

- (1) பக்கங்களின் எண்ணிக்கை 16
 (2) புதுக்கித் திருப்பிய நாள் 27-2-89
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 6/9

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பொதுப்பணித் துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	1 (W)	அச்சகம் பலவகை
நாள் :	6-1-1890	198 .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

207.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper:—

From Colonel W. H. BURTON, R.E., Superintending Engineer, V Circle, to the Chief Engineer, Public Works Department, dated Chepak, 22nd October 1889, No. 4782.

I have the honor to submit for sanction a plan and estimate of Rs. 13,900 for reconstructing the bridge over the Karunguli river in the Chingleput district, together with extract from the Proceedings of the District Board, No. 4, dated 15th August 1889.

2. The bridge which crosses the surplus channel from Madurantakam tank was partially destroyed in December 1884, when the weir of this tank surplussed 8 feet in depth. But as this abnormal surplus discharge was due to floods from the Cheyár coming into the Madurantakam tank through a channel without any head-sluice where channel takes off from the river, and as the Chief Engineer for Irrigation has recognised the necessity for a head-sluice, there seems to be no necessity for enlarging the water-way of the old bridge.

3. The Local Fund Engineer however has provided more water-way for such abnormal high floods by provision for lowering the road in two places aggregating in length $750' \times 3\frac{1}{2}'$ in depth.

4. If the above named head-sluice is built before the north-east monsoon of 1890-91, there will be no necessity for thus lowering the road, making a reduction in ultimate cost of the project from Rs. 13,900 to Rs. 13,000.

5. I recommend that the estimate be sanctioned, the local inconvenience is such that a surplus of even 6" over the weir renders the crossing of the river now very dangerous.

ORDER—dated 6th January 1890, No. 1 W., Public Works.

The estimate, amounting to Rs. 13,900, for the restoration of the bridge over the Karunguli (Kullar) river in the Chingleput district, is sanctioned.

2. This sanction has been registered as Local No. 35 W. of 1889-90.

(True Extract.)

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

To the Superintending Engineer, V Circle.
" Local and Municipal Department, with four enclosures.

Exd. J. Moses.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated January, 6th.

Recd.

Encl.

G.O., 6th Jan. 1890, No. 1 W.

JANUARY.

Bridge over the Karunguli
(Kullar) River, Chingleput
District

Estimate for restoration of the —, sanc-
tioned.

Public Works Department.

Current No. 11,328

Letter No. 4,782

Dated 22nd October 1889

From the Super. Engr. T. G. Girdle

Sanction in full
amount Rs 13,900.

NOTE OF REMARKS.

The estimate under
review amounting
to Rs 13,900 provided
for reconstruction
the bridge over
the Karunguli (Kullar)
river in the Chingleput
Dist.

It is stated in the
report that originally
the bridge had 7
arches as shown
in plan of 1st Jan. 1854,
and that the highest
known flood level
prevailing to the year
1854 was 1 1/2' or 1 1/2' below
suffice of arches.

Two additional
arches were subsequently
constructed at the
north shore end
and it is there two
foundations at the

Until it is certain
that the proposed head
flow, i.e. the channel
leading from the Cheyenne
to the Madantheer
tank, will effectually
do away with any
abnormally great
discharge over the
weir of the tank, it
would be better to lower
the road as recommended.

Afterwards, if necessary
the road can be made up
to its present level, but
considering that the
bridge is the constructed
without any measure of
water level except to form
the removal of obstructions
in the river bed it is
better to advise as far
as possible all risk of
the bridge being again
destroyed.

3.12.89

Two others that were
carried away during
the flood of 1904 the
water in the river
having risen to
52.55 or nearly to
the top of the parapet.

The discharge into
the river at the time
from the Madras
dam tank was estimated
at 70,320 cfs per sec.

The Local Field Engineer
attributes the failure
of the bridge to
insufficient roadway
and proposes to
lower the road
at the south end
of the bridge near
the site where the
breach in the road
occurred which
is about 2200 feet
from the margin
of the river.

