

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO.2397  
TO BE ANSWERED ON 15.03.2023**

**CLOSURE OF LEVEL CROSSINGS**

**2397. SHRI SHRINIWAS PATIL:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the total number of level crossings that have been closed and are proposed for closure on South Central Railway line in Satara district of Maharashtra;**
- (b) the details of the policy for providing alternative appropriate crossings for affected villagers in the form of Under Bridges/Over Bridges and the cost sharing mechanisms for the same; and**
- (c) the details of the mechanism for ensuring that the under bridges provided remain usable throughout the year by preventing waterlogging during monsoons?**

**ANSWER**

**MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY**

**(SHRI ASHWINI VAISHNAW)**

**(a): Satara District comes under jurisdiction of Central Railway. Total 21 Nos. level crossings (LCs) have been closed by providing Road Under Bridges (RUBs)/subways and 04 LCs are sanctioned for closure by providing Road Over Bridge (ROB) in Satara District of Maharashtra.**

**(b): Replacement of level crossings (LCs) is done by providing ROB/RUBs in lieu of LCs or through direct closure (for low traffic LCs) by diversion of road traffic to nearby ROB/RUB/ LC. Elimination of LCs is taken up by Railways at its own cost in phases depending on its priority, feasibility and availability of funds [ except LCs on National Highway Corridors which are to be eliminated by National Highway Authority of India / Ministry of Road Transport Highway (NHAI/MORTH) at their own cost on single entity basis, and LCs where State Govt. / Road Owning Authority/Local Authority want to take up the works at their own cost ].**

**(c): Railways have taken several remedial measures to mitigate the problem of water logging. Adequate drainage arrangement has been made as integral part of planning of new Road Under Bridge (RUB)/Subways. In existing RUBs/subways feasible remedial measures like water flow diversion to nearest bridge and nallahs, provision of cover shed on approach roads, provision of hump at entry to Road under Bridge (RUB), provision of cross drains, sealing of joints etc. have been made as per site suitability and requirements. In addition, pumping arrangement has also been made for identified RUBs, to drain out water expeditiously in case of emergency.**

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