

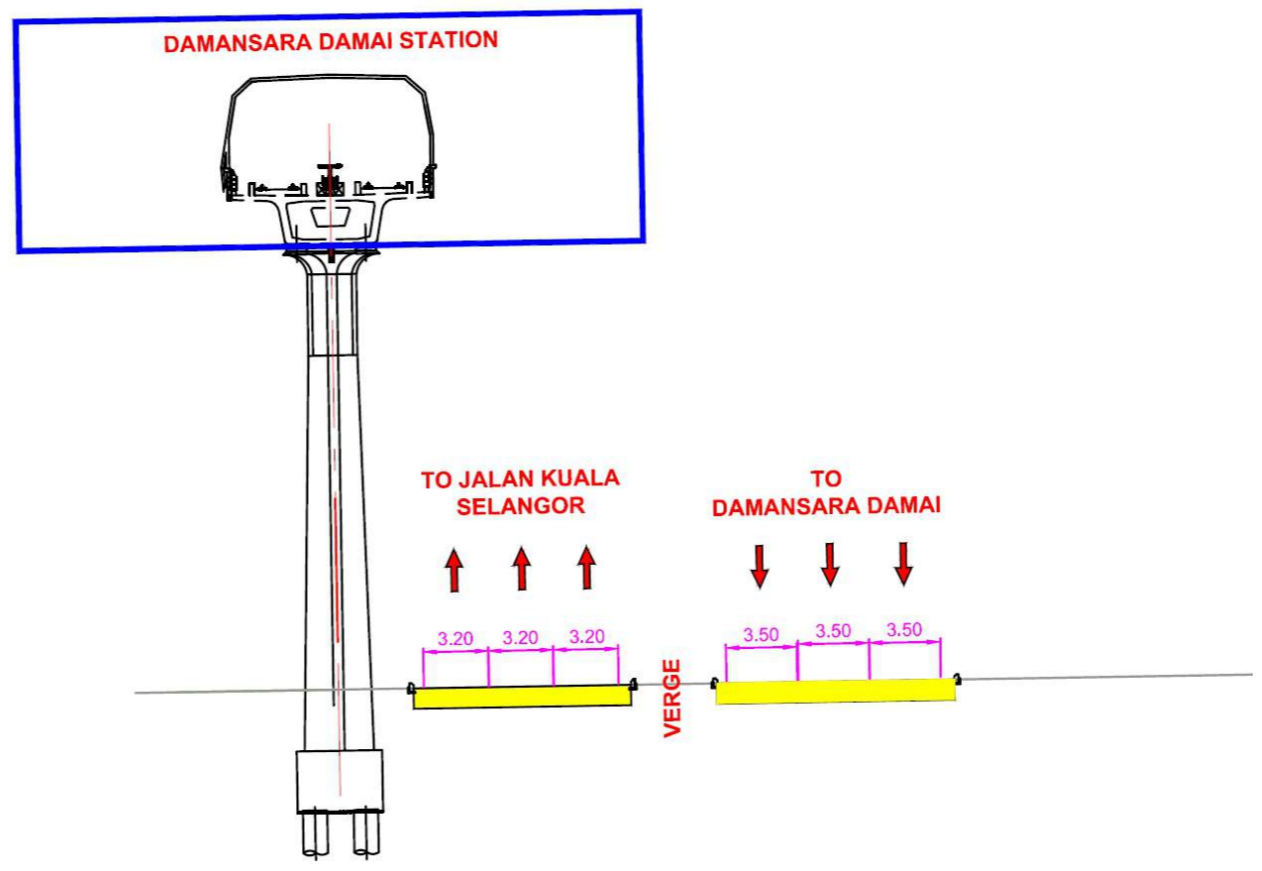
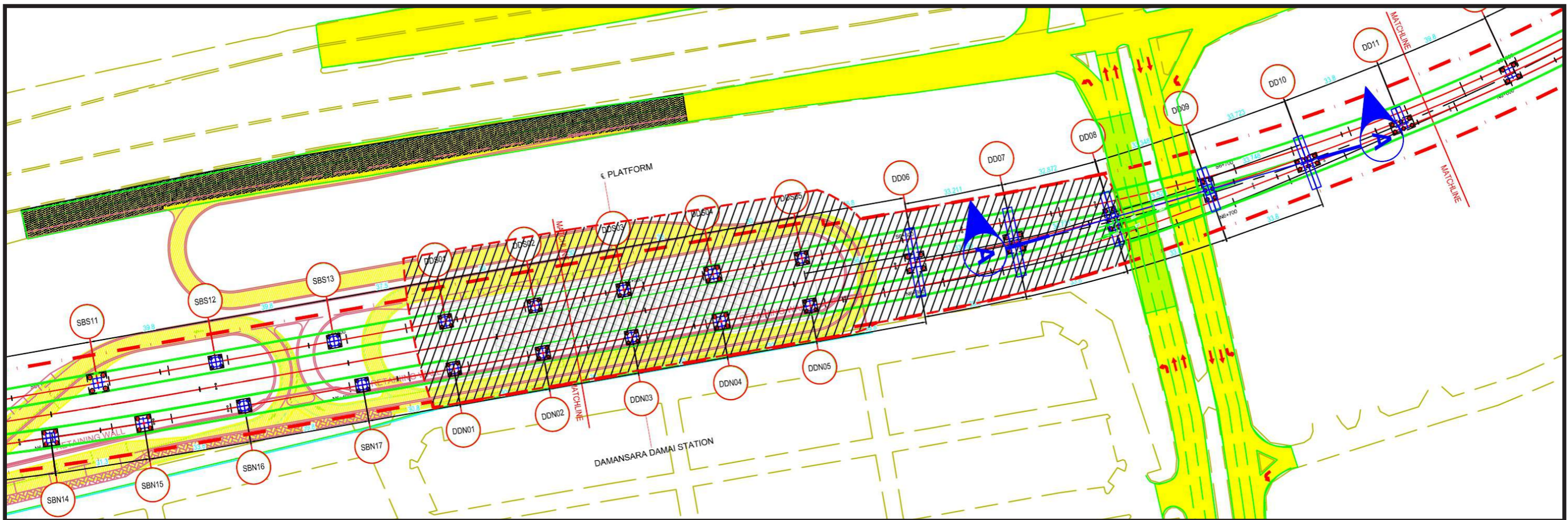
P1	LOW	BENEFICIAL IMPACTS
P2	MEDIUM	
P3	HIGH	
N1	LOW	ADVERSE IMPACTS
N2	MEDIUM	
N3	HIGH	

ENVIRONMENTAL COMPONENTS		PROJECT ACTIVITIES		CONSTRUCTION STAGE																	
				CONSTRUCTION STAGE																	
				UNDERGORUND WORKS	Tunneling	Construction of Shaft	Construction of Station Box	CONSTRUCTION OF VIADUCT ELEVATED STATION	CONSTRUCTION OF DEPOT												
PHYSICO-CHEMICAL	LAND	Soil profile	N3	N3	N3	N3	N3														
		Soil stability																			
		Subsidence and Compaction																			
		Land use							N1												
		Buffer zones																			
	SURFACE WATER	Drainage pattern																			
		Water quality	N1		N1	N1	N2														
		Existing use																			
	GROUND WATER	Water table	N2		N2																
		Flow regime	N2		N2																
		Water quality																			
		Existing use																			
	AIR	Air quality	N1	N1	N1	N1	N2														
		Visibility																			
	NOISE	Intensity	N1	N1	N1	N2	N2														
Duration					N2	N2															
Frequency					N2	N2															
BIOLOGICAL	SPECIES & POPULATION	Terrestrial vegetation	N1	N1	N1																
		Terrestrial wildlife	N1	N1	N1																
		Aquatic flora	N1	N1	N1																
		Aquatic fauna																			
		Mangroves																			
HABITATS & COMMUNITIES	Terrestrial habitat																				
	Terrestrial communities																				
	Aquatic habitat																				
HEALTH & SAFETY	Physical safety/health	N2	N2	N2	N2	N2															
	Physical well-being				N1																
	Communicable disease					N1															
SOCIAL & ECONOMIC	Employment	P1	P1	P1	P1	P1															
	Utilities/Amenities																				
	Transportation/Traffic flow	N1	N1	N1	N3	N3															
	Commerce	P3	P3	P3	P3	P3															
AESTHETIC & CULTURAL	Landform	N1	N1	N1	N1																
	Atmospheric quality									N2											
	Tranquility					N2															
	Sense of community																				
	Landscape																				
	Odour																				



