

Public Works (189 6) Department.

G.O., No. 6079

DATED 28/7/96

[Despatch Abstract.]

Bridge — Estimate for Construction
an iron girder — over the Repalle
main drain to carry the Nandivelugu
Dykes road, the area Western Delta.
Sanctioned

Taking the ordinary flood level depth as 5 feet in the drain, the length of the waterway will be 80 feet, or say four spans of 20 feet each.

This amount of waterway is considered unnecessary at present. The drain has only a tentative bottom width of 28 feet, and there are numerous iron bridges for the discharge of excessive drainage. Under these circumstances, it is considered that a bridge of three spans of 17 feet each is likely to meet all requirements for some time to come.

The provision made in the project estimates is for a bridge of four spans of 20 feet each.

6. Hydraulic details and nature and depths of sub-soils are noted on the plan.

7. It is proposed to place the floor of the bridge at 21.25, i.e., at 2 feet below correct bed-level of drain, as it may be found advisable to deepen the drain hereafter.

8. Foundations will be taken down to 15.25 into permanent damp soil; 17.75 was the summer sub-soil water-level recorded in 18th April 1893—a year in which there were frequent thunder-storms with heavy rain from February to May.

9. As the existing bridge has cracked badly and as the sub-soil is bad, it is proposed to construct a girder bridge.

10. Apron, revetments and side drains for discharging water from the side borrow pits have been provided.

11. The superstructure will be built of random rubble in mortar with dressed faces.

12. The road-way will have a clear width of 13 feet and will be carried on three rolled iron girders, the centre girder being 14" x 6", and the side girders each, 10" x 5".

The girders will rest in wrought iron and cutstone bed plates and will support Horbury's patent $\frac{1}{4}$ " flooring plates which will be protected by a layer of $\frac{3}{4}$ " of asphalt.

Wheel guards and hand rails 1" gass piping fixed to angle standards will be fixed at the sides.

13. The travelling load has been taken as equivalent to a uniformly distributed load of 80 lb. per square foot—

Metalling	...	...	...	...	120 lb. per square foot.
Horbury's flooring	...	...	...	...	15 " " "
Travelling load	...	...	...	...	80 x 13 x 17 = 17,680
Metal	...	...	...	...	120 x 13 x 17 = 26,520
Flooring	...	...	...	...	15 x 15 x 17 = 3,825
Total	...	...	...	...	48,025

or say 22 tons, or say 1.3 ton per foot run of clear span. The centre girder will carry 0.65 ton and each of the side girder 0.325 ton per foot run, and the total loads will be 11 tons and 5½ tons, respectively.

14. Part of the funds required can be met from the provision of Rs. 7,430 against item No. 685 of the statement printed with G.O. No. 857 I., dated 11th October 1893.

The balance, viz., Rs. 2,570, will have to be met from the provision for unforeseen works.

(Signed) A. A. G. MALET,
Ex. Engr., Kistna Western Division.

No. II/108 K.S.

Returned to the Superintending Engineer, II Circle, with a request that the approval of the President, Local Fund, may be obtained.

(By order.)

OOTACAMUND,
12th July 1895.

(Signed) F. W. ASHPITEL,
Asst. Chief Engr. for Irrigation.

From A. S. RUSSELL, Esq., Officiating Superintending Engineer, II Circle, to the Chief Engineer for Irrigation, dated Madras, 6th October 1895, No. 1446 K.S.

With reference to your endorsement No. II/108 K.S., dated 12th June 1895 (herewith returned), I have the honour to resubmit the plan and estimate for the iron girder bridge proposed to be built over the Répalle main drain, duly countersigned by the President, Local Fund Board, Kistna.

To the Superintending Engineer, II Circle, dated 13th November 1895, No. 187 K.S.
From the " " " " 8th July 1896, No. 887 K.W.

No. 134 I.

Submitted to Government with a recommendation that the estimate forwarded by the Superintending Engineer, II Circle, be sanctioned.

(Signed) R. R. E. DRAKE-BROCKMAN, Col., R.E.,
17th July 1896. Chief Engineer for Irrigation.

ORDER—No. 607 I., dated 28th July 1896.

The following estimate is sanctioned, Rs. 7,430 of the proposed outlay being met from the provision made for item 685, and the balance, viz., Rs. 2,570, from the provision made for item 687 of the statement printed in Proceedings of Madras Government, No. 857 I., dated 11th October 1893:—

Capital Expenditure not charged to Revenue.

