the road of the village, kicking up dust, road is not watered, and this road needs to be asphalted.

*30. Korday District, Sarybulak r/c, Sarybulak village.*

123. The light on the track is turned off at 24.00, and until the morning, there is no lighting.
124. The absence of toilet at the bus stop on the highway.
125. After forest belt was removed for construction, ground is still uneven.

*31. Korday District, Stepnovskiy r/c, Stepnoe village.*

126. Livestock go across the road, because the existing livestock underpasses locate uncomfortable.
127. It is necessary to set the video-recording of traffic violations at a pedestrian crossing, because drivers do not pass pedestrians.
128. It is necessary to solve the problem of landscaping and effective watering of seedlings.
129. It is necessary to restore internal road (through Kalguty village), which was used by construction company.

*32. Merke District, Akermenskiy r/c, Akermen, Kentai, Altynaryk, Akkoz Kainar villages.*

130. Absence of livestock underpasses, while in Akermen locates JSC «State plant breeding of Merke» in which grows about 21 000 head of breeding livestock, and compelled distance of transhumance along the highway is 50-60 kilometers.
131. Required distance between the highway's curb and the lands of economy homesteads for the passage of livestock on pastures.
132. Between Akermen village and Merke, district center at a distance of 35 kilometers located only one U-turn. To get to Akermen, and then go back in Merke, we forcedly must drive about 60 km. It is necessary to make U-turns at least every 10 kilometers.

133. The road Aspara-Belaryk-Akkoz-Kainar, which connects three settlements, was destroyed by time and because of the construction and in need of repair.

134. Requires permission for conducting a gas pipeline for Kenes-Akermen-Aspara through the highway.

*33. Merke District, Aktogansky r/c, Aktogan and Kazahdihan villages.*

135. It is necessary to provide access to information about the entrances to the highway.

136. It is necessary to equip the livestock underpasses and passages for machinery at the border of Merke and T.Ryskulov district.

137. It is necessary to restore culverts trays on the Aymatov, Abildayev, Nartbaev streets and at the end Abay street, and conduct works to prevent flooding of the road base and nearby houses.

138. Livestock underpasses has built, but with combined functions of the passage of water during the spring and autumn floods. Livestock refuses to go through it.

139. Interdistrict livestock underpasses and additional road for agricultural machinery need to be done.

140. It is necessary to arrange the U-turns, which would be convenient for residents.

141. It is necessary to revise the U-turn points on the road. To get to Mehtok (mechanized warehouse for cleaning grain), it is necessary to drive 20-25 km through the Zhanaturmys villages of T. Ryskulov district, and to reach Lugovoe village we forced to pass through Merke.

142. 500 trees were cut down, but after the road was built, it was found that the road did not affect the places where the trees were cut down. The restore of green spaces is required.

143. Requires a bridge for the passage of agricultural machinery (50 units), since 80% of fields left behind the road.

144. To drain the water the pipes were installed. Along this pipes must be installed a dam, so the houses would not be flooded.

145. The permission for additional exits on the Nartbaev and Amangeldy streets (where the school is placed) has been received, inhabitants made this exits, now it is necessary to asphalt them.

146. Perhaps, the road crossed the migration routes of wild animals, since foxes, badgers and porcupines die on the road. Need to sort out this problem.

147. Children from the Kazahdihan village go to school to the village Aktogan in a distance of 3 km. Since there are no traffic lights and traffic police escort, children are forced to pass through the livestock underpasses, that is dangerous, because there a passenger cars drive through also, due to the fact that U-turn is too far on the highway.

148. The internal roads of Kazahdihan village should be asphalted.

*34. Merke District, Andas batyr r/c, Andas Batyr, Granitogorsk villages.*

149. In 3 kilometers away from the Andas Batyr village, KCC Company uncovered the gravel quarry, the fertile layer was not saved, and they used it for the road. The company is gone, and quarry remained opened with area about 5 hectares and capacity of about 600 000 cubic meters, so the pasture is ruined.

150. Circumscription's road broken by large machinery: 12 km in Granitogorsk and 18 km up to the main highway. Along the road to the quarry and Granitogorsk, drivers threw out debris and excess extracted gravel directly along the roadside.

151. During the wind on the track dust storms occur, greatly reducing visibility on the road, because of the lack of landscaping or improper reclamation along the highway.

*35. Merke District, Asparinskiy r/c, Aspara village.*

152. Construction materials was carried through the streets of the village, and broke internal road (Rakish Nusipbek, Centralnaya streets). 8 kilometers of roads are not restored.

153. Quarry completely aligned, but did not cover with a fertile layer and did not planted a grass. Reclamation requires.

*36. Merke District, Zhambilskiy r/c, Zhambyl village.*

154. Spontaneous commerce of honey has been deployed on the highway. Transport stops, curbs are narrow and thus interferences occur on the road. It is necessary to organize trade in a special place to avoid a mess.

155. Near the Merke arch also organized a spontaneous bus station, which interferes and garbage appears.

156. To drive out from Zhambyl village on the road we forced to drive 5-6 km, and to go back to Zhambyl village we have to go through Aktogan, and that is 8-10 km more. Previously, near the refueling «Helios», there was an opportunity to turn around, but now this plot is closed. The U-turn near the «Helios» need to be open.

157. To go on the field for a reversal, it is necessary to go to Kyzyl-tan. The necessity to make exit closer to the rural circumscription.

158. Behind the highway there is 1,000 hectares, irrigation water does not pass, since there is no channel for water.

159. E/h «Bastay»: livestock underpasses was built in the wrong place, there is no pasture, and on our pasture the drainage is closed. Near the plot (where the fork is) enclosure along the highway was broken, livestock is brought to graze on the lands of other e/h, thereby creating an emergency situation on the road.

160. It is necessary to repurchase the lands from e/h and make additional livestock underpasses.

161. Construction company «Kazahdorstroy» dug out the ground to 2 meters deep, groundwater and reeds appeared, but the land was not reclaimed.

162. The head of a / v «Moore» Sansyzbai Z. appealed about the non-fulfillment of obligations by the KCC Engineering company under the contract by April 21, 2012. The problem is that during the construction of the road, the entrance to the e/h «Mura» and transhumance on pasture, located on the west shore of the Toktash river, became obstructed, while outbuildings locates on the eastern shore. The shores are a cliff of 3-4 meters, but a detour is 20 km away.

### *37. Merke District, Kenessky r/c, Kenes, Kaiyndisay*

163. Passage and transhumance for livestock through the highway is only available under Asparinskiy bridge, which is 4.5 km away from us, but it is not completed yet: no gravel covering, the swamp is there, and no signs that there is underpasses.

164. It is necessary to make 3 livestock underpasses, because on our territory located e/h along the route, and livestock trample down the field, since there is no underpasses between field t and he road no place for the passage of livestock.

165. Our haymaking farmland is behind the highway. Agricultural machinery forced to go almost 30 km. to Merke, turn around and go 30 km. more to reach the fields, and then overcome same distance to get back.

166. Quarries along the road were made without planning. No reclamation; the pits are along the road and in the field (KCC company).

167. Near the monument of Seitzhan Tolendiev a dump appeared, because of throwing a debris, bituminous concrete and wastes.

168. In Granitogorsk on the internal asphalted road, the building materials were driven from the quarry, as a consequence the road became broken. It is necessary to restore this road.

### *38. Merke District, Merkenkiy r/c, Merke village*

169. From the village «Turlybay Batyr» to the village «T.Ryskulov» there is no passage for agricultural machinery and for livestock, we forced to go around about 15 km.

170. The highway is very slippery, after snow the sleet appeared, in the winter period the highway is not maintained.

171. In some places the roadside is narrow, a car can pull off the road.

172. Near the bridge on arrival to Merke, the culverts installed too high, head irrigation ditch is not restored, water do not reach the irrigation lands.

173. No overpass and passage for agricultural equipment.

174. The issue on e/h «Rahimbay's» plot is solved, but after repurchase it was found that about 0.5 hectares remained in the middle of the triangle, to which there is no access, so this plot can not be used or cultivated. But these 0.5 hectares are not included in a general withdrawing for the construction of roads for compensation.

175. A plot of land, where the «Kazahdorstroy» company took black earth ground, is still not reclaimed, pits became a garbage dump.



176. During the construction the internal road was broken and in need of major repair.

39. *Merke District, Oitalskaya village administration, Oital village*

177. The information about the project of highway landscaping instead of cut trees is required.

40. *Merke District, Sarymoldaevsky r/c, Ekpendy village.*

178. Requires the information about roadside service and support of the e/h by government.

41. *Merke District, Sarymoldaevsky r/c, Sarymoldaeva, Ekpendy, Oital villages.*

179. The highway freezes even during low frost and rain, which increases the accident.

42. *Merke District, r/c T.Ryskulov, Internationalniy and Zhdanovo villages.*

180. It is necessary to make additional U-turns, since to go from Zhdanovo towards Almaty, we have to do range of 5-6 km., and to return to Zhdanov, need to go around through Aspara village, because only there is a detour, but this is 25 km more.

181. On the territory of the Internationalniy village there is not U-turn (in 500 meters from the big bridge) and livestock underpasses.

182. Along the road and forest belts, the trash accumulates, and inhabitants forced to clean it up.

183. The problems with honey traders: a lot of garbage. The necessity of special places for trade.

43. *T. Ryskulov district, Akyrtobinsky r/c, Akyrtope, Maldybay villages.*

184. The livestock underpasses built at the end of the village, behind «Tourist» café, and other inhabitants of the village can not drive the livestock through. We have about 3500 thousand sheep, not counting the cattle and horses. Available livestock underpasses completely in water, because the bridge was built in the pit. It is necessary to make drainage from it to the channel. Requires a good, dry, spacious bridge for the passage of livestock.

185. The lighting on the highway works not regular, once in three days. The constant lighting is required, which would works without interruption.

186. Requires pedestrian crossing in the western side on the direction to Taraz, we forced to pass through the fence.

187. In Maldibay village there is a need of livestock underpasses

188. Behind the road there are all the lands of 100 e/h. No overpass. The large machinery forced to go around about 30 km. Requires an overpass.

189. Near the road on the west side, there are dilapidated buildings which remained after sites' demolition, which were previously repurchased under construction. It is necessary to clear the road of such buildings.

190. Requires improve the quality of road maintenance in winter

191. Too much speed limit signs near settlements

192. We forced to go to the other side of the road to catch the bus, but it is 9 km bypass

193. There are many issues to roadside service, it is necessary to consult with residents, because previously, before the construction of highway, a lot of people provided such services.

44. *T. Ryskulov district, Zhanaturmysky r/c, Zhanaturmys village.*

194. The livestock underpasses year-round stands in water, livestock can not pass through it. For its draining, it is necessary to install spillway pipe under the additional road. (Note: this works was performed 21.11.2014, on 3rd-4th day after the meeting. The pipe were installed, the water is gone. At the present time under the bridge there is no water.)

195. At 358th km. there is a quarry, which was not remediated, only the edges were set. Reclamation of quarry is required.

196. Near the quarry there is an irrigation channel, through which water is used for irrigation of lands located across the street. During the construction it was promised to put trays in the channel, but it wasn't done. It is necessary to set the trays into the channel.

197. The necessity of an overpass for large agricultural machinery and the nearest U-turn for it.

198. It is necessary to resolve the issue about to put on balance water well, which was built by the company for the irrigation of arable lands, and set 10 meters of trays under the water.

*45. T. Ryskulov district, Karakystaksky r/c, Kazakh, Zhalpaksaz, Tassholak, Kamenka villages.*

199. During the construction of the bridge, where the fork is, the pass for irrigation water was almost closed, pipes are not set. Now there is no possibility to irrigate lands. It is necessary to install the trays for the pass of water.

200. Near 364th km. the loam quarry locates, which is still open. Reclamation is required.

201. There is no lighting on the highway near the Kazakh village. The necessity of 10 light poles.

202. The need of installation the anti-noise barriers in Kazakh village.

203. In the village Tassholak, under the bridge for the passage of livestock, accumulates water to a depth of half a meter. The necessity of water release.

204. Near the settlements Tassholak and Zhalpaksaz need to install lighting, since there were cases when the car hit two people with a fatal outcome.

205. During the construction internal roads were damaged, but still were not recovered. Need to restore the roads:

Kamenka-Pionerlager - 15 km;

Kamenka-Tassholak - 3 km;

Kamenka -Zhalpaksaz - 3 km «;

206. Pedestrian crossing was made in the inappropriate place, it is in 100 meters away from bus stop, inhabitants forced climb over the fence. Requires to make crosswalk closer to a bus stop.

207. At the entrance to Kamenka on the road from Almaty and from Taraz, instead of sign «Kamenka village», there is a sign «Kulan».

208. Requires an information on the organization of roadside service and project of landscaping the highway.

*46. T. Ryskulov district, Kokdonensky r/c, Kokdonen, Zhaksylyk villages.*

209. There is no sign at the turn to Kokdonen village. U-turns are very far, we forced to go through two villages. Need to set the sign and consider the possibility to set U-turn closer.

210. We need livestock underpasses and overpass, since constructed bridge is narrow and used only for the passage of livestock and as culverts. Large machinery goes through the ring road to the fork, but it is 15 km. It is too costly for e/h, not only in time but also for a budget.

211. There are no bus stops around the Kokdonenskiy r/c. We need a bus stop with a sign pointing on Kokdonen.

*47. T. Ryskulov district, Kulanskiy r/c, Kulan, Karakat, Shonger villages.*

212. There are a lot of speed limit signs on the road, but sometimes they established not objectively.

213. Tire wear on a concrete road increased on 40%, but we mainly work as cab drivers, and it reflects on a budget.

214. In circumscription there is no passage through the highway for extra-capacity and large agricultural machinery. Thereby we have to come round at the bridge, and that is not allowed. There is no road interchange and no bridge. Need an overpass on 406 km.

