(1) பக்கங்களின் எண்ணிக்கை 22

(2) புதுக்கித் திருப்பிய நாள் 7. 11. 89

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D துறை

அரசாணை எண். 2331-W அச்சகம்
மு. கோப்புத் தாள் எண். பலவகை

நாள் : 29.8.1890 19

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண கா-1—18,000—15-6-87.

1/2331

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper:—

From Lieut.-Colonel A. C. SMITH, R.E., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department, dated Kodaikánal, 25th July 1890, No. 358 M.D.

I have the honor to submit, for your approval and sanction of Government, the undermentioned estimates for the construction of roads in the Madura district:—

	Rs.
(1) Constructing a road from Bodináyakanúr to the 1st furlong 500 feet of the 3rd mile stone from Allinagaram on road No. 38 Periyakulam to Gúdalúr	28,360
(2) Constructing a road from Aruppukóta to Virudupati Railway station	14,950
(3) Constructing a road from Kulputty to Sáptúr	10,000

Item No 1 (*a*)—The length of the road is 7 miles 3 furlongs and 148 feet, of which nearly half the distance is taken over the old road as shown on survey.

(*b*) The top surface of the road is to be 15 feet in width, of which 12 feet are to be metalled, the side slopes of the embankment being $1\frac{1}{2}$ to 1. The metal is to consist of 6 inches of broken stone and $4\frac{1}{2}$ inches of gravel up to 4th mile, and above this point to road No. 38 a thick layer of 9 inches of gravel alone, as the soil is hard and partly gravel or loamy kunker.

(*c*) Provision is made in the estimate for the construction of masonry works on the new line and for repairing the existing ones on the old. The amount of compensation to be paid for the land to be taken up for the road is also included in the estimate.

Item No. 2 (*a*)—The length of the road is about 11 miles, and the soil over which it runs is almost black cotton. The estimate provides for improving the present cart track shown on survey.

(*b*) The top surface of road is to be 18 feet wide, of which 9 feet are to consist of 6 inches of sand, the side slopes of the embankment to be 2 to 1.

(*c*) A lump sum provision is made in the estimate for compensation for land adjoining the existing line, which is very narrow in places.

(*d*) It is proposed to metal and bridge the road when funds are available and the traffic increases on the line.

Item No. 3 (*a*)—The length of road is nearly 10 miles, of which 4 miles run over black cotton soil and the rest over ordinary soil or gravelly bed. The estimate provides for raising the road throughout.

(*b*) The top surface is to be 18 feet wide with side slopes $1\frac{1}{2}$ to 1. In places where the soil is black cotton, the centre 12 feet are to consist of 6 inches of sand, laid in layers of 3 inches each, and when these portions are properly consolidated it is proposed to metal them.

(*c*) No provision is made in the estimate for the construction of masonry works. Where the road runs over dry or waste lands, it is proposed to slope the sides of the channels to allow the traffic on easy crossing; some masonry works are required over paddy-fields and they are proposed to be built on a separate estimate.

(*d*) A sum of Rs. 1,770 is shown as an item of reserve in the estimate; compensation for land to be taken up if any, and the cost of construction of masonry works which may be considered very urgent are to be met from this item.

2. The estimates were sanctioned by the District Board in their Resolution No. 72, dated 5th June 1890.

3. The rates entered are fair and the estimates are recommended for sanction.

ORDER—dated 29th August 1890, No. 2331 W., Public Works.

The undermentioned estimates for the construction of roads in the Madura district are sanctioned :—

Local.	RS.
(1) Constructing a road from Bodináyakanúr to the 1st furlong 500 feet of the 3rd mile stone on road No. 38	28,360—No. 19 W. of 1890-91.
(2) Constructing a road from Aruppukóta to Virudupati Railway Station	14,950—No. 20 W. of 1890-91.
(3) Constructing a road from Kulputty to Sáptúr ...	10,000—No. 21 W. of 1890-91.

(True Extract.)

