

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 2514**  
**ANSWERED ON 13.03.2026**

**PROPOSAL FOR CONSTRUCTION OF RAILWAY OVER BRIDGE (ROB) IN RAJASTHAN**

2514# SHRI MADAN RATHORE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether any proposal has been received for the construction of a Railway Over Bridge (ROB) from the State of Rajasthan in the past two years, if so, the current status thereof;
- (b) whether Government has taken cognizance of the fact that there is risk of accidents near Crossing Number LC 45 on the Mathura–Alwar railway line at the area where villagers commute every day; and
- (c) if so, whether Government is considering approving the construction of a Railway Over Bridge at the crossing in public interest and safety, if so, the expected timeline thereof?

**ANSWER**

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY  
(SHRI ASHWINI VAISHNAW)

(a) to (c): Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROB/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto Jan'26) is as under:

<b>Period</b>	<b>ROBs/ RUBs constructed</b>
2004-14	4,148 Nos.
2014-26 (Upto Jan'26)	14,024 Nos. ( including 1,598 Nos. of ROB/ RUBs in the state of Rajasthan)

As on 01.02.2026, 4,802 Nos. ROB/ RUBs are sanctioned at cost of ₹ 1,14,196 Cr on Indian Railways including 607 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) are sanctioned at cost of ₹ 6,115 Cr in State of Rajasthan which are at various stages of planning and execution.

The erstwhile LC No. 45 situated on Mathura-Alwar Railway line was closed due to less Train Vehicle Unit (TVU). The work of preparation of Technical Feasibility Report/Detailed Project Report (TFR/DPR) at this location has been taken up.

Completion of any ROB/RUB work depends on various factors like, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, number of working months in a year for particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, Railways have taken following measures to expedite the progress of work:

- i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
- iii. Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.
- iv. ROB/RUB works are planned to be executed on a single entity basis by Railway wherever possible. In case any Road Owning authority/State Govt. wants then Railway may permit them to execute the work on a single entity basis.

Proposals/requests/suggestions/ representations, both formal and informal for ROB/RUBs across the country are received on the basis of demands raised by State Governments, Members of Parliament, elected representatives, Railways' own requirements, organizations/rail users etc. at various levels including Railway Board, Zonal Railways, Division Office etc. As receipt of such proposals/complaints/suggestions is a continuous and dynamic process, centralized compendium of such requests is not maintained. However, these are examined and action as found feasible and justified is taken from time to time.

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