



ABSTRACT

Highways Department – Projects wing – Thanjavur Circle – Trichy Division - Land Acquisition for the work of "Reconstruction of High Level Bridge at Km 3/6 of Trichy–Melur-Madurai Road (State Highways Urban-132) across Koraiyaru River" – Administrative sanction – Accorded - Orders - Issued.

Highways and Minor Ports (HP2) Department

G.O.(Ms).No.72

Dated: 19.05.2022

சுபகிருது, வைகாசி 05,

திருவள்ளூர் ஆண்டு 2053

Read:

1. G.O.(Ms) No.164, Highways and Minor Ports (HQ2) Department dated 20.12.2019.
2. G.O.(Ms) No.128, Highways and Minor Ports (HF1) Department dated 10.12.2021.
3. From the Chief Engineer (Highways) Projects Letter No.4332/W3/ 2020 dated 19.10.2020, 28.12.2020 and 30.12.2021.

ORDER:-

During the Budget Demand for 2019-20, the then Hon'ble Chief Minister announced the work of "Reconstruction of High Level Bridge at Km 3/6 of Trichy–Melur-Madurai Road (State Highways Urban-132) across Koraiyaru River".

2. Based on the above announcement in the Government order first read above, orders have been issued according Administrative Sanction for the preparation of Detailed Project Report for an amount of Rs.9.00 Lakh for the work of "Reconstruction of High Level Bridge at Km 3/6 of Trichy–Melur-Madurai Road (SHU-132) across Koraiyaru River".

3. In the letter third read above, the Chief Engineer (Highways) Projects has stated that the proposed bridge is located at Km 3/6 of Trichy-Melur-Madurai Road (SHU-132) as Urban limit Road. The alignment for the above work has been approved by the Alignment Committee on 10.03.2020. The field particulars, preparation work and subsoil exploration have been completed. Now the design work is under progress as per TAC recommendation. At present there is a narrow and old brick Arch Bridge of carriageway width 5.60m with 6 spans of 10.70 m c/c each (64.20 m) constructed in year 1935. The bridge is located at Km 3/6 of Trichy -Melur-Madurai Road (SHU-132) Urban Limit. The length of the road SHU is 4.45 km. Out of which 3.00 km has been upgraded to 4 lane width. Since the proposed bridge lies at km 3/6 in the balance stretch this bridge is also be upgraded to four lane. (Carriage way- 2 x7.5m, Center median -1x1.20m, Foot path- 2x1.50 Hand rails -2x0.50m = 20.20m). The traffic from

NHAI four lane from southern districts enter the Trichy city via this stretch of road. As per 2017, traffic census the traffic intensity -PCU was 22409. Since the existing bridge is narrow and old arch bridge, it is not able to withstand the current projected traffic flow, it leads to frequent accidents and heavy traffic congestion. And moreover fast moving vehicles at this location faces heavy difficulty in crossing this narrow arch bridge. Hence it is inevitable and essential to reconstruct the old bridge at this location.

4. The Chief Engineer (Highways) Projects has also stated that, based on the approved alignment, land acquisition for a total extent of 632.10 sqm is involved. For the approach road on Madurai side, sufficient Government land is available and no need to acquire private land as service road is not proposed on Madurai side approach. (formation width 7.50m + 7.50m =15.00m) On Trichy side, the service road on both left and right side of the approach needs to be given, since it is surrounded by built up area. Hence other than available Government lands, extra private land of 632.10 Sqm need to be acquired. (formation width 7.50m+7.50m and service road 3.75m+3.75m = 22.50m). Due to land acquisition RCC framed structures-4, load bearing structures-2, Tamarind trees-24, Neem trees-35, Palm trees-50, are affected due to Land Acquisition and also 15 numbers of pattadars are affected in Land Acquisition.

