

10694 of '97
Public Works (1898) Department.

G.O., No. 299 W

DATED 5th February 1898

[Despatch Abstract.]

Roads: Certain estimates for metalling — in
the Kichwadh, sanctioned.

5.2.98.

Certain estimates for metalling — in the Kistna district, sanctioned.

No. 299 W., 5TH FEBRUARY 1898.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper:—

From J. E. PAUL, Esq., Offg. Superintending Engineer, II Circle, to the Chief Engineer, Public Works Department, dated Bezwada, 25th October 1897, No. 2025 K.W.

- I have the honour to submit herewith, for your approval and the sanction of Government, estimates amounting to Rs. 53,000 and Rs. 32,400 for metalling roads from Ponnur to Tsandole and Ponnur to Intur, respectively, in the Kistna district.
2. Copy of the District Board's resolution No. 1, dated 14th August 1897, approving of the above estimates is enclosed for your information.
 3. The rates are fair and the estimates are recommended for sanction.

ORDER—No. 299 W., dated 5th February 1898.

The following estimates for metalling roads in the Kistna district are sanctioned:

Local.		RS.	
(a) Road from Ponnur to Tsandole	...	53,000	(No. 13 W. of 1897-98.)
(b) Road from Ponnur to Intur	...	32,400	(No. 14 W. of 1897-98.)
Total	...	85,400	

(True Extract.)

(Signed) W. B. DEWINTON,
Ag. Secretary to Government.

To the Superintending Engineer, II Circle.
,, Local and Municipal Department, with 24 enclosures.

Exd. T. K. Narayana Aiyangar.

500-14-10-97.

Papers to be read in proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated

189 , No.

Current No. 10694 of 1897, dated 25th October 1897 from the S.R. II Circle

„ „ „ 189 „ „ „ „ „ 189 „ „ „ „

ORDER.

The following estimates for metalling roads in the Kistna District are sanctioned:—

Local

(a) Road from Ponnur to Tsandole Rs 53,000

(No 13 W of 1897-98)

(b) Road from Ponnur to Intur Rs 32,400

(No 14 W of 1897-98)

Total Rs 85,400

The Secretary to Govt Local and Municipal Dept for favour of counterinitial.

Under the Secretary No objection in this department.

To The S.R. II Circle L & M Dept with 24 enclos.

21/1/98
Cm
Srom 27.1.98
Muy 27.1.98
Note 31.1.98
The estimates have been dealt

dealt with in the accompanying
technical note

Cu
Maf.
S.M.
27.1.98

W.H.
27.1.98

See L & M 28-1-98.
H.E. 1-2-98 RS-1-98.

Public Works Department.

Current No. 10694

Letter No. 2025 K.W

Dated 25th October 1897

From the Sups Engr II Circle

NOTE BY TECHNICAL SECTION.

Name of work Metalling Roads

in the Kistna District.

The S.E. II circle submits
for the sanction of Govt.
two estimates amounting
to Rs 85,400 for metalling
roads in the Kistna District.

(a) For metalling the road
from Ponnuru to Tandole
Rs 53,000.

(b) -do - from Ponnuru to
Sutur Rs 32,400.

Estimate (a) provides for
metalling an existing road
5 miles, 7 furlongs, + 280 feet.
The road is 24^{ft} wide at
4 yards in width. The
original road, 6 yards in
width, was made up with
earth only, long app. to an
average height of 3 feet
above ground level, but
is now rendered almost
impassable for bulky
traffic during the rainy
season, hence, the necessity
for the present estimate.
The road being made of
black cotton soil it is
proposed to spread sand
to a width of 12 feet in

in the center of the road to a depth of $6\frac{1}{2}$ inches laid in two layers - after the sand has been well incorporated by traffic with the black cotton soil forming the road a layer of kinkstone 6" in depth will be packed over it to a width of 12 feet and broken metal $1\frac{1}{2}$ " cube spread over to a depth of $4\frac{1}{2}$ " to fill in the interstices of the former, the whole being coated with $1\frac{1}{2}$ " of gravel. after the consolidation is complete a coating of sand $\frac{1}{4}$ " thick will be spread over the surface of the road to counteract the adhesive nature of the red gravel.

One masonry work is provided for viz, a road. dam 290 ft in length to be constructed in the 2nd mile consisting of a body wall of kinkstone in mortar on the lower end with kinkstone dry packing in the center throughout as per separate plan plan estimate attached. The hydraulic details furnished have been checked and found correct. The calculated length is 164 feet but 170 feet has been allowed at center with extra approaches of 1 in 80 to a length of 60 feet on each side to join the road to meet uniform emergencies.

I doubt if a road made as proposed will prove satisfactory. It would be better to spread a layer of sand 6" thick before the monsoon, for a width of 15 ft all along the road. after the monsoon the road surface should be given a proper base - 4" use in 12 ft width - then 2 layers of $1\frac{1}{2}$ " stone put down & thoroughly rammed, over this a $2\frac{3}{4}$ " layer of gravel will be enough.