Figure 7-2

EIA Matrix for the Construction Stage

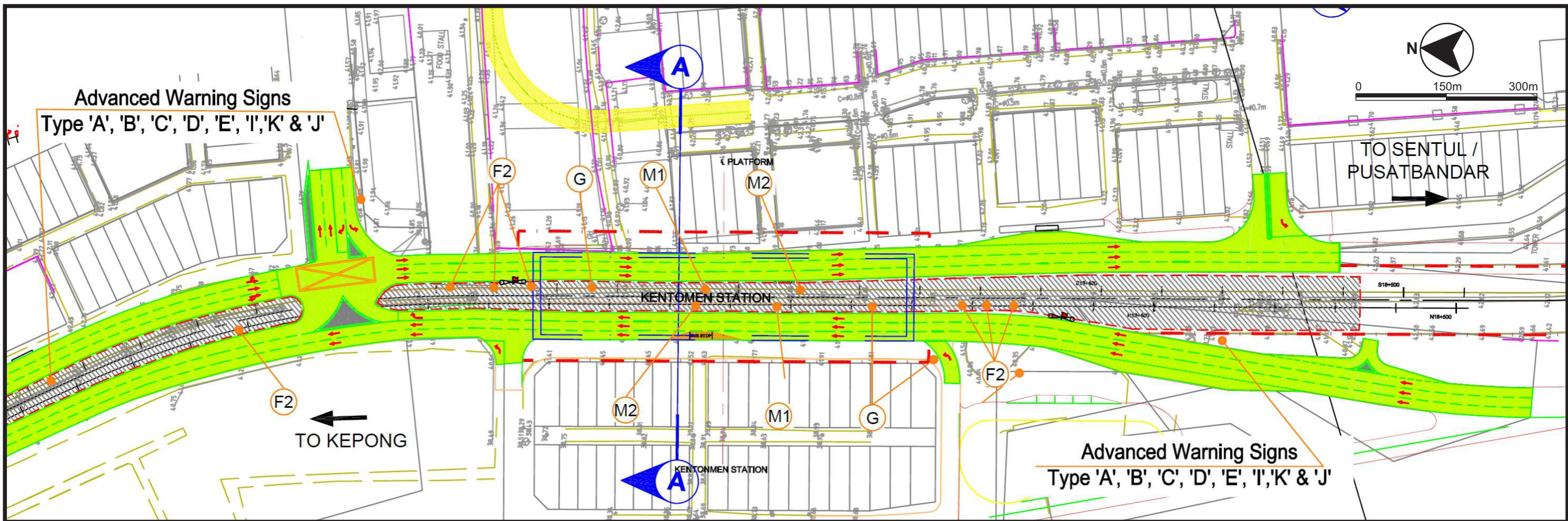


Source : MMC Gamuda KVMRT



Figure 7-3

Traffic Management Plan for S01 Station (Damansara Damai area)

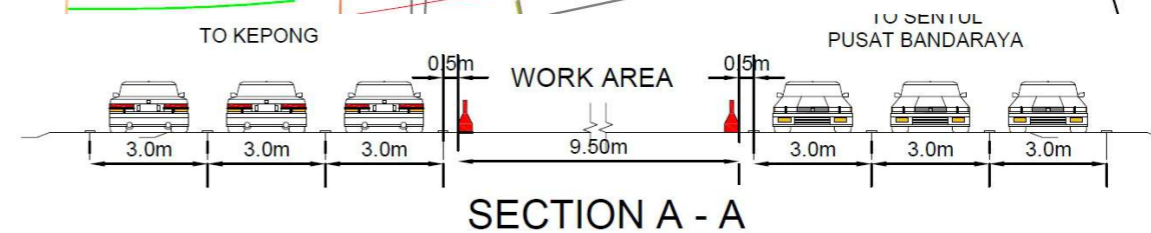


Work Activities:

1st phase : Pre-diversion utilities relocation & temporary road widening works (6 months)

2nd phase : Sub Structure works - Bored Pilling, Pile Cap and Pier Construction (12 mths)

3rd phase - Station works (24 mths)

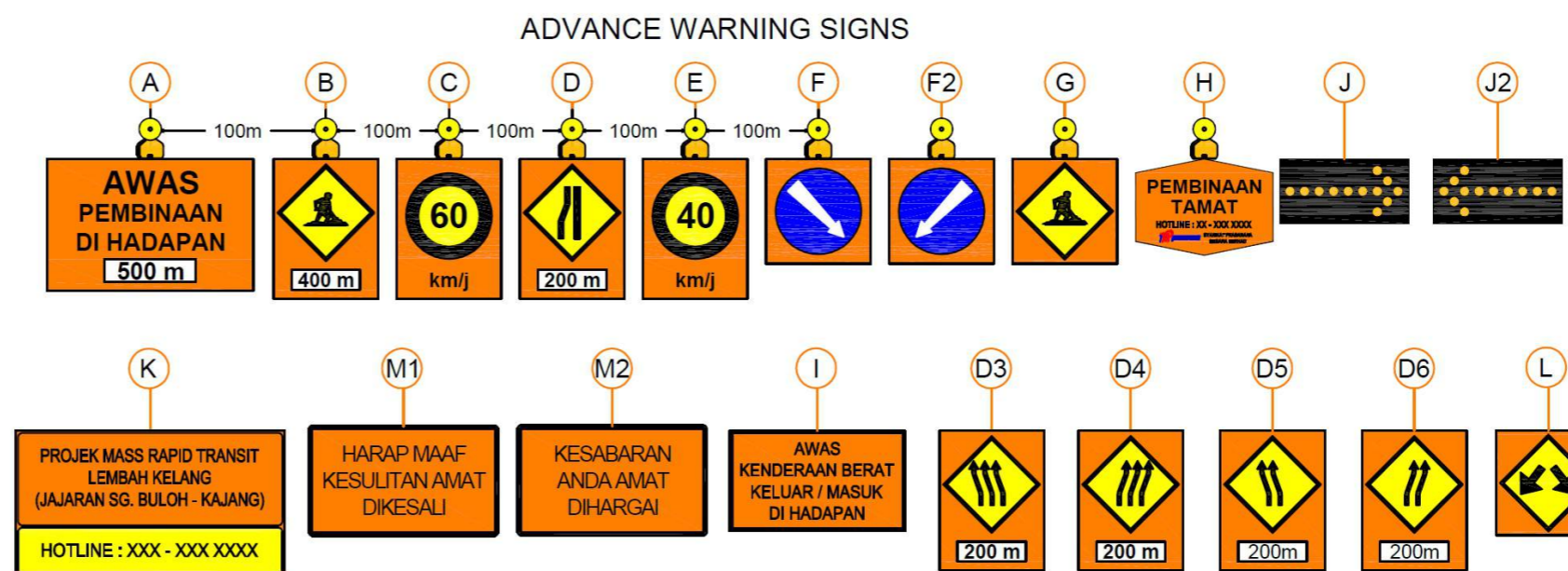


REMARKS :

- 1. BLINKERS : Straight stretch - 30 m interval
Taper - 10 m interval

LEGEND

	EXISTING ROAD		FLAGMAN
	DIVERSION ROAD		INGRESS/EGRESS
	TRAFFIC FLOW		WORK AREA
	BARRIERS WITH HOARDING		TEMPORARY LANE MARKING
	ROAD WIDENING		

