



With roads in Seri Kembangan and Serdang Jaya already narrow, it is not easy for the massive MRT2 construction sites to be located at a distance from the road, away from motorists and buildings.

A view of one of the MRT2 construction sites along Jalan Raya Satu in Serdang Jaya. — Photos: RAJA FAISAL HISHAN/The Star

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'Floods in areas a long-standing issue'

Project management: Steps in place to ensure MRT construction does not exacerbate problem

THE MRT Sungai Buloh-Serdang-Putrajaya (SSP) line is a most welcomed project by residents who hope for good public transportation to the surrounding areas.

Also known as MRT2, the SSP Line, scheduled for completion in July 2022, is expected to serve a two million-catchment population and spans 52.2km with 35 stations, of which, 11 are underground.

However, with this project also comes traffic congestion and flood woes for those living near the construction site, especially in Seri Kembangan.

"The residents in my area welcome the MRT2 construction, but there are a few issues here and there, such as lack of grass-cutting maintenance, potholes and flash floods," said Subang Jaya councillor Wong Yii Seang.

He said the bridge across Sungai Kuyoh was often flooded during downpours ever since the MRT2 construction started.

"It is not a major flood but it can be dangerous for motorists."

He said before the construction took place, grass cutting and removal of illegal banners along Jalan Besar were handled by the Public Works Department (JKR).

"After the construction started, maintenance of the stretch of road has stopped," he added.

Tai Cheng Heng, who is the councillor in charge of Seri Kembangan, said the construction site was dusty and too close to the road.

"Often irresponsible lorry drivers going in and out of the site cause traffic problems to other motorists."

"One is at the construction site near Universiti Putra Malaysia (UPM), where heavy vehicles have been seen turning right into Jalan Besar although they are not supposed to."

"Heavy vehicles are also seen turning left to Taman Universiti Indah at the UPM site and making a U-turn at the traffic lights, damaging the kerb in the process," he pointed out.

Tai has received numerous complaints from motorists, with some raising safety concerns when driving along Jalan Raya 1 in Seri



Wong says maintenance of Jalan Besar stopped when MRT project started

Kembangan as the construction site is said to be too close to vehicles.

The construction has also led to flooding, in some cases mud floods, in Serdang, mostly near SJKC Serdang Baru 2.

During the recent state assembly sitting, Selangor local government, public transport and new village development committee chairman Ng Sze Han said the MRT2 project was five weeks ahead of schedule with over 50% of work complete.

For the elevated portion of the project, progress has reached 55.5% compared to the planned 51.4%, while the systems portion is 40.6% complete compared to the planned 38.1%.

Ng was responding to Seri Kembangan assemblyman Ean Yong Hian Wah, who had asked about the status of MRT2.

"The overall work progress



Tai says lorry drivers cause traffic problems to other motorists.

shows that MRT is able to carry out works efficiently and ahead of time," he said.

Ng added that the project also came with terms set for the MRT2 contractor by Subang Jaya Municipal Council (MPSJ) and JKR.

Among them are the widening of Jalan Besar in Seri Kembangan starting from the Serdang Kalliamman Temple to the UPM/Mardi station intersection, and then to the Jalan Indah intersection in Taman Universiti Indah.

The road will be widened from one lane to two lanes and will be completed in time with the UPM/Mardi station.

Jalan Utama Serdang Raya in Seri Kembangan will also be upgraded starting August next year and scheduled for completion in 2022 together with MRT2.

Jalan Raya Satu and Jalan Raya



Amir Malik: Seri Serdang and Seri Kembangan were already prone to floods before project started.

Tiga will also be resurfaced via the mill and pave method.

MMC Gamuda KVMRT (PDP SSP) Sdn Bhd, the project delivery partner, is aware of the flooding issues in the area.

Its deputy project director (elevated section), Amir Malik Faeiz, said the flooding was not caused by the MRT2 construction.

"The Seri Serdang and Seri Kembangan areas were identified as flood-prone locations even before work started.

"Frequent flooding is a pre-existing condition in these low-lying areas and when Sungai Kuyoh overflows," he said.

He added that a Stormwater Management and Drainage Master Plan Study for Seri Kembangan and Sungai Besi had been done by the Selangor Drainage and Irrigation Department (DID) in 2010.



Also known as MRT2, the SSP Line is progressing ahead of schedule.

A flood mitigation plan was also outlined with measures that included the enlargement of the Sri Serdang pond (Andalas pond) and upgrading of Sungai Kuyoh.

"We were aware of the issue even before work started in 2016, and we have ensured that our construction works do not contribute to the pre-existing flooding issue by taking comprehensive mitigation measures."

"Water channelling within the construction site follows requirements from both the Department of Environment (DOE) and DID, while all MRT drainage designs fully comply with the Urban Stormwater Management Manual for Malaysia guidelines," Amir Malik said.

An additional drainage channel was opened to optimise water flow and avoid bottlenecks as well as reduce the risk of flooding upstream.

Contractors at the site have also carried out multiple drain de-silting efforts surrounding the construction site, which is then reported to DID.

He added that the flooding along the bridge crossing Sungai Kuyoh was not due to the construction as it was outside the MRT2



Construction hoarding and material too close to existing premises along Jalan Raya Satu in Serdang Jaya

route.

Amir Malik also urged motorists to contact the MRT hotline at 1-800-82-6868 if they witness non-compliance, such as reckless driving by lorry drivers entering and exiting worksites.

"Our project does not condone any unlawful driving and we have

well trained and highly visible flagmen stationed at entrances and exits at our work sites.

"These flagmen use the stop-and-go method and are there to ensure traffic regulations are followed and manage the traffic when heavy vehicles enter and exit the work sites," he said.