

No. 2993 W.
PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

December 14 1885
READ the following

Letter from the S. E. I Circle (No. 14012 of Oct. 9. 1885)
Note by the Chief Engineer, M. E. (" of Dec. 11th ")

3

The estimate amounting
to Rs. 40,800/-, for constructing
a road from Chodavaram
to Mndugula, in the
Tiragapatam district,
is sanctioned.

2. Attention is drawn
to the points noticed in
the Chief Engineer's

note above recorded.

3. This sanction has
been registered as
Local No 27 W of 1885/86.

Shr. C
11/10/85

US
11-12-85

W
12-12-85

J - BTH
14/12/85
for B

To,
The Secy to the
with Bangalore.

" P.E. I Circle.
Dated
22/12/85

To,
The Chief Secretary
for counterintelligence.

Cu

14TH DECEMBER 1885, No. 2993 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From the Superintending Engineer, I Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 9th October 1885, No. 140 V.Z.

I have the honor to submit, herewith, duly scrutinised, an estimate, amounting to Rs. 40,800, for constructing a road from Chodavaram to Mudugula, received from the President, Local Fund Board, Vizagapatam, and to request that you will be good enough to obtain the sanction of Government to the same.

Note by the Chief Engineer, Public Works Department.

The line selected for the road is good and the gradients are easy. The design for the bridge of 3 spans of 35 feet, as altered by the Superintending Engineer, is recommended for acceptance. Wheel guards should, however, be provided, and the stone work pointed instead of plastered.

2. It is not possible to offer an opinion as to the sufficiency or otherwise of the depth of the foundations of the bridge, as no information is afforded as to the nature of the soil at site; and as the provisions of sections 1183 and 1184 of the Public Works Code have not been complied with, it is not known whether sufficient water-way has been allowed.

3. The design for the centering is not good; there should be some arrangement for striking such as wedges, sand-bags, or sand-boxes.

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

11th December 1885.

ORDER—dated 14th December 1885, No. 2993 W., Public Works.

The estimate, amounting to Rs. 40,800, for constructing a road from Chodavaram to Mudugula, in the Vizagapatam district, is sanctioned.

2. Attention is drawn to the points noticed in the Chief Engineer's note above recorded.

3. This sanction has been registered as Local, No. 27 W. of 1885-86.

(True Extract.)

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

To the Financial Department, with thirteen enclosures.
„ Superintending Engineer, I Circle.

Exd. E. Fernandez.
Spare Copies.

Telegram
No 26268 of 17-11-85

BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of 1885 Madras.
PUBLIC WORKS.

Dated December, 14th.

Recd.

Encl.

G.O., 14th Dec. 1885, No. 2993 W.

DECEMBER.

Road from Chodavaram to
Mudugula, Vizagapatam
District

Estimate for constructing a —, sanctioned,

No. 14072

FROM,

THE SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO,

THE CHIEF ENGINEER

P.W. Department
FOR IRRIGATION

DOWLAESHWARAM, 9th October 1885.

Dated 9th October 1885

- 1 Key Map
2 Survey of line of Road
3 Longitudinal Section
4 Cross Section of proposed
road
5 Plan of Masonry works
6 Abstract Estimate for do.
7 Detailed Estimate for do. SIR,
8 Abstract Est. for masonry
a 1st class Road
9 Detailed Est. for do.
10 Plan & Section of cutting
for proposed road and bridge
11 Specification
12 Report
13 Compensation bill

I have the honor to submit here
with duly scrutinized an estimate
amounting to Rs 40,800 for constructing
a Road from Chodavaram to Madgole
received from the President Local Funds
Board Vizagapatam and to request
that you will be good enough to obtain
the sanction of Government to the same.

I have the honor to be,

Sir,

Your most obedient servant

Manathur Asst. Eng.
For Sup. Eng. 1st Circle.

FROM,

THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO,

THE CHIEF ENGINEER

FOR IRRIGATION.

Pr. Dept.

DATED

DESPATCHED

RECEIVED

9th October 1885.
9th
14

No. 140V.2

ENCLOSURES.

13

No. 2626 D. 17-11-85

Constructing a road
from Chodararam
to Madgole in the
Vhagapatam District
Estimate amounting
to Rs 40,800 for—

Submits for sanction
duly scrutinized and—

Note by the Chief Engineer P. W. D.

The line selected for
the road is good and
the gradients are easy.
The design for the bridge
of 3 spans of 35', as altered
by the Superintending
Engineer, is recommended
for acceptance. Wheel
guards should however
be provided, and the
stone work pointed instead
of plastered.

2. It is not possible
to offer an opinion as to the
sufficiency or otherwise of
the depth of the foundations
of the bridge, as no information
is

afforded as to the nature
of the soil at site; and as
the provisions of sections
1183 and 1184 of the P.W. Code
have not been complied
with, it is not known
whether sufficient water
way has been allowed.

