

Project Description Statement –
NFRP Extension under Triq Valletta, Mosta.

Background Information

Residents in the area known as Ta' Mlit in Mosta have for quite some time been complaining that because this area has a limited stormwater system, with new developments in the area this system has become inadequate to cater for rainy periods of a certain intensity and is creating problems whenever such events occur. The catchment area is around 225,000m².

The Public Works Department has designed a rainwater relief system for this area which to become operative needs to be linked to the existing National Flood Relief Project tunnel passing under the roundabout in Triq Valletta and Triq il-Mosta that leads to Naxxar. To link the system in the area of Ta' Mlit a stretch of about 400m long of culvert or tunnel need to be constructed in Triq Valletta. Since Triq Valletta is one of the main road arteries to Mosta and beyond and since this is a very heavy trafficked road the Department has opted to make this extension in the form of a bored tunnel.



Fig 1. Area of Ta' Mlit, Mosta

Description of the Project

Characteristics of the Project:

The proposed project is an extension of the existing NFRP tunnel system as shown in red in Fig.1. The extension will consist in a bored tunnel circa 400m in length with an average diameter of 3.2m. The average depth of the crown of the tunnel from road level is between 8m to 10m below the surface of the road.

The access point to the excavation face of the proposed tunnel will be through the existing ramp leading to the NFRP tunnel at the NFRP Maintenance Depot off Vjal il-Labour as shown in the plan below:

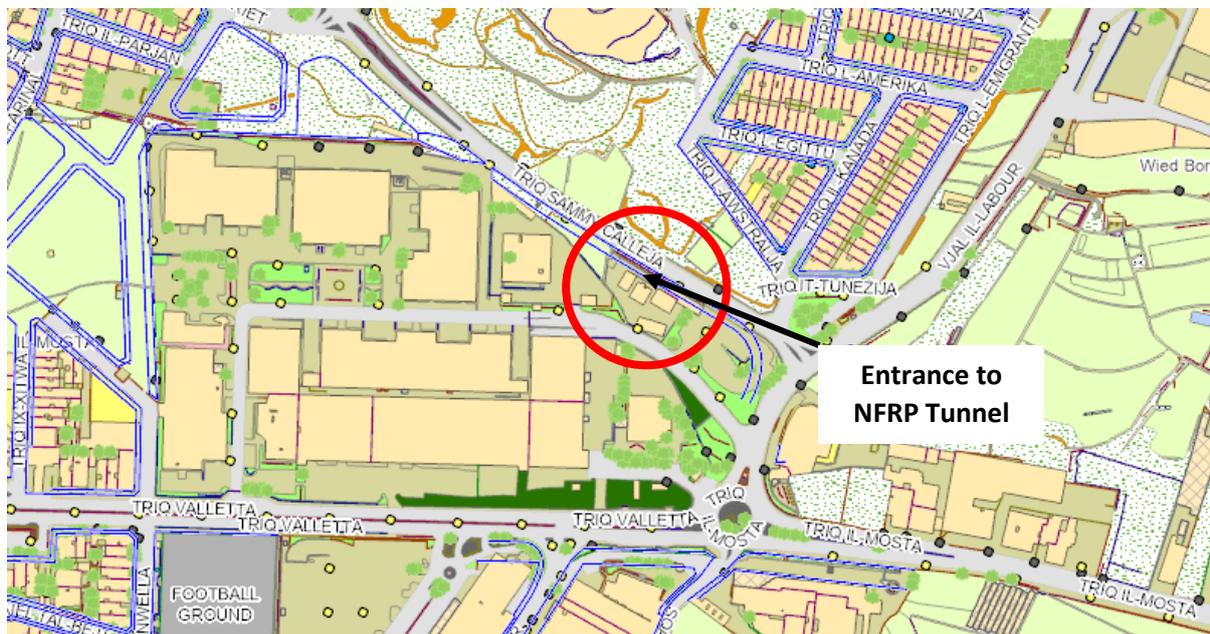


Fig 3 – showing entrance point for the tunnel excavation

In case of an emergency there are other existing entrances/exits to the NFRP tunnels that are situated as indicated below:

Attard (tal-Hofra) off Triq il-Belt Valletta as indicated in fig. 4 below. This entrance/exit is situated some 3.9 km (through the NFRP tunnel) from the Mosta Depot. It is however of a cross-sectional area that can allow large trucks to enter from and reach the area where the existing tunnel coming from the direction of Mosta intersects with the tunnel coming from Attard at a point between Triq In-Naxxar and Triq il-Wied in B’Kara.

