(1) Number of pages 30

(2) Date of repair 15-1-88

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. W DEPARTMENT

G.O. No. / B.P. No. 1023 W P.W.D Press. / Mis.

Dated 14 . 4 . 1887 ~~198~~.

Not to be folded or roughly handled

Archives I--10,006 I -80.

14TH APRIL 1887, No. 1023 W., PUBLIC WORKS.

1023
1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From G. D. WYBROW, Esq., Superintendent of Works, in charge II Circle, to the Chief Engineer, Public Works Department, dated Bezváda, 4th March 1887, No. 1881 K.S. :—

I have the honor to submit, herewith, for your approval and the sanction of Government, the estimates noted in the margin, amounting in the aggregate to Rs. 1,75,690, for improving and constructing roads in the Kistna district.

	RS.
(1) Pamarru-Poranki road	73,530
(2) Répalle-Bápatla „	1,02,160
Total ...	1,75,690

2. Copies of the District Board's resolution are herewith forwarded, together with reports, data, &c., connected with each estimate.

3. The original estimate for Pamarru-Poranki road, amounting to Rs. 81,300, was sanctioned in G.O., No. 2994 W., dated 14th December 1885, and the estimate now submitted for sanction shows a saving of Rs. 7,770.

4. The estimate, amounting to Rs. 1,02,160, is for constructing a road from Bápatla to Voleru *viá* Répalle. The report accompanying this estimate explains fully the details of the work.

5. With reference to paragraph 5 of the report by the Local Fund Engineer on the Bápatla-Voleru road, I would beg to point out that, in my opinion, this department should not be called on to build bridges over natural creeks, and for which in this estimate road dams have been provided as a temporary measure. The bridge over the Répalle drain, alluded to, was originally sanctioned where the Répalle drain crosses the Nizampatam-Voleru road, but as this road is to be abandoned, the Local Fund Board requested that the site of the bridge might be moved three miles higher up the drain, where the present proposed road from Voleru to Bápatla will cross the drain.

Note by the Chief Engineer, Public Works Department.

With this letter the Superintending Engineer, II Circle, submits the undermentioned estimates :—

(1) Revised estimate, amounting to Rs. 73,530, for metalling and improving that portion of the Masulipatam-Bezváda road which lies between Pamarru and Poranki.

(2) Estimate, amounting to Rs. 1,02,160, for constructing a road from Bápatla to Voleru *viá* Répalle.

2. In the case of the revised estimate, a proper report and specification have not been submitted, and the work of scrutiny has been rendered very difficult owing to paper of different sizes and qualities having been used.

3. With respect to the second estimate, the undersigned has the honor to submit the following remarks:—

The provision of 1" of sand to be spread on swamp kunkur metal seems objectionable.

It is understood from the Superintending Engineer's letter that provision has been made in the Public Works Department for a bridge over the Répalle drain, which is one of the main drains of the Delta system, but there is no obligation on the part of the Public Works Department to construct bridges over the natural salt creeks which the road crosses. If the District Board consider that anything better than the road dams which are allowed for in the estimate are necessary, they should apparently undertake the work themselves.

4. With these remarks the estimates are recommended for sanction.

28th March 1887. (Signed) J. O. HASTED, Colonel, R.E.,
Chief Engineer, P.W.D.

ORDER—dated 14th April 1887, No. 1023 W., Public Works.

The undermentioned estimates are sanctioned and registered as shown below:—

(1) Revised estimate, amounting to Rs. 73,530, for metalling and improving that portion of the Masulipatam-Bezváda road which lies between Pamarru and Poranki, Local No. 2 W. of 1887-88.

(2) Estimate, amounting to Rs. 1,02,160, for constructing a road from Bápatla to Voleru *viá* Répalle, Local No. 3 W. of 1887-88.

2. Estimate No. (1) supersedes the estimate sanctioned in G.O., No. 2994 W., dated 14th December 1885.

3. The attention of the District Board will be called in the Local and Municipal Department to the remarks of the Chief Engineer, which are concurred in by the Government.

(True Extract.)

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

To the Local and Municipal Department, with twenty-four enclosures.
" Superintending Engineer, II Circle.

Exd. A. Aubert.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1887) Madras.

PUBLIC WORKS.

Dated April, 14th.

