Public Works (1898) Department.

G.O., No. 987 25

Dated 18th April 1898.

[Despatch Abstract.]

Brohs: Estimate of Rs. 6100 for Constructing a- on the Kovvali road over Mondikodu drain in the Godavari Dt Sanctioned with remark.

18-4-98

Indexed

[P. W. 51. 1,000—10-2-93.]

BACK PAPERS.

No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

No.	Department.	Date.	G.O.	No.	Department.	Date.

BUILDINGS AND ROADS.
CIVIL WORKS.

Government {1898} of Madras.

PUBLIC WORKS.

Recd. }1898. *Enclosures*
Regd. *Spare copies*

G.O., No. 987 W., 18th April 1898.

APRIL.

Bridge

Estimate of Rs. 6,100 for constructing a — on the Kovvali road over Mondikodu drain in the Gódávari district, sanctioned with remark.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

From the Local and Municipal Department, dated 16th October 1896, No. 1184.

From J. C. LARMINIE, Esq., M.I.C.E., Superintending Engineer, I Circle, to the Chief Engineer, Public Works Department, dated 14th May 1897, No. 418 G.D.

In resubmitting herewith the plans and estimates received with your memo. No. 4212 C., dated 17th November 1896, I have the honour to state as follows:—

(1) Provision for masonry works for passing of the cross drainage was made in the estimate already sanctioned in G.O., No. 2379 L.F., dated 18th September 1890. But it having been subsequently found that Mondikodu drain is not fordable during floods it is now proposed to bridge it.

(2) The District Board Engineer now states that we are at present to deal with only Mondikodu drain as the other tributary works, which are estimated for pass 1,260 cubic feet, have already been built and the two road dams allow for 4,381 cubic feet.

(3) From the statement of masonry works given in the body of the report accompanying the estimate, it will be seen that the Mondikodu drain was calculated to discharge only 2,000 cubic feet per second out of the maximum flood discharge of 7,643 cubic feet from the drainage area. * Copy of the District Board Engineer's explanation regarding your observation on the subject is enclosed for your information.

* Embodied in letter No. 2490 D.B. of 19th January 1897, from the President, District Board, to the Superintending Engineer, I Circle.

(4) Section of the main drain noting on it the nature of soil and sub-soil and a survey plan of the road showing the positions of tributary works are also submitted.

(5) Plans and estimates have now been countersigned by the President of the District Board.

From W. C. DEMORGAN, Esq., M.I.C.E., Superintending Engineer, I Circle, to the Chief Engineer, Public Works Department, dated Waltair, 27th December 1897, No. 1792 G.D.

In returning plan and estimate for constructing a bridge on the Kovvali road over Mondikodu drain, returned with your memo. No. 3095 C., dated 6th July 1897, I have the honour to reply as follows.

2. My predecessor, Mr. Larminie, visited the site of the bridge, and forwarded a copy of your memo. under reference to the Local Fund Engineer with his No. 932 G.D., dated 7th August 1897, a copy of which is attached. To this, the Local Fund Engineer replied in his No. 396, dated 17th November 1897, of which I send a copy.

3. From a perusal of the correspondence and plans, I have the honour to state that I agree with the Local Fund Engineer and consider his proposals suitable. I have seen cases of a similar nature, in which the section of the live course of the drain is quite inadequate to discharge the maximum flood from the drainage area which spills all over the country. At times of maximum flood, the water will be out over the country, and the road consequently impassable, but as pointed out by the Local Fund Engineer long before water tops the road, the drain will be running full, and consequently impassable for bandy traffic. A road dam would not remove the difficulty while a bridge would; and the waterway provided seems to me sufficient.

4. Under these circumstances, I have the honour to recommend that the estimate should be passed. The plans, &c., are herewith returned.

From the Superintending Engineer, I Circle, dated 15th March 1898, No. 4.

No. 2249 G. D.

Note by the Chief Engineer, Public Works Department.

The waterway provided having been shown to be sufficient, the estimate is recommended for sanction.

2. The 10 feet apron allowed on the upstream side of the bridge should be added to the downstream apron.

3. If the District Board Engineer and the Superintending Engineer had fully explained in the first instance the peculiar circumstances which necessitated the construction of this bridge much delay and needless correspondence would have been avoided.

9th April 1898.

(Signed) W. B. DEWINTON,
Ag. Chief Engineer.