*48. T. Ryskulov district, Kumariksky r/c, Kumaryk, Karakemer, Algabas villages.*

215. Need an overpass. Currently, all the machinery is led through Algabas stead, in a circle of 15 km.

216. In the district there no full value livestock underpasses, there is one, but it is small and it is combined with culverts. In spring and autumn water accumulates in it, livestock do not go through it. Dry underpasses with high throughput is required.

217. Across the street 200 hectares of irrigated lands are located. In connection with the construction, the existing water supply system was dismantled, now the road has built, but the water supply system was not restored. It is necessary to reestablish it for land irrigation.

218. Due to the fact that the water pipes were blocked and there is no outlet for water, coming from above, leakage goes into spontaneously forming pit, where accumulated a lot of water. And this water flows under the bridge (underpasses) and under the road base. If this situation will not be corrected, probably some time, this situation will affect the road and it will sag. Need to restore culverts.

219. At the intersection, there is no lighting near the bus stops. In winter time, during the storm, it is very dangerous without lighting because the way to the village is 6 km to go, to catch a car is not always possible. The lighting need for safety.

220. During the construction works from crushing factory a building material was exported, and the road of regional significance, which connects Kumaryk village with autobahn, was broken. But it was not restored by the company. It is necessary to restore the road.

221. On the sign «Kumaryk village» was made a mistake: there are written 3 km, but there are 6 km in fact.

*49. T. Ryskulov district, Lugovoi r/c, Lugovoy village (Lugovaya station).*

222. Requires bus stop and bus station because of large stream of transit passengers.

223. In the circumscription there is the only livestock market in the district, into where all residents of districts bring livestock for sale every week. But there are no conditions for it to pass through the highway and junction. A bridge is also required for passage of a large number of livestock to access to pastures.

224. Near the road interchange there is a bridge, beside it require the bus stop and toilets on both sides of the road, pedestrian crossing and traffic lights, because there is two-way traffic.

225. The overpass is located 10-15 km, which creates a great inconvenience for e/h.

226. The concrete on the bridge and at road interchange cracked.

*50. T. Ryskulov district, Orneksky r/c, Ornek village*

227. In built livestock underpasses is always water, even in summer. Need to desiccate the bridge, so water would not accumulate.

228. On the highway on the turn to our village there is no sign-pointer «Ornek village» from both sides.

229. From Ornek village the overpass for the passage of agricultural machinery is located 12-15 km away, it is too far. Before it we go through a U-turn, since there is no direct road to the overpass. Therefore, we have to go through the highway, and of course our large machinery interferes to the traffic. Need an overpass for e/h. The existing bridge is narrow, the machinery does not pass.

*51. T. Ryskulov district, Terenozeksky r/c, Terenozek, Sholak-Kaiyndy, Kokaryk villages.*

230. At the Terenozek's turn there are no bus stop and pedestrian crossing, residents are forced to cross the road through the fence. It should be noted that this road used by the inhabitants of six villages.

231. U-turns on the highway are located far, the nearest one is almost in 4 km away.

232. It is necessary to give to local residents more opportunities for the organization of roadside service, because many villagers engage in this kind business before construction. Today, they are not informed of how they could take part in the organization of these services.

*52. Shu District, Aksu, Orazaly batyra villages.*

233. The concrete roadbed is very slippery, frequent emergencies.

234. The internal roads, broken by constructor, was restored, but poorly, and at the expense of the regional budget.

235. The forest belt, which has a protective function, was removed, but new trees are not planted yet.

236. At the Shu station and along the road, on sowing field in 2-3 places the debris was piled.

## Karaganda Region, «Center – South» Transportation Corridor

### Contents:

1. Oskarovka village.....	20
2. Ozernoye and Yeraly villages.....	20
3. Oshagandy village .....	21
4. Batpak village .....	21
5. Baimyrza village .....	22
6. Gagarinskoye, Leskhoz, Sadovoye, Chkalovo and Samarkand villages.....	22
7. Temirtau city.....	22

### Total coverage in Karaganda region:

<i>District</i>	<i>Number of settlements</i>	<i>Number of residents</i>	<i>Number of identified problems</i>
1. Oskarovskiy	5	48	<b>29</b>
2. Bukhar Zhyrauskiy	6	77	<b>7</b>
3. Temirtau city	1	17	<b>7</b>
<b>TOTAL:</b>	<b>12</b>	<b>142</b>	<b>43</b>

### Section of the road # 1: Akpan village– Oskarovka village

Technical supervision: LLP “Arcada KZ”

Subcontractor: LLP “AKM”

### Section of the road # 2: Bypass road, Osakarovka village – Batpak village

Technical supervision: JSC Branch «KazDorSRI»

Subcontractor: LLP «ABK Autodor NS»

#### 1. Oskarovka village

Number of participants: 15 people.

1. There is no information about the project.
2. Unknown width of travelled way for agricultural machinery and where the turns will be made.
3. 42 business facilities are located along the road currently. Residents want to build facilities at the rest area for drivers. How to get a permission?
4. There was no public hearing regarding the open-pit mine next to the Osakarovka village (15 km towards the Karaganda city) and the opinion of inhabitants has not been taken into account.
5. The central sewer was not included in the project design and appeared under bulk of bypass road.
6. There is a Muslim cemetery on village edge, but the boundaries of the cemetery are not defined.
7. 4 cattle routes and driveway for agricultural machinery must be equipped.
8. 40-ton machines have destroyed such streets as Pioneer, Gagarin, International, Youth bypass road, Tselinniy, Gagarin and Jubilee.
9. Reclamation of open-pit mines! About 5 open-pit mines are already being developed in the direction of the Ozernoye village.

#### 2. Ozernoye and Yeraly villages

Number of participants: 20 people.

10. Residents do not have confirmation that the promised changes to the project on a two-level road junction in Yeraly village will be implemented.
11. U-turns, slip and stop lanes are not indicated at the scheme of multi-level junction.
12. It is necessary to clarify to the residents the method of installation of pipe culvert along the multi-level junction Osakarovka - Ozernoye.
13. Broken roads from the highway to Ozernoye village, from Yeraly village to Ozernoye village, as well as Ozernaya, Stepnaya and Starikova streets in Ozernoye village.
14. There is a risk of flooding the village because the contractors destroyed and didn't restore the side drains for melt waters.
15. There is a risk of flooding the village from melting snow as there is a pit on the right side of the road between the Ozernoye and Osakarovka villages which occurs snowdrifts in winter time. In this case the village will be cut off from Osakarovka village.
16. Three pits were arranged near the Ozernoye village; any contracts were not concluded; the residents do not know who is responsible for remediation.
17. It is necessary to transfer the bypass road after consulting with local residents.
18. Subcontractors have lived in the Ozernoye village from May to October 12<sup>th</sup> (75 people used the kitchen, shower, and washed special equipment) and have not paid 90 000 tenge for provision of water services.

### **Section of the road # 3 Batpak village – Baimyrza village**

Technical supervision: LLP «Zhol Sapa»

Subcontractor: LLP «ABK Autodor NS»

#### **3. Oshagandy village**

Number of participants: 8 people.

19. There is no information about the project.
20. Pastures, fields and gardens are located behind the highway and people will not be able to get there.
21. Peasant farms (three small-size (400 - 800 ha) and two large-size - LLP «Nayderskoe» and LLP «Zhanara» - about 15,000 hectares) - are located behind the highway. It is necessary to equip driveways for the large size agricultural machinery.
22. It is necessary to equip the bus stop.
23. It is necessary to arrange 2 cattle droves (instead of one provided in the project).
24. The old village is on the other side of the road; therefore it is necessary to provide an opportunity to cross the road.
25. The problem with garbage disposal from the SDW landfill; all rubbish is spread through the village.
26. Will there be a road to the cemetery?

#### **4. Batpak village**

Number of participants: 5 people.

27. There is no information about the project.
28. Will there be a standard exit from the highway? Where will be bus-stop? Access to the bus-stop. It is necessary to set traffic lights at the crossroads near the bus-stops.
29. Clarifications regarding the planned transfer of the internal road for 780 m.
30. It is necessary to install a U-turn near the village.

### **Section of the road # 4 Baimyrza village – Temirtau hoist ring**

Technical supervision: not determined

Subcontractor: LLP «Dorstroy», KyzO, 4<sup>th</sup> site

## **5. Baimyrza village**

Number of participants: 40 people.

- 31. There is no information about the project.
- 32. Residents have questions about the road for transportation of soil for the needs of the highway, workplaces, and preservation of internal roads.
- 33. Head of SDW landfill Mr. Zekirov A.K. proposes to make an open-pit mine for ground excavation in the area of existing SDW landfill.

## **6. Gagarinskoye, Leskhoz, Sadovoye, Chkalovo and Samarkand villages**

Number of participants: 37 people

- 34. There is no information about the project.
- 35. Set the speed limit signs at the entrance to the Gagarin village.
- 36. To make the bypass road.
- 37. People are not informed about the fee-based highway.

## **7. Temirtau city**

Number of participants: 17 people

- 38. There is no information about the project.
- 39. How the road will be extended in the area of dachas (if the mountain on one side, and dachas directly on the other side)?
- 40. It is necessary to make the pedestrian crossing (the tunnel), a two-level interchange in connection with a large number of traffic fatality.
- 41. The problem of slip roads: it is necessary to provide an ability to turn without driving a few miles to turn around.
- 42. It is necessary to provide well arrangements of the main street after the use of construction equipment near the dachas.
- 43. It is necessary to set reflective studs and parking area for cars to arrange trade area for summer residents.
- 44. Pensioners sell their harvest throughout the summer and fall. It is necessary to make a car parking.

# Kyzylorda Region, «Western Europe - Western China» Transportation Corridor

## Contents:

<b>I. I. Road section, «Russian Federation (Samara)-Shymkent», 1837<sup>th</sup> – 2057<sup>th</sup> km</b>	<b>24</b>
1. Besaryk sttion, Talap rural district of the Zhanakorgan area	24
2. Besaryk village (Talap), Besaryk rural district of the Zhanakorgan area	25
3. Manap village, Manap rural district of the Zhanakorgan area	25
4. Kosuyenki village, Kosuyenki rural district of the Zhanakorgan area	25
5. Kyrash village, Kyrash rural district of the Zhanakorgan area	25
6. Birlik village, Akuyuk rural district of the Zhanakorgan area	25
7. Kent Shalkhiya and Zhanakorgan villages, Zhanakorgan area	25
8. Zhaiylma village, Zhaiylma rural district of the Zhanakorgan area	26
9. Zhaylma and Suttikudyk villages, Suttikudyk rural district of the Zhanakorgan area	26
10. Kozhamberdy village, Kozhamberdi rural district of the Zhanakorgan area	26
11. Sunakata and Ekpendy villages, Sunakata and Ekpendy rural districts of the Zhanakorgan area.	26
12. Sh. Kodamanov village, Tonkeris rural district and N. Bekezhanov village, Kerdily rural district of the Shieli area	26
13. Yenbekshi village, Yenbekshi rural district of the Shieli area	26
14. Algabas village, Zhuantobe rural district of the Shieli area	27
15. Dosbol bi village, Aktogan rural district and Almaly village, Almaly rural district of the Shieli area	27
16. Baigekum station, Baigekum rural district of the Shieli area	27
17. Tartogai village, Tartogai rural district of the Shieli area	28
18. Mailytogai village, Mailytogay rural district of the Shieli area	28
19. Sulutobe, Birinshi Mamyr and Birlestyk villages, Sulutobe rural district of the Shieli area	28
20. Kok Zhide railway halt, Kyzylorda city administration	28
<b>II. Road section, «Russian Federation (Samara)-Shymkent», 1807<sup>th</sup> -1837<sup>th</sup> km, Kyzylorda bypass road.</b>	<b>28</b>
21. Birkazan Station, Kyzylorda city administration	28
22. Tasboget village and Sabalak summer cottage area, Kyzylorda city administration	28
23. Zh. Makhanbetov village, Aksuat rural district, Kyzylorda city administration	29
24. Akzharma village, Akzharma rural district, Kyzylorda city administration	29
<b>III. Road section «Russian Federation (Samara)-Shymkent», 1752<sup>th</sup> -1807<sup>th</sup> km</b>	<b>29</b>
25. 25. Shirkeili village, Shirkeili rural district, Syrdarinsky area	29
26. N. Ilyasov village, N. Ilyasov rural district, Syrdarinsky area	29
27. Shagan village, Shagan rural district, Syrdarinsky area	29
<b>III. Road section «Russian Federation (Samara)-Shymkent», 1702<sup>th</sup> -1752<sup>th</sup> km</b>	<b>30</b>
28. Akzharma village, Akzharma rural district, Syrdarinsky area	30
29. Akkum village, Akkum rural district, Zhalagashk area	30
30. Yenbek village, Yenbek rural district, Zhalagashky area	30
31. Bukharbai batyr, Bukharbai batyr rural district, Zhalagash area	30
32. Tan village, Tan rural district, Zhalagash area	30
<b>IV. Road section, «Russian Federation (Samara)-Shymkent», км 1650<sup>th</sup> -1702<sup>th</sup> km</b>	<b>31</b>
33. Akzhar vilage, Akzhar rural district, Karmakshinsk area	31
34. Aktobe village, Aktobe rural district, Karmakshinsk area	31
35. The Third International village, The Third International rural district, Karmakshinsk area	31
36. Dur Ongar village, Zhanazhol rural district, Karmakshinsk area	31
37. Irkol village, Irkol rural district, Karmakshinsk area	31
<b>V. Road section, «Russian Federation (Samara)-Shymkent», км 1578<sup>th</sup> -1650<sup>th</sup> km</b>	<b>31</b>
38. Torebai bi village, Zhosaly rural district, Karmakshinsk area	31
39. Kent Zhosaly, Karmakshinsk area	32
40. Ordazy railway halt, Zhosaly rural district, Karmakshinsk area	32
41. Korkyt station, Zhosaly rural district, Karmakshinsky area	32
42. Kemesalghan railway halt, Zhosaly rural district, Karmakshinsk area	32