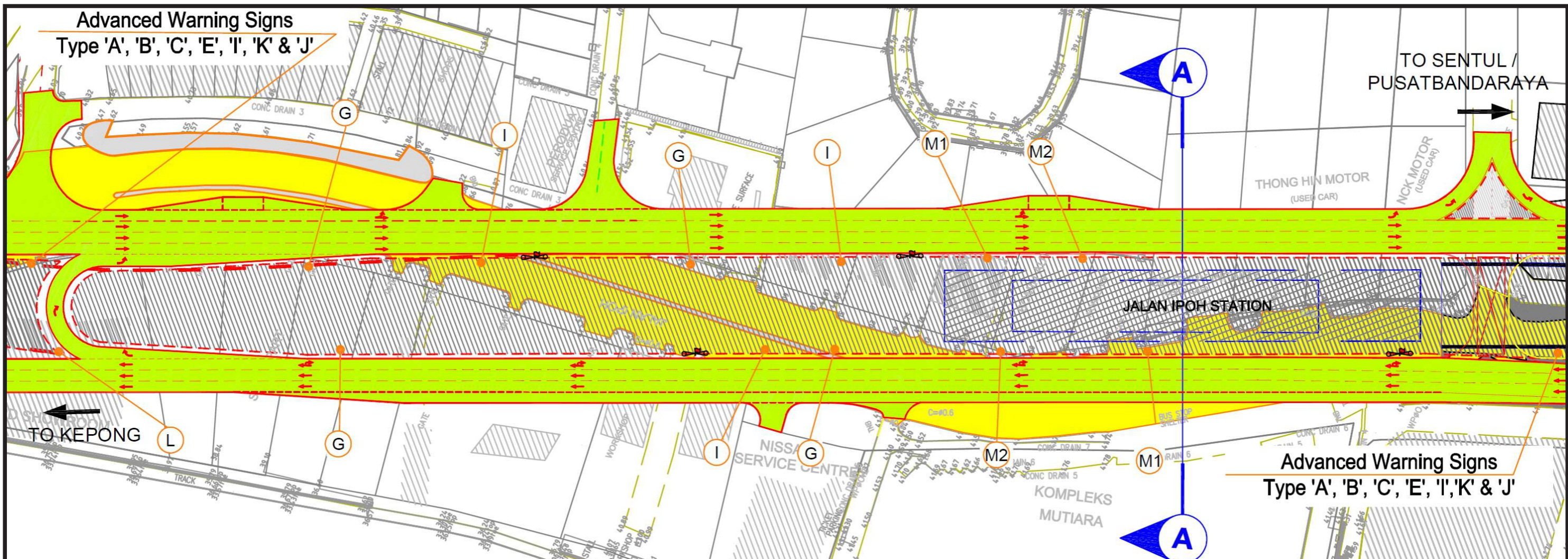


Source : MMC Gamuda KVMRT



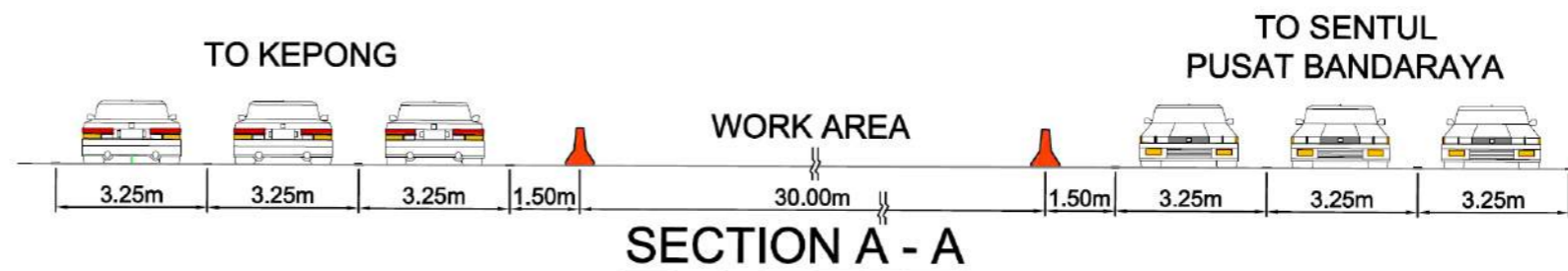
Figure 7-4

Traffic Management Plan for S10 Station (Kentomen area)



Work Activities:

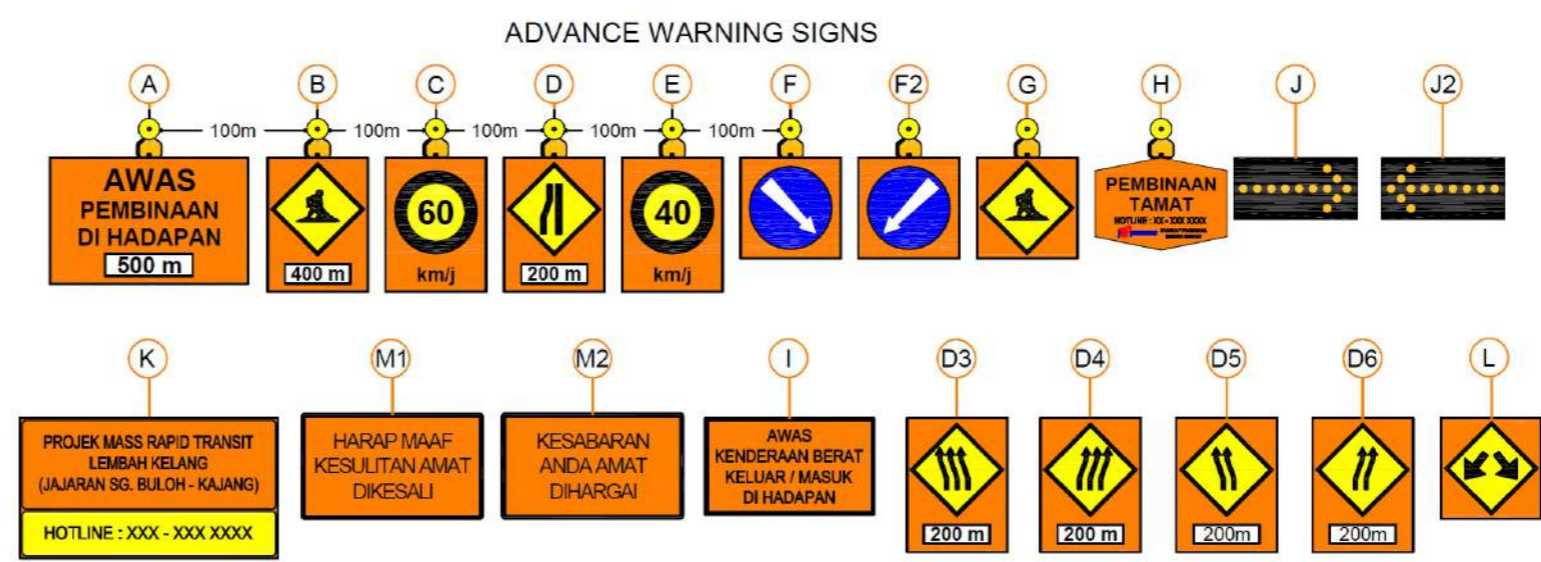
1st phase : Land acquisition, utilities relocation, permanent road re-alignment & temporary U-turn road works (24 months)
 2nd phase : Open Cut, Cut & Cover Fullbox constructions, Station works (26 mths)



REMARKS :
 1. BLINKERS : Straight stretch - 30 m interval
 Taper - 10 m interval

LEGEND

- EXISTING ROAD
- DIVERSION ROAD
- TRAFFIC FLOW
- BARRIERS WITH HOARDING
- ROAD WIDENING
- FLAGMAN
- INGRESS/EGRESS
- WORK AREA
- TEMPORARY LANE MARKING

