

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

**STARRED QUESTION NO.255
TO BE ANSWERED ON 17.12.2025**

**WATER LOGGING DUE TO RUBS IN TIRUPATI LOK SABHA
CONSTITUENCY**

***255. SHRI MADDILA GURUMOORTHY:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is aware that the existing Road Under Bridges (RUBs), especially in Tirupati Lok Sabha Constituency are leading to frequent water logging even during light to moderate rainfall, making them hazardous for pedestrians, vehicles and animals;**
- (b) if so, the details of the specific locations where such engineering failures have been reported;**
- (c) the immediate measures taken/proposed to be taken by the Government to mitigate water stagnation in these existing RUBs, including drainage redesign/pump installation;**
- (d) whether the Government has conducted a technical audit/review of the design flaws causing this issue and if so, the details thereof;**
- (e) the steps incorporated/being incorporated in the planning and execution of new RUBs to avoid such water logging issues in the future and whether any accountability has been fixed for flawed designs and if so, the details thereof; and**
- (f) whether coordination with local municipal bodies is ensured for integrated drainage planning in and around RUB projects and if so, the details thereof?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

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

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF LOK SABHA
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(a) to (f) : 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.

Nos. of ROB/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-25 (Oct'25) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-25 (Oct'25)	13,653 Nos.

As on 01.11.2025, 4689 Nos. ROB/ RUBs are sanctioned at the cost of ₹1,11,583 Cr on Indian Railways including 316 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) at a cost of ₹ 11,686 crore in the State of Andhra Pradesh, which are at various stages of planning and execution.

06 Nos. ROB/RUBs works are sanctioned at a cost of ₹ 208 crore in Tirupati Lok Sabha Constituency.

43 Nos. RUBs exist in Tirupati Lok Sabha Constituency. During heavy rains, problem of water logging has been reported for short duration during last monsoon season in three RUBs (RUB Nos. 85A at Km 63/100-200, 90A at km 64/300-400 and 95A at km 69/900-70/0 on Gudur Junction-Renigunta junction section), which are addressed promptly by provision of heavy duty pumping arrangement. Further, stationary watchman, warning signs and gate barriers have been provided.

Railways are working with municipal bodies and other local bodies for integrated drainage solutions at subway locations. Further, Railways

have taken several remedial measures to mitigate the problem of water logging in subways as under:

- (i) Adequate drainage arrangement is made as integral part of planning of new Road Under Bridge (RUB)/Subways.**
- (ii) 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. are made as per feasibility, suitability and site requirements.**
- (iii) Pumping arrangement is 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.**

Based on detailed survey of RUB/Subways, as on 01.04.2025, 2670 locations were identified by zonal railways prone to water logging out of total 14,745 RUB/Subways already constructed. Railways have taken up the work of permanent remedial measures on these RUB/Subways and with consistent efforts, 1351 RUBs/Subways have been provided with necessary infrastructure to prevent water logging and maintain its functionality in future. Balance RUB/Subways have also been provided by temporary solution i.e. dewatering arrangements. Moreover round the clock manning of vulnerable RUBs where there is possibility of flooding are also being done by deputing RUB Mitra/Stationery Railway Watchman. The objective of all this exercise is to keep RUBs/Subways functional throughout the year.