Recd. *Encl.*

G.O., 14th April 1887, No. 1023 W.

APRIL.

Roads

Revised estimate of Rs. 73,530 for metalling and improving a portion of the Masulipatam-Bezváda road, and estimate of Rs. 1,02,160 for constructing a road from Bápatla to Volern, in the Kistna district, sanctioned.

No 1881 K.S.

Superintending Engineer's Off
2d Circle Bezvada 4th March
1887

1023
3

From

G. Di Wybrow Esquire
Superintendent of Works
In charge 2d Circle

To

The Chief Engineer
Public Works Department

Sir

I have the honor to submit herewith for your approval and the sanction of Government, the Estimates noted in the margin amounting in the aggregate+ to Rs 175,690 for improving and constructing roads in the Kistna District.

2. Copies of the District Boards' resolution are herewith forwarded together with reports, data, &c connected with each Estimate.

3. The Original Estimate for Pamarru-Poranki road amounting to Rs 81,300 was sanc-

+1 Pamarru-Poranki Road Rs 73,530
2 Repalli-Bapatla Road 102,160
175,690

Enclos 24

Pamarru Poranki road

1 Letter No. 1 $\frac{1?}{27-12-86}$ to the Chief Secy to Govt P. W. Dept
1 Copy of Board's Resolution
1 do of L. Fund Engrs letter No $\frac{785}{2016}$ d/13-11-86
1 Statement of average rate on Poranki Wuyyur road
2 Detailed Estimate
2 Comparative Statement
2 Abstract Estimate
3 Data
1 Detailed & Abstract Estimate
1 Specification Report for Road Dams
1 Specification Report

Road from Bapatla to Volern via Repalle

1 Abstract Estimate
1 Detailed do
1 Specification Report
1 Data of Rates &c
⊗ 3 Sheets of drawings &c

⊗ Sent today by Book Post

2994

tioned in G. O. No 2994 W / 14-12-85. and the Estimate now submitted for sanction shows a saving of Rs. 7,770.

4. The Estimate amounting to Rs. 102,160 is for constructing a road from Bapatla to Voléru via Repalle. The report accompanying this Estimate explains fully the details of the work.

5. With reference to para 5 of the Report by the Local Fund Engineer on the Bapatla-Voléru Road, I would beg to point out that, in my opinion, this Department should not be called on to build bridges over natural creeks, and for which in this Estimate road-dams have been provided as a temporary measure. The Bridge over the Repalle drain, alluded to, was originally sanctioned where the Repalle drain crosses the Nizampatam-Voléru road, but as this road is to be abandoned the Local Fund Board requested that the site of the bridge might be moved 3 miles higher up the drain, where the present proposed road from Voléru to Bapatla will cross the drain.

I have the honor to be
Sir
Your most Obt. Servant

[illegible]
Superintendent of Works
[illegible] 2d Circle

Compd

2994

O.W.C. No 2036

2994 W d/ 14-12-85
2248. W. d/ 28-9-85
1534. C d/ 15-8-83
670. W d/ 15-3-82
1015 W d/ 3-4-83
357. C d/ 9-2-82
C.E. 86 d/ 11-1-82
- 2427 d/ 21-10-81
763. W d/ 13-3-99

From,

The Supdg Engineer
2nd Circle

To,

The Chief Engineer,
P. W. Deptt.

Dated 4th March 1887.
Despd 7th — do —.
R 14-3-87

No 1881. Ro

Enclos: 24 + 24
(+ 3 Survey

Roads in the Kistna District.
Estimates amounting to Rs 1,75,690
for improving & constructing
certain — Submitting for
approval & Govt. Sanction —

P.W. Department

1023
5

Note by Chief Engineer P.W. Department

From the Superintending Engineer 2nd Circle No 1881 R. S dated 4th March 1887

It seems clear to me that provision is not made for any bridging. See § 5 of the estimate & at the 8th — 20th miles of the detailed estimate. ~~Hence~~ ~~therefore also~~ Para 3 seems wrong & had better be amended as Govt. concurs in the remarks.

Provision has been made for a bridge over Repalle drain by the P.W.D. Correction in 3rd line of note will make the matter clear.