43.	Diirmentobe railway halt, Zhosaly rural district, Karmakshinsk area	32
<b>VI.</b>	<b>Road section, «Russian Federation (Samara)-Shymkent», км 1498th -1578th km</b>	<b>32</b>
44.	Yelshibay railway halt, Karmakshinsk area	32
45.	Kent Toretam, Toretam rural district, Karmakshinsk area	32
46.	103 <sup>rd</sup> railway halt, Mailybas rural district, Kazalinsk area	32
47.	102 <sup>nd</sup> railway halt (Akzhar) Mailybas rural district, Kazalinsk area	32
48.	101 <sup>st</sup> railway halt (Bostandyk) Mailybas rural district, Kazalinsk area	33
49.	Baikozha railway halt, Mailybas rural district, Kazalinsk area	33
50.	Aksuat railway halt, Mailybas rural district, Kazalinsk area	33
51.	99 <sup>th</sup> railway halt (Yenbekshykazakh), Mailybas rural district, Kazalinsk area	33
52.	Mailybas village, Mailybas rural district, Kazalinsk area	33
53.	Basykara rural district, Kazalinsk area	33
<b>VII.</b>	<b>Road section, «Russian Federation (Samara)-Shymkent», км 1398th -1498th km</b>	<b>33</b>
54.	Karashengelsky and Kumzhiyeksy rural districts, Kazalinsk area	33
55.	Kent Aiteke bi, Kazalinsk area	33
56.	Akbai village, Akirek rural district, Aral area	34
57.	Shomish railway halt, Aralkum rural district, Aral area	34
58.	Aralkum village, Aralkum rural district, Aral area	34
<b>VIII.</b>	<b>Road section, «Russian Federation (Samara)-Shymkent», 1330<sup>th</sup> -1398<sup>th</sup> km</b>	<b>34</b>
59.	Sapak station, Sapak rural district, Aral area	34
60.	88 <sup>th</sup> railway halt, Tasboget, Sapak rural district, Aral area	34
61.	87th railway halt, Altykudyk rural district, Aral area	34
62.	Aralsk city, Aral area	34
<b>IX.</b>	<b>Road section, «Russian Federation (Samara)-Shymkent», км 1240<sup>th</sup> -1330<sup>th</sup> km</b>	<b>34</b>
63.	Shizhaga village, Oktyabrsky rural district, Aral area	34
64.	Saksaulsky village, Saksaulsky rural district, Aral area	34

**Total coverage in Kyzylorda region:**

<i>District</i>	<i>Number of settlements</i>	<i>Number of residents</i>	<i>Number of identified problems</i>
1. Zhanakorgansky	13	105	52
2. Shieli	12	114	48
3. Kyzylorda city	6	178	19
4. Syrdarinsky	4	48	28
5. Zhalagashky	4	88	20
6. Karmakshinsky	13	96	38
7. Kazalinsky	11	-	23
8. Aral	9	-	14
<b>TOTAL:</b>	<b>72</b>	<b>629</b>	<b>242</b>

**I. I.Road section, «Russian Federation (Samara)-Shymkent», 1837<sup>th</sup> – 2057<sup>th</sup> km**

**Subcontractor:** JSC «Todini»

**CCS<sup>1</sup>:** «Roughton International/DBUK»

**1. Besaryk sttion, Talap rural district of the Zhanakorgan area**

Number of participants: 8 people

1. Make a U-turn (towards the station) on the mark of 2045<sup>th</sup> km.
2. Make a cattle route on the mark of 2047<sup>th</sup> km.

<sup>1</sup> CCS - Consultant on Construction Supervision



## **2. Besaryk village (Talap), Besaryk rural district of the Zhanakorgan area**

Number of participants: 12 people

3. Make a ramp towards the motorway service station of an individual entrepreneur M. Baskozhayev and Besaryk village.
4. Make a cattle route between Besaryk and Manap villages.
5. Install culvert on the mark of 2044<sup>th</sup> km to drain water from the highway.
6. Make a ramp towards the motorway service station of an individual entrepreneur M. Baskozhayev.
7. To pay the debt in the amount of 1 800 000 tenge to the individual entrepreneur Baskozhaev M. for services provided to a subcontractor.
8. Increase radius at the U-turn on the mark of 2046<sup>th</sup> km for easy turning of timber trucks.

## **3. Manap village, Manap rural district of the Zhanakorgan area**

Number of participants: 10 people

9. Water is gathered periodically in the cattle route, on the mark of 2030<sup>th</sup> km +200 m.
10. Provide the passage across the road for camels.
11. Ensure clear way across the road for track-type agricultural machinery.
12. Make a U-turn (towards the village) on the mark of 2037<sup>th</sup> km.
13. Make a cross connection for pedestrian crossing on the mark of 2038<sup>th</sup> km (parking).
14. Pay attention to the quality of curbs at the sites of bus stops.
15. To compensate material losses of the residents of village: K. Meirbekov, Sh Syzdykov, N. Musayev and A.Zhaksybayeva.
16. Eliminate the engineering defect of culvert (the curvet provides irrigation water from the reservoir to the village).
17. To resolve the problem of connection between roadside service and Bozingen camel facility.

## **4. Kosuyenki village, Kosuyenki rural district of the Zhanakorgan area**

Number of participants: 14 people

18. Increase the diameter of the culvert near the bus stop to pass off the water that is collected in banked earth of the road.
19. The water is accumulated in cattle route during the floods and high water.
20. It is necessary to provide promptly cleaning of snow in the winter, which is accumulated on the track near the village.
21. Revised name of the village should be fixed.

## **5. Kyrash village, Kyrash rural district of the Zhanakorgan area**

Number of participants: 6 people

22. Make road barriers along the edge of the track.
23. Road signs on the road crossing by camels need to be installed before U-turns.
24. The water is accumulated in cattle route during the floods and high water.
25. Informational posters demanding cleanliness must be set at bus stops.
26. Fencing along the safety places that separate parking from the road; flowerbeds near the bus stops should be decorated with flower plantations.
27. Arrange name of the village in the English language.

## **6. Birlik village, Akuyuk rural district of the Zhanakorgan area**

Number of participants: 10 people

28. Set the second culvert on the mark of 2013<sup>th</sup> km.
29. Road signs on the road crossing by cattle need to be installed before U-turns.
30. Snow on the dividing strip must be promptly cleaned up.
31. To recultivate a pit near the former shift camp of subcontractor «SineMidasStroy».

## **7. Kent Shalkhiya and Zhanakorgan villages, Zhanakorgan area**

Number of participants: 7 people й

32. Provide the passage across the road for camels.

33. To provide substantial build up of temporary culverts under the railway and junction towards Zhanakorgan to divert water during high water and floods.
34. Fencing height of the dividing line on highway causes interference of the road traffic during the night.
35. The edge of the track must be shielded on both sides along the borders of the village in order to prevent the cattle on the road.
36. To eliminate the lack of engineering: the difference in level between the culvert and the adjacent beam in the area of Traffic Police Post near the Zhanakorgan village.

#### **8. Zhaiylma village, Zhaiylma rural district of the Zhanakorgan area**

Number of participants: 12 people

37. Install the two pipes with a diameter of 1.5-2 meters at the junction of the road to the highway, placing them along the road near the cattle route.

#### **9. Zhaylma and Suttikudyk villages, Suttikudyk rural district of the Zhanakorgan area**

Number of participants: 12 residents of Tomenaryk, Sutykudyk and Kozhamberdi villages

38. Eliminate engineering drawbacks associated with the return of culverts on the former places on the part of the track between Suttikudyk and Zhaylma villages.
39. Regular cleaning of cattle routes and culverts.
40. Put fencing along the edge of the road around the village.

#### **10. Kozhamberdy village, Kozhamberdi rural district of the Zhanakorgan area**

41. Bus stops must be equipped with toilets and garbage cans.
42. Regular cleaning of cattle routes and culverts.
43. Put fencing along the edge of the road around the village.
44. Correct the error in the sign with the name of the Tomenaryk village – 11 km instead of 4 km.
45. Set a sign with the name of the Kozhamberdi village.

#### **11. Sunakata and Ekpendy villages, Sunakata and Ekpendy rural districts of the Zhanakorgan area.**

Number of participants: 14 people

46. To build subsidiary bridge over the canal between Sunakata village and cattle route.
47. Reculturing of pits.
48. Ensure clear way across the road for track-type agricultural machinery.
49. Put fencing along the edge of the road around the Sunakata village.
50. To equip noise barriers along the Sunakata village throughout 3 km.
51. Make plantations along the route.
52. To take additional safety measures in the area of bus stops used by residents of three villages Sunakata, Ekpendi and Enbek.

#### **12. Sh. Kodamanov village, Tonkeris rural district and N. Bekezhhanov village, Kerdily rural district of the Shieli area**

Number of participants: 15 people

53. Make an additional U-turn with increased radius for easy turning of agricultural machinery of two villages.
54. Ensure clear way across the road for track-type agricultural machinery.
55. The water is accumulated in cattle near N. Bekezhhanov village drove during the floods and high water.
56. Put fencing along the edge of the road around the N. Bekezhhanov village.
57. To equip the street lighting at bus stops in the N. Bekezhhanov village.
58. To eliminate the following problem: banked earth water is accumulated due to the high level of culverts of two channels.

#### **13. Yenbekshi village, Yenbekshi rural district of the Shieli area**

Number of participants: 16 people

59. Major repair of Enbekshi-Taykonyr highway along the village.
60. Equipment walkway along the Enbekshi-Taykonyr highway near the village.

61. To establish transport interchange at the intersection of Shieli – Yenbekshi – Taikonyr highway and roads (mines of JSC «NAC «Kazatomprom»).
62. To take additional steps to comply with speed limit traffic sign in the area of bus stops.
63. To make a way from the Akmaya village towards agricultural land next the highway.

#### **14. Algabas village, Zhuantobe rural district of the Shieli area**

Number of participants: 8 people

64. To plug the street lighting at the junction area.
65. To conduct an information campaign among residents on the program of roadside service.
66. Put fencing along the edge of the road over 3 km and near two cattle routes.

#### **15. Dosbol bi village, Aktogan rural district and Almaly village, Almaly rural district of the Shieli area**

Number of participants: 14 people

67. Put fencing along the edge of the road over 1 km along the Dosbol bi, Almaly and A. Tazhibayev villages, between the marks of 1932 km and 1933 km.
68. To remove the engineering lack of cattle route on the mark of 1932<sup>nd</sup> km: it fills with water during rainfall.
69. To equip an exit to agricultural land at the north of highway (at the mark of 1933th km).
70. To establish bridge over the drainage canals after the highway's exit (at the mark of 1933th km).
71. The need to put in order the road signs in the area of abutting a secondary road to the Dosbol bi highway at the mark of 1932<sup>nd</sup> km: to set the sign "Dosbol bi village" and "A. Tazhibayev village".
72. To equip an overpass for agricultural machinery of Almali village.
73. Repair and maintenance of internal roads in Almali village which are being used by subcontractor during the construction.
74. Repair and maintenance of highway between 20<sup>th</sup> railway halt and Shieli. This section of 0.6 km must be connected by the road.
75. Problem with cattle route on a mark of 1929 km + 500: its level is so low that cattle route flooded with rainwater. To solve the problem it is necessary to make drain holes and irrigation ditches on both sides of cattle route.
76. Is necessary to establish a ramp towards the village, bus stops, pedestrian crossing, as well as to make two opposite U-turns on a mark of 1929 km.
77. Is necessary to establish a ramp towards the fields on the opposite side of the road on a mark of 1929 km + 300 (between the channels of L4 and L6).
78. Discharge channel is perpendicular to a line that separates the crop fields of Almali village; it is necessary to make a bridge across the canal for agricultural machinery..
79. Test the road signs in the area of three villages.

**Subcontractor:** JSC «Todini»

**CCS:** «Dongsung Engineering/Zhol Sapa»

#### **16. Baigekum station, Baigekum rural district of the Shieli area**

Number of participants: 7 people

80. To move the buses stop by 800 meters towards the middle of the station, perpendicular to the station.
81. To move the pedestrian-way to the road-shoulders.
82. To protect cattle route and culverts.
83. To recultivate three pits.
84. To establish the street lighting on the dividing strip along the houses of the Station.
85. To equip an underpass for the residents of Talaptan village (in the center of station near the highway).
86. Clean up trash along the highway near the station.

## **17. Tartogai village, Tartogai rural district of the Shieli area**

Number of participants: 23 people

87. To equip 2 km long fence along the road of the village.
88. To make cattle routes on the mark of 1891 km and 1887 km.
89. To remove the engineering lack of existing cattle route: the cattle route flooded with rainwater.
90. To install the fence near the existing cattle route.
91. To equip roadside service facility, especially gas station, for the needs of the village.