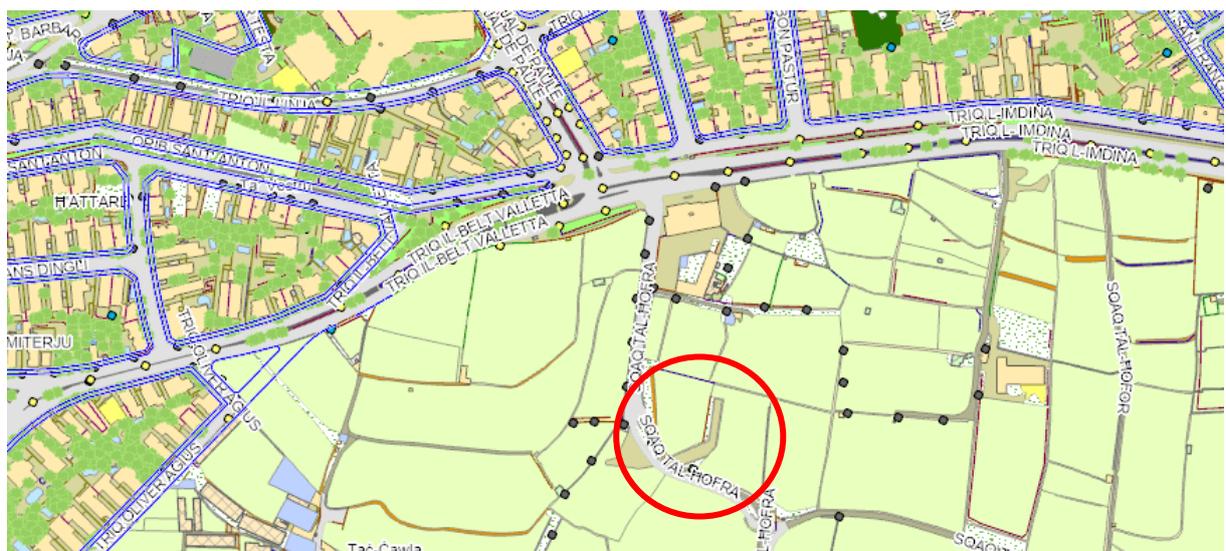


Fig. 4 - Attard tal-Hofra Entrance/Exit to NFRP Tunnel

Based on calculations for a 1 in 20 year storm this catchment results in a water flow of about 4 cubic meters per second at it's lowest point. The proposed intervention aims to keep enough rainwater to be collected in the existing reservoir for re-use in irrigation of soft areas in it's vicinity and provide adequate rainwater drainage to prevent danger to the residents and properties. The present overflow of rainwater from the reservoir will also be captured by the proposed tunnel which will in turn reduce the amount of rainwater that presently runs on the surface of Triq Valletta and creates an inconvenience to traffic.

Other Impacts:

It is not anticipated that there will be any negative impacts from this project as to Archaeological remains, heavy disruption of traffic or existing services since as explained previously the depth of the crown of the tunnel is over 8m from existing road surfaces and as far as we are aware of no archaeological remains have been found in this area and very little impact was experienced when excavation works for a similar tunnel being done by Water Services Corporation in the area together with other excavations previously done for the existing NFRP tunnels.

The amount of excavated material is also not considered to be extensive and since it will be created through boring it can easily be re-utilised as a filler to trench excavations, road build up or torba for roof screeds (kontra bjut).