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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W. DEPARTMENT

G.O. No. / B.P. No.	2729	Press. / Mis.
Dated	28-9-1883	198 .

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2729

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

From Colonel J. BEATTY, R.E., Superintending Engineer, Fourth Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 11th September 1883, No. 385 E.W.

I have the honor to forward, herewith, plans and estimates for constructing a causeway across the Pálár river, in North Arcot, on the road from Ranipet to Arcot. The Pálár is at that place a broad expanse of sand, 3,268 feet wide, and a great obstacle to traffic.

1 Section.	1 Survey.
1 Plan.	1 Estimate.

2. A causeway with its top at the level of the sandy bed of the river is well suited to meet the difficulty. It is proposed to construct the causeway of masonry $2\frac{1}{2}$ feet thick, resting on a course of concrete in gunny bags, and covered with a course of roughly dressed stone slabs one foot thick. The cost of the causeway is estimated at Rs. 50,000.

3. The total depth of the work will apparently be a little over four and-a-half feet including the covering of stone slabs, and its total width 16 feet. I would suggest reducing the depth by one foot, using all concrete except the stone covering, giving a somewhat greater width of roadway, and providing a double line of light stone pillars at intervals on both sides to guide the bandy traffic.

4. The rate allowed for the gunny bags seems high for such small bags, otherwise the estimate is reasonable; but if the work be carried out on contract, it will probably be done under the amount estimated.

Note by the Chief Engineer, Public Works Department.

The Superintending Engineer, Fourth Circle, submits an estimate for a causeway across the Pálár river on the road from Ranipet to Arcot. The project was prepared by the Local Fund Engineer under instructions from the Chittoor and Vellore Local Fund Boards, who are to share the cost.

2. The causeway will consist of a foundation course of concrete in gunny bags one foot thick, then 2' 6" of rough stone in concrete, above which will be slab stones one foot thick. Total depth or thickness 4' 6". The width of the roadway to be 16 feet.

3. The Superintending Engineer, Fourth Circle, suggests reducing the depth by one foot, using all concrete except the slab stone covering, giving a somewhat greater width of roadway, and providing a double line of light stone pillars at intervals to guide the traffic.

4. As designed and specified, the causeway will be exactly similar to one built across the Soane many years ago, and which proved a complete success. To alter the depth and kind of work without strong grounds for doing so, which have not been adduced, might therefore be injudicious.

5. To increase the width of roadway by two feet would add to the cost; but would certainly be a great advantage if available funds admit of it.

6. The proposed pillars would appear to be an improvement, but might cause eddies which would scoop out the sand below the causeway. They might be provided on downstream side only.

7. An important point will be the exact level of the paved surface, and this has not been specified. Along the central 600 feet on cross section the surface will apparently be a very little above the level of sand bed, but it is thought it should be quite flush with it, if not even a little lower. On the other hand, this must entail removing the sand over roadway after freshes.

MADRAS, 28th September 1883.

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

ORDER—dated 28th September 1883, No. 2729 W., Public Works.

The estimate, amounting to Rs. 50,000, for constructing a causeway across the Pálár river, on the road from Ranipet to Arcot, 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. 33 W. of 1883-84.

(True Extract.)

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

To the Board of Revenue, with six enclosures.
" Superintending Engineer, Fourth Circle.
" Accountant-General.
" Financial Department.

Exd. E. Fernandez.
Spare Copies

2

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1883} Madras.

PUBLIC WORKS.

Dated September, 28th.

Read. *Encl.*

G. O., 28th Sept. 1883, No. 2729 W.

SEPTEMBER.

Palar River

Estimate for constructing a causeway across —, on the road from Ranipet to Arcot, sanctioned with remarks.

Public Works Department, 1883-84

2729/83

Current No. 7864

Letter No. 385.

Dated the 4th Sept 83

From the Supg Engr 4th Circle

NOTE OF REMARKS.

