

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 196
TO BE ANSWERED ON 12.03.2025**

**IMPACT OF EXTENSION OF RAILWAY LINE IN SHIRDI PARLIAMENTARY
CONSTITUENCY**

†*196. SHRI BHAUSAHEB RAJARAM WAKCHAURE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the doubling and extension of the railway line in the Shirdi Parliamentary Constituency of Maharashtra has lead to the closure of a major road near the old railway crossing Gate No. 44 (OHE M70-404/12-14) at Ladgaon Chowki which previously served as a major connecting route for the villagers, school students and farmers of Padhegaon, Ladgaon, Malunja, Kanhegaon and Bherdapur as a result of which the local residents and commuters of nearby areas including the above said villages are now facing great difficulties;**
- (b) if so, whether the Government has taken/proposes to take any steps to construct a small underpass near the old railway crossing Gate No. 44 (OHE M No. 404/3-4) at Ladgaon – Padhegaon, Shrirampur;**
- (c) whether the Government has also received any representation from the public representatives in this regard;**
- (d) if so, the details thereof; and**
- (e) the details of the progress made so far in this regard?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. 196 TO BE ANSWERED ON 12.03.2025.

(a) to (e): Old Railway Crossing gate No. 44 (OHE M 70-404/12-14) was situated between Rahuri and Padhegaon stations. A Road under Bridge (RUB) No. 402/1 at Km 402/5-6 was constructed in 2015 in lieu of Level Crossing (LC) gate No. 44, for the existing single line.

Further, during the construction of double line between Rahuri and Padhegaon stations as a part of Daund – Manmad (247 km) doubling project, extension of RUB was done. During extension of RUB, accesses of RUB was temporarily closed for 20 days. The same was opened after the completion of works of extension of RUB.

As per extant policy, provision of railway track crossing work (Subway/ FOB) at Non LC locations may be taken up by Railways, if the location is affecting safety in train operations, mobility of trains and conditions of infrastructures adversely due to trespassing, in phases depending on its priority, feasibility and availability of funds.

The work of preparation of technical feasibility report/Detailed project report (TFR/ DPR) for the construction of Subway/ FOB at the location of old LC gate no. 44 has been taken up. Further action depends on TFR/ DPR.

Proposals/requests/suggestions/representations, both formal and informal for Railway projects/Works across the country are received on the basis of demands raised by State Governments, Members of Parliament, Ministries of Central Government, 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,

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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.

Railway infrastructure projects falling fully/partly in the State of Maharashtra are covered under Central Railway (CR), South Central Railway (SCR), Western Railway (WR), South East Central Railway (SECR) and South Western Railway (SWR) zones of Indian Railways. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railways website.

Railway projects are sanctioned Zonal Railway-wise and not State-wise as Indian Railways' projects may span across State boundaries. However, As on 01.04.2024, 41 Railway projects (16 New Lines, 02 Gauge Conversions and 23 Doubling), of total length of 5,877 Km, costing ₹81,580 crore falling fully/partly in the State of Maharashtra, are at various stages of planning and implementation, out of which 1,926 Km length has been commissioned and an expenditure of ₹31,237 crore has been incurred upto March, 2024.

The status of work is summarized as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March, 2024 (₹ in Cr.)
New Lines	16	2,017	166	8,529

Gauge Conversion	2	609	312	3,332
Doubling/ Multitracking	23	3,251	1,448	19,376
Total	41	5,877	1,926	31,237

Average Budget allocation for Infrastructure projects and other works, falling fully/ partly in Maharashtra is as under:-

Period	Outlay
2009-14	₹1,171 crore/year
2024-25	₹15,940 crore (more than 13 times)

Commissioning of sections (New Line, Gauge Conversion and Doubling) falling fully/partly in the State of Maharashtra during 2009-14 and 2014-2024 is as under:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	292 Km	58.4 Km/year
2014-24	1,830 Km	183 Km/year (more than 3 times)

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Further, Construction works on the flagship High speed bullet train project have gathered momentum in Maharashtra. Now 100% land acquisition has been completed. Works of bridges, aqueducts etc. have been taken up. Orders for 3 TBMs to carry out about 21 Km tunneling under sea have also been placed. Meanwhile, all preparatory works required for the working of TBMs such as construction of shafts etc. have also been taken up.

Western DFC also passes through Maharashtra. About 178 route Km of western DFC is situated in Maharashtra which is about 12% of overall route length of western DFC. 76 Km of this project from New Gholvad to New Vaitarna in Maharashtra has already been commissioned. Balance works have been taken up. Connectivity of WDFC to JNPT will boost the capacity to handle cargo and container traffic from port to Delhi NCR.

During the last three years and current year, 91 No. Surveys (New line, Gauge Conversion and Doubling/multi tracking) of total length 7,458 km falling fully/partly in the state of Maharashtra have been sanctioned.

Completion of Railway project/s depends on various factors like land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project/s site, number of working months in a year for particular project site due to climatic conditions etc. All these factors affect the completion time of the project/s.

Various steps taken by the Government for effective and speedy implementation of rail projects include (i) substantial increase in allocation of funds, (ii) delegation of powers at field level, (iii) close monitoring of progress of project at various levels (iv) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects.