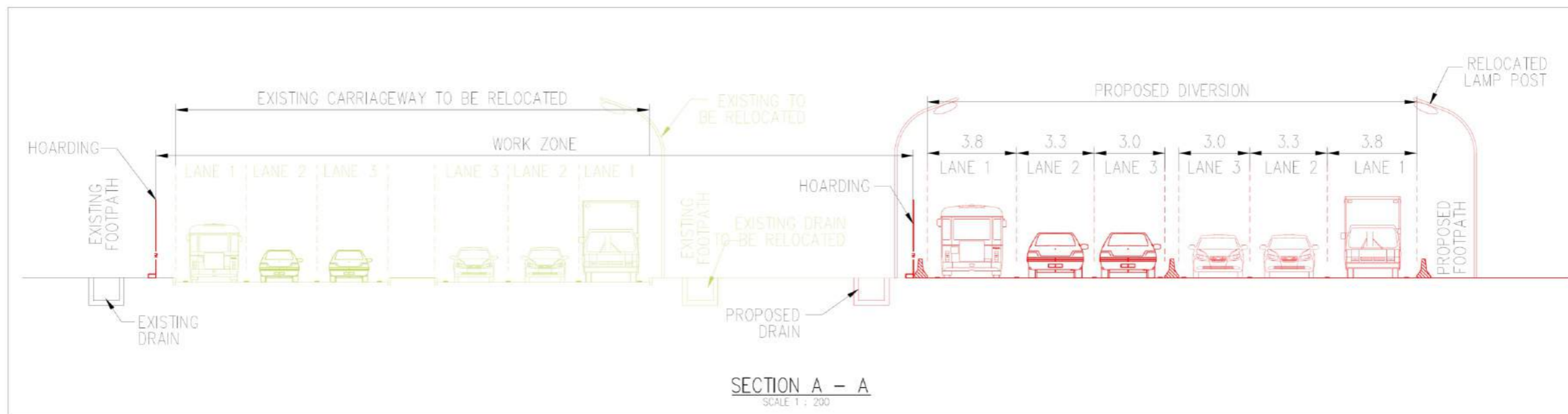
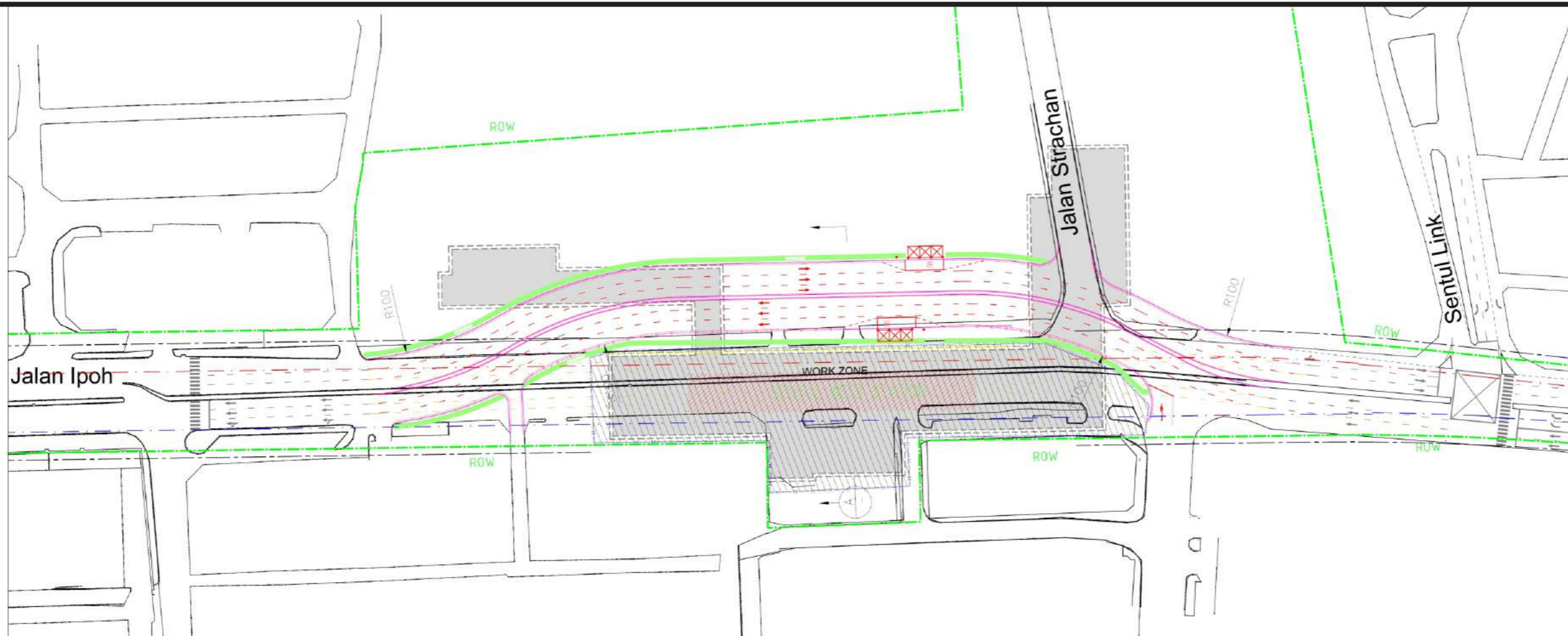


Source : MMC Gamuda KVMRT



Figure 7-5

Traffic Management Plan for S11 Station (Jalan Ipoh area)



LEGEND

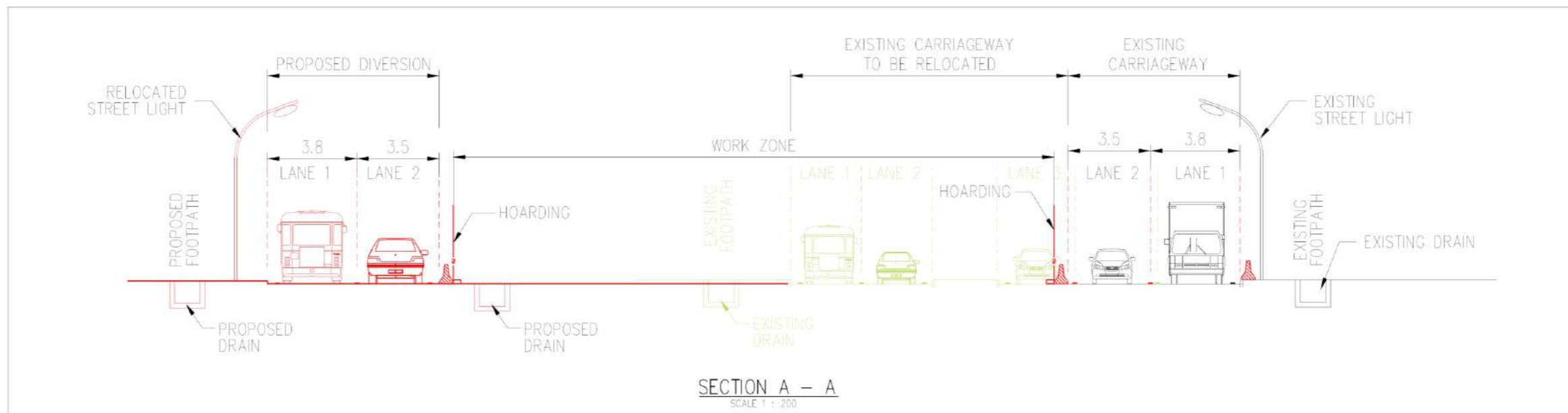
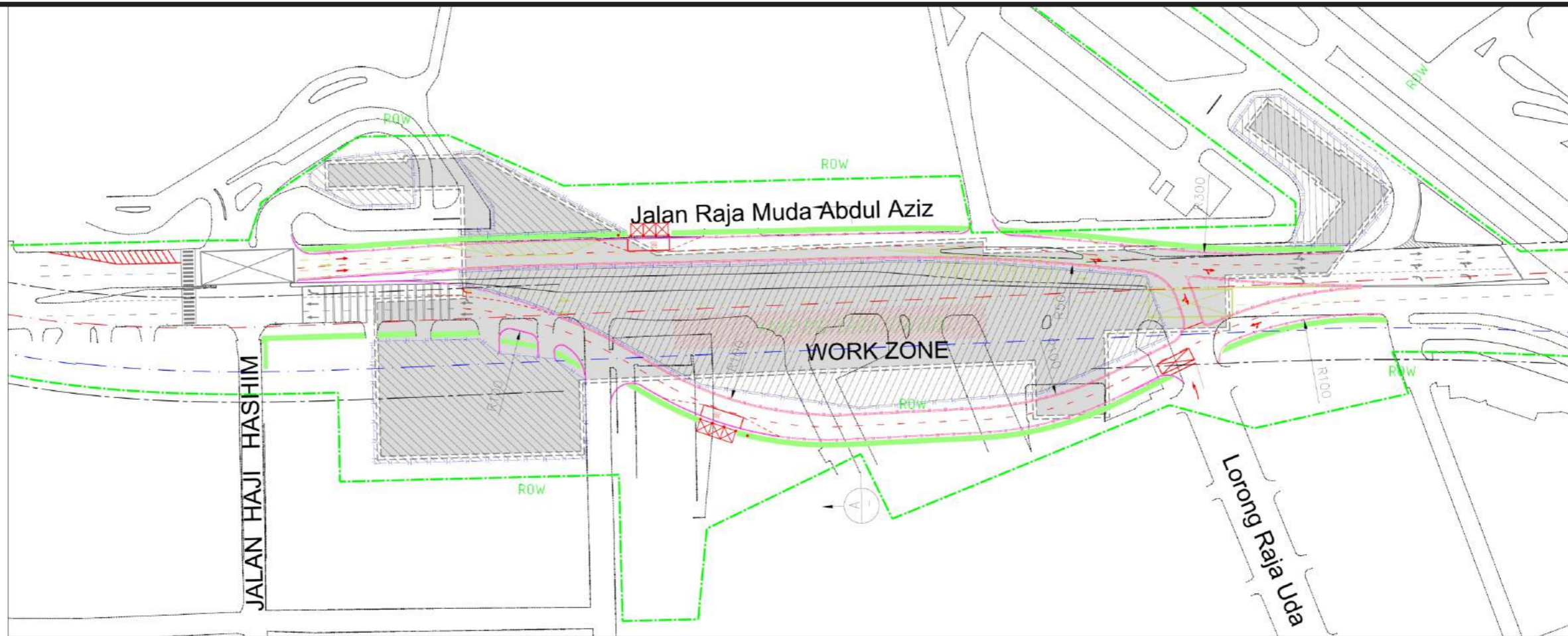
- | | |
|--------------------------------|----------------------------------|
| WORK SITE | NEW MARKING / SIGNAGES |
| WORK ZONE - UNDER CONSTRUCTION | EXISTING MARKING / SIGNAGES |
| WORK ZONE - CONSTRUCTED | MARKING / SIGNAGES TO BE REMOVED |
| EXISTING KERBLINE | LAMP POST TO BE RELOCATED |
| NEW KERBLINE (DI KERB) | EXISTING LAMP POST |
| EXISTG. ROAD TO BE REMOVED | RELOCATED LAMP POST |
| MRT STATION OUTLINE | PRIMARY SIGNAL |
| CONCRETE BARRIER | SECONDARY SIGNAL |
| WATER-FILLED BARRIER | PEDESTRIAN SIGNAL |
| HOARDING | NEW BUS SHELTER |
| LOW HOARDING | SITE ACCESS : ENTRANCE / EXIT |
| FOOTPATH | |