## **18. Mailytogai village, Mailytogay rural district of the Shieli area**

Number of participants: 11 people

92. To move the bus stops on the mark of 1879 km.
93. Is necessary to establish a ramp towards the opposite side of the road on the mark of 1877 km.
94. To make a U-turn towards Kyzylorda.
95. To install the fence between the marks of 1875 km and 1880 km.

## **19. Sulutobe, Birinshi Mamyr and Birlestyk villages, Sulutobe rural district of the Shieli area**

Number of participants: 20 people

96. Is necessary to establish a flat ramp towards the Sulutobe village.
97. To make cattle route on the mark of 1862 km+500, or to set the speed limit and cattle route signs and to allow the passage.
98. To equip roadside service facility on the mark of 1861 km+500 including gas station, the bus stops, pedestrian crossings, ramps, and U-turn towards gas station from Shieli side.
99. There is a need to make a ramp to cemetery (in opposite the petrol station).
100. To make a ramp towards Birlestik village.

**Subcontractor:** AO «Todini»

**CCS:** «Dongsung Engineering/Zhol Sapa»

## **20. Kok Zhide railway halt, Kyzylorda city administration**

101. An alarm road sign with the name of railway halt must be installed before the ramp.
102. To set the bus stops, cross connection for pedestrian crossing, and appropriate signage.

## **II. Road section, «Russian Federation (Samara)-Shymkent», 1807th -1837th km, Kyzylorda bypass road.**

**Subcontractor:** JSC «Euraskon»

**CCS:** «Dongsung Engineering/Zhol Sapa»

## **21. Birkazan Station, Kyzylorda city administration**

Number of participants: 29 residents of Birkazan station and Kok Zhide railway halt

103. To transfer the U-turn closer to the mark of 1834 km by following to the Station from the side of Shieli.
104. To install a turn bar while following from the Station to Kyzylorda on a mark of 1829 km.
105. To make a cattle route on a mark of 1828 km +700.
106. To prevent a body of water in front of road embankment (the reason is lack of culverts).
107. To provide major repair of the 5 km of road between the highway and the Station.

## **22. Tasboget village and Sabalak summer cottage area, Kyzylorda city administration**

Number of participants: 12 people

108. To make the required number of culverts under the highway.
109. To carry out the repair of internal roads used by the subcontractor during construction.
110. To arrange the ramps to the highway.
111. To make a bus-stop for the residents of houses located on the opposite bank of the Syr Darya River.
112. To make a passage along the highway on the part of suburban area.
113. To arrange a cattle route for cottage area.
114. To make a U-turn on the highway for cottage area.

115. To make a pedestrian crossing for cottage area.
116. To make an exit to the highway for cottage area.

**Subcontractor:** Joint Venture Company «Akkord Okan»

**CCS:** LLP «Kazdorproject»

### **23. Zh. Makhanbetov village, Aksuat rural district, Kyzylorda city administration**

Number of participants: 137 people

117. To remove the fence on the highway in 200 meters from the bridge over the Shirkeyli channel and set the ramp on the direction from the village towards Kyzylorda city.

### **24. Akzharma village, Akzharma rural district, Kyzylorda city administration**

118. To equip fence along the edge of the road along the village for 3 km.
119. To provide major repair of the 1.2 km of internal road of the village (the road was broken by trucks of subcontractor).

## **III. Road section «Russian Federation (Samara)-Shymkent», 1752th -1807th km**

**Subcontractor:** Joint Venture Company «Akkord Okan»

**CCS:** LLP «Kazdorproject»

### **25. Shirkeili village, Shirkeili rural district, Syrdarinsky area**

Number of participants: 11 people

120. To recultivate a pit.
121. To provide major repair of the 6 km of road between the highway and the village (the road was broken by trucks of subcontractor).
122. There is a need in heavy resurfacing of 1 km of Sidikeyev Street (the street was broken by trucks of subcontractor).

### **26. N. Ilyasov village, N. Ilyasov rural district, Syrdarinsky area**

Number of participants: 16 people

123. To install a road sign on the movement of cattle near the breaks of dividing line.
124. Arrange a road sign with the name of the village.
125. To install a roadside service facility near the ramp to the village.
126. To remove the temporary speed limits road signs.
127. To re-equip the one-sided car ramps into the double-sided one along the highway.
128. To install a road sign at the turn to the village from the side of Terenozek village.
129. To strengthen the control over the transportation of bulk building materials by the trucks of a construction company.
130. Check the legitimacy of traffic police on difficult areas of unfinished tracks (in such cases when drivers are stopped and fined).

### **27. Shagan village, Shagan rural district, Syrdarinsky area**

Number of participants: 12 people

131. To make a ramp to agricultural lands on the south side of the road on a mark of 1753 km.
132. To make a walkway to the bridge over the Shirkeyli channel on a mark of 1755 km + 600.
133. To make a cattle route on a mark of 1758 km.
134. To make interchange at the crossroads on a mark of 1759 km +900.
135. To make a cattle route on a mark of 1761 km.
136. To make a ramp to agricultural lands on the south side of the road on a mark of 1764 km.
137. To make a ramp from the highway to the houses of Chechen village and towards gateway of irrigation water.
138. To make a bus-stop with toilet for Chechen village.
139. To make overpass for tracked agricultural machinery.
140. To provide major repair of 8-km section of the old highway Samara-Shymkent between the marks of 1755 km and 1763 km + 300 together with a bridge across the Shirkeyli channel.
141. Clean the old culvert of irrigation water, or install a new one on a mark of 1761 km.

142. To recultivate 4 pits.

### **III. Road section «Russian Federation (Samara)-Shymkent», 1702th -1752th km**

**Subcontractor:** JSC «Euraskon»

**CCS:** LLP «Kazdorproject»

#### **28. Akzharma village, Akzharma rural district, Syrdarinsky area**

Number of participants: 09 people

143. To provide major repair of a street, broken by truck of subcontractor, together with bridges over the Akzharma channel.
144. To eliminate the cause of the flooding of cattle route in cases of increasing the water level in the new Shirkeyli channel.
145. Repair of roads in village (where asphalt surface has been damaged by the flood in 2013).
146. To recultivate a soil bank in the area of Kumzhargan discharge channel.
147. To repay the debt to resident of the village Markhabat Diuanov for auto services in the amount of 800 thousand tenge.

#### **29. Akkum village, Akkum rural district, Zhalagashk area**

Number of participants: 50 people

148. To install irrigation water culvert under highway near the ramp to the village.
149. To restore irrigation water culverts (those were under the highway previously).
150. To install warning road sign on the movement of cattle in the area of ramp to the village (the traditional route of cattle).
151. To provide major repair from the highway to the village.
152. To make a ramp towards the peasant farms on the eastern outskirts of the village.
153. Восстановить арычную ирригационную систему вдоль трассы.
154. To recultivate the pits.
155. To make the bus-stops, pedestrian crossing and toilets on the highway.

#### **30. Yenbek village, Yenbek rural district, Zhalagashky area**

Number of participants: 6 people

156. The following things must be set at the entrance to the village: notifying road sign with the name of the village, bus stops, toilets, pedestrian crossing, and other appropriate signs.
157. It is necessary to restore the district motorways from the highway to the village with length of 1.8 kilometers, because this road leads to the Zhanadarya village.
158. The cemetery is located of 2-3 kilometers from the village and of 0.5-0.6 km from the highway. There is a need in appropriate ramp and gravel for 500-600 meters of dirt road.

#### **31. Bukharbai batyr, Bukharbai batyr rural district, Zhalagash area**

Number of participants: 22 people

159. To install the fence on the edge of the road along the village.
160. To rebuild 3 km of internal road that was broken by trucks of subcontractor.
161. It is necessary to equip the road signs «Bukarbai batyr Village».
162. To inform residents of the village on two issues:
  - Why the road is narrowed along the village?
  - How to equip roadside service facility?

#### **32. Tan village, Tan rural district, Zhalagash area**

Number of participants: 10 people

163. To install the fence on the edge of the road for 3 km.
164. It is necessary to install two pipes with a diameter of 2 meters under the PV7V channel, front of and behind the track.
165. To solve the problem of crossing the road by camels.
166. It is necessary to equip the road signs «Zhalagash Village» and “Tan Village” on the border of two rural districts.
167. To recultivate 4 pits.

#### **IV. Road section, «Russian Federation (Samara)-Shymkent», км 1650th -1702th km**

**Subcontractor:** *Joint Venture Company «Akkord Okan»*

**CCS:** LLP «Kazdorproject»

##### **33. Akzhar village, Akzhar rural district, Karmakshinsk area**

Number of participants: 3 people

- 168. To equip bus stops with toilets; pedestrian crossing in a convenient location for residents.
- 169. To tear down a cafes of Hanzhan Uzunzhasova located on the sanitary protection zone on the west side of Akzhar interchange.
- 170. To make a common ramp along the channel for the following facilities: «Kaz Su Shar» gauging station and three houses located on the west side of Akzhar interchange.

##### **34. Aktobe village, Aktobe rural district, Karmakshinsk area**

Number of participants: 23 people

- 171. To install the fence on the edge of the road along the village for 5 km.
- 172. General recondition of the temporary bridge over the «Balazharma» channel with the installation of the fence on both sides.
- 173. After the exclusion of the previous claims, to install warning road sign near the channel on the movement of cattle across the road.
- 174. To eliminate disadvantages of the twin-slab culvert near «Balazharma» channel under the highway: low-line portal, weakly fortified walls of banks, and the absence of the damper at the bottom.

##### **35. The Third International village, The Third International rural district, Karmakshinsk area**

Number of participants: 6 people

- 175. To eliminate the lack of cattle route next to the ramp of village – flooding during high water and flash floods.
- 176. To make cattle route on the west side of the village.

##### **36. Dur Ongar village, Zhanazhol rural district, Karmakshinsk area**

Number of participants: 7 people

- 177. To make cattle route or install warning road sign on the cattle crossing the highway at «Bidai aryk» (field camp) mark.
- 178. To equip bus stops with toilets.

##### **37. Irkol village, Irkol rural district, Karmakshinsk area**

Number of participants: 7 people

- 179. Too steep ramp to the village – need of low angle.
- 180. Fully broken road from the highway to the MES station – need of major repairs.
- 181. Repair of road from the village to the highway - 4 km.
- 182. To equip bus stops with toilets and stairs.
- 183. To recultivate two pits.
- 184. To set sign with the exact name of Irkol village.

#### **V. Road section, «Russian Federation (Samara)-Shymkent», км 1578<sup>th</sup> -1650<sup>th</sup> km**

**Subcontractor:** *JSC «Salini»*

**CCS:** LLP «Kazdorproject»

##### **38. Torebai bi village, Zhosaly rural district, Karmakshinsk area**

The gathering was not held. Information has been received after visual inspection of the track

- 185. There is no sign with the name of the village.
- 186. It is necessary to restore the channels starting from the ramp of Torebay village towards the Kzylorda city.



### **39. Kent Zhosaly, Karmakshinsk area**

Number of participants: 31 people

- 187. Renovation of the old Shymkent-Samara highway near Kent.
- 188. To make a ramps from the 3E-3K highways.

### **40. Ordazy railway halt, Zhosaly rural district, Karmakshinsk area**

The gathering was not held. Information has been received after visual inspection of the track

- 189. To restore adjacency to the highway from the railway halt, at the Zhosaly Cazaly crossroads.

### **41. Korkyt stattion, Zhosaly rural district, Karmakshinsky area**

Number of participants: 4 people

- 190. To make bus-stops, toilets, pedestrian crossing, and appropriate signage on a mark of 1626 km.
- 191. There is a need of a ramp from the station to the mark of 1626 km of highway with distance of 0.5 km.

### **42. Kemesalghan railway halt, Zhosaly rural district, Karmakshinsk area**

Information has been provided by local administration (akimat)

- 192. There is a need of a ramp from the highway towards the railway halt.
- 193. To equip bus stops with toilets.

### **43. Diirmentobe railway halt, Zhosaly rural district, Karmakshinsk area**

Number of participants: 4 people

- 194. To equip bus stops with toilets.
- 195. To restore culverts under the highway perpendicularly to bridge structures under the railway route for drainage of flood.
- 196. To install warning road sign on the movement of cattle.
- 197. To repair the road from the mark of 1594 km +200 towards the railway crossing and further along the village to the recreation area of Baikonur city.
- 198. To make a motorway from the mark of 1596 km towards the railway halt.
- 199. To remove snow along the fence on the road bends promptly.

## **VI. Road section, «Russian Federation (Samara)-Shymkent», км 1498th -1578th km**

**Subcontractor:** JSC «Salini»

**CCS:** «ISAN Corporation/Zhol Sapa»

### **44. Yelshibay railway halt, Karmakshinsk area**

The gathering was not held. Information has been received after visual inspection of the track

- 200. There are no toilets near bus stop.

### **45. Kent Toretam, Toretam rural district, Karmakshinsk area**

Number of participants: 11 people

- 201. There is a need of an overpass for agricultural machinery and camels.
- 202. Builders need to be prohibited to use of barchan sand under construction of the road ditches.
- 203. Builders need to be prohibited to dismantle the bypass road along the highway applying the road construction materials that builders use to equip road sides.
- 204. To establish a gas station along the highway in the Kent area (preferable «KazMunaiGaz» and «Sinooil»).
- 205. To repair 2 km of the road from the highway to Kent that was broken by trucks of subcontractor during the construction process.

### **46. 103<sup>rd</sup> railway halt, Mailybas rural district, Kazalinsk area**

The gathering was not held. Information has been received after visual inspection of the track

- 206. To equip second bus stops and two toilets.