1. The accompanying plans and estimate provides for the construction of a permanent causeway across the Palar in the Vellajah taluq between Ranipet and Arcot, N. Arcot District. Estimate amounts to Rs. 50,000.

2. The length of the intended causeway is 3,568 feet with a cross section 16 feet wide and 4½ feet deep. The lower foot will consist of concrete in bags, the next 2½ feet of stone in concrete and the uppermost foot of roughly dressed stone slabs.

3. The Supg Engr. proposes that the cross section should be — the lowest three feet concrete and above this the stone slabs. This arrangement lessens the depth by 1 foot. He also proposes increasing the width of causeway and fixing light stone pillars on either side of it to guide the bandy traffic

subject to approval, it would be well if the Superg. Engrs. proposals be adopted.

4. Both plans and estimate have been countersigned by the President of the L.F. Board.

14th Sept/83

RSH

Draft sanction according

CJ

20/9

GOVT. OF MADRAS. } 188 . { P. W. DEPT.

SECRETARY.

Chepauk, 14th Sept 1883.

OFFICE NOTE.

To W. 7729/W

S.E. 4th Circle submits an Estimate of Rs. 50000 for a Causeway across the Palar River on the Road from Chittoor to Arcot. The project was prepared by L.F. Engineer under instructions of Chittoor & Kellore Local Fund Boards who are to share the cost.

The Causeway will consist of a foundation course of Concrete in Gunny bags, 1 foot thick, then 2'6" of rough stone in cement, above which slab stones 1 ft. thick. Total depth or thickness 4 ft. 6 inches. The width of roadway to be 16 ft.

Cd. Beatty suggests reducing the depth by one foot, using all cement except the slab stone covering; giving a somewhat greater width of roadway, & providing a double line of light stone pillars at intervals to guide the traffic.

As designed & specified the Causeway will be exactly similar to one built across the Sarar many years ago & which proved a complete

Addy 15/9

Endeavours to
1 Section
1 Plan
Survey &c
Estimates

Supd. Engineer's Office 4th Circle,
Coimbatore, 11th September 1883.

No. 385
E.M.

From,

The Superintending Engineer,
Fourth Circle.

To,

The Chief Engineer
P.W. Department.

Sir,

I have the honor to forward herewith plans and estimates for constructing a causeway across the Palar river in North Arcot, on the road from Vaniyet to Arcot. The Palar is at that place a broad expanse of sand, 3268 feet wide, and a great obstacle to traffic.

2 A causeway, with its top at the level of the sandy bed of the river, is well suited to meet the difficulty. It is proposed to construct the causeway of masonry 2½ feet thick resting on a course of concrete in gunny bags, and covered with a course of roughly dressed stone slabs

encases. To alter the depth & kind of work without strong grounds for doing so which has not been adduced - might therefore be injudicious; & if a failure occurs under the circumstances the same would of course be attributed to the alteration.

To add to the width of roadway would add to the cost, but would undoubtedly be an improvement. The extra cost might be more than Rs. calculation as at large sluices may be difficult to procure.

The pillars would appear to be an improvement, but might cause eddies which would scour out the sand below the causeway. I should much fear this.

The question of the depth & exact level of the paved surface has not been specified. along the central 600 ft. on cross section the surface will apparently be above the level of sand bed - very little indeed, but I rather think it might it to be quite flush with it if not even a little lower. On the other hand this would entail removing the sand on roadway after finished

CE.
14/9.

I concur in above remarks. The depth of the work should be kept at the figure proposed. To increase the width by 2 feet would certainly be a great advantage, if available funds admit. The pillars might be provided on down stream side only.

17.9.83.

slabs one foot thick. The cost of the causeway is estimated at Rs 50,000.

3 The total depth of the work will apparently be a little over four and a half feet including the covering of stone slabs, and its total width 16 feet. I would suggest reducing the depth by one foot, using all concrete except the stone covering, giving a somewhat greater width of roadway, and providing a double line of light stone pillars at interwals on both sides to guide the bandy traffic.

