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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. N. D. DEPARTMENT

G.O. No.	2687.1x.	Press.
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Dated	24.9.1883	198.

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Not to be folded or roughly handled

24TH SEPTEMBER 1883, No. 2687 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

No. 317 T.C.

Note by the Superintending Engineer, Sixth Circle, on estimate for forming a new road from Turaiyūr to Perambalur, Rs. 40,000.

This estimate is for 23 miles of road connecting the important villages of Senjary, Kuroombalur, Ammapolliem, Kalaramputty, Nackasalem, Nagalapuram, and Vady with the towns of Turaiyūr and Perambalur, and consists of the following items :—

	RS.
Forming road	29,600
1 Bridge	2,210
2 Culverts	1,545
7 Irrigating Tunnels	1,295
25 Road Dams	2,500
Compensation for land	2,336
Contingencies, &c.	514
Total	40,000

2. The road is said to be very important, as there is no route connecting Musiri taluk with Perambalur save the circuitous one *via* Musiri and Trichinopoly.

3. The road where not on embankment is to be formed by cutting two side channels and throwing the earth to give a rise of 9 inches over the adjacent ground. Where on embankment the breadth is to be 7 yards with side slopes of 2 to 1. The whole length is to be gravelled 9 inches over soft soil and 6 inches over hard soil.

4. Survey sections and cross section of the streams accompanied the estimate. Area of flood section with hydraulic mean depth, the proposed waterway and determined velocity of the stream, and informations connected with drainage area are not given. Judging, however, from the cross sections of streams, sufficient waterway seem to have been allowed to masonry works—no doubt this has been examined by the Executive Engineer.

5. The nature of soil is not stated on the plans of masonry works, it is therefore impossible for this office to say whether sufficient foundations are allowed or not.

6. The rates are fair and the estimate is recommended for sanction.

KODAIKANAL,
5th September 1883.

(Signed) H. R. MEAD, Lieut.-Col., R.E.,
Superintending Engineer, Sixth Circle.

Note by the Chief Engineer, Public Works Department.

The estimate is submitted for the sanction of Government.

2. The attention of the Local Fund Engineer should, however, be called to the following points :—

(1.) It will probably be found sufficient to gravel the roadway to a depth of 9 inches (in hard soil, 6 inches) for a width of 12 feet only. It will, however, be desirable to lay a thickness of 3 inches in soft soil, and 1½ to 2 inches in hard soil, over the earthen berms outside the central 12-feet gravelled width. The whole of course to be thoroughly watered and tamped.

(2.) Check channels are not anywhere provided. They are likely to be required along some portions of the road at least. Certainly, for instance, near cross section 93A, 49A, 47A, &c.

(3.) It seems doubtful whether sufficient depth has been allowed for foundations of bridge and culverts. On this point the Local Fund Engineer should satisfy himself before work is commenced.

(4.) An ordinary country wood centring will probably be cheaper and give less trouble than the framework designed, and will prove quite as efficient for the small span.

CHEPAUK,
24th September 1883.

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Chief Engineer, P.W.D.

ORDER—dated 24th September 1883, No. 2687 W., Public Works.

The estimate, amounting to Rs. 40,000, for constructing a road from Turaiydr to Perambalur, in the Trichinopoly district, is sanctioned.

2. The attention of the Local Fund Board should be called to the remarks of the Chief Engineer above recorded.

3. This sanction has been registered as Local No. 32 W. of 1883-84.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Board of Revenue, with twenty-seven enclosures.
" Superintending Engineer, Sixth Circle.
" Accountant-General.
" Financial Department.

Exd. E. Fernandez
Spare Copies

2687
2

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated September, 24th.

Recd.

Encl.

G.O., 24th Sept. 1883, No. 2687 W.

SEPTEMBER.

Road

Estimate for constructing a — from Turai-
yūr to Perambalur, in the Trichinopoly
district, sanctioned with remarks.

No 317 T.C.

Note by the Superintending Engineer,
VI Circle on Estimate for forming
a new road from Serijoor to Perambalur
— cost Rs. 1,00,000. $\frac{26}{13}$

En: 60.
no per list

This Estimate is for 23 miles of road
connecting the important villages of,
Serijoor, Perambalur, Annampolli,
Kalarampetty, Nachasalam, Naga-
lapuram and Vady with the towns
of Serijoor and Perambalur and
consists of the following items:

Forming Road —	Rs. 29,600
1 Bridge —	2,210
2 Culverts —	1,545
7 Irrigating channels —	12,95
25 Road Dams —	2,500
Compensation for land —	2,336
Contingencies —	514
<u>Total Rs. 1,00,000</u>	

2 The road is said to be very
important as there is no route
connecting Museri Taluq with
Perambalur

Perambalur save the Circutans one
via Museri and Trichinopoly.

3 The road where not on Embankment
is to be formed by cutting 2 side Cham-
-pals and throwing the Earth to give
a rise of 9 inches over the adjacent ground.
Where on Embankment the breadth
is to be 7 yards with side slopes of 2 to 1.
The whole length is to be Gravelled 9
inches over soft soil and 6 inches over
hard soil.

4 Survey, Section and cross section
of the streams accompanied the
Estimate, Area of flood section, with
hydraulic mean depth, the proposed
waterway and determined velocity
of the stream and informations
connected with drainage area are
not given. Judging however from
the cross sections of streams sufficient
waterway seems to have been allowed
to masonry works, no doubt this has
been examined by the Executive Engineer.

5 The nature of soil is not stated
on the plans of masonry works it is
therefore

therefore impossible for this Office to say
whether sufficient foundations are
allowed or not.