ORDER—No. 987 W., dated 18th April 1898.

The estimate amounting to Rs. 6,100, for constructing a bridge on the Kovvali road over Mondikodu drain in the Gódávari district, is sanctioned.

2. Attention is drawn to the Chief Engineer's note recorded above.

3. This sanction has been registered as Local No. 3 W. of 1898–99.

(True Extract.)

Under Secretary to Government.

To the Superintending Engineer, I Circle.
,, Local and Municipal Department, with plans and estimates.

Exd. A. F. Eccleston.

Papers to be read in Proceedings:—

Again G.O., dated 189 , No.

Again G.O., dated 189 , No.

Current No. 9348 of 1896, dated 16 October, from the L. & Mn. Deptt. (Not returned by S.E.)

" " 5016 " 1897, " 14 May , " the S. E. I Circle

" " 184 " 1897, " 27 December , " —— do —

" " 2602 " 1898 " 15 March " —— do — No 2249 4.5.98

Note by the Chief Engineer P.W.D. of 9-4-98

ORDER.

No: 98/W2-184-98

The estimate amounting to Rs. 6,100, for constructing a bridge on the Kovvali Road over Mordi-Kodu Drain in the Godavari Dt., is sanctioned

2. Attention is drawn to the Chief Engineer's note recorded above.

3. This sanction has been registered as Local No: 3 W of 1898-99 ~~1897-98~~.

To The Secy to Govt. L & Mn. Deptt. for favour of c-i

To The S. E. I Circle
" L & Mn. Deptt with plans and estimates

Note

This estimate is dealt with in the accompanying technical note flagged B, C & G.

P. W. 4.
500—27-1-08

[43 / 501]

C. No. 2602

HIS EXCELLENCY THE GOVERNOR.

~~THE HON'BLE SIR HENRY BLISS, K.C.I.E.~~

~~THE HON'BLE MR. GROSE, C.I.E.~~

SUBJECT.

Constructing a bridge on the Kovvali Road over Mudikodu Drain in the Godavari District. Estimate Rs. 6100.

FOR ORDERS.

Flag K

The plans and estimates for the above work were first received in 1896 through the Local and Municipal Department with their No. 1184 dated 16th Oct. 1896, but they were returned with Chief Engineer's memo No. 4212C dated November 17th 1896 for want of hydraulic details and fuller information than then given. On 14th May 1897 the Superintending Engineer + Mr. Larmine resubmitted the plans and estimates & the particulars given at this occasion also were to unsatisfactory. that they were returned again with Chief Engineer's memo No. 2095C of July 7th 1897.

Flag V

The most notable defect was that the drain was shown to discharge at the proposed site for the bridge 1792 cubic feet per second, but only 565 cubic feet half a mile lower down in the stream although below

H.S. 14.4.98 R.H. 16.4.98

the two places there was an
affluent - according to the plan -
bringing in 1878 cubic feet a
second. Moreover it was
stated that there was another
affluent with 2503 cubic feet;
besides miscellaneous tributaries
estimated to pass 1260 feet between
them. With all this water
coming in the Superintending Engineer was asked
to explain the small discharge
of 565 cubic feet only a mile
below the site. The only reply
he gave was - on 28th August
1897 - that the question of
building a bridge at all was
under reference with the
District Board; but he inclosed
a copy of a letter of 7th idem Flag H
addressed by him to the President
of the District Board in which
he expressed an opinion, having
inspected the place, that a
road dam would meet all
requirements. But the present
Superintending Engineer - Mr
Dr Morgan - disagrees on that
point; representing that in big
floods the water will be all
over the country and the road
without a bridge impassable;
and he supports the opinion
of the District Board Engineer
expressed in his letter No 396 Flag F
dated 14th November 1891) that a
bridge must be built. The
latter official explains the
small discharge of the drain
below the bridge by stating that
very little water actually finds
its way into the drain
flows all over the country for
there being a bank on only one
side there is nothing to retain
it within a defined channel.
If he had said so before, much
delay and correspondence
would have been avoided.

2. The estimate may then be
sanctioned for the waterway
provided has been found to
be sufficient.

Cobbs
31-3-98.

This proposed to have flood
holes across this road
by (1) a road dam 150' long
(2) a do 200' long
(3) a bridge of 50' hatch
way. all within a ¼ mile

The two former will be
4½ feet higher than the
latter, & have water when
nearly over the banks of
the drain when it is
running full. If a road
dam has built across the
drain also it would
have 4½ feet of water in
it when the 2 other road dams
were dry, & hence would
be impassable. A bridge
is therefore necessary.

