



Large Scale Infrastructure Project Implementation in Malaysia. A Case Study – Metropolitan Highways in Klang Valley: Damansara-Shah Alam Elevated Highway (DASH)

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Abstract

The rapid socioeconomic development in the Klang Valley has resulted in a surge of freight and passenger transport movements and an increase in demand for better quality of roads, road networks, and transport systems. Hence, the construction of the Damansara-Shah Alam Elevated Highway (DASH) project was proposed to ease traffic congestion, by efficiently dispersing the traffic coming from the surrounding townships, and by providing connectivity between the Puncak Alam catchment and the Damansara North area. The case study, namely the DASH project, will be a 16.3 km expressway traversing from Puncak Perdana in the west to Damansara Perdana in the east. The DASH project has been chosen to illustrate the various processes and challenges involved in its planning and design and in the fulfillment of its pre-construction requirements. Currently, this project is at its early stage of construction and is scheduled to be completed by August 2020.

Keywords: Highway development; metropolitan highway; project management; sustainable design.

1 Introduction

Projek Lintasan Kota Holdings Sdn. Bhd. (PROLINTAS), a wholly-owned subsidiary of Permodalan Nasional Berhad, has taken up the development of the DASH project, which is intended to connect the urban centre along the north-western Corridor of the Klang Valley between Damansara and Shah Alam on a Design-Build-Operate-and-Transfer basis. The construction commenced on 29th August 2016 and is scheduled to complete by 28th August 2020, with total duration

of construction expected to be 48 months based on the Construction Work Programme (CWP) approved by Lembaga Lebuhraya Malaysia (LLM) (DASHa, 2013). The DASH is intended to traverse through diverse topography ranging from less developed areas, sensitive protected reserve, to densely populated commercial zones and residential areas. The highway consists of three-lane dual carriageway with 3.5 m width of lane and 3 m width of paved shoulder. It is 90% elevated and only 10% at grade with 13 interchanges and three toll plazas located at Denai Alam, Rubber Research Institute Malaysia (RRIM) and Mutiara Damansara.