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

To the Superintending Engineer, VI Circle.
„ Local and Municipal Department, with 23 enclosures.

Exd. J. Moses.
Spare Copies

2/2331

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated August, 29th.

Read. *Encl.*

G.O., 29th Aug. 1890, No. 2331 W.

AUGUST.

Roads in the Madura District

Estimates for the construction of certain —, sanctioned.

3
2331

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following paper :—

From W. A. WILLOCK, Esq., President, District Board, Vizagapatam, to the Chief Secretary to Government, dated Vizagapatam, 5th June 1890, No. 564.

The Superintending Engineer, I Circle, has objected to the provision for gravelling in the estimate for the Pondur-Rajam road on the ground that six yards are allowed, whereas G.O., No. 1035 W., dated 26th April 1882, lays down that four yards are an ample width of *metalling* for a first-class country road.

2. The objection does not appear applicable in the first place as the Government Order quoted refers not to gravel but to metal, and the District Board request that instructions may be issued for its withdrawal on this ground. The rule itself is also considered by the Board inapplicable to this district ; four yards may do well enough on the comparatively little used roads of the south of the Presidency, but with the heavy traffic we have here, most of which is carried on by buffaloes at night, the allowance is altogether insufficient.

3. If I am not greatly mistaken traffic on the Koraput-Potinghi road will be terribly inconvenienced by this width having been adopted there, as the destruction of the berms will be endless till it is widened. In any case the limitation is only one based on economical considerations, and even if considered applicable to metalled roads, would still be unsuitable to the case of the cheaper gravelled ones.

4. The Board also desires respectfully to suggest that matters of this sort might be left to its discretion within reasonable limits.

—

Enclosure.

Extract from the Proceedings of the District Board, Vizagapatam, at its meeting held on Friday the 30th May 1890, at 4 P.M., in the Collector's office at Vizagapatam.

* * * * *

3. Read letter from the Executive Engineer in charge of I Circle, No. 20 Y.Z., dated 15th April 1890, returning the estimates and plans for constructing a road from Rajam to Pondur and remarking that four yards width of gravelling is ample instead of six yards width as provided in the estimate unless there are special reasons.

4. Read also Local Fund Engineer's letter No. 74, dated 20th May 1890, stating that no provision was made for berms on each side as gravel has been provided for the whole road, and that if the width of the gravel is reduced, the berms will be necessary.

* * * * *

The Board consider that Government should be addressed on the subject. The matter is one the decision regarding which should vest with it within reasonable limits.

It considers that four yards are altogether an insufficient width for an important road.

(Signed) W. A. WILLOCK,
President.

No. 396, Local and Municipal.

Transferred to the Public Works Department.

Fort St. George,
18th June 1890.

(Signed) A. BUTTERWORTH,
Ag. Under-Secretary.

Note by the Chief Engineer, P.W.D., General, Buildings and Roads Branch.

It is considered that 12 feet of metalled and gravelled surface for first-class roads, as laid down in G.O., No. 1035 W., dated 26th April 1890, is hardly sufficient for two carts to pass one another without encroaching on the earthen berms, which, if of black cotton or similar soil, will soon bear down and lead to the disintegration of the metalling. A width of 15 feet appears to be the least width that should be adopted.

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Chief Engineer, P.W.D., General,
10th July 1890. Buildings and Roads Branch.

Order—dated 21st July 1890, No. 1986 W., Public Works.

The Government considers that 15 feet of metalling and gravelling is the minimum that should be provided for first-class roads, but District Boards may increase this width at their discretion. G.O., dated 26th April 1882, No. 1035 W., is to be considered as modified accordingly.

(True Extract.)

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

To the Local and Municipal Department.
To Superintending Engineers.

Exd. W. H. French.
Spare Copies

2331

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1890} Madras

PUBLIC WORKS.

Dated July, 21st.

Recd. *Encl.*

G.O., 21st July 1890, No. 1986 W.

JULY.

