‘Flooding in areas a long-standing issue’

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

Wong says maintenance of Jalan Besar stopped when MRT project started

Kembangan as the construction site is said to be close to vehicles. The construction has also led to flooding in some areas mud, floods in Serdang, mostly near Jalan Besar 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’s progress was five weeks ahead of schedule, with over 50 per cent of work complete. For the elevated portion of the project, conditions have reached 55.5 per cent compared to the planned 51.4 per cent, while the system portion is 40.0 per cent compared to the planned 38.1 per cent.

Ng added that the project also included the extension of the MRT2 to Jalan Besar and Jalan Raya 2.

Taj says lorry drivers cause traffic problems to other motorists.

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

Tiga will also be resurfaced via the null and paving method. NMC Gamuda RVMRT (PDP SSB) Bhd, the project delivery partner, is aware of the flooding issues in the area.

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

“The Seri Kembangan and Seri Besi areas are 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 the stormwater management and drainage master plan study for Seri Kembangan and Sungai Besi had been done to mitigate flooding of the area.

The road will be widened from one lane to two lanes and will be completed in time with the UPM/Maluri station, and then to the Jalan Indah Interchange in Taman Universiti Indah.

A flood mitigation plan was also outlined with measures that included the enlargement of the Sri Kembangan 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 channeling 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.

Contraction contractors at the site have also carried out multiple drainage de-silt 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.

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