5. Further, the Chief Engineer (Highways) Projects has also furnished the parameters for Reconstruction and for Construction of High Level Bridge as follows:-

Reconstruction Parameters

- The existing brick Arch Bridge is 86 years old weak and Narrow. Carriage way width- 5.60m with 6 spans of 10.70 m c/c each.(64.20 m)
- Since traffic intensity is more now, the existing bridge could not able to withstand the present heavy traffic.
- Already 3.00km of this SHU 132 road has been upgraded to four lane to meet out the present traffic, the balance stretch with the proposed bridge of this road has to be also upgraded for four lane width.

Parameters for High Level Bridge

- Four lane with divided carriageway - High Level Bridge.
- Length of Bridge proper: 103.00m. (5 Span of 20.60m c/c) as per PWD hydraulic particulars bed width given.
- Width of carriage way- 2x7.5m, centre median-1 x 1.20m, foot path-2 x1.50m, hand rails-2x 0.50m Total bridge width=20.20m.
- Approach Portion: Trichy side -134.19m and Madurai side -108.00m (land acquisition involves).
- Angle of crossing: 42 degree. Pile foundation.

6. The Chief Engineer (Highways) Projects has therefore requested orders of the Government to accord Administrative sanction for Land Acquisition for the work of "Reconstruction of High Level Bridge at Km 3/6 of Trichy-Melur-Madurai Road (SHU-132) across Koraiyaru River" at a cost of Rs.2,37,00,000/- (Rupees Two Crore and Thirty Seven Lakh only).

7. The Government after careful examination of the proposal of Chief Engineer (H) Projects accord Administrative Sanction for a sum of Rs.2,37,00,000/- (Rupees Two Crore and Thirty Seven Lakh only) for land acquisition for the work of "Reconstruction of High Level Bridge at Km 3/6 of Trichy-Melur-Madurai Road (SHU-132) across Koraiyaru River". The Government also directed to follow the timeline recommended by the Dr.T.V.Somanathan Committee in the Government Order second read above.

8. The expenditure sanctioned in para 7 above shall be debited to the following head of account:-

5054 Capital outlay on Roads and Bridges - 04 - District and other Roads - 101 - Bridges - State's Expenditure - JE - Construction/ Reconstruction of Bridges - 464 Lands - 01. Lands".

(IFHRMS DP Code: 5054-04-101-JE-46401)

9. The expenditure sanctioned in para-7 above shall constitute an item of "New Instrument of Service" and approval of the Legislature will be obtained in due course. Pending approval of the Legislature, the expenditure will be initially met by an advance from the Contingency Fund. The Chief Engineer (Highways) Projects, is directed to calculate the actual amount required for the period upto next Supplementary Estimates and apply for sanction of the same as advance from the Contingency Fund to Finance (B.G-I) Department directly in Form 'A' appended to the Tamil Nadu Contingency Fund Rules, 1963 along with a copy of this order. Orders for sanction of an advance from the Contingency Fund will be issued from Finance (B.G-I) Department. The Chief Engineer (Highways) Projects is also directed to send a draft explanatory notes for inclusion of the above expenditure in the Supplementary Estimates 2022-2023 to Finance (BG-I) /(PW-I) Department without fail.

10. This order issues with the concurrence of Finance Department vide its U.O.No.22997/PW-I/2022, dated 14.05.2022 and Additional Sanction Ledger No.0160 (One Hundred and Sixty).

(By order of the Governor)

K.Gopal,
Principal Secretary to Government (FAC)

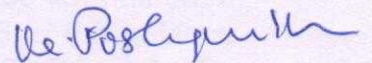
To

✓The Chief Engineer (Highways) Projects, Chennai-25
The Accountant General, Chennai-18.
The Pay and Accounts Officer (South) Chennai-35

Copy to

The Finance (PW1/BG-I/BG-II/W&M-I) Department, Secretariat, Chennai-9
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Highways & Minor Ports Department, Secretariat, Chennai-9
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//Forwarded by order//



Section Officer

