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(3) Initials of the Referencer lms ✓

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU
J.W.D. DEPARTMENT

G.O. No.	643 W	Press.
B.P. No.		Mis.
Dated	10. 3. 1884.	1917.

Not to be folded or roughly handled

[Handwritten marks and signatures]

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

No. 593 M.D.

Report by the Superintending Engineer, VI Circle, on the estimate for retmetalling the worst portions and repairing masonry works on road, No. 3, from Madura to Kamooty, *via* Kariampatty and Tirushuli, Madura district, Rs. 71,500.

The road is 46 miles long (10 miles in Madura taluk and 36 miles in the limits of the Sivaganga and Ramnad zemindaries) and passes through different soils. The road was never properly made. Of the 46 miles, only 5 miles from Madura are metalled, and the remainder has a thin coat of gravelling only. The portion of the road which passes through black cotton soil becomes unfit for traffic during the monsoon, as the thin coat of gravelling is not sufficient.

2. During the dry weather the road is passable as it is kept in fair order from the maintenance allowance, but on the arrival of the wet season the whole work done during the dry weather goes for nothing, and the road becomes unfit for traffic; in fact it is at present only a fair-weather road. It is now proposed to metal the worst portions and make the road passable during all the year round. The breadth of the metalling allowed in the estimate, namely, 4 yards up to the junction of the road No. 23, and 3 yards beyond this, is considered hardly sufficient, and the Superintending Engineer would recommend 5 and 4 yards, respectively, if the funds for this extra width of one yard are procurable.

3. Repairs to the existing masonry works and reconstruction of some of the road dams are allowed in the estimate. It is also reported that there are several drainages which require masonry works, and the plans and estimates for these will be sent in at an early date.

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

TRICHINOPOLY,
23rd February 1884.

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

Note by the Chief Engineer, Public Works Department.

The estimate is submitted for the sanction of Government, but the Chief Engineer would suggest that the width of metal on the road should be 4 yards throughout.

6th March 1884.

J. SHAW-STEWART, Col., R.E.,
Chief Engineer, P.W.D.

ORDER—dated 10th March 1884, No. 643 W., Public Works.

The estimate, amounting to Rs. 71,500, for retmetalling portions of, and repairing masonry works on, road No. 3, from Madura to Kamooty, in the Madura district, is sanctioned.

10TH MARCH 1884, No. 643 W., PUBLIC WORKS.

2. The attention of the Local Fund Board should be called to the suggestion in the Chief Engineer's note above recorded.
3. This sanction has been registered as Local No. 59 W. of 1883-84.

(True Extract.)

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

To the Board of Revenue, with one enclosure.
" Superintending Engineer, VI Circle.
" Financial Department.

Exd. E. Fernandez.
Spare Copies

643
2

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of 1884 Madras.

PUBLIC WORKS.

Dated March, 10th.

Recd.

Encl.

G.O., 10th March 1884, No. 643 W.

MARCH.

Road

Estimate, amounting to Rs. 71,500, for re-metalling portions of, and repairing masonry works on —, No. 3 from Madurai to Kamooty, in the Madurai district, sanctioned.

W. 593. M.D.

Trichinopoly
23rd February 1884.

643
/ 2

Encl. 1.

Report by the Superintending Engineer to circle on the Estimate for re-metalling the worst portions & repairing masonry works on Road No. 3 from Madurai to Kamooty via Periampalay & Pichchay Madurai District Rs 71,500.

The road is 46 miles long, 10 miles in Madurai Taluk and 36 miles in the limits of the Shevaganj and Pannat Zaminderies and passes through different soils. The road was never properly made; of the 46 miles only 5 miles from Madurai are metalled and the remainder has a thin coat of gravelling only. The portions of the road which passes thro' black cotton soil becomes unfit for traffic during the monsoon as the thin coat of gravelling is not sufficient.

During the dry weather the road is passable as it is kept in fair order from the maintenance allowances but on the arrival of the wet season the whole work done during the dry weather goes for nothing and the road becomes unfit for

traffic, in fact it is at present only a fair weather Road. It is now proposed to metal the worst portions & make the road passable during all the year round. The breadth of the metalling allowed in the estimate, namely 4 yards up to the junction of the road to 23 and 3 yards beyond this is considered hardly sufficient and the Engrs. would recommend 5 & 4 yards respectively if the funds for this extra width of 1 yard are procurable.

Repairs to the existing masonry works & reconstruction of some of the road dams are allowed in the estimate. It is also reported that there are several drainages which require masonry works, & the plans & estimates for these will be sent in at an early date.

The rates are fair and the
Boatman is recommended for another.

W. W. Wood
Supt. Engineer, Seale.

1/2/2
17th Feb 1884

From,

The Sup^r Engineer
61 Circle

To,

The Chief Engineer
P. W. D.

No. 593 M.D.

Dated 23rd February 1884

enclos^d.