Source : MMC Gamuda KVMRT



Figure 7-6

Traffic Management Plan for S12 Station (Sentul area)



LEGEND

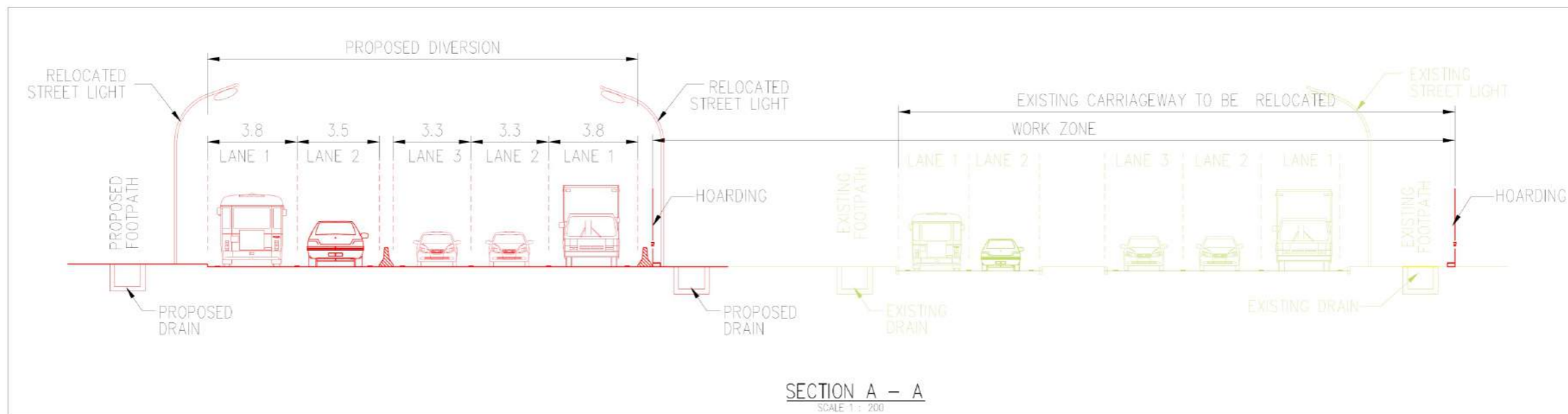
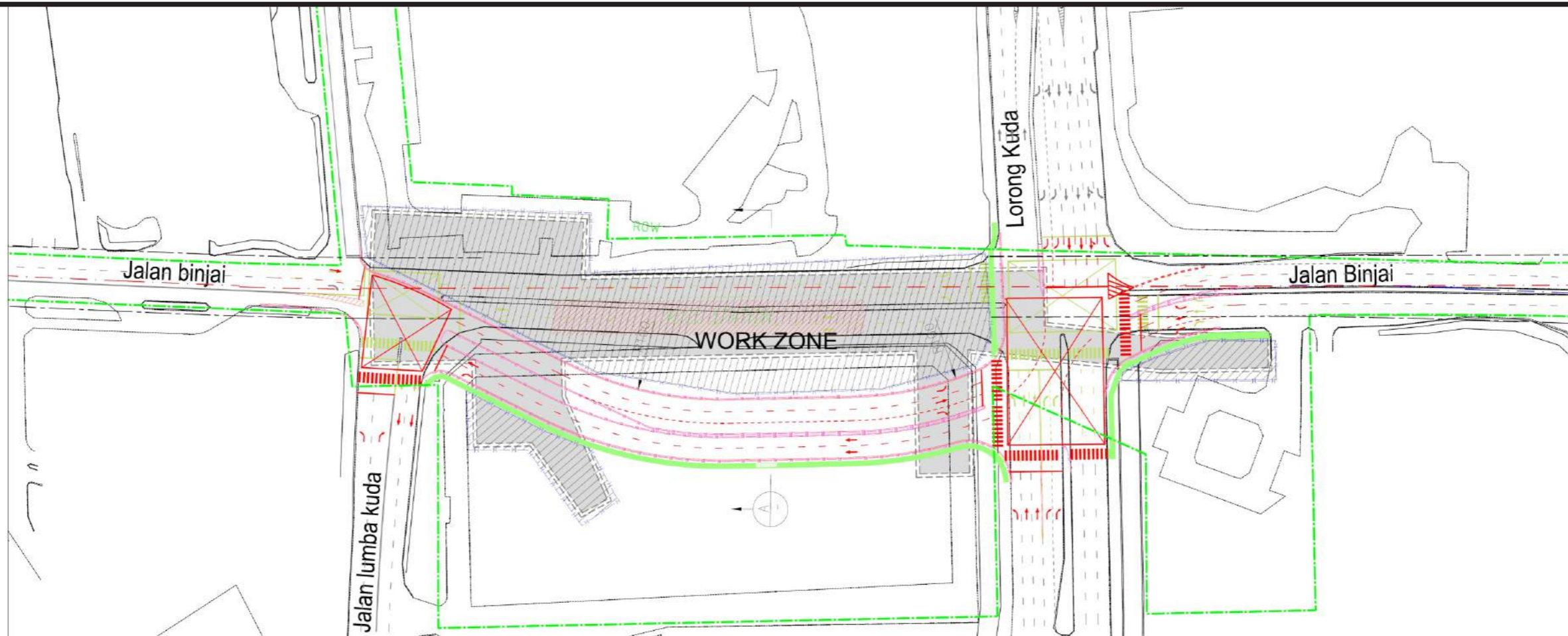
- | | |
|--------------------------------|----------------------------------|
| WORK SITE | NEW MARKING / SIGNAGES |
| WORK ZONE - UNDER CONSTRUCTION | EXISTING MARKING / SIGNAGES |
| WORK ZONE - CONSTRUCTED | MARKING / SIGNAGES TO BE REMOVED |
| EXISTING KERBLINE | LAMP POST TO BE RELOCATED |
| NEW KERBLINE (DI KERB) | EXISTING LAMP POST |
| EXIST. ROAD TO BE REMOVED | RELOCATED LAMP POST |
| MRT STATION OUTLINE | PRIMARY SIGNAL |
| CONCRETE BARRIER | SECONDARY SIGNAL |
| WATER-FILLED BARRIER | PEDESTRIAN SIGNAL |
| HOARDING | NEW BUS SHELTER |
| LOW HOARDING | SITE ACCESS - ENTRANCE / EXIT |
| FOOTPATH | |