49. Irrigation.

Kistna Delta System.

Western Section.

I. Works.

4. Drainage and Protective Works.

Répalle Main Drain.

3. Works.

Constructing an iron girder bridge to carry the Nandivelugu-Iylur Road.

Estimate 10,000

2. This sanction is registered as No. 87 I. of 1896-97.

(True Extract.)

Under Secretary to Government,
Irrigation Branch.

To the Chief Engineer for Irrigation.
Superintending Engineer, II Circle, with five enclosures.
" Examiner, Public Works Accounts.

Exd. T. K. Narayana Aiyangar.
Spare Copies

IRRIGATION.
ACCOUNT.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated July, 28th.

Recd.

Encl.

G.O. No. 607 I., 28th July 1896.

JULY.

Bridge

Estimate of Rs. 10,000 for constructing an iron girder — over the Répalle main drain to carry the Nandivelugu-Iylúr Road, Kistna Western delta, sanctioned.

PUBLIC WORKS DEPARTMENT,

IRRIGATION BRANCH.

N^o 607 I. dated 28 July 1896

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

READ the following

From Supp Engr, Encl., N^o 807 K.S., 3. 7. 95
do. 108 K.S. 12. 7. 95
do. 1446 K.S. 9. 10. 95
do. 187 K.S. 13. 11. 95
do. 887 K.S. 8. 7. 96
do. 134 Ld. 17. 2. 96

Submitted to

Govt with a recom-
mendation that the
estimate forwarded
by the Supp Engr, En
Clrch, be sanctioned.

Order thereon

The following
estimate is sanc-
tioned. Rs 7430 of the
proposed outlay
being met from the
provision made for
item 685 & the
balance, viz Rs
2570, from the provision
made for item 687
of the statement printed

in July No 857.9.91

Oct/93.-

Capital Expenditure not charged to Rev.

49. Imp. Int.

Kistna Delta System

Western Section

I. Works.

4. Drainage & Protection Works.

Repalli main Drain.

2. Works.

Constructing an iron girder bridge to carry the Nandivelugu Typur Road.

Estimate Rs 10000

2. This function is registered as No. 87 I of 1896.97.

17/7
96

Ans
17/7
96

To The Chief Eng for I.
Supp Eng II with 5 encls.
4 P.W.

CCS
4/7/97

P. W. CURRANT NO. 6729

Estimate for constructing an iron girder bridge, Repalli main Drain, Kistna Western Delta

Estimate 11 (20000)

Dec: 27.7.96

Same

Ans 27/7

7.8.97
27/7

CCS
28/7

Recd
28/7

262

28/7/97



Report to accompany estimate for constructing a Rolled Iron girder bridge at about 9 miles on the Repalli main Drain to carry the Nandivelugu - Typur Road.

- The existing bridge (consisting of one span of 15 ft with springing line of arch $4\frac{1}{2}$ ft above floor) was so badly damaged & cracked that it was considered advisable to pull the arch down & form a temporary road way on wooden beams.
1. An estimate for a new bridge was called for in Superintending Engineers No. 4.C. dated 19.8.91. The estimate was submitted has been prepared on the lines approved by the Superintending Engineer in his No. 2107 H.S. dated 28.11.93.
 2. At this point the Repalli main Drain has been dug out to a tentative bottom width of 28 feet.
 3. The Drainage to be passed is from.
 - (1) An area of 34 square miles bounded by the main canal & the Donthalur & Attota chls on the West & the Bank canal & Chivalur channel in the East (vide sketch map).
 - (2) An area of 16 square miles between the Bank & part of the main canal & the Kistna River Flood Bank above Vallabhapuram. (This drainage at present is partly discharged down the Bank canal & and partly over weak places left in the right bank of that

canal. It is practically certain that sluices will have to be built in the right bank of the Bank canal to pass this drainage into the Repalle Main Drain).

5. The catchment basin is therefore 50 square miles

Taking $C = 450$ $D = 6106.5$ cft per second.

Allowing as is usual for this discharge to be run off in 6 days the tentative discharge may be taken as 1000 cft per second.

Allowing a velocity of 2.5 ft per second through the bridge the area of waterway required is 400 sq. ft.