No. 643 W a/10th March/84

Road No. 3 from Masura
to Kamoothy in the
Masura District

Forwarded for sanction
an estimate of Rs 71,500
for re-metalling the worst
portions & repairing ma-
sonry works on Road No.
3—

P. W. D.

643/5 p2

Letter from the S. E. VI Circle No. 593 M.D. 23rd February

Note by the Chief Engr P. W. D.

The estimate is
submitted for the
sanction of Govt. but
the Chief Engineer would
suggest that the width
of metal on the road
should be four yards
throughout.

LL
6.3.84

Cu

To W. 813/6 143 W

The accompanying is a heavy estimate, No. 71500, for metalling & repairing a local road.

S. E. VI recommends it for sanction & further recommends that the widths allowed by Local Fund Engineer for metalling, viz. 4 yds. for 1st section and 3 yds. for 2nd section, be increased to 5 yds. & 4 yds.

I would not recommend the change to 5 yds. 12 ft. of metalled surface is sufficient for any ordinary high road in the country, not exposed to heavy traffic, but I would adopt a width of 4 yds. for the whole 46 miles.

In different places different thicknesses of metal are allowed, thus we have 4½ inches, 4 inches, 3 inches, & even 2½ inches. The 4½ & 4 inches are for the black cotton soil parts, and I believe 4½ inches to be insufficient. For new metalling in any place 3 inches & 2½ inches are too little. 4½ inches might be allowed over good soil & 6 inches over the black cotton. And this of course would cost money & the estimate is already very high.

Over the metal we have different thicknesses of gravel allowed. Thus we have over 4 inches & 4½ inches of metal 3 inches of gravel — over 3 inches of metal 2½ inches gravel & some over 2½ inches of metal.

In no place ought we to have I think more than 2 inches of gravel over the metal. It will not improve the metalling at the soft parts to

proposed to render the

To D.W.

For orders with refer

to J's remarks.

Also whether plans
of masonry works shall be
called for.

Ct.
5.3.84

give a thicker coating of gravel.
I believe too that when the soil
is black cotton & impassable during
the rains it would be better to use
the formed-up surface with sand than
to throw sand into the interstices of gravel
as estimated.

I do not think plans or sections
are required for work such as this -
it consists virtually of repairs.

Ct.

5-3-84

I concur generally in foregoing
remarks, but am unwilling
to interfere too much with S.E.'s
recommendations,
and the only point I would
suggest is that width of
mettal should be 4 yards
throughout.

M.

5-3-84

Current No. 1589
Letter No. 593. H.S.
Dated the 23rd Feb/84
From the S.E. VI Circle

NOTE OF REMARKS.

1. The accompanying estimate provides for re-installing the worst portions of, and repairing the masonry works on road No. 3, from Madura to Ramothly in the Madura District. The estimated cost is Rs. 71,500.
2. It is stated the road was never properly completed, and that as it passes during its length, 25 miles, through a great variety of soils, some of which are very unfavourable to traffic, it is impassable during the wet weather - that, as S.E. puts it, it is but a fair weather road. It is now proposed to render the

road fit for traffic through
- out the year. There is
one point calling for attention
- the breadth allowed for
metalling. The L. & Engt
allows the road from Madurai
up to its junction with
road No. 23, a metalled
width of 12 feet, and for the
remaining length, a metalled
width of 9 feet. S.E. proposes
to substitute 15 feet and
12 feet for the above metalled
widths of 12 feet and 9 feet
respectively. Subject to
approval, there does not
appear to exist any sufficient
reason why a metalled
width of 12 feet should not
be maintained throughout
the entire length of the road.
No plans of works, or sections
of road have been sub-
- mitted.

3. S.E. recommends the estimate
for sanction. The estimate
has been countersigned by
the Vice Presdt. of the L. & Engt

3rd March/84
18378

Building of Roads
Canal Works

PUBLIC WORKS DEPARTMENT.

No 643 W

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the

10th March/84

Read the following

Letter from the S.E. VI Circle No 593 M.D. 27th Feb 1884
Note by the Ch. Engr. P.W.D. dated March 1884.

The estimate
amounting to Rupees
71,500, for re-metalling
portions of, and repairing
masonry works on, road
No 3, from Madurai to
Kamrothy, in the Madurai
District, is sanctioned.

2. The attention of
the Local Fund Board
should be called to
the suggestion in the
Chief Engineer's note
above recorded.

This

3. This reaction has
been registered as local
in 59 Waples 82.

Al.

5-3-11

6-3-84

FW 7/31

7 — 10/11

14/3

To the Board of Res.
with 1000
" S.E. VI Circle
" Fuel Dept
(Ch. Sec. App.
Lounsbury initials)

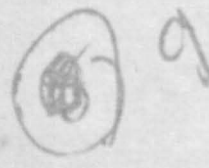
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Govt. of Madras.

PUBLIC WORKS.



9

11/3/84

Dated

Recd.

Encl.

G. O. 10th March 1884 No. 643 W.

Re a L.

Est amt p. to Rs 71,500/-
for remodelling portion
of, & repairing masonry
works on — No 3 road
Madura to Kammuthy
in the Madura Dist.
Caucasian

65

5

SR
10/3-

10/3

Subd. Insp. High