Source : MMC Gamuda KVMRT



Figure 7-7

Traffic Management Plan for S15 Station (Kampung Baru area)



LEGEND

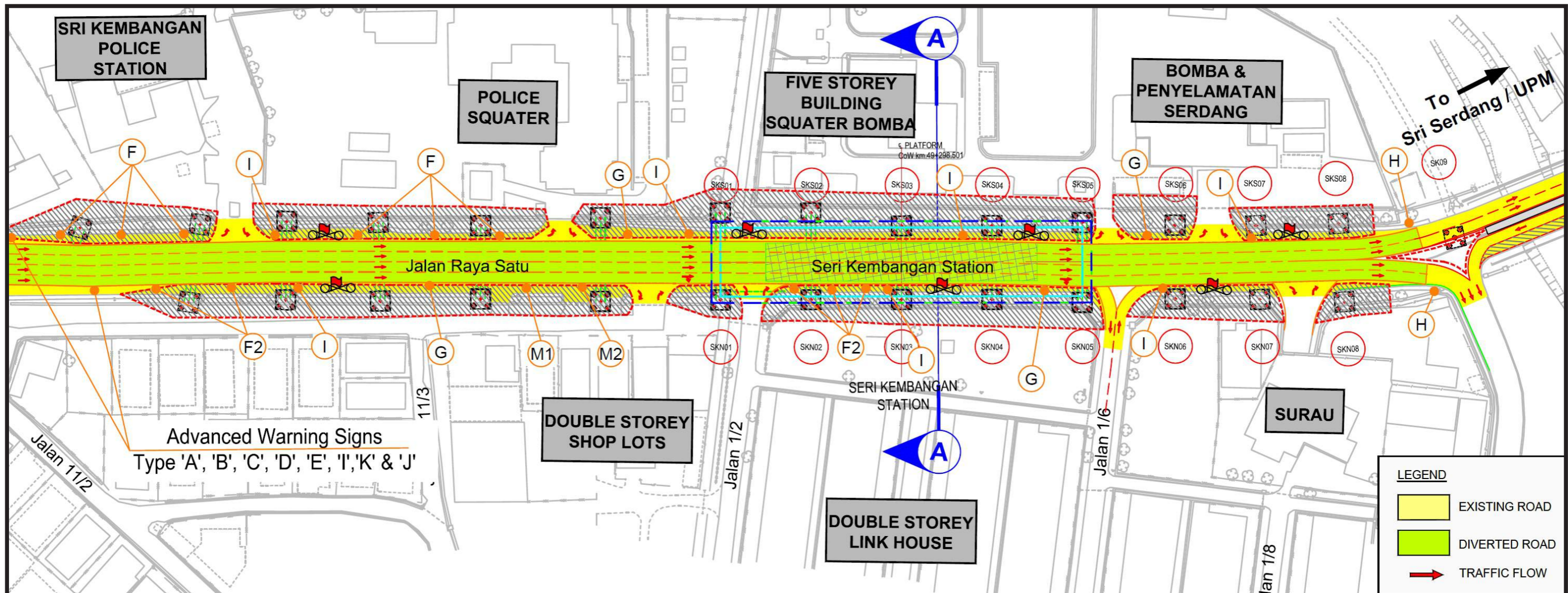
- | | |
|--------------------------------|----------------------------------|
| WORK SITE | NEW MARKING / SIGNAGES |
| WORK ZONE - UNDER CONSTRUCTION | EXISTING MARKING / SIGNAGES |
| WORK ZONE - CONSTRUCTED | MARKING / SIGNAGES TO BE REMOVED |
| EXISTING KERBLINE | LAMP POST TO BE RELOCATED |
| NEW KERBLINE (DI KERB) | EXISTING LAMP POST |
| EXISTG. ROAD TO BE REMOVED | RELOCATED LAMP POST |
| MRT STATION OUTLINE | PRIMARY SIGNAL |
| CONCRETE BARRIER | SECONDARY SIGNAL |
| WATER-FILLED BARRIER | PEDESTRIAN SIGNAL |
| HOARDING | NEW BUS SHELTER |
| LOW HOARDING | SITE ACCESS - ENTRANCE / EXIT |
| FOOTPATH | |

Source : MMC Gamuda KVMRT



Figure 7-8

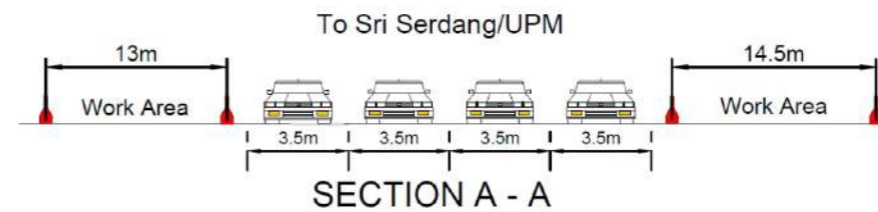
Traffic Management Plan for S17 Station (KLCC area)



Work Activities:
 1st phase - Sub Structure works, Duration 12 mths
 Works include Bored Pilling, Pile Cap and Pier Construction
 2nd phase - Station works, duration 24 mths

REMARKS :
 1. BLINKERS : Straight stretch - 30 m interval
 Taper - 10 m interval

LEGEND	
	EXISTING ROAD
	DIVERSION ROAD
	TRAFFIC FLOW
	BARRIERS WITH HOARDING
	ROAD WIDENING
	FLAGMAN
	INGRESS/EGRESS
	WORK AREA
	TEMPORARY LANE MARKING

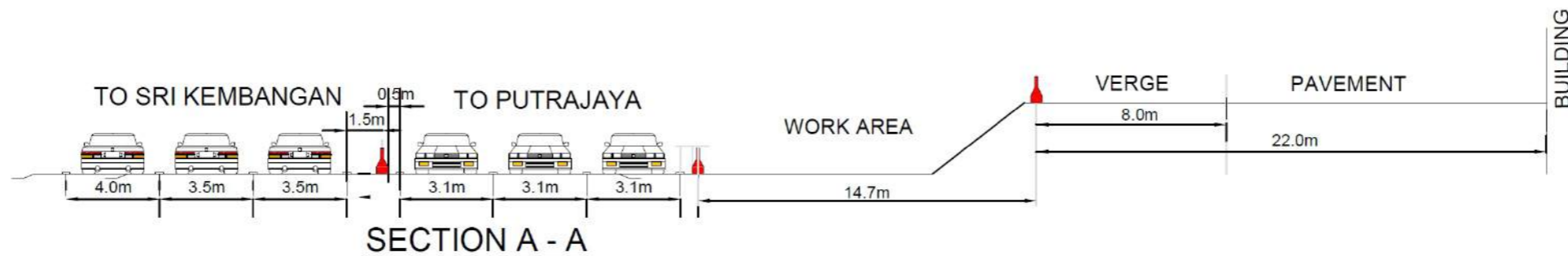
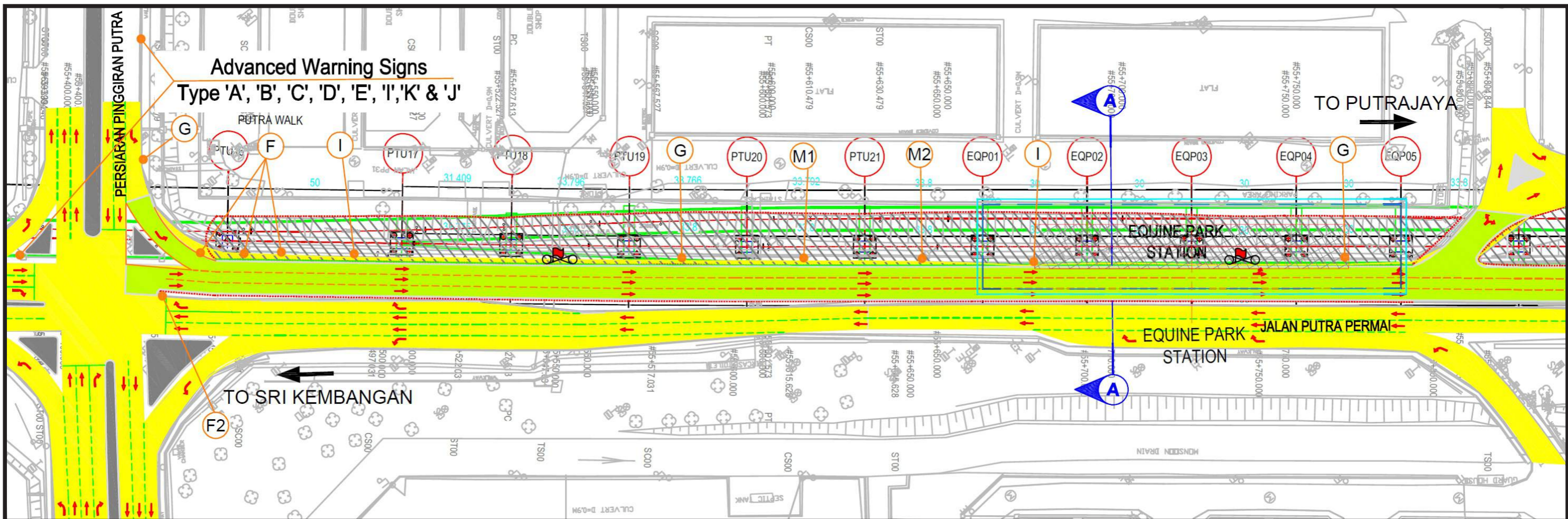


