

FROM,

G. L. Waleh Esq

NEER

CLE.

9TH AUGUST 1888, No. 884 M., LOCAL AND MUNICIPAL.

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

READ—again the following papers :—

G.O., dated 30th September 1887, No. 992 M., Local and Municipal.

ABSTRACT.—Communicating to the President, District Board, North Arcot, for consideration by the Board, resolution of the Vellore Municipal Council, substituting a road dam for the proposed bridge over Nakkalcalva.

G.O., dated 22nd November 1887, No. 1233 M., Local and Municipal.

ABSTRACT.—Referring to the Superintending Engineer, for opinion, the proposal to substitute a road dam for the proposed bridge over Nakkalcalva on the Vellore road to the Railway station.

READ—also the following papers :—

From Colonel H. M. VIBART, R.E., Superintending Engineer, V Circle, to the Chief Engineer, Public Works Department, dated Chepāk, 30th June 1888, No. 1374.

In returning your endorsement, No. 4332 C., dated 29th November 1887, I have the honor to state that the highest flood of recent years which crossed the road was that of 1874. Considerable damage was then done to the road, first by local drainage, secondly, breaching of the Verupachipuram and other tanks, and, thirdly, by the spilling of the river over its right bank.

2. Of these three sources, the second cannot occur again, as the tanks have been abandoned; as to the third, the amount of rain water that crossed the road cannot be estimated in the absence of sufficient data; but it seems obvious that a bridge of two arches of 30 feet span would be of no use whatever as a passage for it.

3. It might be kept out by a flood bank along the river, but levels taken with a view to the practicability of this being ascertained show that this scheme would be very expensive on account of the length of bank that will be required and the valuable garden lands that would have to be taken up.

4. The catchment basin of the Nakkalcalva appears to be about 70 square miles. The maximum discharge from this, taking a co-efficient of 600 with Ryves' formula, would be about 10,000 cubic feet per second. This amount could not be discharged by the proposed bridge, together with the existing one, with a less velocity than 11 feet per second.

5. It seems therefore not worth while building a bridge that would probably not save the road from breaching in extraordinary floods, and in ordinary years is not required.

6. The best thing to be done, therefore, would be to lower the road as much as possible and let extraordinary floods have as free a passage as can be given.

7. An estimate of Rs. 2,450 for lowering the road for a length of 400 feet to about 1 feet above ground level, with approaches of 1 in 20 and a retaining wall and small apron on the lower side, is forwarded. There is a small branch road just in rear of the road dam which will have to be levelled down nearly to ground level; the cost of this has not been included in the estimate. A plan and estimate for a road dam are also forwarded, together with cross sections of the ground at the site, as also a copy of an old survey taken from the report on the reconstruction of the Palar bridge, showing how the river overflowed its banks, the breaches in the road, &c.

No. 404 D.

Note by the Chief Engineer, Public Works Department, dated 12th July 1888.

The undersigned has had an opportunity of inspecting the site of the old breach in the road near the Palar bridge, and, considering that it is on very rare occasions that the river rises high enough to submerge the road, and, as shown by the Superintending Engineer, that a heavy flood in the local drainage alone could not be passed through the proposed bridge without allowing for a very high velocity, concurs in the views expressed by the Superintending Engineer, and is of opinion that a road dam should be constructed instead of a bridge.

OOTACAMUND,
12th July 1888.

(Signed) J. O. HASTED, Col., R.E.,
Chief Engineer, P.W.D.

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ORDER—dated 9th August 1888, No. 884 M., Local and Municipal.

The remarks of the Public Works Department will be communicated to the Municipal Council, Vellore, and the District Board, North Arcot, for information and guidance.

2. The Municipal Council should arrange to commence a road dam at once, and complete it, if possible, before the end of the current year.

3. Any excess in the contribution paid by the District Board should be refunded to them as soon as the actual cost of the work is ascertained.

(True Extract.)

J. F. PRICE,
Ag. Chief Secretary.

To the Chairman, Municipal Council, Vellore,
through the Collector of North Arcot,
„ President, District Board, North Arcot.
„ Public Works Department.
„ Accountant-General.

No. 2813 Wd/10 Sept 1888

Govt. of (1888) Madras.
LOCAL AND MUNICIPAL.

Communicated to the

Suptg Engineer V Circle

Ed/ J. C. W.

Issued

Recd.

Encl.

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AUGUST.

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With order

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1 Sep 1888

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,, Public Works Department.
,, Accountant-General.

Exd. A. Raitt.

No 4332 Cal 29. XI. 87
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No 2813 Wd 10. Sept 1888
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Communicated
to the District Engineer
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note file to the
Municipal Council

Sept 11/88
J. C. 31/8

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S. S. V. Circle
S. S. V. Circle
12/9

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17.3.8
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with order

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