With this letter the Superintending Engineer II Circle submits the under-mentioned estimates.—

(1) Revised estimate amounting to Rs 73,530 for metalling and improving that portion of the Masulipatam Bezwada road which lies between Pamarru and Parankey.

(2) Estimates amounting to Rs 102,160 for constructing a road from Bapatala to Valeru via Repalle

2. In the case of the revised estimate, a proper report and specification have not been submitted, and the work of scrutiny has been rendered very difficult owing to paper of different sizes and quantities having been used.

3. With respect to the second estimate, the undersigned has the honor to submit the following remarks:—

The provision of 1" of sand to be spread on swamp Kunkur metal seems objectionable.

It is understood

from

A road dam is provided.? It is merely suggested that bridges will have to be built hereafter.

~~As the Supdg Engr remarks, with reference to the suggestion that a bridge over the Repalli drain will have to be built hereafter,~~

~~but see note~~

from the Superintending Engineer's letter that provision ~~is~~ has been made in the P.W.D. for a bridge over the Repalli which is one of the main drains of the Delta system, drain, but there is no obligation on the part of the P.W. Department to construct bridges over the natural salt creeks which the road crosses. If the District Board consider that any thing better than the road dams which are allowed for in the estimate are necessary, they should apparently undertake the work themselves.

14. With these remarks the estimates are recommended for sanction.

Col. R.E.
Chief Engineer P.W.D.

28th March/87

Cu 4/4

1023/8

PW Cho 2036.

Revised Est for metalling road between Pamarru & Porankey 20¼ miles of the Masulipatam-Bezwada Road - Rs 73,530

The last Est sanctioned for this work was Rs 81,300 for metalling & improving the road mentioned above; and the specification for the work was "metal 6" thick and 12 feet wide over the whole length of 20¼ miles".

The specification for the Est now submitted is very misleading.

In the first place the length of 20¼ miles is divided into two portions Pamarru to Wuyyur 8 miles
Wuyyur to Porankey 12¼ miles
and the specifications for the two portions are not the same; and further while the Estimates for both portions refer to 1st, 2nd & 3rd coat of metal; as a matter of fact only one coat of metal is provided -

Briefly the specifications are as follows

Pamarru to Wuyyur

Bank 1½ feet high over dry cultivation & 2¼ feet high over wet; the top surface being mixed with 2" of sand to harden it - over this 4" of metal (broken stone 1½" cube) for a width of 10 feet.

The top width of road to be 16' of which centre 10' is metalled

Vuyyur to Porankey.

Road formed as before, but 18 feet wide at top, metalled as before for centre 10' of width and a binding layer of ½" of red earth spread over the metal.
The side slopes of the road in both cases to be 1½ to 1 and in this specification a centre rise of 3" in the road section is allowed; but in the specification for the Pamarru Vuyyur portion nothing is said about the road section.

Road dams are provided & partially estimated separately viz Pamarru to Vuyyur 1900 Rs
Vuyyur to Porankey 200 Rs
but as the rubble ~~[illegible]~~ stone used in the formation of the dams is entered in the general Est as 1st coat of metal and the actual metalling of the road entered as 2nd coat, and the binding of ~~sand~~ red earth entered as 3rd coat of metal! It will be seen how impossible it is to properly examine Ests prepared in such a loose manner —

The Ests should be returned to the Local Fund with the following remarks.

(1) The whole ~~section~~ length of the road viz 20¼ miles should be made the same width & metalled in the same manner viz first two inches of sand then 4" of stone metalling and a binding layer of ½" of red earth; the whole to be consolidated by steam rolling.

2) The road dams are to be separately estimated for.

3) A report and specification for the work should be submitted, and the PWD units of work should be used, although the original Est of 81, was not prepared with these units.

4) The Estimates and other documents should be on paper such as is ordinarily used in the PWD for such purposes; the variety and inferior quality of the papers ~~[illegible]~~ on which the present Ests have been prepared makes it very difficult to examine ~~them~~ ~~Ests~~ properly —

The SE–II circle sends with this Estimate of Rs. 530 a large Est for a new road, which I propose to hold back, in order that the Local Fund authorities may take steps to put this Est for metal into proper shape —
The way in which Ests are sent to this office by the Local Funds is often most discreditable, and much time is wasted in trying to find out what they mean.
Considering the very large sums under consideration the present Est should be clean & distinct, accompanied by proper report & specification & be prepared on strong serviceable paper ~~[illegible]~~

$\frac{1023}{7}$

P.W.C. No. 2036

Est of 73,530 for metalling part of Masulipatam Bezwada Road.