Source : MMC Gamuda KVMRT



Figure 7-9

Traffic Management Plan for S28 Station (Sri Kembangan area)

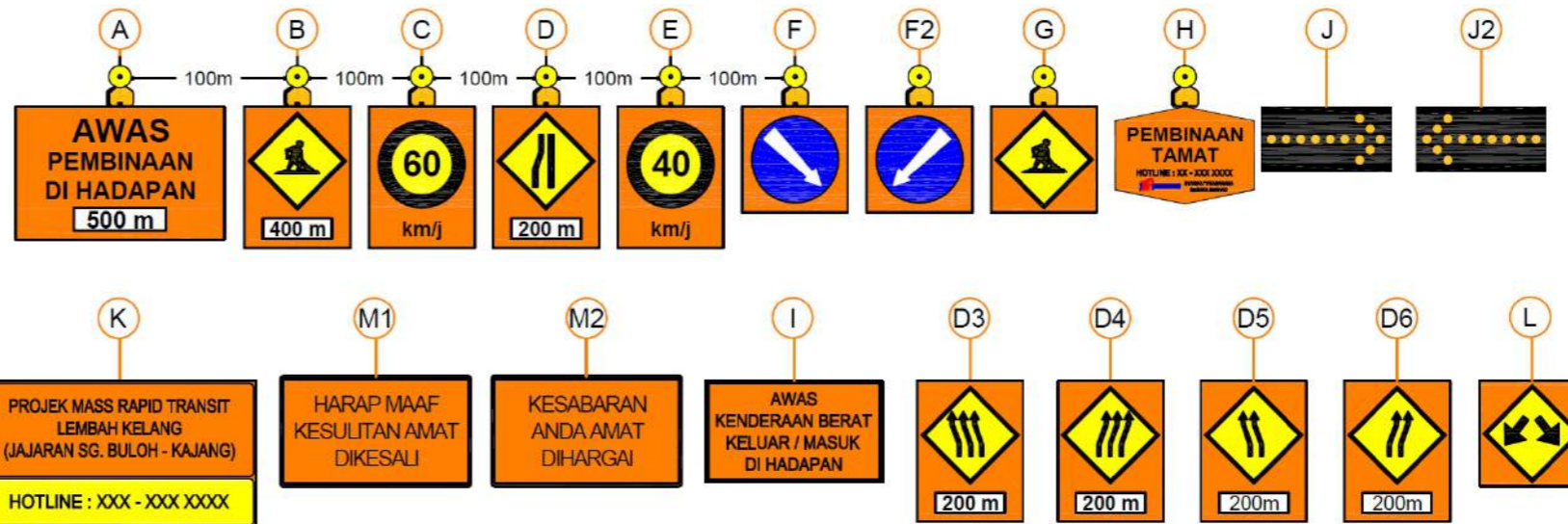


ADVANCE WARNING SIGNS

REMARKS :
 1. BLINKERS : Straight stretch - 30 m interval
 Taper - 10 m interval

LEGEND

- | | |
|------------------------|------------------------|
| EXISTING ROAD | FLAGMAN |
| DIVERSION ROAD | INGRESS/EGRESS |
| TRAFFIC FLOW | WORK AREA |
| BARRIERS WITH HOARDING | TEMPORARY LANE MARKING |
| ROAD WIDENING | |



Source : MMC Gamuda KVMRT



Figure 7-10

Traffic Management Plan for S31 Station (Equine Park area)

