

(1) Number of pages 18
(2) Date of repair 12.8.87
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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public Works

DEPARTMENT

G.O. No.	275-W	Press.
B.P. No.		Mis.
Dated	5-2-1885	198

Not to be folded or roughly handled

275-W

5TH FEBRUARY 1885, No. 275 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following letter from Colonel J. SEATY, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 14th January 1885, No. 5 P.W.:

1. I have the honor to forward, for sanction, eight plans and three estimates, amounting to Rs. 35,000, for improving the portion of the coast road No. 22, in South Canara, from the left bank of the Netravati river at Ellal to the head of the Kanyikod backwater near Hoodroog, a distance of 43 miles and 517 yards.

2. The total distance from the post office at Mangalore to the above backwater, south of Mangalore, is 45 miles and 840 yards; out of which 30 miles and 83 yards of road are in good order, and the remaining portion of the road, 15 miles and 757 yards, requires improvement, for which the above estimates have been prepared and submitted by the Local Fund Board. The details of improvement are:—

	Rs.
(1) Earthwork for raising and cutting where the ascent and descent are too heavy, and throwing up embankments where the line passes over low sandy tracts	5,195
(2) Turfing the slopes of the embankment	2,610
(3) Widening the road in cuttings and erecting retaining walls and ramps	2,963
(4) Graveling the roadway to 18 feet in width and 6 inches to 9 inches thick	19,517
(5) Planting casahuate, screw pine, &c., to bind the sandy slopes	300
(6) Constructing 3 road dams	524
(7) Do. 5 culverts to irrigation channels	2,200
(8) Contingencies	676
(9) Petty supervision	600
Total	35,000

3. The width of the roadway at top varies from 24 to 27 feet, and is to be gravelled to a width of 18 feet and to a thickness of 9 inches, but the width of roadway at the tunnels is 14 feet.

4. It is proposed to divert the line in two places—one is at the village of Minjeshwar between the 11th and 12th miles, and the other at the Chundragrinact river between 30th and 31st mile—as the ascent and descent are at present too heavy for wheeled traffic at those places.

5. There are thirteen streams and rivers crossing the line. Two culverts across streams at Mangalady, between the 16th and 17th miles, are now under construction. Three of the rivers are fordable in the dry season, and a third at low tides. Mollers and boats are kept at all the crossings, and ferry establishments are maintained, the road being the mail line.

5TH FEBRUARY 1885, No. 275 W., PUBLIC WORKS.

6. A letter from the President of the Local Fund Board to the Secretary to the Board of Revenue is herewith enclosed, together with the resolution of the Local Fund Board, sanctioning the estimate, and a report and specification.
7. The estimate has been examined and found correct.

ORDER—dated 5th February 1885, No. 275 W., Public Works.

The estimate, amounting to Rs. 35,000, for improving coast road No. 22 from the left bank of the Netravati at Ullal to the head of the Kanyikod backwater near Iosdroog, is sanctioned.

2. This sanction has been registered as Local No. 52 W. of 1884-85.

(True Extract.)

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

To the Board of Revenue, with seventeen enclosures.
" Superintending Engineer, IV Circle.
" Financial Department.

Exd. B. Fernandes.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1885) Madras.

PUBLIC WORKS.

Dated February, 5th.

Recd.

Encl.

G.O., 5th Feb. 1885, No. 275 W.

FEBRUARY.

Coast Road No. 22

Estimate for improving — from the left bank of the Netravati at Ullal to the head of the Kanyikod backwater near Hosdurg, sanctioned.

No. 5
87.

Supg. Engineer's office 4 Circle
Coimbatore 14th January/85.

From

The Superintending Engineer
4th Circle

To, The Chief Engineer
P. W. Department.

Sir,

I have the honor to forward for sanction 3 Plans and 2 Estimates amounting to Rupees 35000 for improving the portion of the Coast Road No. 22 in South Canara from the left bank of the Netravati river at Ullal to the head of the Kanyangad back water near Hosdurg; a distance of 43 miles and 517 yards.

2. The total distance from the Post Office at Mangalore to the above back water, south of Mangalore is 45 miles and

- Enclosures.
3. Plans.
 3. Detailed & abstract estimates.
 1. Report
 1. Specification
 1. Letter from the Secy. to the Govt. of Madras to the Secy. of P. W. D.
 1. Extract from the P. W. D. Report.
 1. List of papers.

and 340 yards, out of which 30 miles and 20 yards of road are in good order, and the remaining portions of the road 15 miles and 70 yards, requires improvement, for which the above estimates have been prepared and submitted by the Local Funds Board. The details of improvement are:-

- (1) Earthwork for raising and cutting where the ascent and descent are too heavy and throwing up embankments where the line passes over low sandy tracts. Rs 5195
- (2) Surfing the slopes of the embankment ————— " 2619
- (3) Widening the road in cuttings and erecting piers, ments and ramps. ————— " 2968
- (4) Graveling the roadway to 18 ft in width and 8" to 9" inches thick ————— " 19811

C. D. 30577

Brought Forward. Rs. 30577

- (5) Planting camelo foot, eucalyptus, pine, &c. to bind the sandy slopes ————— " 300
- (6) Constructing 6 Road Dams ————— " 625
- (7) — Do ————— 5 culverts to Irrigation channels ————— " 2200
- (8) Contingencies ————— " 676
- (9) Petty supervision ————— " 600

Total Rupees 35,000

(3) The width of the roadway at top varies from 21 to 24 feet and is to be gravelled to a width of 18 feet and to a thickness of 9 inches, but the width of roadway at the tunnels is 14 feet.