W. Bell
9.4.98

Note by the Chief Engr. P.W.D.

The waterway provided having been shown to be sufficient, the estimate is recommended for sanction.

2. The 10' apron allowed on the upstream side of the bridge should be added to the downstream apron.

E.W.

Cir
Engr
31.3.98

3. If the District Board Engineer & the Supte. Engineer had fully explained in the first instance the peculiar circumstances which necessitated the construction of this bridge much delay and needless correspondence would have been avoided

W. Bell
9.4.98

Public Works (1898) Department.

CURRENT No. 2602

From W. De Morgan Esqre
Executive Engineer in charge
I Ca

Order

No. 2249 GD

Dated 15th March 1898

Received

Registered 3 21.3.98

Enclosures 1

Spare copies

SUBJECT.

Godavari District board
proceedings 27-26-9-26 trans
the revised Estimate for Cons
a bridge over Mortadru drain
Submitting the—as requested

OLS. 1 9/4"

BACK PAPERS.

No.	Date.
1108 C	22-2-98
5172 C	1-12-97
4824 C	18-11-97
3795 C	9-9-97
3095 C	6-7-97
C. No. 5016	4.9.97
4212 C	17-11-97

FURTHER PAPERS.

No.	Date.

S. E. I. 5 1000—20-2-97.

No. 2249 GD

From

W. C. ~~Larmine~~ DeMorgan Esq. M. I. C. E.
Superintending Engineer,
First Circle.

Enclosures. / To

The Chief Engineer & Sy. Department Madras

Waltair, Dated 15. 3. 1898.

~~Camp~~ Despd 18-3-1898

Sir,

I have the honour to return herewith the Resolution of the District Board called for in your Memorandum No. 1108C dated 22 February 1898.

I have the honour &c
Sd
Y. C. DeMorgan
Superintending Engineer
First Circle

Sd 16/3

from a misconception of the discharging powers of the main drain owing to sections not having been submitted with the original estimate, and the nature and course of the flood discharge left unexplained.

The District Road Engineer in his letter No 396 dated 14th November 1897 to the Supt. Engineer I Circle now explains that the drain has no bank on one side and during floods & heavy rains the section of the 'live' course of the drain is quite inadequate to discharge the maximum flood from the drainage area, which spills all over the country. The flood water flows down to the Kollair Lake over the country, & not in the drain which would be unable to contain it.

This fully explains the directions taken to the

as the flooring of the road-dam is 19.95 whereas that of the bridge is 15.50 it is evident that the drain must be full before the road-dams come into action, that is, 4.45 ft of water must be running in the river, which is practically making it impassable for bandies and people, hence the necessity for the bridge. The river is known to be frequently impassable & a bridge is certainly required. The total estimated discharge crossing the road is 7,643 Cubic Feet per second, divided as follows.

Discharge assumed to pass through the bridge	2000
Over 150 ft. road. dam	1878
Over 200 ft. road. dam	2503
Tributary	1262
Total	7643

These hydraulic calculations have already been verified. There seems to be no necessity for enlarging the bridge. The District Road Engineer reports that the bridge & road. dams were all designed in consultation with the Executive Engineer, Western Delta. The two road. dams have already been built

The Supt Engineer in his letter No 1792 G.D. dated 27th Decbr 1897, upon the above explanation of the District Board Engineer, recommends that the Estimate should be passed.

Rates. Detailed data is submitted in support of the rates, which are fair.

The plan & estimate has been countersigned by the President District Board.

J.C.A.
15.2.89

Public Works (1897) Department.

CURRENT No. 184

From W. Demorgan Esquire
Supty Engineer
I. Circle

Order

No. 1792 GD

Dated 27th December 1897.

Received
Registered 31-1-98
Enclosures 9 (4 Plans)
Spare copies

SUBJECT.

Bridge on the Hoovali Road over Mandikodu Drain in Godavari Western Dist —

Returns the Plans & Estimates for Constructing a — with his opinion in favour of the Construction of the Bridge —

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

S. E. I. 5 1000—20-2-97.

No. 1792 GD

From

W C De Morgan Esqre

~~J. C. Larminie~~ Esq. M. I. C. E.
Superintending Engineer,
First Circle.