### **47. 102<sup>nd</sup> railway halt (Akzhar) Mailybas rural district, Kazalinsk area**

The gathering was not held. Information has been received after visual inspection of the track

- 207. To equip second bus stops and two toilets.



**48. 101<sup>st</sup> railway halt (Bostandyk) Mailybas rural district, Kazalinsk area**

The gathering was not held. Information has been received after visual inspection of the track  
208. To equip second bus stops and two toilets.

**49. Baikozha railway halt, Mailybas rural district, Kazalinsk area**

The gathering was not held. Information has been received after visual inspection of the track  
209. To equip the bus stops with toilets.

**50. Aksuat railway halt, Mailybas rural district, Kazalinsk area**

The gathering was not held. Information has been received after visual inspection of the track  
210. To equip the bus stops with toilets.

**51. 99<sup>th</sup> railway halt (Yenbekshykazakh), Mailybas rural district, Kazalinsk area**

The gathering was not held. Information has been received after visual inspection of the track  
211. To equip second bus stops with toilets.

**52. Mailybas village, Mailybas rural district, Kazalinsk area**

The gathering was not held. Information has been received after visual inspection of the track  
212. The stops are located far away from the railway halt.

**53. Basykara rural district, Kazalinsk area**

Information has been provided by local administration (akimat)

- 213. It is necessary to make 2 cattle routes.
- 214. There is a need of an overpass for agricultural machinery.
- 215. There is a need of 2 ramps to the highway.
- 216. There is a need of U-turn on the highway.
- 217. There is a need of 2 stops, toilets, and pedestrian crossing for 98<sup>th</sup> «Kyzylasker» railway halt.
- 218. Need of repairs the internal road of 0.5 km.

**VII. Road section, «Russian Federation (Samara)-Shymkent», км 1398th -1498th km**

**Subcontractor:** JSC «Salini»

**CCS:** «ISAN Corporation/Zhol Sapa»

**54. Karashengelsky and Kumzhiyevsky rural districts, Kazalinsk area**

Information has been provided by local administration (akimat)

- 219. Toilets' roof repair next to the Altay and Oiyndy railway halts.
- 220. Make tracks from toilets to bus stops at Altay and Oiyndy railway halt.
- 221. Cattle of three railway halts –Altay, Oiyndy and Kobek - crosses the roadway, therefore it is necessary to install the fence on the edge of the track in these places.
- 222. It is necessary to make a cattle route in the area of the Niyaztay biit cemetery for three rural districts – Basykara, Kumzhiyek and Karashengen, or to install warning road sign about cattle crossing the road.
- 223. It is necessary to make a ramp towards the Oiyndy railway halt perpendicularly the bridge and under the railway line.
- 224. To remove outdated sign at the Altai railway halts.

**55. Kent Aiteke bi, Kazalinsk area**

Information has been provided by local administration (akimat)

- 225. To recover passports of settlements of Kazalinsk area.
- 226. To complete the move to the north side of the «Ak kiiz» channel until the spring of 2015, as channel and pipe do not pass water on pastures.
- 227. To make the fence along the road on a mark of 1474 km, in order to avoid the possibility of entering the track by cattle.
- 228. To recultivate the pits.

**56. Akbai village, Akirek rural district, Aral area**

Information has been provided by local administration (akimat)

229. To make the fence on a mark of 1443 km +500 because cattle goes to the track.

230. It is necessary to make a cattle route.

**57. Shomish railway halt, Aralkum rural district, Aral area**

Information has been provided by local administration (akimat)

231. To make the fence (in 300 meters from the cattle route on a mark of 1409 km + 800), in order to avoid the possibility of entering the track by cattle on a mark of 1409 km + 500.

**58. Aralkum village, Aralkum rural district, Aral area**

Information has been provided by local administration (akimat)

232. Underpass is equipped on the village outskirts (on the mark of 1,399 km + 300) at a distance of 800 meters from the road area, where students cross the road through ground pedestrian crossings (new school has been constructed). Security measures must be taken to move students across the road.

**VIII. Road section, «Russian Federation (Samara)-Shymkent», 1330<sup>th</sup> -1398<sup>th</sup> km**

**Subcontractor:** JSC «Salini»

**CCS:** «ISAN Corporation/Zhol Sapa»

**59. Sapak station, Sapak rural district, Aral area**

Information has been provided by local administration (akimat)

233. The entire road infrastructure must be installed: bus stops, toilets, road signs, pedestrian crossing, and cattle routes.

**60. 88<sup>th</sup> railway halt, Tasboget, Sapak rural district, Aral area**

Information has been provided by local administration (akimat)

234. To equip the highway from the road's ramps to railway halt.

235. To block a dangerous gateway from railway halt to the road along barchans over the cattle route.

236. To complete the bus stops; to build the toilets and pedestrian crossing. Bus stops are located far from the railway halt (in 2 km).

237. Set a road sign with the name of the settlement.

**61. 87th railway halt, Altykudyk rural district, Aral area**

The gathering was not held. Information has been received after visual inspection of the track.

238. To equip the bus stops with toilets.

239. Set a road sign with the name of the settlement.

**62. Aralsk city, Aral area**

240. It is necessary to equip a bus stop with a toilet along the road towards Zhaksykylysh village.

**IX. Road section, «Russian Federation (Samara)-Shymkent», км 1240<sup>th</sup> -1330<sup>th</sup> km**

**Subcontractor:** AO «Salini»

**CCS:** «ISAN Corporation/Zhol Sapa»

**63. Shizhaga village, Oktyabrsky rural district, Aral area**

The gathering was not held. Information has been received after visual inspection of the track.

241. Set a road sign with the name of the village.

**64. Saksaulsky village, Saksaulsky rural district, Aral area**

The gathering was not held. Information has been received after visual inspection of the track.

242. Set a road sign with the name of the village.

## South-Kazakhstan region, «Western Europe - Western China» Transportation Corridor

### Content:

<b>South-Kazakhstan region, «Western Europe - Western China» Transportation Corridor .....</b>	<b>35</b>
I. Road section «Border of the Russian Federation (to Samara) – Shymkent», 2231-674 km of highway A-2 «Almaty-Termez». «Shymkent Bypass».....	35
II. Road section «Border of the Russian Federation (to Samara) - Shymkent», 2231-2260 km .....	37
III. Road section «Border of the Russian Federation (to Samara) -Shymkent», 2216-2231 km. «Bypassing Temirlanovka village». ....	38
IV. Road section « Border of the Russian Federation (to Samara) – Shymkent», 2183-2216 km.....	38
V. Road section «Border of the Russian Federation (to Samara) – Shymkent», 2135-2183 km .....	40
VI. Road section «Border of the Russian Federation (to Samara) -Shymkent», 2111-2135 km.....	41
VII. Road section «Border of the Russian Federation (to Samara) - Shymkent», 2057-2111 km.....	42
VIII. Road section 1 «Shymkent - border of Zhambyl region» of reconstructed highway A-2 «Almaty - Termez», 593-632 km.....	44
IX. Road section 2, «Shymkent-border of Zhambyl region» reconstructed highway A-2 «Almaty-Termez», 632-674 km.....	45
X. Road section «Khorgos-Almaty-Shymkent- Uzbekistan border», 705-742 km .....	46
XI. Road section A-2 «Almaty-Termez» on the territory of Shymkent city. ....	47
XII. Road section «Khorgos-Almaty-Shymkent-Uzbek border», 742-775 km.....	48
XIII. Road section «Horgos-Almaty-Shymkent-Uzbek border,» 775-806 km.....	48

### Total coverage in South-Kazakhstan region:

<i>District</i>	<i>Number of settlements</i>	<i>Number of residents</i>	<i>Number of identified problems</i>
1. Sairam	9	66	30
2. Ordabasinskiy	8	193	61
3. Baydybeksky	2	26	11
4. Tyulkubas	12	197	29
5. Kazygurt	10	115	37
6. Turkestan township	6	43	25
7. Shymkent city	10	163	32
8. Saryagashsky	3	36	15
<b>TOTAL:</b>	<b>60</b>	<b>839</b>	<b>240</b>

**I. Road section «Border of the Russian Federation (to Samara) – Shymkent», 2231-674 km of highway A-2 «Almaty-Termez». «Shymkent Bypass»**

**Contractor:** «Azerkorpu / Tepe»

**Consultants for construction supervision (hereinafter «CCS»):** LLC «Kazdorproject / Scott Wilson / Gzamshenproject»

**1. Sairam district, Kaynarbulaksky rural circumscription (hereinafter – r/c), Asilaryk village.**  
9 residents attended

1. Livestock underpasses at around 2260 km mark of Samara-Shymkent road equipped with serious engineering failures:
  - In front of underpasses from both sides the high was not removed a mound, which interferes to the movement of livestock;
  - From both sides of underpasses there are irrigation ditch, which instead of draining atmospheric condensation water, accumulate it inside the construction, and the subterranean bottom becomes impassable for livestock.
2. Need to equip U-turn for agricultural machinery to the exit from the village towards Almatyn (2260 km.
3. Need to make road joint more sloping at the exit (at around 2260 km.)
4. At the interchange to Kasymbek Datka village need to equipped the trays for drainage of atmospheric condensation water to prevent clogging of irrigation channel of the village. The necessity to clean this channel.
5. Restore the bridge over the Asilaryk canal, which was ruined by contractor's trucks.
6. For reasons of residents' safety, need to equip the fence at the edge of the highway on a 6-kilometer site from the village side.

**2. Sairam district, Kaynarbulaksky r/c, Komeshbulak (Kasymbek Datca) villages.**  
6 residents attended

7. In 2009, was conducted the assessment of the agricultural lands for the purpose to withdraw them for the construction of the road «Bypass the city of Shymkent.» The regional prosecutor's office protest the action of SKO Department of Committee for Roads of Ministry of Transport and Communications of RK on this issue of compensation to this land users, who appealed to the courts up to the Supreme Court of the Republic of Kazakhstan and have proven their rights. However, the prosecutor's office initiate proceedings again, land users were forced to give back the amount of compensation, and the lands has been withdrawn long ago. Thus, land users have suffered damage, and left without land, without compensation. It is necessary to inspect with the World Bank mission, whether the actions of the prosecution comply with policy of involuntary resettlement of WB.

**3. Sairam district, Kaynarbulaksky r/c, Kurlyk village**  
14 residents attended

8. Material damage was caused to a group of land users: the lands for the highway and the compensation were withdrawn, that contrary to IBRD policy of involuntary resettlement.
9. There are 50 economy homesteads (hereinafter – e/h) in the village, the main occupation of 70% of these e/h is cattle breeding; cultivated area is about 160 hectares. At around 2267 + 500 km of Samara-Shymkent highway was built a bridge, under it an overpass for agricultural machinery and livestock underpasses are equipped. However, the engineering failure led to the fact that under the bridge during the precipitation it is impossible to go and drive - the surface swamped.
10. Need to equip the exits to the village at around 2,268 km and 2,269 km.
11. To equip the existing gap in the dividing line of highway (at around 2268 km) with appropriate traffic signs and road markings.
12. The need to equip U-turn to exit from the village (at around 2269 km) in the direction of Almaty.

**4. Sairam district, Kaynarbulaksky r/c, Taskeshu village**  
9 residents Attended

13. Need to asphalt 0.5 kilometer of road from the village to the interchange with the road.
14. Need to asphalt 0.5 kilometer of road from the cemetery to the highway. The pipe under the road of this site is in need of re-equipment.
15. To set the fence in the area of livestock underpasses.
16. The necessity of reclamation the quarry, located on the land of «Taskeshu».

**5. Shymkent city, Al-Farabi district, Boz-Aryk microdistrict.**  
30 residents attended

17. To make a major repair of the road from the microdistrict to a interchange of the highway to Kasymbek Datca village.

**6. Ordabasinskiy district, Shubarsky r/c, Shubar village.**

44 residents of the Shubar and Toksansay villages attended

- 18. The livestock underpasses are equipped low, during the floods it filled with water.
- 19. Need to asphalt 10 m of interchange roadbed's joint with the road to the Shubar village.
- 20. To make the electric lighting of interchange (at around 2231 km).
- 21. Properly equip the bus stop for waiting for intercity buses in the area of interchange (at around 2231 km.)
- 22. Expand the northern exit from the interchange to Shubar village (at around 2231 km.)
- 23. Equip the exit in bypass of Temirlanovka village towards projected the dairy complex and dairy unit.

**7. Ordabasinskiy district, Shubarsky r/c, Toksansay village.**

- 24. Equip U-turn towards Kyzylorda closer to the abutting of the village road to the highway.
- 25. To make capital repair of secondary road Shubarsu-Toksansay and of the bridge over the Shubarsu river, located under the interchange of the highway at 65 picket.

**8. Shymkent city, Abayskiy district, Kaynarbulak housing estate.**

8 residents attended

- 26. To make capital repair of the road from the highway to the village and the main street of the village, which were exploited by the contractor during the construction.
- 27. Equip U-turn on the highway closer to the village (if moving from Almaty).

**9. Shymkent, Abay district, cottage array Kaynarbulak**

32 residents attended

- 28. Equip the traffic lights on the bypass highway A-2 «Almaty-Termez», through which locates the road from the city center towards the country houses estate.