The Supy. Engineer
is of opinion that
the abnormally

Ys

high floods in the
river was caused
by the flood waters
of the Cheyenne spring
into the tank by a
channel not under
regulation, and
that if a head sluice
the necessity for
which is recognized
by the Chief Engineer
for irrigation, is
constructed before
the north end
monsoon of 1890-91
sets in, there will
be no necessity
to lower the
roadway which
will reduce the
est. by Rs 900 or
from Rs 13,900 to
Rs 13,000 -

It will be seen
from the long
section of the
bridge that the
soil round the
foundations of the piers

This north shore end, has been washed away to a dangerous extent and it seems necessary that the foundations should be strengthened by underpinning with concrete or by some other means before the work of restoration is commenced.

The necessity for the wedges $2\frac{1}{4}$, $2\frac{1}{2}$ & 3' high between piers is not understood.

The rate for brickwork quoted in the Est. is Rs 10 per 1000 sq ft. that given in the Schedule is Rs 16-4-0.

Contingencies & Petty Disposition are provided for at 5% on the Est., but not the plan has been counter signed.

The piers are to be re-built, and from the drawings it appears that the foundations can be carried down to rock.

The arches are to be built with exterior buttresses, the wedges are necessary to bring the piers close - On the span is only 36' concrete rings must have been adopted & the masonry would not have been required.

By the President of the Dist. Board

C. P.
24/10/89 -

Enclosures. 9.
Specification
Report
Detail Estimate
Abstract - 80 -
Extract of Proceedings
Old Plan of District
Sketch tracing
Section
Plan of Bridge.

Plans retained in P.W. Section

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SUPERINTENDING ENGINEER'S OFFICE,
V Circle, Madras,
Chennai, 22nd October 1889.

From Colonel W. H. Burton R.E.

SUPERINTENDING ENGINEER, V CIRCLE,

To The Chief Engineer

P.W. Department.

SIR,

I have the honor to submit for sanction a plan and estimate of Rs 13900 for reconstructing the Bridge over the Kaverigudi River in the Chingleput District together with extract from the Proceedings of the District Board No 4 dated 15 August 1889.

The bridge which crosses the surplus channel from Madurantakam Tank was partially destroyed in December 1884, when the west of this Tank surplussed 8 ft in depth. But as this abnormal surplus discharge was due to floods from the Kaverigudi coming into the Madurantakam tank through a channel without any head sluice where channel takes off from the River, and as the Chief Engineer for Irrigation has recognised the necessity for a head sluice there seems to be no necessity for enlarging the water way of the old bridge.

The Local Land Engineer however has provided more water way for

for such abnormal high floods by provision
for lowering the road in two places ag-
gregating in length 750' x 3 1/2' in depth

If the above named Head sluice
is built before the North East Monsoon
of 1890/91, there will be no necessity for
thus lowering the road: making a
reduction in ultimate cost of the project
from Rs 13900 to Rs 13000.

I recommend that the Estimate
be sanctioned the local inconvenience
is such that a surplus of even 6"
over the weir renders the crossing of
the river now very dangerous.

I have the honor to be
sir
your most Obedt Servant

W H Shinton
Suptg: Engineer Collector
5 Circle

1/6

MC No 113285
No 4782.

From
The Sup^y Engr
5th Circle.

To


The Chief Engineer
P.W. Dept^y.

Dated 22nd Octob.
Despt^y 27th Novemb } 1889
Recd. 27

Encl. 9. (11/13 plan)
Kullar Bridge

Submits with
certain information
for sanction a plan
and estimate
of Rs 13,900 for
reconstructing
in Chingleput
District

Chingleput
R. 6. 11. 90

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

From the Superintending
Engineer V Circle. — No 4782 of 22nd Oct 1889.

3

The estimate
amounting to Rs 13,900
for the restoration of
the bridge over the
Corangooly (Kullar)
river in the Chingleput
District is sanctioned.

2. This sanction has
been registered as
Local No 30 W of 1889-90.

To
The S. E. V Circle.
and Local Municipal Dept
with enclosures.

15/1/90

19.12.89
Recd

Cu

[Handwritten signature]

CHIEF SECRETARY
21 DEC 50
GOVERNMENT OF INDIA

[Handwritten signature]
6-1-90

[Handwritten signature]
6/1/90

To
(The Hon'ble the Chief Secy for
Foreign Affairs - initials.)

[Handwritten note]
20-12-89
26-1-90

1/8

6 Jan 90 No. 1 u

Bridge over the Caram-
pally (Kullar) river,
(Kingsport S.S.)

Let for restoration of
the ———, sanctioned.

90
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96