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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

J. W. D. DEPARTMENT

G.O. No.	~~486~~ W.	Press.
B.P. No.	487.	Mis.
Dated	22. 2. 1884.	~~19~~

Not to be folded or roughly handled

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper :—

No. 2103 T.J.

Report by the Superintending Engineer, VI Circle, on the estimates for forming a road from Korayar left bank to road No. 18, Rs. 7,700, and for constructing a bridge across the Cauvery on road from Madhiarjanam to Veppathur, Rs. 12,300.

The road is said to be $9\frac{1}{2}$ miles long, but estimated to a length of $7\frac{1}{4}$ miles only. Either the estimate or the entry made in the specification is wrong. Supposing that the latter may be a mistake, the estimate is accepted.

2. Of the $7\frac{1}{4}$ miles, about $3\frac{7}{8}$ miles are carried over the left bank of Korayar river, through the villages of Komalpett, Panayar, and Runganathapuram. It consists of the following items :—

	rs.
Forming road	5,668
Raising parapet of tunnels on the Korayar embankment	160
7—1 $\frac{1}{2}$ feet tunnels	854
3—2 feet do.	420
3—3 feet do.	510
Contingencies	88
Total	7,700

Surveys and levels do not accompany the estimate, and this office is therefore unable to say anything about the alignment of the road and the sufficiency of the waterway allowed; but it is presumed that the Local Fund Engineer would have examined the line and satisfied himself with these points.

3. The road is to be 4 yards wide between the side ridges, which should be $\frac{1}{2}$ a yard wide on each side. It is to be raised one yard above the high water level where the road is carried over the river embankment, and one yard above the adjacent nunjan level where it passes through nunjah and have slopes of $1\frac{1}{2}$ to 1. The top surface, to a breadth of 3 yards and a thickness of $\frac{1}{8}$ yard, is to be sanded.

4. No compensation is allowed in the estimate, and therefore it is supposed that none is required.

5. Before the work is done on the river bank, it will be necessary for levels to be taken so that the road may be made the full height one yard above maximum water level; it is regretted that this has not already been done.

6. It will be necessary to slightly increase the length of the wings of the culverts and adapt them for slopes of $1\frac{1}{2}$ to 1.

22ND FEBRUARY 1884, No. 487 W., PUBLIC WORKS.

7. The only papers accompanying the estimate for the bridge are, a plan of the bridge, sections of the approaches, and a specification. It is not possible for this office to decide from the above papers that the site selected is a good one; the foundations and waterway allowed are sufficient, and the design is suitable for the place; but the undersigned presumes that the Local Fund Engineer has investigated these points carefully and satisfied himself with the design; and as the suggestions made in this office note No. 87 T. J., dated 14th April 1883, have been attended to, it is considered that it may be passed.

8. Concrete to a thickness of each step to be placed over the extrados of the arches, &c., sloped off to prevent water from leaking through the arches.

9. The rates are fair, and the estimates are recommended for sanction.

CAMP THAVOOR,
23rd January 1884.

(Signed) H. R. MEAD, Lieut.-Colonel, R.E.,
Superintending Engineer, VI Circle.

ORDER—dated 22nd February 1884, No. 487 W., Public Works.

The undermentioned estimates, submitted by the Local Fund Board, Tanjore circle, are sanctioned, and registered as follows:—

	Amount of Estimate.	Register Number.
1 Forming a road from Korayar left bank to road No. 18.	Rs. 7,700.	Local No. 57 W. of 1883-84.
2 Constructing a bridge across the Cauvery on road from Madhiarjanam to Veppathur.		
	" 12,300.	" 58 W. of "

2. The attention of the Local Fund Board should be called to the remarks of the Superintending Engineer in his report on the projects.

(True Extract.)

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

To the Board of Revenue, with twelve enclosures.
" Superintending Engineer, VI Circle.
" Financial Department.

Exd. A. Aubert.
Spare Copies

487
2

BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of 1884 Madras.