2. This applies to the Ponnur - Sutin road also -

To W for orders
from
23/1/98

I think the experiment of a rough stone to be used in black cotton soil is worth trying. I have often thought it might answer better than makes stone - Let the estimate stand
W. H. H.

The existing road. dam is said to be the site of an old bridge which it is not considered advisable to contract; further the late Executive Engineer of the Western Division was of opinion that all water ways in the delta should if possible be more than found necessary by theory. The necessity for this metalled road is said to be much felt by the villagers of Tsandole Ponnur &c and it will form an important railway feeder for the B. M. Railway now under construction. The Sup. Engr. in his letter under reference gives Ponnur and Tsandole as the starting and terminal villages of this road, whereas the Ponnur Engineer mentions Ponnur to Chandole in his report, and Ponnur to Tsandole in his survey plan. 14 Estimate (b) provides for metalling the road 3 miles 6 furlongs in length. The top surface of the road is 6 yards in width of which it is proposed to metall 2 yards. The road was made of earth, long ago, to an average height of about 3 feet above ground level. The present estimate is rendered necessary owing to increase of traffic, the road, as it exists, being hardly fit for traffic during the rainy season. It is proposed to spread

Sand to a depth of 6" from
a breadth of 12 feet in the
center of the road in two
layers and after it has been
incorporated with the black
clay soil a layer of rough-
stone 6" in depth will be
packed in a width of
12 feet. & broken metal $1\frac{1}{2}$ "
Coke will be spread to a
depth of $4\frac{1}{2}$ " over it. The
road will then be made
up with $1\frac{1}{2}$ " of gravel.
After consolidation $\frac{1}{2}$ " of
sand will be spread
over the surface of the
road to counteract the
adhesive nature of the gravel.
Only one masonry work is
provided for - viz a road-
dam in the 21st mile
over the only drainage course
met with - This consists of
a masonry body wall on
the lower side with rough.
stone backing throughout as
in separate plan & estimate.
attached.

The hydraulic details have
been checked & found
correct. Against 110 feet
length of road dam required
by calculation it is pro-
posed to have 160 feet,
excluding approaches
sloped 1 in 30 to meet
all emergencies such as
unforeseen breaches in
the irrigation channel
banks &
unforeseen emergencies.

There are ^{which} will be
82 $\frac{1}{2}$ feet from each side to
join the road thus making
the road-dam 325 ft long.
The entire portion will
be built flat to
dam level of the first
above & below it -
Notes - In general fair, but
in comparing the detailed
data furnished by the L. F.
Engineer with the P.W.D.
data of the district it is
found that in casting
in sand and gravel the
former is in excess of
that of the latter which
the L. F. Engineer will no
doubt be able to explain.
The Plans & Estimates have
been countersigned by
the President District
Board and approved in
District Board's Proce-
dings dated the 14th August
1897- H. J. D.
20.1.98

Public Works (1897) Department.

CURRENT No. 10694

From J. E. Paul Eng.
Offg. Supg. Engineer
H. C. C. C.

Order

No. 2025 K.W.

Dated 25 October 1897

Received }
Registered } 27-10-97

Enclosures 23-24 (Plans)

Spare copies

SUBJECT.

Metalling the roads
from Pannier to Isandole
& Pannier to Intur
Forwarding for same
long estimates for

J. E. Paul
25/10/97
m

No. 2025 Kw

DATED 25 October 1897

FROM,

J. E. Paul Esquino 1P

Offs.

SUPERINTENDING ENGINEER,

II CIRCLE.

To,

The Chief Engineer
P. W. Department.

Enclos: 23

as per list
enclosed.

SIR,

SIR,
I have the honour to submit herewith
for your approval and the sanction of
Govt, Estimates amounting to Rs 53,000 &
32,400 for metalling roads from Ponnur
to Isaudole and Ponnur to Intur, respec-
tively in the Kistur Districts.

2 Copy of the District Board's resolutions
No. 1 of 4th August 1897 approving of the
above estimates is enclosed for your in-
formation.

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

I have the honor to be, Sir,
your most obedient servant.

W. H. M.
Executive Engineer

for Supt. Engineer

II Circle

21/10/97
22/10/97

List of enclosures to
accompany S. E. Office

No. 2025 KW

25-10-97

Metalling road from
Ponnur to Tandole.

3 Tracings Survey & Sections

1 Detailed estimate

1 Abstract estimate

1 Data

1 Report

1 Tracing of Road dam

1 Detailed Estimate

1 Abstract Estimate

1 Specification report

II

Metalling road from

Ponnur to Intur.

2 Tracings Survey & Sections

1 Detailed Estimate

1 Abstract Estimate

1 Data

1 Report

1 Tracing Road dam

1 Detailed Estimate

1 Abstract Estimate

1 Data

1 Specification report

II

1 Copy of Board's Proceedings

23 Total Enclos.