6 The rates are ²⁶⁸⁷ fair and the Estimate
is recommended for sanction.

Modairaud
5 September 1883.

M. M. S. L. S. R. E.
Superintending Engineer, C. E. S.

P.W. No 781

Recd 11/9/13

En 27 (8 plans)

Oct 26.9

Oct 19/9

En 27

P 3

Public Works Department
Chennai 26th Sept 1913

Note by the Chief Engineer Public Works Department

Note by the Suply. Engineer
Sixth Circle on estimate
for forming a new road
from Torupur to Perambalur
Rs 14,000

208/5

H.S. No. 317 & caps. 26 Sept 1913

The estimate is
submitted for the sanction
of Government.

2. The attention of the
Local Dist. Engineer
should however be called
to the following points:-

- (1) It will probably be
found sufficient to gravel
the roadway to a depth
of 4 inches (in hard soil, binders)
for a width of 12 feet only.
It will, however, be desired to
lay a thickness of 3 inches
in soft soil, and 1 1/2 to 2 inches
in hard soil, over the carbon
herms

berms outside the center
12 ft gravel & width.
The whole of course to be
thoroughly watered and
tamped.

2. Check channels
are not anywhere provided.
They are likely to be required
along some portions of the
road at least. Certainly
for instance near cross
section 75A, 49A, 47A, etc.

3. It seems doubtful
whether sufficient depth
has been allowed for founda-
tions of bridge and
culverts. On this point
the Local Land Engineer
should satisfy himself
before work is commenced.

4. An ordinary country
wood cutting will probably
be cheaper and give less
trouble than the framework
designed, and will prove
quite as efficient for the small
spans.

C.S.
19/9

by

Current No. 7815
Letter No. 3176
Dated the 5th Sept/83
From the Deputy Engineer

288/

NOTE OF REMARKS.

1. This estimate, with plan
provides for the construction
of road from Longwood to
Parrisholood at a cost of
Rs. 40,000. This road passes through
many important villages in
its course of 23 miles.
2. The project has been prepared
with care but errors have been
committed. In the first place
a width of 15 feet has been given
to the gravelling, which is
here termed metalling and
which serves as such, instead
of 12 ft. vide R.A. No. 1035 of 6/4/82
a berm of 3 ft being allowed on
either side. Reducing the
width of gravelling to 12 feet
and keeping the same berms
the breadth of road would be
reduced from 21 ft to 18 feet
effecting thereby a saving.
On hard soil the depth of gravel
is to be 6 inches on soft soil 9 inches.
It would be well if a coating
of 1 1/2 inches of gravel were provided
for the berms.
3. In the case of the bridge
the question arises, in the
absence of sufficient information

Prepare Note by Chief Engr for
W's signature with following remarks.

1. It will probably be quite sufficient
to provide the road to a depth of
9 inches (in hard soil 6 inches) for a width
of 12 feet only. ^{the thickness of} ~~the thickness of~~
3 inches in soft soil & 1 1/2 inches
in hard soil on the eastern verge
where the center 12 ft for width.
The sides of road to be ^{the thickness of} ~~the thickness of~~
tamped.
 2. Check channels are not anywhere
provided. They are likely to be required
along some portions of the road at least.
Certainly for instance near cross section
75A, 49A, 47A, etc.
 3. It seems doubtful whether sufficient
depth has been allowed for foundations
of bridge & culverts. On this point
the Engineer should satisfy himself before work
is commenced.
 4. An ordinary country wood cutting
will probably be cheaper & give less trouble
than the framework designed, & will prove
quite as efficient for the small spans.
- Then Proceeding ^{for} ~~for~~ C.S.
sanctioning the project. 14/9

on the subject, how is it flowing
with retaining walls is pro-
vided for under arches, while
total depth of foundations
of piers and abutments is
but 4 feet? - subject to approval
it would be safer to increase
the depths of foundations.

With regard to the culverts
it would certainly be advisable
to provide buttresses at
the points of junction of wing
walls with abutments to enable
the latter to resist the thrust
of the arches.

4. An examination of the design
adopted in laying down lines
shows it is certainly not a good
one, but rather one calculated
to cause mistakes.

5. Rs 2,336 are allotted for
land compensation.

12th Sept/83
B. S. H.

P. 4 Rs 2687 W
B. S. H.
PUBLIC WORKS DEPARTMENT.
PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 24th Sept/83

Read the following

2687
Vote by the Suply Engr. South
Circle on estimate for forming
a new road from Torigoor
to Perambalur. } H. S. No 31/2. cap 5th Sept/83.

Vote by the Chief Engineer
P. W. Department } " of 24th Sept/83

The estimate amount-
ing to Rs 40,000 for con-
structing a road from
Torigoor to Perambalur,
in the Trichinopoly District,
is sanctioned.

2. The attention of the
Local Fund Board
should be called to the
remarks of the Chief
Engineer above recorded.

3. This sanction
has been registered
as

as Locat N^o. 32 W of
1883. 84.

Cy
17/9

2687
8

To
The Board of Revenue
with 27 enclos^{es}
" S. E. South Circle
" Accountant General
" Finance Dept.
(The Chief Secretary
Colonial Office)

22/9

7815

Govt. of Madras

PUBLIC WORKS.

25/7

G.O. 24 Sept 1883, No. 2507

Nos.

Road

Estimate for Constructing
a ——— from Toripet
to Perambalur in the Pudukottai
District. Sanctioned in the
Revenue.

68/6

Sub to Receipt Paper.