

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3885
TO BE ANSWERED ON 18.12.2024**

NUMBER OF RAILWAY LEVEL CROSSING IN SIKAR CONSTITUENCY

†3885. SHRI AMRA RAM:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway level crossing in Sikar parliamentary constituency along with the number of underpasses constructed/being constructed thereon;

(b) the number of railway overbridges being constructed and the expected date of their completion;

(c) the time by which the approval to construction underpasses and overbridges on railway level crossings where needed is likely to be accorded; and

(d) the number of underpasses not covered by tin sheds and thereby causing interruptions in transportation and lodging of water which is not vacated by pump during rainy season?

ANSWER

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

(a) to (d): 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 taken up on the

basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility, availability of funds etc.

Nos. of ROB/RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-24 is as under:

Period	ROBs/RUBs constructed
2004-14	4148 Nos.
2014-24	11945 Nos. (about three times)

As on 01.04.2024, 4200 Nos. ROB/RUBs are sanctioned at the cost of ₹ 92,692 Crore on Indian Railways including 444 Nos. sanctioned works of Road Over Bridge (ROB)/Road Under Bridge (RUB) at the cost of ₹ 4737 crore in the state of Rajasthan which are at various stages of planning and execution.

In Sikar parliamentary constituency, there are 11 Nos. LCs and 136 Nos. existing ROB/RUBs. Presently, 02 Nos. of ROB and 03 Nos. RUBs are sanctioned at the cost of approx ₹ 87 crore.

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, 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, duration of working season in a year for the particular

project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, 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 remedial measures like water flow diversion to nearby bridge and nallahs/drains, 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 feasibility, suitability and site requirements. In addition, pumping arrangement has also been made for identified RUBs, to drain out water expeditiously in case of emergency and provision to stop road traffic in exceptional/unusual rainfall situation for safety of road users. The work of provision of cover shed has been taken up in phased manner.