**II. Road section «Border of the Russian Federation (to Samara) - Shymkent», 2231-2260 km**

**Contractor:** «Kukdong Engineering»

**CCS:** LLC «Kazdorproject / Scott Wilson / Gzamshenproject»

**10. Shymkent city, Abay district, microdistrict Yntymak.**

35 residents attended

- 29. Ensure safe movement of children at a pedestrian crossing near the school with the road signs «Children go to school», video-recording, audio accompaniment device for pedestrian and an additional countdown board.
- 30. Intensify the safe movement of pedestrians at the other crosswalks through the highway considering the interruption of traffic lights work, related to the supply of electricity.
- 31. To solve the problem of difficulty pass of vehicles (particularly public transport) to the highway from Turlansk expedition for a U-turn in the direction to the city center.
- 32. To equip U-turn for vehicles, which go from the airport to the microdistrict's cemetery, located in the area of vulcanization along the highway.
- 33. To Move the bus stop at «Zakir» shop closer to vulcanization in the area of the cemetery.
- 34. To reconcile the claims of an entrepreneur M. Usmanov, the owner of the cafe «Sherzod» in connection with the loss of income because of impact of the road reconstruction project.
- 35. To update the road markings of highway in the area of microdistrict.
- 36. Equip the bus stop on the opposite side of the highway and, accordingly, the pedestrian crossing near the cafe «Sherzod» for the residents of 300 houses from the inner part of the microdistrict, and the exit to the highway from this part is carried out on a the only street in the area of cafe «Sherzod.»
- 37. To retrofit irrigation ditches along the houses of microdistrict's residents. To eliminate defects of equipped ditches: the offset bottom plates, different levels of trays.
- 38. The necessity to retrofit the sidewalks along the highway. When the equipment of sidewalks it is necessary to take into account the interests of wheelchair users.
- 39. To strengthen the roadbed of exits to the residents' homes.
- 40. To equip the livestock underpasses near the culvert (at around 2255 km picket).
- 41. To equip anti-noise barriers along the inhabitants' houses from the turn to the airport to 2255 km mark.

**11. Shymkent city, Abay district, residential area Altyntobe.**

6 residents attended

42. Make the major repairs of the street of housing estate (in front of school), which were broken by contractor's trucks.

43. At the exit from the highway «Badam - WE-WC highway» need to replace the culvert on a larger diameter. Exit should be more sloping.

**12. Ordabasinskiy district, Burzharsky r/c, Kaynar village.**

15 residents attended

44. On the WE-WC highway U-turn from Shymkent side, is inconvenient for trucks with trailer. At the U-turn the visibility of traffic from the right side is limited.

45. The roadbed of exit from highway to the adjacent road in the direction to the village is located too low.

46. During the construction of the highway, contractor's trucks used Kainar – Uyalizhar highway (15 km length). Now a major repair is required.

47. After the exit from the adjacent road from the village side, the roadbed descends through the ravine, where traffic police periodically is on duty with radar to stop drivers for speeding, although the appropriate sometimes road sign is removed, sometimes get back.

**13. Ordabasinskiy district, Burzharsky r/c, Uyalizhar village.**

21 residents attended

48. At the interchange (picket 246 + 06 - 2231 km of highway M-32 «Border of the Russian Federation on the Samara - Shymkent») in the place of adjoining the road Badam-Shubar from the side of Uyalizhar, 10 meters of road are not asphalted.

49. During the construction of the WE-WC highway, contractor's trucks used the road Badam-Shubar, and now this road is in need of major repair. The bridge over the Burzhar river near the Uyalizhar village have sagged.

50. In the future when designing the southwestern bypass of Shymkent city for the village, it is necessary to equip two livestock underpasses and one overpass for agricultural machinery.

**14. Ordabasinskiy district, Shubarsu r/c, Shubarsu village.**

70 residents attended

51. From livestock underpasses near the entrance to the village from the Temirlanovka, the water accumulated during atmospheric condensation. This water flows down into the yards of residents' houses.

52. U-turn near the entrance from the highway to the housing estate Atameken is difficult for trucks. And U-turn in the direction of Shymkent is far from the village.

53. In the area of wastewater discharges of urban sewerage locates, quality of roadbed has deteriorated.

**III. Road section «Border of the Russian Federation (to Samara) -Shymkent», 2216-2231 km.  
«Bypassing Temirlanovka village».**

**Contractor:** «AKM-Planum»

**CCS:** LLC «Kazdorproject / Scott Wilson / Gzamshenproject»

**15. Ordabasinskiy district, Kazhymukan village.**

27 residents attended

54. Equip the irrigation ditch at a distance of 200 m. from the south side of the road interchange on the main street of the village, which will prevent mound's ground subsidence of south exit from the interchange.

55. The necessity of major repairs of the village main street, which was used by the contractor for shipping construction material from the quarry, with the restoration of 8 bridges, and equipment of the sidewalk.

56. Need to equip the power lines, beat downed by contractor's trucks, and restored the power poles.

57. Eliminating the aftermath of environmental damage on sanitary zone of tugais, floodplain area of Arys river, caused by contractor's construction machinery.

**IV. Road section « Border of the Russian Federation (to Samara) – Shymkent», 2183-2216 km**

**Contractor:** Corporation «Sinohydro»

**CCS:** LCC «Kazdorproject / Scott Wilson / Gzamshenproject»

**16. Baydybeksky district, Ekpendy village**

### 13 residents attended

58. Under the interchange the traffic signs «Pedestrian crossing» is set, but there is no appropriate road marking.

59. From the interchange mound toward the commercial buildings (north side of the highway), during the atmospheric precipitation and snow melting, a water with dirt flows down, there is no diverting trays and irrigation ditches for water draining, so it accumulates in a huge puddle and interferes the passage of vehicles and pedestrians on local road along the highway which leads to the hospital and the residential sector of the northern part of branch of Shayan Darmaniskiy r/c of Arys village.

60. 178 children of Shayan branch, located on the left coast of the river Bugun, study in Ekpendy village school, located on the right coast of the river Bugun. They daily reach the school by bus. To get to the school the bus leaves from the branch, then goes 1 km to U-turn aside Temirlanovka, then returns by the opposite road lane to enter the village Ekpendy, so its path is about 5 km. Every day the bus makes several trips considering the studying of children in two shifts and delivery of preschool children to kindergarten, total - 86 kilometers. This is a burden on the budget of Aris village akim.

61. In the plans of Aris akimat to build own 200 places school for children from Shayan branch in the northern part of the branch. However, most of the population lives in the southern part. Therefore, it is necessary to equip the crosswalk for children to go through the highway.

62. In the area of U-turn (to Temirlanovka) under the roadbed, the equipped culverts with a small diameter, one of them must be bigger for livestock passing, since from the south side of the highway there are 10 courtyard of pastoralists (5000 heads of livestock), who use pastures and disinfection point for livestock on the north side of the highway.

63. At around 2,207 km of highway M-32 «Border of the Russian Federation on the Samara - Shymkent» need to check the traffic signs and road markings - if they meet the standards.

In January 2014, on the part of the highway between Ekpendy and Zhienkum villages, there was an emergency situation: during a few days there were bitter cold and wind. One of these days, 700 heads flock of sheep, fleeing from the cold, leaned on the fence of highway dividing line, thereby restricting the movement of vehicles. More than 30 sheep died, because drivers could not wait. There should be a set of measures to prevent congestion on the highway.

### **17. Baydybeksky district, Zhienkum village**

#### 13 residents attended

64. Bus stops and pedestrian crossing between them are far away from the entrance to the village.

65. U-turn to enter the village from Shymkent side is equipped too far.

66. U-turn to leave the village in the direction of Turkestan do not satisfies the interests of the inhabitants.

67. Livestock underpasses are not convenient for the livestock passage, so to move livestock through the highway, the residents forced to lead it for a few kilometers to the interchange in the village Ekpendy.

68. Residents supposes that the cement-concrete covering of roadbed of highway must be covered with asphalt.

**18. Ordabasinskiy district, Temirlanovka village** and other issues relating to residents of Enbekshi, Kokaral, Zhayylma, Spataev, Tortkol raised by the Department of Housing and communal services, Passenger Transport and Highways Ordabasy district akimat

#### 8 residents attended

69. Planting of greenery the highway exit line.

70. The participation of the residents of the district in equipment of roadside service.

71. Renovation of the old road through the center of Temirlanovka village with all the requirements: a width of 12 meters with a blind area and trays (for the time being - 8 meters), irrigation ditches network for irrigation water for the villagers homesteads, street lighting, pavement, road markings and traffic signs, exits, pedestrian crossings, traffic lights. The necessity of preliminary public consultation with local experts and the local community.

72. Repair of internal roads of Temirlanovka village.

73. Continuous lighting of the highway to bypass of Temirlanovka village from descent on the bridge over the Aris river until the exit from Kazhymukan village.

74. Equipment roadside complex on bypass: a large exit, parking, a complex of hotels, cafes, etc. on both sides.

75. Reconstruction of bridges over the Kurtan, Kazenniy, Naiman channels.
76. Repair of damaged irrigation ditches network.
77. The integrated approach for improvement in Toksanay, Shubarsu, Shubar, Enbekshi, Kokaral, Zhayylma, Spataev, Tortkol villages.
- Kazhymukan village's issues:
  78. Paint the fence from the Arys river to the highway on the bypass;
  79. Repair of internal road; irrigation ditch network and pedestrian crossing under the interchange;
  80. Problems of washout the gravel from highway embankment on both sides.
- Spataev village's issues:
  81. The absence of an overpass for agricultural machinery;
  82. The problem of tracked vehicles driving through highway;
  83. Road improvement;
  84. A local passage;
  85. The problem of the passage of pupils to the school and residents to the shop.
- Tortkol village's issues:
  86. Road improvement;
  87. At the entrance from Shymkent city side, there are no exits on Konaeva and Arnasai streets;
  88. Problems of entry for agricultural machinery into Shaulderskaya interchange (wheel tractor with 4 carriages for the transportation of cotton to the cotton points located in the village);
  89. The absence of channels to waste water from the highway;
  90. Improvement of area in front of commercial objects along the highway inside the village.
- Kokaral and Enbekshi villages' issues:
  91. Overpasses for agricultural machinery;
  92. Quarry after excavation and the road from the quarry to the highway.
- Zhayylma village's issue: street lighting.
94. The road from the highway to the Shubar village.

## ***V. Road section «Border of the Russian Federation (to Samara) – Shymkent», 2135-2183 km***

**Contractor:** «Posco Engineering»

**CCS:** LCC «Kazdorproject / Institue IGH dd / Kyrgyzdorproject»

### **19. Ordabasinskiy district, Tortkol village.**

#### **8 residents attended**

95. It is necessary to equip U-turn for the passage of agricultural machinery, the exit and the pedestrian crossing on hydro site Torttam of Spataev village.
96. To make passage through the highway for tracked agricultural machinery.
97. It is necessary to install a traffic light at the intersection of the main street of the Tortkol village and the highway.
98. On the highway in the Tortkol village there is a turn on Kyzylzhar village, U-turn is required for the passage of vehicles to the village and the departure of the agricultural machinery from the village to irrigated land.
99. On the Spataev street of the Tortkol village there are two cotton points. Need a U-turn for tractors «Belarus», «MTZ-80», «K-700», «T-28» with trailers loaded with of cotton, which drive during the cotton harvest to the cotton points. Some drivers violate traffic rules and go the oncoming lane of highway to shorten the way to cotton points, since to turn around, according the project, the drivers forced to pass a considerable distance to the interchange on Shaulder village. There has already been one accident with a driver, who went into the oncoming lane. Additional disadvantage: tractor drivers, usually in order to save fuel, attach 4 trailers loaded with cotton. This caravan can not rise on the interchange entry.
100. During the period of atmospheric precipitation the underpass on the highway flooded by water in the Tortkol village. There are no equipped sidewalks by the underpass, and absence of lighting inside underpass.
101. U-turn in the western part of the Kokaral village is difficult for pass of the tractor with a trailer loaded with cotton. In the eastern part of the village there is a necessity of U-turn.



102. Along the route within the Tortkol and Kokaral village there is a necessity of local passages and anti-noise barrier for the village.

103. It is necessary to make the names of settlements appropriate:

- Instead of the «Aksory» - Zhayylma;
- Instead of «Al-Farabi» - Arystandy;
- Instead of «Kzyltu» - Yelshibek Batyr.

104. It is necessary to equip the areas in front of commercial facilities along the highway in the center of the Tortkol village.

105. In the area of the Kokaral village, the contractor used a quarry for excavation, but did not make reclamation. Also need a repair of the road from the quarry to the highway.

106. In the area of Zhayylma village on the highway there is a necessity to equip street lighting.

## ***VI. Road section «Border of the Russian Federation (to Samara) -Shymkent», 2111-2135 km***

**Contractor:** JE «Copri / Seiser»

**CCS:** LCC «Kazdorproject / Institue IGH dd / Kyrgyzdorproject»

### **20. Turkestan township, Stariy Ikan village.**

10 residents attended

107. On the 746 + 20 picket the underpasses was made. However, the work is not completed, so the inhabitants of the village forced to lead the livestock through the highway, for this reason was dismantled the fencing on both sides of the highway and in the dividing line. Moreover, the residents pass through the highway on agricultural machinery. Such traffic violations create a serious danger on the road. The evidence of this was an accident, which occurred at the site 12 October 2014: a resident of the village R. Zhamalov led his small cattle (in an amount 171 heads) on this forced unauthorized passage on the highway. From Shymkent side at high speed was riding a car (Hyundai-Starex). Without reducing a speed, the driver crashed into a flock of sheep. At car accident scene arrived akim of district, district inspector of village, the traffic police. The police stated Zhamalov's guilt and without formalizing a protocol, suggested the parties to agree. Under pressure of circumstances, Zhamalov had to give four wounded sheep, which he slaughter on the spot. In addition, he has suffered material damage: 15 sheep died on the spot and their meat was no longer suited to the food; four more wounded sheep Zhamalov keeps at home, in the sheep yards. The total damage - 23 sheep. Zhamalov - the only breadwinner in the family, which includes his retired father, his wife and four children. Zhamalov is disabled of 2nd group. The keeping of cattle - the only source of family income. This cattle Zhamalov purchased with a bank loan and borrowed money from private individuals.