To

The Chief Engineer P.W. Deptt Madras

Enclosures. 9

1 Estimate
1 Report
1 Data sheet
1 Bridge plan
1 Survey of the proposed trigonetic
1 Long + cross sections
1 Survey of Kovalli road.
1 Copy of this yr No 932 7-8-97
1 Copy of Engr's letter No ~~932~~ 3967 17-11-97.

9

* There are sent in a Tin tube (Separately)

Waltair, Camp 27th December Despd 3rd January 1898 189 7.

Sir,

I have the honor to submit herewith plan and estimate for Constructing a Bridge on the Kovalli Road over Mondikodu drain, returned with your Memo: No 3095 C & T 6-7-97. I have the honor to reply as follows:-

2 My predecessor Mr Larminie visited the site of the Bridge, and forwarded a copy of your Memo under reference to the L. I. Engineer with his 932 GD & T 7-8-97. a copy of which is attached. To this, the L. I. Engineer replied in his No 3967 17-11-97, of which I send a copy.

3. From a perusal of the correspondence and plans, I have the honor

to state that I agree with the L. S. Engineer and consider his proposals suitable. I have seen cases of a similar nature, in which the section of the live course of the drain is quite inadequate to discharge the maximum flood from the drainage area which spills all over the country. At times of maximum flood, the water will lee, out over the country, and the road consequently impassable. but as pointed out by the L. S. Engineer long before water tops the road, the drain will lee running full, and consequently impassable for handy traffic. A road dam would not remove the difficulty while a bridge would; and the waterway provided seems to me sufficient.

4 Under these circumstances, I have the honor to recommend that the estmate should lee passed. The plans are herewith returned.

I have the honorble
Sir,
Your most Obedt servant

W Debrisay 31/12/97.

Superintending Engineer

Public Works (1897) Department.

CURRENT No. 5016

Order

From J. C. Larmine Esq.
Supdg. Engr. 18. Circle
To The Chief Engineer, P.W.D.

No. 418 G.D.

Dated 14.5.97

Received 21.5.97

Enclosures - 9 (+4 Plans)

Spare copies

SUBJECT.

Bridge on road from Ellore
Kovvali over Monticoon Dra
Resubmits plans and Estima
for Constructing a — with rema

J

U.L.S. 175
Sent again 19-6-97

BACK PAPERS.

G.O.	No.	Department.	Date.
	4212 C	PW.	17-11-96

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No. 418 G.D.

FROM

J.C. Larminie Esquire M.J.C.E.
SUPERINTENDING ENGINEER,

FIRST CIRCLE.

Enclosures. TO

THE CHIEF ENGINEER
PUBLIC WORKS DEPARTMENT.

~~WALTAIR,~~ Camp 14th May 1897.

SIR,

In resubmitting herewith the plans and Estimates received with your memo No: 4212 C 17.11.96 I have the honour to state as follows:-

(1) Provision for masonry works for passing of the cross drainage was made in the Estimate already sanctioned in G.O. No: 237 47 15.9.96 it having been subsequently found that Mondicodu drain is not fordable during floods it is now proposed to bridge it.

(2) The District Board Engineer now states that we are at present to deal with only Mondicodu drain as the other tributary works which are estimated for pass 1260 Cft have already been built and the two road dams allow for 4381 Cft.

(3) From the Statement of masonry works given in the body of the report accompanying the estimate, it will be seen that the mondicodu drain was calculated to discharge only 2000 Cft per second out of the maximum flood discharge of

S. B. I.
6 500—29-2-96.

× Embodied in letter No. 2490/DB of 19/4/07 from the Resident Dt Board to the Supt Engr 1st Circle

FROM

SUPERINTENDING ENGINEER,

FIRST CIRCLE.

TO

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT.

DATED
DESPATCHED } 189 .
RECEIVED

No.

ENCLOSURES.

SUBJECT.

of 7643 cft from the drainage area. Z Copy of the District Board Engineer's explanation regarding your observation on the Subject is enclosed for your information.

(4). Section of the main drain noting on it the nature of Soil and Sub Soil and a Survey plan of the road showing the positions of tributary works are also submitted.

(5) Plans and Estimates have now been Countersigned by the President of the District Board.

I have the honor to be
Sir,
Your Most obedt St.

J C Law
Supt Engr 1st Circle

Lab
12/5/07