PUBLIC WORKS.

Dated February, 22nd.

Recd.

Encl.

G.O., 22nd Feb. 1884, No. 487 W.

FEBRUARY.

Road

Estimates for forming a — from Korayar left bank to road No. 18, and for constructing a bridge across the Cauvery on road from Madhiarjanam to Veppathur, in the Tanjore Local Fund Circle, sanctioned.

Sanction.

The attention of Board to be called to the remarks of S.E. in his report on the project.

C.S.
14-2-84

Public Works Department, 1883-84.

Current No. 455

Letter No. 2103 T. J.

Dated the 23rd Jan/84

From the S.E. VI Circle

487/2

NOTE OF REMARKS.

1. This estimate and plan provide for constructing a bridge across the Cauvery on the road from Madhiarjanam to Veppathur at an estimated cost of Rs. 12300.

2. Neither survey, showing intended site of bridge, nor longitudinal and cross sections of the river have been furnished. No report on the suitability of the present design for the purpose it is intended to serve, has been submitted. The calculations on which the way allowed is based are not given. S.E. presumes the L. & Engr. has satisfied himself.

487 W

Current No. 755

Letter No. 2103 T. J.

Dated the 23rd Jan / 84

From the S. E. VI Circle

487
4 NOTE OF REMARKS.

1. The accompanying is an estimate for the formation of a road from the left bank of the Kozai to Road No. 18, through the villages of Rungana, Thiapuram, Panazur and Komalpett. The estimated cost is Rs. 7,700.
2. The proposed road is 7 1/4 miles in length. It is stated that when running on the river bank the surface of the road must be 1 yard above H.W. 16, and when passing through wet cultivation it must be the same height, 1 yard, above the adjacent soil. The breadth of the road at its end is to be 4 yards, 2 feet.

on these points. A note on the plan states that the nature of the soil is - 'clay over lime stone'. This is rather vague as the depth of the clay is not given.

3. The ratios between the spans of arch and thickness of piers and abutments; and the thickness and style of masonry of arch are fair. Subject to approval, would not a greater rise of arch be better? Would not a rise of 9 ft. or 10 ft. be preferable to that now allowed, 7 ft.? - Keophols may be allowed in face and wing walls.

4. The plan and estimate have been countersigned by the President of the L. F. Board.

29th Jan / 84
RST

the center 9 feet to be raised to a depth of $4\frac{1}{2}$ inches. Ridges $1\frac{1}{2}$ ft wide and 9 inches high to run on either side of the width 12 feet at top of road. The sides of road to have a slope of $1\frac{1}{2}$ to 1. Seven tunnels of $1\frac{1}{2}$ spans; three, of 2 spans; three, of 3 spans have been provided. S.E. calls attention to the wing walls of the various tunnels being given the same incline as the sides of road, $1\frac{1}{2}$ to 1. 3. The estimate has been countersigned by the President of the L.F. Board.

30th Jan 87
B.H.

Encls. 10.
1 Estimate for Rs 12,300
1 Plan
1 Drawings
1 Specification
1 L.F. Proceedings
1 Estimate for Rs 7,700
3 Plans
1 Specification

Report by the Superintending Engineer, C. Circle, on the Estimates for forming a road from Borayar Left Bank to Road No 18, Rs 7,700; and for constructing a Bridge across the Banu on Road from Madharjanam to Vep-pathu, Rs 12,300.

48/5

The road is said to be $9\frac{1}{2}$ miles long, but estimated to a length of $7\frac{1}{4}$ miles only. Either the Estimate or the entry made in the Specification is wrong. Supposing that the latter may be a mistake, the Estimate is accepted.