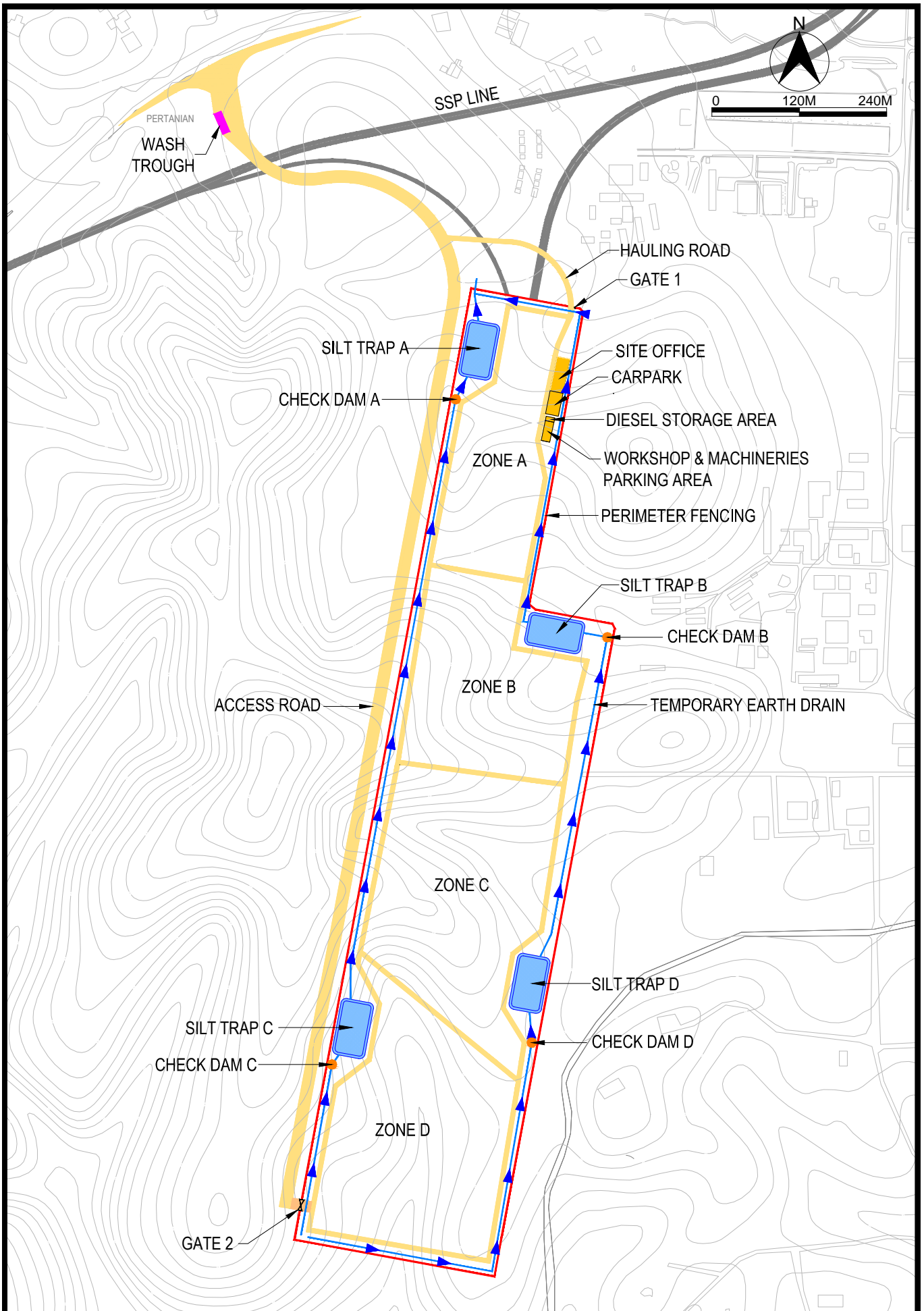
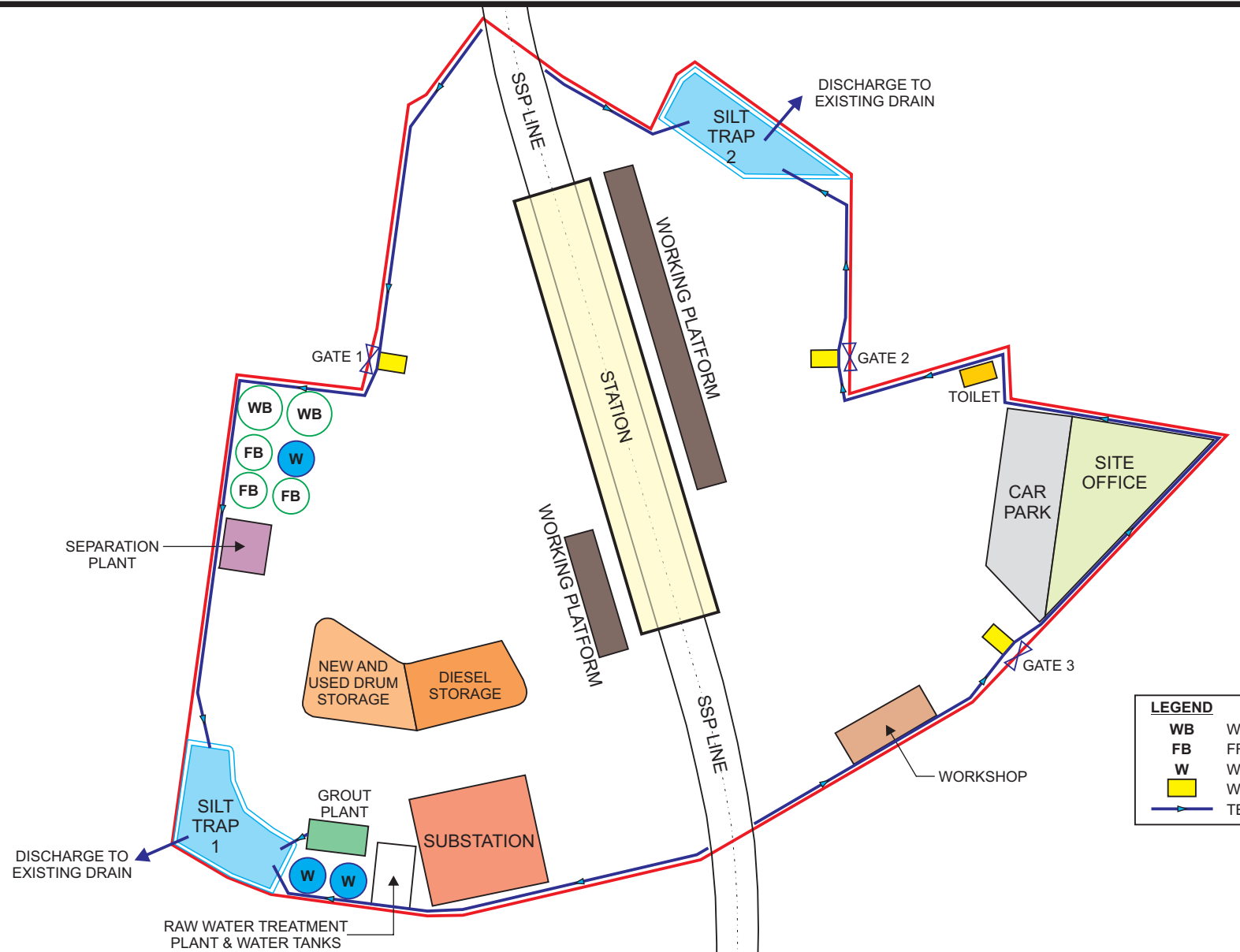


Figure 7-11

Conceptual Erosion and Sedimentation Control Plan for Depot area



LEGEND	
WB	WASTE BENTONITE TANK
FB	FRESH BENTONITE TANK
W	WATER TANK
[Yellow rectangle]	WASH TROUGH
[Blue line with arrow]	TEMPORARY DRAIN



Figure 7-12

Typical Conceptual Erosion and Sedimentation Control Plan for Launch / Retrieval Shaft area

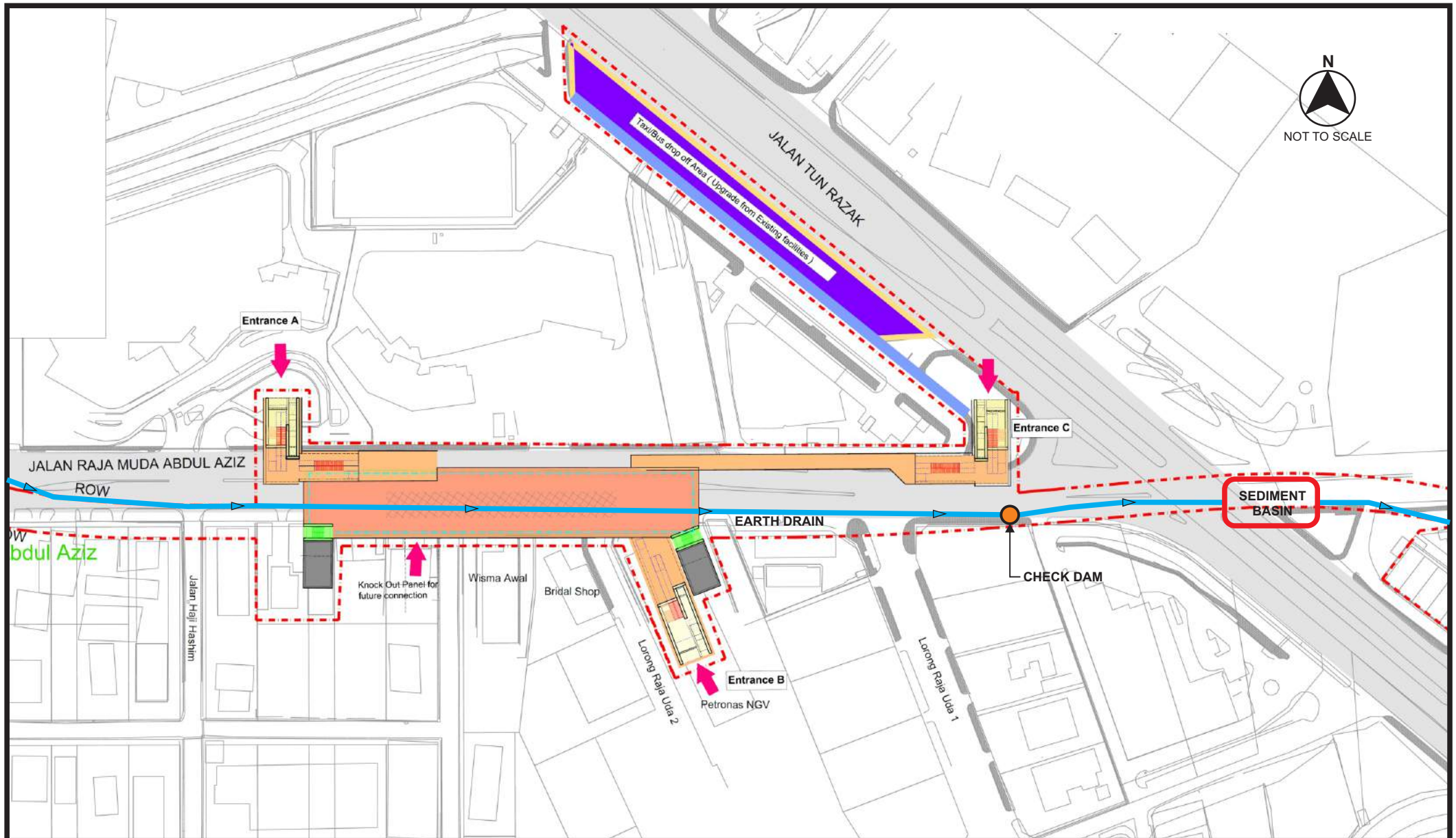


Figure 7-13

Typical Conceptual Erosion and Sedimentation Control Plan for Underground Work