(4) It is proposed to divert the line in 2 places, one is at the village of Mungeelwar between the 11th and 12th miles and the other at the Chandra gherri river between 30th and 31st mile, as the ascent and

and descent are not present
so heavy for wheeled traffic
at those places.

5. There are 13 streams and
rivers crossing the line. Two
culverts across streams at
Mangalpad, between ^{the} 6th and
17th miles, are now under
construction. Three of the
rivers are fordable in the
dry season and a third
at low tides. Ropeways and
boats are kept at all the
crossings and a ferry sta-
blishments are maintained,
the road being the mail line.

6. A letter from the Pres-
ident of the Local Fund
Board to the Secretary
to the Board of Revenue is
herewith enclosed, together
with the Resolution of the
Local Fund Board sanction-
ing the Estimate and a
Report.

Report and Specification
7. The Estimate has
examined and found cor-

I have the honor to be
Sir,

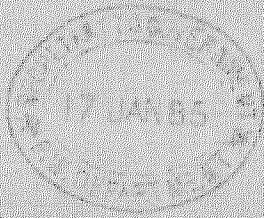
Your most obt. Servt.

L. Beatty Colonel
Superintendent

M

From
The Supg. Engineers
D. Circle

Dated 14th
Sept 10th
Recd 1st } January 1885



No 5
S. M.

Enclosure 16.

Coast Road No 22 in
South Canara.

Forwards for sanction
Plans & estimates amounting to
Rs 35,000 for improving the
portion of

T.
Considering that an outlay
of Rs. 35,000 is contemplated, I
hardly think the plans & estimates
well prepared - plan certainly not.
It is difficult to say why varying
widths for road & sometimes even for the
pavelling of surface have been estimated
for, but I take it that the road embankment
& surface are to be 18 ft. wide at top.
The varying depths & surface thickness
of gravel depends I should say on condition
of old road, 9" being allowed for new
rained portion & 6" when there is already
growth in the old surface.

For lateral travelling I think 18 ft.
is a good maximum width. For metalling
with gravel, gravel bank likely to be 12 ft. is
a proper width, but for travelling it is different.
In fact outside the metalling I have been in
habit of allowing 3 ft. gravel on each side.
On uniform width for road & gravel works,
I agree with you, be right, but this is not
the road, & gravel primarily there are reasons
for the variations. Some I have done, but
not all.

Route for cattle work seems to me low for
some places, where apparently there will be
considerable long haul, & higher for others.
As an average the route seems to be a fair one
except. At any rate I have pointed it
out in other details.

I would sanction without comment.

Yrs.

27-1-85

Respectfully

S. M.

27/1/85

Public Works Department, 188-3-5

Current No. 253

Letter No. 685

Dated the 3 January 1885

From the S. E. N. Circle

NOTE OF REMARKS.

The accompanying plans
and estimates are for
improving that portion
of the Coast Road No. 22
lying between the left
bank of the M. River
& Ballal and the head
of the Kanara river
located at Kollur - a
length of 43 miles 517 yards.
The estimate amounts
to Rs. 35,000.

2. The combined length
of road way acted on
is 15 miles 757 yards.
The estimate is thus
divided:-

(1) Earthworks for reducing
very severe gradients,
and for embankments
over low sandy tracts

- Rs. 5,195.

2. Graveling the slopes of
embankments - Rs. 2,817;
3. Widening the road in
certain places and for erecting
dams and culverts -
Rs. 2,768; (4) Graveling
the roadway, 18 ft wide
and from 6 inches to 9 inches
thick - Rs. 19,817; (5) Plants
for the purpose of binding
sandy slopes - Rs. 300;
6) Sea road dams - Rs. 625;
7) Five culverts - Rs. 2,200;
8) Contingencies - Rs. 575;
9) City Superintendent - Rs. 600 -
thus giving a total of
Rs. 35,000.

3. The plans and estimate
have been well prepared
and the grounds on which
the various steps pro-
posed to be adopted are
based, appear to be
sound. Details of work
are fairly explained.
However, subject to
approval, would it
not be well in the

circumstances of the case
that the width of the
roadway and the width
and depth of the gravel
being laid down, etc.?
It may be said from
the report that the
traffic on this road
is not great, and that
the present state of
the road shows it, in
which case a top width
of roadway, varying
from 24 ft to 26 ft, appears
sufficient. The gravel is
said to be of laterite, and
the width allowed for
graveling is 18 ft, with
a depth varying from
6 inches to 9 inches -
would not a top width
of roadway of 24 ft, max-
imum, suffice? - And
for graveling, would
not a width of 12 ft with
a maximum depth
of 6 inches, be ample?
The item graveling
alone, costs Rs. 19,817.

The plans and estimates
have been countersigned
by the President of the
L. & B. Board.

28th Jan. / 88
B.P.

11/2/88
No. 275. W
PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 5. February
Read the following

From
The Supt. Engineer II Circle (H. B. S. & Co. 1884)

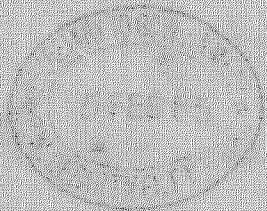
The estimate
amounting to Rs. 1000
for improving road
to ad. No. 22, from
the left bank of the
river at Dittal
to the head of the
Karni Road back.
water near Madras
is sanctioned.
2. This sanction
has been forwarded

As Local No. 52 by

of 1884-85.

100
50-1-50

11
2-1-61



Log per
the Prop. Rev.
with 17 envelopes.
" Co. II C. 111
" Sm. Dep. 11
(Chap. Secretary for
of an new of Counter
initials.)

456

Govt. of Madras.
PUBLIC WORKS.

6/2/85
100-52-40 pm

Arch. No. 22

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