Through this site inhabitants of the village daily lead 70% of livestock. To lead livestock through the interchanges, we forced to go through the stead of agricultural lands. However, some of the lands corn and cotton have not yet harvested, and on the other the winter crops are sowing; the owners of these lands will not allow the passage of livestock, as it can spoil the harvest and sowing. Sanitary protection zone along the highway has not yet been equipped.

108. During construction, contracting company «Posco Engineering» and «Copri/Seiser» used the village's secondary roads for the carriage of building materials: the road Stariy Ikan- Noviy Ikan with a length of 5.3 km, gravel road Dihanabad-Arys-Turkestan channel with a length of 5.1 km , gravel road from the mill to the 746 + 20picket, and then on the other side of the highway with a length of 1.85 km, gravel road of the first part of Halhabad stead. It is necessary to restore all roads. When using of road the bridges was damaged: on the Saitmurad Bolys street, Istyk su street. On the new bridge there needto be equipped a handrails in the direction of the Noviy Ikan village.

109. At the pickets 710+13,8 and 746+20 there are equipped the underpasses and culverts in pairs (reset-collector). On underpasses should be done wellhead facilities and in front of culverts need to clean a watercourse of channel in 300 meters on both sides of the highway. Between underpasses and culvert (710 + 13.8 picket) the need to dig a ditch to release a water, which accumulates in underpasses during precipitation.

### **21. Turkestan township of Chaginskiy r/c, Intymak village.**

2 residents attended

110. Within the settlement the underpasses is not provided, so residents lead their livestock through the pedestrian crossings.

111. Despite that around a village there is a speed limit, the drivers violate this rule. In turn, the traffic police are not always on duty on the highway inside the village. Residents offer to install road video-recording.

112. Furqat street crosses the highway. Even before construction and for now children go to school and come home after school by this street. However, now to cross the highway at an unestablished place, they climb over the traffic barrier, endangering their lives and health. The school has 1,800 students, more than 200 of them on the way to school and back cross the road. Residents spoke of the need to provide on this site a crosswalk before the start of construction. But it was install in other place.

113. In some places of the village the pavement is equipped not fully. And for the residents of the two houses after the pavement will be equipped, the exit to the local driveways through the gates of the house will be closed.

114. In the areas of pedestrian crossings, the roadbed of local driveways must be equipped with artificial roughness (speed bumps).

## ***VII. Road section «Border of the Russian Federation (to Samara) - Shymkent», 2057-2111 km***

**Contractor:** «Dena Rahsaz»

**CCS:** LCC «Kazdorproject / Institue IGH dd / Kyrgyzdorproject»

### **22. Turkestan township, Babaykorgan village.**

#### 13 residents attended

115. Since the beginning of construction WE-WC highway, the contractor carried out the extraction of stone in the quarry near the Abay village, located in 10 kilometers from the center of Babaykorgan village. At First, the contractor took the stone out on the road, which connects the villages Abay and Babaykorgan with the highway. However, due to dissatisfaction with the residents, the contractor has equipped a bypass road from the quarry to his village with a length for 20 kilometers. But this bypass road have sunk down, so contractor's trucks began to take out the rock on the main road of villages at night time again. In 2014 from the budget was allocated 44 millions tenge for repair the main road. However, in some areas requires major repairs: about 3 kilometers of roadbed near Abay village, a 50-meter section on the exit from the highway, near the former village of the contractor, and in different areas over 15 kilometers to the village Babaykorgan.

116. The quarry is not reclaimed by contractor. Near the quarry the route of grazing the livestock in the mountains passes. High probability of falling the livestock to the quarry.

117. Contractor mined the rock out of quarry by dint of blasting. This caused damage to buildings of Abay village's residents. However, the commission of contractor has considered that the explosions were not the cause of cracks in houses of 18 residents of this village. The damage was not paid.

118. Under the interchange of Shornak village the road sign with the name of Babaykorgan village, made wrong - «B. Corgan».

119. During construction, contractor's drivers offered to residents of Babaykorgan and Abay villages to buy the rock, extracted out of the quarry. In case of refusal to purchase, drivers threw out rock in different parts of the villages.

120. On the highway near Shornak village, under the highway there is Zhanakorgan river bed, but the road sign has the wrong name - Tastaksay.

### **23. Turkestan township, Eski Sauran village (30th passing loop)**

#### 6 residents attended

121. The distance between U-turns on the highway are not convenient for the residents of the village, one part of which is working on archaeological excavations in the hill fort of Sauran, and the other - on the construction of a brick factory, located in a few kilometers from the highway between Eski Sauran (30th passing loop) and the New Sauran station. The need of two extra U-turns, one is for access the brick factory, which is under construction, the other is for turning to the opposite lane and following towards Kyzylorda. The residents, who return from Turkestan, to get at the 30th passing loop, violating the traffic rules, forced to go into the oncoming lane through a U-turn near the bridge over the Ashylgan river.

122. The entrance at the 30th passing loop has disadvantages:

- 50-meter site of exit is not asphalted;
- There is no road sign - the name of the village;

- There is no a bus stop.

123. Pastures of New Sauran station and 30th passing loop, mostly locate behind the highway. Residents of the station remained without livestock underpasses, and they have 1,000 head of cattle, 12,000 – small cattle, 570 camels, 120 horses. They lead the livestock through the highway thereby create a dangerous situation for traffic. There already have been one fatal accident – a driver died (resident of Turkistan), collided with a camel. To solve the problem, people offer to expand the culverts at two locations of the highway: between station and 30th passing loop to a size of standard livestock underpasses – 4\*2,5 meters: at the entrance to the station and on the dry river bed of Zhalspaysay.

#### **24. Turkistan township, Shornak village.**

8 residents attended

124. In the village reside 13,000 people, their main occupation is agriculture and cattle breeding: 1500 hectares of land are irrigated, 3,000 hectares are rain fed, 20,000 hectares - pastures, all irrigated, rain fed, and most of the pastures are behind the track. The village is located along the road for 15 kilometers, where there are no livestock underpasses or overpass for agricultural machinery, and the absence of crosswalks. Residents have appealed to the construction company, but to no avail.

125. U-turn is equipped in only one place - earlier there was Kosmezgil village, now belongs to Shornak village. Agricultural machinery and freight transport do not fit with its size to this U-turn.

126. The interchange at the entrance to the Shornak village from Kyzylorda side locates at one end of the 15-kilometer line along the village. Interchange is used by only residents from 50 houses, they lead their cattle through the bridge, and the small cattle is led through the culvert under the highway, located in 300 meters to the west from the interchange. Residents do not use this interchange for the passage of agricultural machinery, since along the route there are no road to reach to the irrigated land.

127. On the interchange's bridge when driving trucks there is a serious vibration. During the construction of interchanges driveways came out distorted as from the Shornak and from the Babaykorgan villages. The street lights at the interchange does not work. From the side of Kyzylorda there is no traffic sign informing about the exit to Shornak village. There is a sign with the name of Nurtas village, which is located in 25 kilometers from the highway, and the western outskirts of the Shornak village is in 500 meters.

128. At 2084 + 500 km before the highway reconstruction there was a passage for agricultural machinery, livestock and farmers, going to their fields. There are three streets of former Kosmezgil village converge. After the completion the works of the project WE-WC, the contractor equipped only two pipes with diameter 2x2 - one culvert, another - for cattle passage. Through this pipe freely passes only small cattle. Overpass for agricultural machinery and crosswalk for farmers on this point are not equipped, on both sides at the edges of the roadway and dividing line are not equipped with a fences. But it does not stop pedestrians who daily, violating traffic rules and putting their lives and health at risk, climb over the fence to get to the other side of the road. Among them are children, because behind the highway there are locates a dozen of houses of residents, whose children climb over the fence of highway to get to school.

129. Lateral fence of highway is not complete until the end of the Shornak village.

130. At the entrance to the Shornak village from Turkistan side (from the east), where previously began Kosmezgil village, residents lead across the highway their cattle, horses and camels. Recently, on this place was an accident, jeep driver from Taraz hit two cows and the owner had to pay him damages in the amount of 600 thousand tenge. However, residents continue to lead their livestock through this part of the highway.

#### **25. Turkistan city aimag, p. Karashik**

4 residents attended

131. Along Karashik river through which WE-WC highway passes near the cemetery, locate the lands of economy homesteads of Karashik village. In the seasonal period (from spring to winter) daily through the highway pass about 200 head of livestock to summer pastures Karsakty behind the highway. It was explained for residents that they can used as livestock underpasses the coasts of the Karashik river under the bridge of WE-WC highway, as well as the dry riverbed of the Kokaryk river over which is also equipped bridge. However, in spring this river filled out with the floodwater, which prevents the passage of livestock. Therefore, residents are forced to lead the livestock through the highway in the area of U-turns. Embankment under the bridges are rather steep and paved with concrete blocks, that is also

interferes the passage. Requires at least one standard livestock underpasses between Karashik and Kokaryk riverbeds.

***VIII. Road section 1 «Shymkent - border of Zhambyl region» of reconstructed highway A-2 «Almaty - Termez», 593-632 km***

**26. Tyulkubas district, Zhaskeshu village.**

12 residents attended

132. The major repair of Almaty-Shymkent highway, passing along L. Demeushov street, should be completed in 2014,

133. It is necessary to retool the irrigation ditch system with rebuilding of bridges and pipes on L. Demeushov and K. Tazhibayev streets, where in a period of intense rainfall and snowmelt the 51st house flooded.

All claims are considered during the exit meetings on September 26, 2014 with the participation by the representative South-Kazakhstan branch JSC «NC KazAvtoZhol» CCS - JE «Temelsu / Consult», NECTSD, akimat of rural circumscription and residents.

**27. Tyulkubas district, Tausagyz village.**

11 residents attended

134. It is necessary to carry out major repairs of Baysheshek street, which locates between 64 picket and 624+571 interchange and Sagynysh street locates perpendicularly to a highway from 60 picket to the coast of Aris river, which is used by «Dena Rahsaz's» water trucks.

135. A bus stop should be equipped on the highway.

136. Regularly suppress a dust during the construction.

137. It is necessary to remove the debris left by the constructors from farms' lands.

**28. Tyulkubas district, Dauan village.**

30 residents attended

138. Land users D. Seisenbayev., T. Berdibekov dissatisfied with the amount of compensation for barley harvest destroyed in 2014, as a result of the impact of construction works.

**29. Tyulkubas district, Bakybek village.**

14 residents attended

139. During construction, the contractor uses the main street Dostyk with a length of 2 km, along which heavy duty trucks and construction vehicles move. At the end of construction it is necessary to restore the street and equip pavements and irrigation ditch system.

140. Residents pay attention to the need for asphaltting the projected exit to the highway until the beginning of the main street (more 100 meters).

**30. Tyulkubas district, Akbiik village.**

10 residents attended

141. After the end of the construction it necessary to return the road leading to the village of «Dan Rahsaz» company, this road residents use to pass to the cemetery (adjacent to the Jabagly-Akbiik highway).

142. It is necessary to replace the bridge on the aforecited road through the channel of the river Jabagly, this bridge is filled with water during floods.

143. It is necessary to eliminate the harmful environmental impact of asphalt factory.

144. It is necessary to replace the pipe under the highway Almaty-Shymkent (the main street ) near the shop «Bahyt.» Roadbed near the pipe subsided as a result of the use the street by heavy duty trucks of contractor.

145. After the major repair of functioning highway Almaty-Shymkent, it is necessary to equip sidewalks near the village.

**31. Tyulkubas district, Shakpak baba village.**

25 residents attended

146. On the 344 picket must be installed a culvert with the diameter of 1.5 meters.

147. On the 333 picket it is necessary to raise the level of the pipe 4h2,5 meters (livestock underpasses).

148. It is necessary to cut through subterranean canal on the passage from the ditch on the 333 picket to pipe under the main street (functioning highway Almaty-Shymkent), clean the pipe.

**32. Tyulkubas district, Jabagly village.**

14 residents attended

149. The road from the quarry of Abail village and from the quarry «Mukhtar» to the reconstructed WE-WC highway is broken by heavy duty trucks of contractor Company. Also broke the bypass road Abail village.

150. Need an major repair.

151. On Jabagly village the movement of trucks is prohibited, but drivers of contractor companies ignore the ban, violate traffic rules, creating a danger on the roadway, especially for children.

152. Dust suppression is not always complied during the moving of contractor's trucks from the quarry to the highway.

153. In the area of construction the bridge over the reconstructed highway WE-WC (266 picket), for alignment the surface of a road it is necessary temporarily equip an overpass with a milled material for the winter period, so the cars will not stuck in the mud

154. Residents are asked to asphalt the road Abail village up to 115th passing loop.

155. On the road Jabagly-Akbiik there are a few joints, which used by contractor company's trucks - from the construction camp, from the quarry and in the area of construction the bridge. Drivers go on the main road with traffic violations, creating a hazard to passing vehicles of village residents.

156. Village authorities offer to construction company to conclude a contract with them on the throwing out of municipal solid waste: the MCW polygon of villgae located closer, than the polygon which currently used by the construction company (Kulan).

***IX. Road section 2, «Shymkent-border of Zhambyl region» reconstructed highway A-2 «Almaty-Termez», 632-674 km***

**33. Sairam district, Intymak village.**

5 residents attended

157. At the intersection of main street with the highway, necessary to equip the pedestrian crossing. Retain a specified intersection for communication between houses, located on different sides of the highway.