The Est of 1,02,160 for new road from Bapatla to Valeru has been held back until the Local fund have taken the proposed action on the Est of 73,530.

Papers of Est for new works kept by me —

W.W.

23.3.87

I am under the impression that a great part of the work provided for has already been carried out. It is only metalling the old Hyderabad road, excluding the cost where only where the road crosses a channel.

I think it may be sanctioned, calling attention to the want of proper reports & specifications, & want of proper [illegible] & qualities.

J.C.

24/3/87

$\frac{0}{4}$/4 R. 11.4.87

$\frac{1023}{9}$

The Est of ~~Rs~~ 1,02,160 for making a Road from Bapatla to Valeru via Repalli is approved, but the local fund are in error in assuming that the D.P.W. will provide bridges to replace the road that are to be put in as a temporary measure —

The report should have been kept separate from the Specification.

The Local fund Engineer considers that the Est provides for everything necessary & that no supplemental Est will be required — This is wrong as the bridges will have to be provided; if the traffic is to be as heavy as assumed. Probably the road had better be constructed with road dams, as a tentative measure —

W.W. 23.3.87

P.W. C. No. 2036.

$\frac{1023}{10}$

D.W.

S.E. II. submits the following two estimates (Local Fund): — A revised estimate for metalling and improving such portion of the Masulipatam-Bezwada road as lies between Pamarru and Porankey (20¼ miles) — Rs. 73,530; and an original estimate for constructing a road from Bapatla to Valeru via Repalli (3 miles - 2168 feet) — Rs. 102,160.

2. In the case of the revised estimate a correct report is not submitted. Two papers are sent, each being termed a "Specification Report," which apparently have been prepared under the impression that a report and a specification form but one document. — The revision now submitted is based on a mistake. — In submitting this revised estimate the Local Fund Engineer, in his letter No. $\frac{785}{304}$ of the 13th November/86, states that: — "an estimate was then prepared providing 4 inches

0
4/4 R. 14-4-87

There seems no objection to the
Estimate being sanctioned with the
following remarks.

The provision of 1" of sand blue
spread on surface kunkur metal
seems objectionable.

It is understood from the S.E.'s letter that provision is
made for a bridge over the Repalli
drain, but there is no objection on
the part of the P.W. Dept. to construct
bridges over the natural salt creeks which
the road crosses. If the L.F. Board
consider that anything better
than road dams which are ~~provided~~ allowed
for in this Estn. are necessary
they must undertake the work.

JCH
24/3/87

0
4/4 R. 14/4/87

0
4/4 A. 14/4/87

P.W. Cons. 2036

1023
10

D.W.

S.E. II. submits the following two estimates (Local Fund):- A revised estimate for metalling and improving such portion of the Masulipatam-Bezwada road as lies between Pamarru and Porankey (20¼ miles) – Rs. 78,530; and an original estimate for constructing a road from Repalla to Volern via Repalli (3 miles-2168 feet) – Rs. 102,160.

2. In the case of the revised estimate a correct report is not submitted. Two papers are sent, each being termed a "Specification Report," which apparently have been prepared under the impression that a report and a specification form but one document. – The revision now submitted is based on a mistake. – In submitting this revised estimate the Local Fund Engineer, in his letter No. 785/304 of the 13th November/86, states that:- "an estimate was then prepared providing 4 inches

"of metal with another 4 inches under presumed wheel track — such a layer of metal upon black cotton soil would have been lost the first wet season. The present estimate therefore allows for consolidating the earthwork with sand first and afterwards metalling." Now in point of fact the estimate last sanctioned for this work (Rs. 81,300 in G.O. No. 2994 W. of the 14th December/85) and of which that now submitted is a revision, provides for a metal coat 6 inches thick and 12 feet wide throughout the whole length of 20¼ miles, with a blindage of red earth ½ inch thick over it — the metal being broken stone — (See S.E. II.'s letter No. 1662 H.S. of the 19th November/85, and D.W.'s office note, attached to sanctioning G.O.). — The revised estimate provides for spreading over the prepared earth surface of the road sand to a thickness of 2 inches and a width of 17 feet, and a metal coat of broken stone over

the center of this, 10 feet wide and 4 inches thick, with a blindage of red earth over the metal ½ inch thick.