Taking the ordinary flood level depth as 5 ft in the drain the length of the waterway will be 80 ft or say 4 spans of 20 feet each.

This amount of waterway is considered unnecessary at present. The drain has only a tentative bottom width of 28 ft and there are numerous

Irish bridges for the discharge of excessive drainage.

Under these circumstances it is considered that a bridge of 3 spans of 17 feet each is likely to meet all requirements for some time to come.

The provision made in the Project estimates is for a bridge of four spans of 20 feet each.

6. Hydraulic details and nature & depths of subsoils are noted on the plan.

7. It is proposed to place the floor of the bridge at 21.25 i.e. at 2 ft below corrected level of drain as it may be found.

advisable to deepen the drain hereafter. 380.

8. Foundations will be taken down to 15.25 into permanent damp soil — 17.75 was the summer sub soil water level recorded in 18.4.93 a year in which there were frequent thunder storms with heavy rain from February to May.

9. As the existing bridge has cracked badly & as the sub soil is bad it is proposed to construct a girder bridge.

10. Apron, revetments & side drains for discharging water from the side borrow pits have been provided.

11. The Superstructure will be built of random rubble in mortar with dressed faces.

12. The roadway will have a clear width of 13' and will be carried on 3 rolled iron girders.

The centre girder being — $14' \times 6'$

& the side girders each — $10' \times 4\frac{1}{2}'$

The girders will rest in Wrought Iron & cast iron bed plates and will support Harbours patent $\frac{7}{8}$ " flooring plates which will be protected by a layer of $\frac{3}{4}$ " of asphalt.

Wheel guards and hand rails 1" gas piping fixed to L standards will be fixed at the sides.

13. The travelling load has been taken as equivalent to a uniformly distributed load of 80 lbs per sq. ft.

Metalling ————— 120 lbs per sq. ft.

Harbours flooring — 15 — " — " —

Travelling load— $80 \times 15 \times 17 = 17,680$

Metals— $120 \times 15 \times 17 = 26,520$

Flooring— $15 \times 15 \times 17 = 3,825$

Total lbs— 48,025 or say 22 tons.

or say 1.3 tons per ft run of clear span.

The center girder will carry 0.65 tons & each

of the side girder 0.325 tons per ft run & the

total loads will be 11 tons & $5\frac{1}{2}$ tons respectively.

*distributed
or 5 1/2 or 2 7/8
at center*

14. Part of the funds required can be met

from the provision of 7430 against item

No. 685 of the statement printed with G. O.

No. 857 I dated 11.10.93.

The balance viz Rs 2730 will have to be met

from the provision for unforeseen works.

7430

2570

10000



Executive Engineer.

Kistna Western Division.

R124K
3



Recd to No 807KS
3.7.95

Superintending Engineer's Office,

Dezavada

II CIRCLE,

Dated 3rd July 1895.

No. 807KS

From,

Major W.L.C. Daddley Esquire, *1 Pro*

Superintending Engineer,

II Circle.

To,

The Chief Engineer,
For Irrigation,
Madras.

Encls: 4

1. Estimate
with data

1. Report

1. Plan } Drawing
1. Sketch }

4

Sir

I have the honor to forward
herewith for your approval and sanction of
Government an estimate amounting to Rs 10,000
for constructing an iron girder bridge over
Repalle Main Drain to carry the Vandivelugu
- Syphon road at about 9 miles, in the Krishna
Western Div.

2. The amount of the estimate may be met
as follows.

Rs 7,430 from the provision of Item No. 685
of the statement printed with G.O. No. 857
dtd 10.10.1893 and the balance of Rs 2,570
from the balance available for unforeseen
works of the Krishna Delta System.

3. The report which accompanies the
estimate explains the necessity for the
work.

I have the honor to be,

Sir
Yours most obedient servant
W.L.C. Daddley Major
Superintending Engineer, II Circle

CHIEF ENGINEER
 FOR IRRIGATION
 12 OCT. 95
 No. 12415

From
 The Supg Engineer
 Second Circle

To The Chief Engineer
 For Irrigation

Dated 3rd July 1895

Encl 4

No. 807 MS

0.65.5
 6/25/96

1000 girder bridge over
 Repalli main drain to
 carry the Nandivela
 & this road at about
 9 miles in N.W.D.