158. To place livestock underpasses maximally close to specified intersection.

**34. Sairam district, Aiteke bi village.**

1 resident attended

159. Stop the exploitation of quarries for extraction gravel/sand in Aksu riverbed. Barbarous xtraction of mineral resources has led to the destruction of the bridge over the Aris river, which connects the Aiteke bi village with pastures.

160. Restore the aforecited bridge.

161. The maximum by a length to restore the road Aiteke - Aksuabad adjacent to the highway.

**35. Sairam district, Karabulak village.**

8 residents attended

162. Complete the paperwork of more than 50 renters of agricultural lands with the registration in the database of land-cadastral registry.

163. Clarify the boundary between the highway and stead of Ms. M. Osmonova, specify the date of the demolition of the functioning cafe «Abdlyaziz», picket at 666 km, and provide an opportunity for the construction of a cafe in the remaining stead along the highway.

**36. Sairam district, Mankent village.**

12 residents attended

164. To equip the highway on picket at 659 + 500 km for departure of agricultural machinery to the highway with a subsequent U-turn to the opposite lane and with exit to the other side of the highway on the agricultural lands.

165. To equip the exit/departure on picket at km 659 + 800 on the south side of the highway, where the lands for individual housing construction are allocated.

166. To equip exit/departure on picket at km 660 + 600 on the north side of the highway, where the lands for industrial zone are allocated.

167. The private stead for the cafe «Kainar» along the highway from the north side interferes the passage of agricultural machinery from the overpass on the picket at km 668 (from the bridge over the railway) to agricultural lands.

**37. Sairam district, Mashat village.**

2 residents attended

168. On the Mashat nek it is necessary to remain the exit from the highway to Mashal village for the passage to summer camps.

169. Make an overpass for agricultural machinery and livestock underpasses.

170. Make a major repair of the Hanali Baba main street,.

171. Make an exit to the highway from Zarechnaya street.

**38. Tyulkubas district, Kershetas village.**

11 residents attended

172. To equip the livestock underpasses in the area between 647 and 648 km

**39. Tyulkubas district, Sas-Tobe village.**

6 residents attended

173. To equip culvert under the highway near the under construction interchange, since in this place periodically water accumulates, which flows from the mountains.

174. During the construction season of 2014 in the area of dust control in the area of entrance to the village was carried out irregularly.

**40. Tyulkubas district, Urbulak village.**

7 residents attended

**175. To equip livestock underpasses on picket at 640 + 500 km.**

***X. Road section «Khorgos-Almaty-Shymkent- Uzbekistan border», 705-742 km***

**41. Shymkent city, Abay district, Akzhar housing estate.**

18 residents attended

176. It is necessary to equip two exits/departures at around 725 km for the projected microdistrict (320 houses) and two U-turns.

177. It is necessary to build appropriately a junction to the existing exit/departure to the residential Akzhar housing estate.

**42. Shymkent city, Abay district, Aktas housing estate.**

35 residents attended

178. It is necessary to equip the internal roads, which is used by students to go school and back, as well as street lighting along it.

179. It is necessary to reduce or prevent the contractor to make water withdrawals from a ditch flowing from the Sasyk river to give residents the access to water: women for household needs, cattle breeder for livestock watering, etc.

180. Contractor do not employs local workers.

181. Repair the temporary road Shymkent-Tashkent.

**43. Kazygurt District, Rabat village.**

6 residents attended

182. It is necessary to indemnify loss to the business object of landlord Faizulla Alisheva at around 730 km

183. It is necessary to familiarize the residents with social and infrastructure facilities of highway reconstruction project which belongs to vital functions of the village.

184. It is necessary to make repairs of temporary road Shymkent-Tashkent.

185. It is necessary to equip bus stops and street lights at interchange at around 730 km.

**44. Kazygurt district, Kydyr Mambetov village.**

10 residents attended

186. It is necessary to make repairs temporary road Shymkent-Tashkent.

187. It is necessary to equip the sidewalk, pedestrian crossings, fencing along the temporary road inside the village.

188. It is necessary to familiarize the residents with social and infrastructure facilities of highway reconstruction project which belongs to vital functions of the village.

189. It is necessary to equip the overpass for agricultural machinery through the road under reconstructing on the southern outskirts of the village.

190. It is necessary to remove soil from the pasture of village.

191. The request to assist in filling the roadway of five village streets with gravel.

#### ***XI. Road section A-2 «Almaty-Termez» on the territory of Shymkent city.***

#### **Committee for Roads of Ministry of Investment and Development of the Republic of Kazakhstan, South Kazakhstan region branch of JSC «NC KazAvtoZhol»**

#### **45. Shymkent city, Abay district, Kyzylzhar housing estate.**

##### 20 residents attended

192. It is necessary to restore Akhunbabayev street from the crossroads city highway Tamerlanovskoe highway and Turkestan street of Intymak district (part of the section of transit corridor WE-WC 22321-2260 km of road M-32 «Border of the Russian Federation to the Samara - Shymkent») from the bypass highway (road A-2 «of Almaty Tashkent-Termez»), which is used by transit truck following from Almaty and Kyzylorda to southern regions of South Kazakhstan, the Republic of Uzbekistan and on to Iran, South Asia.

193. The regional authorities can not repair Akhunbabayev street since this road is on the republican balance sheet.

Roadbed width of 12 meters, curbs, road markings and the entire road infrastructure (bus stops, sidewalk, street lighting, traffic lights, pedestrian crossings, etc.) in a terrible form.

The highway locates inside the populous private sector of city. No conditions for the safe movement of pedestrians. Half of the students of the school number 53, which has about 2,000 children, daily go across the street.

Part of the population have livestock and also uses the highway to lead it, but there are no conditions for this.

194. At the intersection of two highways locate: market «Bekzhan» showrooms «Bipek Auto» and «Hyundai», a mosque for 5000 visitors, the gas station. During the day there are a traffic jams occur.

195. At the other end of the Akhunbabayev street, in front of the bridge over the Badam river, the road non-standard railway crosses the highway, the height of a bridge over the highway does not allow to pass a high overall vehicles.

196. In the area of the bridge in the riverbed Badam the private mining of macadam is going. This can lead to collapse of a bridge, the pillar of which in some areas already lay bare.

197. The footpath of tunnel in the area of Makatayev street and the Sabit Mukanov street, locates along the Badam river, must be repaired. This bypass is inside the city. There is a significant adverse environmental and social impacts on the residents of microdistrict because of vehicles.

#### **46. Kazygurt, Kursay, Karl Marx microdistricts of Abay district, Shymkent city**

##### 9 residents attended

198. It is necessary to relieve the existing bypass road, through which the transit freight vehicles pass to the southern regions of South Kazakhstan and the Republic of Uzbekistan from the side of sections Shymkent-border of Kyzylorda region and Shymkent-border of Zhambyl region of transit corridor Western Europe-Western China.

This bypass remained inside the city. There is a significant adverse environmental and social impacts on the residents of microdistrict because of vehicles.

A possible solution of this area's problem: the construction of the western bypass of Shymkent behind the prospective boundary of city development. Construction of a bypass road in this direction with the northern bypass under construction road, will create a unified complex of north-western bypass of Shymkent, eliminate all the above-mentioned negative. West bypassing economically expedient because all freight traffics flows of Kazakhstan, Russia, China, passing to Central Asia and the southern regions of South Kazakhstan, will be on the bypass road, bypassing the city. The option of highway building of new bypass is expected to begin from 2231 km highway M-32 «Border of the Russian Federation (to Samara) - Shymkent» (near Chubarovka village), then in the direction towards Tashkent, eastern from Badam village of with access to 721 km of highway M-39 «Shymkent-Tashkent».

#### **47. Ordabasy district, Toksansay village.**

199. Equip U-turn towards Kyzylorda closer to the abutting of village road to the highway.

200. Major repair of secondary road Shubarsu-Toksansay and bridge over the Shubarsu river located under the interchange of highway at 65 picket.

## **XII. Road section «Khorgos-Almaty-Shymkent-Uzbek border», 742-775 km**

*KNU JSC «KazDorNII»*

*General contractor «Sinohydro Corporation»*

### **48. Rural District Sharaphana, Kazygurt district.**

23 residents from Sharaphana, Zhinishke, Mailyoshak villages attended

201. Inside Zhinishke village there is a need to equip asphalt road with length of 1 kilometer between the two branches exits of the road on 751-st km.

202. To equip the asphalted highway with 0.5 kilometers stretching to the cemetery of Zhinishke village at 760-th km.

203. To expand the platforms for the stop of the transit vehicles, drivers and passengers of which are potential users of commercial properties' services of Zhinishke village along the two branches of highway between 750.65 km and 752.8 km

204. To relocate a driveway for agricultural machinery of Zhinishke village from 750.2nd km to 752.6-th km.

205. To equip the pedestrian crossing near the school of Zhinishke village.

206. To equip livestock underpasses for Zhinishke village.

207. To equip the local driveway on Chimkentskaya street in Sharaphana village, with a length of 2.5 kilometers between 753-rd km and 755th km.

208. To equip the culvert at 757<sup>th</sup> km.

209. To equip two exits to the «Kazygurt Nura» cafe at 757.1-st km and 757.2-nd km.

210. To equip the Auto Pavilion for the Mailyoshak village.

211. Employment of local workers to construction company.

212. Maintenance and repair of gravel road of Mailyoshak village towards the base of the former Otkormsovhoz along the highway with a length of 0.5 kilometers.

### **49. Kazygurt rural circumscription, Kazygurt district.**

42 residents from Ashibulak, Kezenbulak villages attended

213. The passage for agricultural machinery of Ashibulak village at 766.5-th km needs to be filled with a soil and relocated on 765.05-th km, expanding the projected livestock underpasses.

214. To relocate the projected Auto Pavilion from 764.8-th km to 766.1-st km at the crossroads of the highway and road Molbulak-Ashchibulak.

215. At 769 km to leave the space for parking of transit vehicles, drivers and passengers of which are potential users of the services of about 10 commercial properties of Kazygurt village inhabitants, including «Asem», «Saltanat», «Diaz» cafes – the owner Kenzhebaev Bauirzhan, «Sabit» cafe - owner Karakulova Kalampir.

216. The movement of transit vehicles during the construction works.

217. At 771.7-th km, instead of the projected culvert with diameter of 1.5 meters it is necessary to equip the livestock underpasses with a size 4\*2,5 meters for residents of 5000 households of the new settlement.

218. To relocate projected livestock underpasses from 772.2-nd km to 773.2-nd km, expanding it to the size of passage for agricultural machinery for residents of 150 households Kezenbulak village, whose irrigated lands are located behind the highway.

219. The necessity to equip the barrier fencing along the highway from the left bank of the Keles river.

## **XIII. Road section «Horgos-Almaty-Shymkent-Uzbek border», 775-806 km**

*CCS JSC «KazDorNII»*

*General contractor «Evraskon»*

### **50. Kyzylkiya rural circumscription, Kazygurt district.**

34 residents from Kyzylkiya, Yntaly, Aynatas villages attended

220. At 774.3 km there is a need to solve the problem of dumping the water flowing from irrigated fields on the highway.



221. To equip a bus stop at 776.8 km on the left side instead of the bus stop at 777.6 km, i.e. to transfer the location. In addition, it is necessary to install a toilet. These bus stops are for residents of the Ainatas village.

222. The residents ask to equip an additional driveway for agricultural machinery at 779.7 km.

223. To relocate the bus stops from 783.8 km to 779.2 km. These bus stops are for residents of the Kyzylkiya village.

224. To relocate the driveway for agricultural machinery (tunnel) at 784.5 km from one side of the discharge channel to the other, to the side, where Kyzylkiya village locates.

225. Employment of local workers.

226. The movement of transit vehicles during construction works.

227. At 781.1 km, along the highway, there is a necessity to equip the bridge over the river Kokparsay, made from dismantled reinforced concrete beams.

### **51. Derbisek rural circumscription of Saryagash district**

#### **21 residents from Atameken and Sarke villages attended**

228. To relocate projected for Atameken village driveway for agricultural machinery from 790.4 km to 791.5 km.

229. At 792.7 km the need to equip the exit to a new school of Atameken village, whose construction will begin in 2015. The necessity of sidewalk towards a school along the highway from 790.7 km to 792.7 km.

230. To relocate a bus stop of Atameken village from km 791 to km 790.8.

231. The issue of the safety on the highway for the residents of Atameken village?

232. Employment of local workers.

233. At 792.7 km in front of exit to the school right around the highway there is a need of exit to the cemetery of Atameken village on the left of the highway.

234. At 793.1 km the need of exit to the Sarke village and further this road leads to the Derbisek village. In addition, there is a need of bus stops with a pedestrian crossing.

### **52. Zhibek Zholy rural circumscription of Saryagash district**

#### **15 residents from Zhibek Zholy village attended**

235. At 798.5 km and at 799.1 km there are a commercial properties locate, whether there still will be a parking?

236. The need of a bus stop for route to the southern districts of the region, particularly to Chardara, at 800.5 km.

237. The necessity to expedite the construction of the highway especially from the customs until the interchange (2.8 km).

238. Once a month, the military unit tracked vehicles passes through the highway at 802.5 km, there is a driveway required.

239. At 802.5 km, on the roadbed there is a necessity to leave the concrete slabs, which will withstand the tracked vehicles.

240. In three places of highway the gas pipeline layed, how it is considered in the project?

241. Whether the activity of commercial properties will suspended during the construction along the highway near the customs post?

242. How will be resolved the issue of Service Station near a road interchange (the owner Tasbolatov Zhusup)?