

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

**UNSTARRED QUESTION NO.467
TO BE ANSWERED ON 23.07.2025**

**SANCTIONED RAILWAY UNDERPASSES AND OVERBRIDGES IN
AKOLA AND WASHIM DISTRICTS**

467. SHRI ANUP SANJAY DHOTRE:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of Railway underpasses and overbridges sanctioned under South Central Railway and Central Railway in Akola and Washim districts, including the location, cost and current status of each project;**
- (b) the timeline for completion of the sanctioned Railway underpasses and overbridges in the said districts and the measures taken/being taken by the Government to ensure timely completion;**
- (c) the benefits expected to accrue from the construction of the sanctioned Railway underpasses and overbridges in the said districts, including improved safety, reduced congestion and enhanced connectivity;**
- (d) whether any additional Railway underpasses and overbridges are proposed to be sanctioned in the said districts in the near future, if so, the details thereof; and**
- (e) the role of local authorities and stakeholders in the planning and implementation of the sanctioned Railway underpasses and overbridges in the said districts?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e) : 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 Railways. 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. Further, the proposed ROBs/RUBs will also help in decongesting major road arteries, ensuring smoother and uninterrupted vehicular flow and will contribute to environmental sustainability.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis-à-vis. 2014-25 (June'25) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-25 (June'25)	13,426 Nos. (including 1,144 Nos. in the State of Maharashtra)

As on 01.04.2025, 4,402 No. ROBs/ RUBs are sanctioned at a cost of ₹ 1,00,860 Cr on Indian Railways including 285 No. Road Over Bridges (ROBs)/Road Under Bridges (RUBs) at cost of ₹ 5,308 Crore in Maharashtra, which are at various stages of planning and execution.

Presently, 06 Nos. ROBs and 05 Nos. RUBs are sanctioned in the Akola district and one RUB is sanctioned in Washim district. Additionally, the work of preparation of technical feasibility Report /Detailed Project Report (TFR/DPR) for the construction of ROBs/RUBs in lieu of 03 Nos. LCs have been taken up. Details of sanctioned works and ongoing DPR/TFR works are as under:-

Sanctioned RUBs/ROBs				
S.N.	Location	ROB/ RUB/ FOB	Cost (in ₹ Cr.)	Remarks
1	LC No. 111 (Washim) on Akola-Purna section	RUB	4	The work of RUB has been sanctioned. Box has been casted and inserted under the track. The work of approach portion has also been taken up.

2	LC No. 83 (Akola) on Akola-Purna section	RUB	4	The work of RUB has been sanctioned. Box has been casted and inserted under the track. The work of approach portion has also been taken up.
3	LC No. 92 (Akola) on Akola-Purna section	RUB	4	The work of RUB has been sanctioned.
4	LC No. 91 (Akola) on Akola-Purna section	RUB	4	The work of RUB has been sanctioned.
5	LC No. 87 (Akola) on Akola-Purna section	ROB	60.75	The work of ROB has been sanctioned. The work of preparation of GAD has been taken up.
6	LC No. 89 (Akola) on Akola-Purna section	ROB	59.81	This LC falls on National Highway. As per the Memorandum of Understanding (MOU) between Ministry of Railway and Ministry of Road Transport and Highways/National Highway Authority of India (MoRTH/NHAI) dt. 10.11.2014, MoRTH/NHAI has to replace all LCs on NH corridors by ROB/RUBs on single entity basis at their cost. The work of preparation of conceptual plan of ROB has been taken up.
7	Non-LC /closed UMLC No. 95 (Akola) on Akola- Purna section	RUB	5.97	The work of RUB has been sanctioned. The works of preparation of GAD and Detailed Estimate have been taken up.
8	LC No. 50/A (Murtizarpur Yard) on	ROB	38.44	The work of ROB has been sanctioned. GAD has been approved and Detailed Estimate

	Bhusaval-Badnera section			has been sanctioned.
9	LC No. 34 on Bhusaval-Badnera section	RUB	4.76	The work of RUB has been sanctioned. GAD has been approved and Detailed Estimate has been sanctioned.
10	LC No. 44 on Bhusaval-Badnera section	ROB+LHS	49.92	The work of “ROB cum LHS” has been sanctioned. GAD has been approved. Tender has been awarded.
11	LC No. 40 on Bhusaval-Badnera section	ROB	28.71	The work of ROB has been sanctioned. GAD has been approved.
12	LC No.38-A on Bhusaval-Badnera section	ROB+LHS	49.20	The work of “ROB cum LHS” has been sanctioned on deposit terms. This work is being executed on dual entity basis i.e., Railway portion by Railway and approaches by State Govt. The work of Railway portion has been completed. The work of approach portion has also been taken up.

Technical Feasibility Report / Detailed Project Report (TFR / DPR)				
S.N.	Location	Km	Cost (in ₹ Cr.)	Remarks
1	LC No. 81 (Akola) on Akola-Purna section	748/8-9	-	The works of preparation of Technical Feasibility Report / Detailed Project Report (TFRs / DPRs) for the construction of ROB/RUB at these LCs have been taken up.
2	LC No. 102 (Washim) on Akola-Purna section	796/4-5	-	

3	LC No. 113 (Washim) on Akola-Purna section	816/6-7	-	
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General Arrangement Drawing (GAD) is prepared as per joint survey with concerned State Govt./Road Owning Authorities to ensure proper alignment, smooth entry/exit, and to minimize land acquisition/relocation of structures.

Completion and commissioning of ROB/RUB works depend on various factors like cooperation of State Governments in giving consent for closure of LCs, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachments, 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.
