

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA**

**UNSTARRED QUESTION NO.2904  
TO BE ANSWERED ON 17.12.2025**

**LACK OF ROB<sub>s</sub>/RUB<sub>s</sub> IN DHANBAD DISTRICT**

**2904. SHRI DULU MAHATO:**

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

- (a) whether it is a fact that several railway level crossing gates in Dhanbad district still lack Road Over Bridges (ROB)/underpasses, causing daily traffic congestion and hardship to the public and if so, the details thereof;**
- (b) whether it is a fact that the situation is particularly serious at Litori Gate, Phularitand, Sonardih and Batua railway crossings where heavy coal trucks and trailers create long queues, obstructing students, citizens, ambulances and emergency services and if so, the details thereof;**
- (c) whether ambulances carrying critical patients often get stuck at these crossings, resulting in delay in reaching hospitals and even loss of lives and if so, the details thereof;**
- (d) whether frequent traffic snarls at these crossings lead to disputes among road users, requiring police intervention and affecting law and order duties and if so, the details thereof; and**
- (e) whether the Government proposes construction of underpasses, overbridges/alternative roads at these crossings with proper drainage arrangements to prevent waterlogging during monsoon and ensure smooth traffic movement and if so, the details thereof?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (e) : Level Crossings are potential safety hazard for both rail and**

**road users. Elimination 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 etc.**

**LCs are eliminated either by providing ROBs/ RUBs in lieu of LCs or through direct closure (for low traffic LCs) or by diversion of road traffic to nearby ROB/RUB/LC depending upon the site conditions.**

**Sanctioning and execution of works of Road Over Bridges/ Road Under Bridges (ROBs/RUBs) is a continuous and ongoing process on Indian Railways. Such works are prioritized and taken up on the basis of its impact on safety and mobility in train operations and impact on road users.**

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

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

**As on 01.11.2025, 4689 Nos. ROBs/ RUBs are sanctioned at the cost of ₹ 1,11,583 Cr on Indian Railways including 147 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) at a cost of ₹ 2,707 crore in the State of Jharkhand, which are at various stages of planning and execution.**

**As on date, 58 Nos LCs exist in Dhanbad district, out of which 28 Nos. ROBs/RUBs works are sanctioned in lieu of LCs which are at various**

**stages of planning and execution. The details of mentioned locations are as under:**

<b>S.No.</b>	<b>LC Details</b>	<b>Remarks</b>
<b>1.</b>	<b>LC No. 3/Spl/3T at km 0/15-16 between Katrasgarh-Nichitpur (Lilori Gate)</b>	<b>ROB works at these LCs has already been sanctioned.</b>
<b>2.</b>	<b>LC No. 7/spl/3T at Km 16/45-47 between Sonardih-Phulwaritand (Sonardih gate)</b>	
<b>3.</b>	<b>LC No. 8/Spl/3T at Km 21/14-16 between Sonardih-Phulwaritand (Phulwaritand Gate)</b>	<b>The work of preparation of Technical Feasibility Report/ Detailed Project Report (TFR/DPR) for the construction of ROB/RUB at this LC has been taken up.</b>
<b>4.</b>	<b>LC NO. TB-15 at Km 342/32-34 between Chas-Ispat Nagar (Bhatua gate)</b>	<b>The work of preparation of Detailed Project Report (DPR) for the construction of ROB at this LC has been taken up.</b>

**Completion of ROB/RUB work depends on various factors like, 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, number of working months in a year for particular project / work sites 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 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.**

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