3. A correct report does not accompany the original estimate for constructing the Bapatla-Voleru road. The information furnished in the paper here termed a Specification though incomplete and unsatisfactory should have formed two documents — 'Report' and 'Specification'. This estimate is incomplete as no provision is made for bridges stated to be necessary and which it is incorrectly assumed the D.P.W. will supply — Provision is made for temporary road dams where bridges are said to be necessary.

4. Subject to your approval the two accompanying estimates, revised and original, should be returned to S.E. II. for correction (by the Local Fund Engineer) and resubmission

in a satisfactory form. Stress being laid on the importance of a full, clear, and intelligent report accompanying each estimate.

EH
21/3/87

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132 B

13 P.W. Dept.

Note for the Honorable Mr P.P. Hutchins.

With reference to the Honble Member's remarks on and alterations in the accompanying note, the Chief Engineer has the honor to point out that it was not intended to convey the impression that a bridge over the Repalli drain is provided for in the estimate for constructing a road from Bapatla to Valeru.

In para 8 of the

specification the Local Fund Engineer says that "road dams have been provided for the creeks in the 9th and 20th miles as temporary measures only," for the D. P. W. will have to provide bridges for these in the same manner as they are about to construct bridges across the Repalli main drain." The Suptg. Engineer on this remarks that the bridge referred t over the Repalli drain was sanctioned in connection with the Nizampatam-Valeru road, but as that road is to be abandoned, the Local Fund Board asked that the site of the bridge might be moved three miles higher up the drain where the present proposed road from Bapatla to Valeru will cross the drain.

It is therefore suggested that para 3 of the note be worded as under:—

"It appears from the Suptg. Engr's letter that provision was made for the construction by the P. W. Department of a bridge over the Repalli drain in connection with the road from Nizampatam to Valeru, but it should be understood that there is no obligation on the part of the P.W.D to construct bridges over the natural salt creeks which the road crosses."

Col. R.E.
Chief Engineer P.W.D

WW
4.4.87

FB
IV.4.87

1023 W

No. 1023 W

1023
14

B & R
c/works

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 14 April 1887

READ the following

From the Supg Engineer 2nd Circle N. E. No. 1881 R S d/ 4th March 1887.

Note by Chief Engineer P.W.D. H.E. d/ 25th March 1887.

5

The undermentioned estimates are sanctioned and registered as shown below.

(1) Revised estimate amounting to Rs 73,530 for metalling and improving that portion of the Masulipatam Bezwada road, which lies between Pamarru and Poranki. Local No. 2 W of 1887-88

(2)

1023/15

(2) Estimate amounting to Rs 1,02,160 for constructing a road from Bapatala to Voleru, via Repalli Local No. 3 W of 1887-88

2. Estimate No. (1) supersedes the estimate sanctioned in G.O. No. 2994 dated 14th December 1885.

3. The attention of the District Board will be called in the Local and Municipal Dept to the remarks of the Chief Engineer, which are concurred in by the Government.

W.C.W.
25.3.87

O.D. 13/IV.

Ch

Ja
28/3/87

M 11.4.87

Kls

Cir: 31/3/87 Pd: 4/4/87 0/4/4

~~The Hon P P Hutchins~~

7 - 14.4.87

13 IV
15/4

Issue, with Elvs note as amended - proof to be shown
W.S.A.W.

Ch
11.4.87

CHIEF SECRETARIAT [illegible] MADRAS

D 2614

To
The Local & Municipal Dept
with 24 enclosures
" Supg Engineer II Circle

~~Chief Secretary, for perusal of counterpart~~

2031.

Govt. of (1887) Madras.

PUBLIC WORKS.

Please send up

19/10/87

Dated

Recd.

Encl.

G.O. 14th April No. 1023

Roads

Revised Estimate of Rs 73,530 for metalling & improving a portion of the Masulipatam–Bezwa road, & Estimate of Rs 1,02,160 for constructing a road from Bapatla to Volera, in the Kistna District, sanctioned

Exd 18/4