Width of First-class Roads

Considering that 15 feet of metalling and gravelling to be the minimum —, but leaving it to the discretion of District Boards to increase it.

No 358 M.D.

Supdg Engrs Office 6 Circle
Bodinaikanur 25th July 1890.

From

Lieut Col A C Smith RE
Supdg Engineer 6th Circle

To

The Chief Engineer
Dept

Sir

I have the honor to submit for your approval and sanction of Govt the undermentioned Estimates for the Construction of Roads in the Madura District.

(1) Constructing a Road from Bodinaikanur to the 1st furlong 500 feet of the 3rd mile Stone from Allinagaram on Road No 38 Paracolum to Cumbum — Rs 28,360

(2) Do from Aroopoocottah to Veroodupatty Railway Station — 14,950

(3) Do from Kulipatty to Taptoor — 10,000

Item No 1.

(a) The length of the Road is 7 miles, 3 furlongs and 148 ft. of which nearly half the distance is taken over the old road as shewn on Survey.

(b) The top surface of the Road is to be 15 ft.

15 feet in width of which 12 feet are to be metalled; the side slopes of the embankment being 1½ to 1. The metal is to consist of 6" of broken stone and 6½" of gravel up to 4th mile and above this point to Road No 38, a thick layer of 9" of gravel alone, as the soil is hard and partly gravel or loamy Kunker.

(c) Provision is made in the Estimate for the construction of masonry works on the new line and for repairing the existing ones on the old. The amount of compensation to be paid for the land to be taken up for the Road is also included in the Estimate.

Item No 2.

(a) The length of the Road is about 11 miles and the soil over which it runs is almost black cotton. The Estimate provides for improving the present cart track shewn on Survey.

(b) The top surface of Road is to be 10 feet wide of which 9 feet are to consist of 6" of sand, the side slopes of the embankment to be 2 to 1.

(c) A lump sum provision is made in the Estimate for compensation for land adjoining the existing line, which is very narrow in places.

(d)

(d) It is proposed to metal and bridge the Road, when funds are available and the traffic increases on the line.

Item No 3.

(a) The length of Road is nearly 10 miles, of which 4 miles run over black cotton soil and the rest over ordinary soil or gravelly bed. The Estimate provides for raising the Road throughout.

(b) The top surface is to be 18 ft wide with side slopes 1½ to 1. In places where the soil is black cotton, the centre 12 ft are to consist of 6" of sand, laid in layers of 3" each and when these portions are properly consolidated it is proposed to metal them.

(c) No provision is made in the Estimate for the construction of masonry works. Where the road runs over dry or waste lands, it is proposed to slope the sides of the channels to allow the traffic to easily crossing; some masonry works are required over paddy fields and they are proposed to be built as a separate Estimate.

(d) A sum of Rs 1770 is shewn as an item of reserve in the Estimate, compensation for land to be taken up if any, and the cost of construction of masonry works which may be considered very urgent are to be met from this item.

7/2331

2 The Estimates are sanctioned by the District Board in their Resolution No 72 dated 5th June 1890.

3. The rates entered are fair and the Estimates are recommended for sanction.

I have the honor to be
Sir
Your most obedient Servant

A Smith Lieut Colr R
Supdg Engineer & Circle

Idle

P.W. Cdo. 7172

From

The Supt.g Engineer
Vizagapatam,

To

The Chief Engineer
P.W.D.

No. 358 MD
Dated 25th July 1890.
Deop.d 28 July 1890.
Recd. 30

The plan and estimate
have been sent to Madras
by parcel post 29/7/90

Submits for approval
& sanction of Govt. 3 Estimates
for the construction of Roads
in the Madura District.

23314 Works 8 1/4331

By

Public Works Department.

Current No. 7172
Letter No. 358 M.D.
Dated 25th July 1890
From the Supg. Engr. Vizagapatam

Note of Remarks.

The undermentioned estimates for roads in Madura District are submitted for sanction.