Forward for sanction
 an estimate of Rs 10000
 for constructing a

From,
 The Superintending Engineer,
 II Circle.

To,
 The

Dated
 Received

} 18

Enclosures.

NO.

SUBJECT.

[Faint handwritten notes and signatures on the right page, including a signature at the top right and various illegible scribbles throughout.]



CHIEF ENGINEER
FOR IRRIGATION.
12 OCT. 95

From the
The Chief Engineer,
Madras.

No. 108 KS
Sir 4

Returned to the Sup
Engineer, 2nd Circle, in the
a request that the
approval of the
President. Local
Fund may be obtained.

1 By order

W. Russell

Asst Chief Engineer
for Irrigation

As examined
12th Dec 1895

With disposal in a separate
Sh. do -

The Supg Engineer,
II Circle.

No. 108 KS
Sir 4

Dated 12. 7. 1895

For girder bridge
over the Repalle main
Drain - &c. Return
the plan & Est. for an-
for the consideration
of the President, L. &
Board.

Superintending Engineer's Office,

Madras.

II CIRCLE,

Dated 6th October 1895.

Desp 9

No. 1446 KS

From,

A. S. Russell Esquire,

offy Superintending Engineer,

II Circle.

To,

The Chief Engineer,

for Irrigation,

Madras.

Enclosures: 5
Sir,

- 1 Dvt. Est. with data
- 1 Report
- 1 Tracing plan
- 1 do - Sketch
- 1 Est. End. No. 108

With reference to your Est. No. 108, dated 12th June, 1895 (here with returned), I have the honour to re-submit the plan and estimate for the Iron Girder bridge proposed to be built over the Repalle main drain duly countersigned by the President, Local Fund Board, Kistna.

I have the honour to be,

Sir,

Your most obedt Servt.

A. S. Russell.

offy Superintending Engineer

2nd Circle.

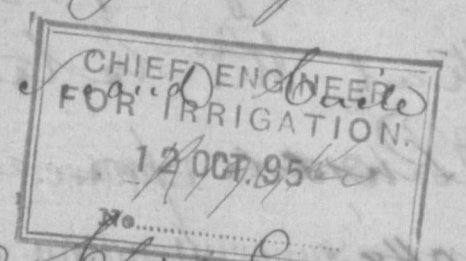
9th 10/95

II
Memo No 187 KS 2/13.11.55

The undersigned has the honor to inform the Supg Eng. A Circle, that the estimate of Rs 10000 for an iron girder bridge over the Repali main drain forwarded with his letter, No. ¹⁴⁴⁶ ~~857~~ KS, of ^{9th Oct} ~~2nd July~~ 195, cannot be submitted for the sanction of Govt, as the balance available for unforeseen work is insufficient to cover the excess of Rs 2570 of the present estimate over the provision for item 685 of the statement printed in P.W.D. No. 857 J. of 15. Oct 193. The Supg Eng is therefore requested to be so good as to indicate the source from which the excess may

+ Vm R 194 Kd / 95

+ See this office memo No. 183 KS of 8 inst



From, The Supg Engineer
To, The Chief Engineer
For Irrigation

From, The Superintending Engineer,
II Circle.
To, The

Dated 9th October 1895

Dated
Received } 18

Encls 5

No 1446 KS

Enclosures.

NO.

SUBJECT.

QW 53
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be met.

Recd
13/11

R154/1891

Superintending Engineer's Office,

No. 887 NW

II CIRCLE,

Dated 8 July 1896.

From,

Majr W. L. C. Baddeley Esquire, R.E.
Superintending Engineer,
II Circle.

To,

The Chief Engineer,
For Irrigation,
Madras.

Sir,

In reply to your Memo No. II/18741
of 13.11.95 I have the honour to request
that the balance of Rs 2570 for the
low funds bridge over Repalle main
drain may be met from the provision
as per item no 687 of the statement
printed with G.O. No 857 of 11.10.93.

I have the honour to be
Sir
Yours most respectfully
Thurth
7/7
for Subynged

Recd
6725/16

To the Supt Engr
R. C. C.

II Circle.

To,

The

Dated

Received

Enclosures.

NO.

SUBJECT.

Q. 5.1
6220

88
Kohfunda Bridge over
Repalle Main Drain.
Points out the source
from which the balance
of Int. for — may be met.