2. Of the $7\frac{1}{4}$ miles, about $3\frac{7}{8}$ miles are carried over the left bank of Borayar river, through the villages of Homalpett, Panagar, and Punganathapuram. It consists of the following items:-

forming Road - - - - -	Rs 5668
Raising parapet of tunnels on the Borayar Subbankment - - - - -	3 160
7 - $1\frac{1}{2}$ ft tunnels - - - - -	854
3 - 2 ft do - - - - -	440
3 - 3 ft do - - - - -	510
Contingencies - - - - -	88
Total Rs - - - - -	7700

Surveys and Levels do not accompany the Estimate, and this office is therefore unable to say any thing about the alignment of the road & the sufficiency of the waterway allowed; but it is presumed that the Local Fund Engineer would have examined the line and satisfied himself with these points.

3. The road is to be 4 yards wide between the side ridges, which should be $\frac{1}{2}$ a yard wide on each side. It is to be raised one yard above the H.W. level where the road is carried over the River embankment, and one yard above the adjacent Injeh level where it passes through Injeh & have slopes of $1\frac{1}{2}$ to 1. The top surface, to a breadth of 3 yards and a thickness of $\frac{1}{8}$ yard, is to be sandbed.

4. No compensation is allowed in the Estimate, and therefore it is supposed that none is required.

5. Before the work is done on the river bank, it will be necessary for levels to be taken so that the road may be made the full height 1 yard above maximum water level; it is regretted that this has not already been done.

6. It will be necessary to slightly

increase the length of the wings of abutments, and adapt them for slopes of $1\frac{1}{2}$ to 1.

7. The only papers accompanying the Estimate for the bridge are, a Plan of the bridge, sections of the approaches, and a specification. It is not possible for this office to decide from the above papers that the site selected is a good one; the foundations and waterway allowed are sufficient, and the design is suitable for the place; but the undersigned presumes that the Local Fund Engineer has investigated these points carefully & satisfied himself with the design; and as the suggestion made in this office note no 87 T. dated 14 April/88 has been attended to, it is considered that it may be passed.

8. Concrete to a thickness of each slab to be placed over the extrados of the Arches & sloped off to prevent water from leaking through the Arches.

9. The rates are fair, and the Estimates are recommended for sanction.

Camp/Thavon 23rd January/88
M. M. M. Lt Col
Sup. Engineer. Ind.

From
The Sup^r Engineer
6 circle.

To
The Chief Engineer
P.W.D.

No 21037.8

Dated 23
Recd. 28 } January 1884.

No: 487Wd/22nd Feb/84

Forwards for sanction two
Estimates for forming a
road from Porayar Left Bank
to Road No 18 & for constⁿg a
Bridge across the Cauvery
on Road from Madhian-
janam to Vepattur

No: 487W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 22nd Feb/84
1884

Read the following

Letter from the Sup^r Eng^r }
11 Circle } H.E. No 21037.8 of 23rd Jan/84.

The undermentioned
estimate, submitted by the
Local Fund Board P.W.D.
Circle, are sanctioned,
and registered as follows:

	Amount of estimate	Registered
1 Forming a road from Porayar Left Bank to Road No 18	Rs 7700.	Local No 57 W of 1883 - 84.

Constructing a Bridge across the Cauvery on road from Madhianjanam to Vepattur	Rs 12300.	Local No 58 W of 1883 - 84.
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2. The attention of the
Local Fund Board should
be called to the remarks
of the Superintending Eng^r,
in his report on the
the

the projects

Col.
15-2-84

Ill.
15-2-84

FW 2/2

5-80/14
B. Mar 19
11/2

8/1/8/88

To

The Board of Revenue
with 12 enclosures

" Supt. Engr. Vi. Circle

" Finance & Department

(Chief Secretary for
Counterintelligence)

487
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755

Govt. of (1883) Madras.

PUBLIC WORKS.

(8)

Dated

25/11

Read

Encl.

G.O. 22 Feb 1884 No. 487

Road

Estimates for forming
a ——— from
Korayar Left Bank to
road No 18 & for constructing
a bridge across the
Canary on road from
Machiarigumam to
Vepattur in the Tanjore
L. F. Circle, Sandhurst

65
4

500
20/2
3/20
100/2
100/5
100/5

Subd. Acct. kept