1 Constructing a road from Nilakottai to the 1st furlong 5 poles of the 3rd mile Nilakottai from Athinagaram Rs 28,360
Column 6 Gudalur

2 Do - from Aruppukottai to Virapatty Railway Station ——— Rs 958

3 Do - from Kulipatty to Sapfore ——— " 13,000

The following particulars are noted regarding these roads.

No 1 - Length of road 7 miles 3 furlongs 149 feet. -
It is proposed to take the road over the old line of road for nearly the distance.
The 5th furlong is to be widened

Estimate sheet 4

embankment are to be
1½ to 1 -
The metalling is to consist
of 6" of broken stone ¾"
gauge upto the top of the
walls, and above that
point to reach to 3.0. of
9" of gravel only as the
soil is hard -
Provision is made
in the Est: for masonry
works in the new
line & for the repairs
of the existing masonry
works on the old line,
and for land Compensation.

No 2 - Length of Guard
is about 11 miles,
the ground over
which it must touch
is of black cotton soil.
It is proposed for
the present to simply
improve the present
cart track, by raising
and widening, and
banking it where
the soil is black cotton
The work is apparently
a railway feeder -
The top width is to be
15 ft with a side
slopes of 1½ to 1, and
the banking is to be 9 ft wide & 6" deep
put down in two layers
of 3" each -
Land compensation is
approximately provided
for -

No 3 The length of the
work is stated to be
nearly 10 miles of
which 4 miles are
over black cotton
soil and the remaining
are ordinary soil
or gravelly bed -
The top width of
the work is to be
15 ft with side
slopes of 1½ to 1, and
the banking is to be
9 ft wide & 6" deep
where it passes over
black cotton soil -
It is proposed to
construct the masonry
works as detailed
Est: -
Provision of
Rs 17,0 is made in
the Est: for land
Compensation if
any, and for masonry
works which may
be considered
necessary -
The rate a
Cum

The plans & Estimates have not been sanctioned by the President of the Dist: Board -

* The widths of this metalled & gravelled surface of these roads are laid down in G.O. No 1985 M dt 21st July 1890 with 15 feet as the minimum width -

C.E. I
9.8.96

G.O No 1986. M. 25th Aug & 1st Class Roads only -

Of these 3 Roads the one from Bodaiakkanur to Kombu only can be classed as 1st Class - I think the metalled width of 12' proposed might stand - The top width although it is only 15', that is, the width of the kerbs is only 1½ feet - I think the top width 18' - or with 3' kerbs - The total cost of the earth work is under Rs 4000. So this extra widening would not greatly add to the estimate and the Local Funds may likely present the metalled portion becoming involved in ruts after heavy rain -

The other 2 roads are of 18' - & the standard of 9' & the other 12' - this is preparatory

† have a top width of one for the widths explained the

† this is preparatory to improvements - but the 9' &

BOM
civil works

No. 2331 of 29th Aug 1890

PUBLIC WORKS DEPARTMENT.

10/231

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

From the S. E. VI Circle No 358 M Dd 25 July '90

The undermentioned estimates for the Construction of roads in the Madura District are sanctioned.

Local

(1) Constructing a road from Bodaiamalkanur to the 1st furlong 5 or feet of the 3rd mile Cone on road No 38. Rs 28,360 No 19 W of 1890-91.

(2) Constructing a road from Transportation to Vaigaipatti Railway station Rs 14,950 - No 20 W of 1890-91.

(3) Constructing a road from Kulapatty to Saptur Rs 10,000 - No 21 W of 1890-91.

Passed
Sd 8/9/90

Sd 22 Aug 90 B.B.
10.8.90

To
The S. E. VI Circle
a Local & Municipal Depts
with 23 Enclosures.

Sd 2/9

7172.

Govt. of 18 Madras.

PUBLIC WORKS.

11/11.

Dated

Read. Encl.

G.O., 29th Augt 90 No. 2331/W.

Roads in the Madura District

Estimates for the Caustrigeetain — Sanctioned.

1/10
3

Dec 1/10.
3/1/9