3. The design for the
centering is not good;
there should be some
arrangement for striking
such as wedges, sand
bags, or sand boxes.

11.12.85
M. S. M. M. M.
Chief Engineer
P. W. D.

Public Works Department, 1885-86.

Current No. 8968
Letter No. 140 V. Z.
Dated the 9th October/85
From the S.E. I Circle

NOTE OF REMARKS.

1. The accompanying estimate
with plans, levels and survey
provides for constructing a
road from Bhodavaram to
Madugula in the Vizaga-
patam district. — The
estimate amounts to Rs. 40,800 —
and as the length of the road
is 11 miles 2,244 feet, the cost per
mile is Rs. 3,580. — The estimate,
Rs. 40,800, is divided as follows:—
Earthwork — Rs. 6,320; Surfing
— Rs. 1,023; stone Revetting — Rs. 1,904;
Metalling (gravel) — Rs. 8,502;
1 Road dam, 200 feet long with
two under-vents — Rs. 753; 3 Road
dams, each 110 ft. long, — Rs. 498; 6
Road dams, each 70 ft. long — Rs. 714;
40 culverts, each of 1 vent of 2 feet
— Rs. 5,000; 15 culverts, each of
2 vents of 3 feet span — Rs. 4,110; 5
culverts each of 1 vent of 6 feet

for crossing the Kacharoo
near the village, Narsahat
- Nam. - The bridge is a masonry
one of three arches. The
arches are segmental, of
35 feet span and 7 feet rise.
The height of piers up to spring
line is 4 feet but the calcu-
-lation of waterway requisite
on which this height has
been adopted can scarcely
be accepted as satisfactory
for it is written in the Report
that - "For additional safety
of the Bridge a portion of the
length of road to the west of
the bridge to a length of 300 feet
is kept low at 52.00 over datum
(its slopes revetted with stone)
so that in heavy floods as a
relief to the bridge, the water
may pass over this low portion
without damaging the bridge."
Sufficient data are not
submitted to permit the
question of 'waterway' being
entered into fully in this
instance, but it remains to
be seen how the revetted

and sunk portion of the road
will act as waste weir or safety
valve to the bridge. - S.E.I. has
apparently accepted the
arrangement. - Apart from
the question of waterway with
the addition of wheel guards
to run beside parapets and
the substitution of pointing
for plastering on stonework
the design for the bridge
as corrected by S.E.I. may,
subject to approval, be accepted.
The depth allowed to the
foundations of abutments,
piers, buttresses, wing walls,
and retaining walls is 8 feet.
The altered position of the wing
walls is a marked improve-
- ment. Now, placed at right
angles to the abutments, they
act as buttresses and thus
contribute to the stability
of the bridge by strengthening
the abutments to resist the
thrust of the segmental
arches. - Open or baluster
parapets would certainly
be preferable to dead dwarf

walls. The proposed arrange-
ment of floorings and aprons
appears suitable. - The
width of roadway is 18 feet
between parapets.

5. Probably by an oversight
the President of the Local
Fund Board of Vizagapatnam
has not countersigned any
of the plans or documents
now submitted. -

Rates are fair.

now

For Orders whether
the estimate may be
sanctioned - or kept over until Monday

in order that D.W.
may look through
the papers.

Cu
2.12.85

2nd December/85

BH

But they have been
forwarded by him
for sanction.

If the President's signature
is indispensable, it must be
obtained.

Otherwise the estimate
may I think be sanctioned,
with a note drawing attention
to the points noticed by D.W.

LL

8.12.85

note

Counter signature to
an estimate by the Civil
Departmental Officer
concerned is taken as his
token of approval, but
the rules ~~do~~ do not make
such counter signature
indispensable.

All that the rules
require is that estimates
prepared by the P.W.D.
shall be ~~sanctioned~~ approved
by the Civil Officer con-
cerned before their sub-
mission to Govt.

In this case the
estimates have been pre-
pared by the L.F. Board

2953 ✓ Cu
11.12.85

Note

The line selected for the road is good and the gradients are easy.

The design for the bridge of 3 spans of 35' as altered by the S.E. I can be accepted. but steel girders should be provided and it would be better to form the stone pier instead of mastering it.

No information is given of the nature of soil, it cannot therefore be known if 8' depth is sufficient for the foundation.

The information required by paras 1183, 1184 of the P.W. Code has not been given & it is therefore impossible to know if sufficient working has been allowed

But they have been forwarded by him for sanction.

until Monday order that D.W. may look through the papers.

Yes 2/12-

gwl

The design for the ceiling
is bad & there should
be some arrangement
for striking, such as bases
and bay windows.

The plans and estimates
should be countersigned
by the President & the
Funda Board Vyasapala.

He
7/12/85