4 The rate allowed for the gunny bags seems high, for such small bags, otherwise the estimate is reasonable; but if the work be carried out on contract, it will probably be done under the amount estimated.

I have the honor to be
Sir.
Your most obedt. Servt.
F. Beatty - Colonel. R.E.
Superintending Engineer
4th Circle.

6.

No. Cr. 7264

From

The Supg. Engineer,
Fourth Circle

G.O. No 2729 dd. 4/28/9/83

Dated 11th
Recd: 12th } Septr/83.
Rd 13

No: 385

Encl: 6 (3 Plans)

Causeway:—

Forwarding plan
&c. and estimate of Rs.
50,000 for constructing a
— across the Palar
River in North Arcot
on the road from Ra-
nipett to Arcot.

Public Works Department

22 29/A

Note by the Chief Engineer, Public Works Department
No 828 "Septr 83

From the Supty: Engr: Fourth
Circle } No. 385 a/11.a Septr/83.

The Superintending
Engineer Fourth Circle sub-
-mits an estimate for a
Causeway across the Palar
River on the road from
Ranipett to Arcot. The
project was prepared by
the Local Fund Engineer
under instructions from
the Chittur and Vellore
Local Fund Boards,
who are to share the cost.

2. The Causeway
will consist of a foundation
course of Concrete in gunny
bags, 1 foot thick, then
2'6" of rough stone in
Concrete

ors 18.9.
ack 15th Rd 17th 19 ctr 24th Rd

concrete, above which will
be slab stones one foot thick.
Total depth or thickness
4 feet 6 inches. The
width of the roadway
is to be 16 feet.

3. The Superintending
Engineer Fourth Circle
suggests reducing the
depth by one foot, using
all concrete except the
slab stone covering; giving
a somewhat greater
width of roadway, and
providing a double line
of light stone pillars
at intervals to guide the
traffic.

4. As designed and
specified, the Causeway
will be exactly similar
to one built across the
same many years ago
and which proved a

a complete success.

To alter the depth and
kind of work without strong
grounds for doing so - which
have not been adduced -
might therefore be injudi-
cious, should [illegible] occur under the circumstances
the blame would be considered
to be attributable to the
alteration.

5. To increase the
width of roadway by
two feet would add to
the cost, but would
certainly be a great
advantage, if available
funds admit of it.

6. The proposed pillars
would appear to be an
improvement, but might
cause eddies which
would scoop out the
sand below the Causeway.
They might be provided
on down stream side
only.

Yours

7. An important point will be the exact level of the finished surface, and this has not been specified. Along the central roof for cross section, the surface will apparently be a very little above the level of road bed, but it is thought it should be kept quite flush with it, if not even a little lower. On the other hands this must would entail removing the land excavated away after traffic

PUBLIC WORKS DEPARTMENT.

2729/9

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 28th Sept/83

READ the following

From the Supdg: Engineer
" Fourth Circle } No. 385 A/ 11th Sept/83.

Noted by the Chief Engineer P.W.D. " Nr. — A/ 20 Sept/83

The estimate amounting to Rs 5000 for constructing a Causeway across the Palar river on the road from Ranipett to Arcot 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 Fund Work No. 33 W of 1883-84.

To
The Board of Revenue with 6 enclosures.
" Supdg: Engr Fourth Circle
" Accountant General
Finance & Dept
The Chief Secty for Comptr.
(initials)

Cds
21/9

HW
24/9

1864

Govt. of [1883] Madras.

PUBLIC WORKS.

Dated

Read. Rept.

G.O. 28 Sept 1883 No. 2729 W

Palar river

Estimate for Contracting
& causewaying across
the ——— on the road
from Ranipete to Arcot
Sanctioned vide para ½

130
41

Entd in Rect Regr