**GOVERNMENT OF INDIA**
**MINISTRY OF RAILWAYS**

**LOK SABHA**
**UNSTARRED QUESTION NO. 4291**
**TO BE ANSWERED ON 18.03.2026**

## SANCTIONED RAILWAY PROJECTS IN UTTAR PRADESH

**4291. SHRI JAI PRAKASH:**

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

**(a) the details and status of Railway projects sanctioned during the last five years in Uttar Pradesh; and**

**(b) the details of the railway projects lagging behind their schedule including the reasons thereof?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) and (b): Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Uttar Pradesh is as under:**

| Period | Outlay |
|---|---|
| 2009-14 | ₹1,109 crore/year |
| 2025-26 | ₹19,858 crore (Nearly 18 times) |

**Track Construction:**

**The details of constructing of new tracks falling fully/partly in the State of Uttar Pradesh during 2009-14 and 2014-25 is as under:**

| Period | New Track Commissioned | Average Commissioning of new tracks |
|---|---|---|
| 2009-14 | 996 Km | 199 Km/year |
| 2014-25 | 5272 Km | 479 Km per year (More than 2 times) |

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**Projects Sanctioned:**

**As on 01.04.2025, 49 projects (10 New Line, 02 Gauge Conversion and 37 Doubling) of 3,807 Km length, costing ₹62,360 crore falling fully/partly in the State of Uttar Pradesh are sanctioned. The summary is as under:-**

| Category | No of Projects | Total Length (km) | Length Commissioned (km) | Exp upto Mar'25 (Rs. in Cr.) |
|---|---|---|---|---|
| New Line | 10 | 1227 | 340 | 10517 |
| Gauge Conversion | 02 | 67 | - | 281 |
| Doubling/Multitracking | 37 | 2513 | 983 | 19813 |
| Total | 49 | 3807 | 1323 | 30611 |

**Recently completed projects:**

**Details of some of the recently completed projects falling fully/partly in the State of Uttar Pradesh are as under:**

| S. No. | Project | Cost (Rs. in Cr.) |
|---|---|---|
| 1 | Etawah-Mainpuri New Line (58 Km) | 313 |
| 2 | Bahraich-Nanpara-Nepal Ganj Gauge Conversion (56 Km) | 342 |
| 3 | Ballia-Ghazipur city Doubling (65 Km) | 650 |
| 4 | Ghazipur city-Tarighat New Line (17 Km) | 1766 |
| 5 | Gonda-Gorakhpur Loop Gauge Conversion (260 Km) | 863 |
| 6 | Gonda-Bahraich Gauge Conversion (60 Km) | 318 |
| 7 | Barabanki-Akbarpur Doubling (161 Km) | 1700 |
| 8 | Kaptanganj-Thawe-Chhapra Gauge Conversion (234 Km) | 819 |
| 9 | Pilibhit-Shahjahanpur Gauge Conversion (83 Km) | 589 |
| 10 | Indara-Dohrighat Gauge Conversion (34 Km) | 213 |
| 11 | Lucknow-Pilibhit Gauge Conversion (263 Km) | 1634 |
| 12 | Bhadoi-Janghai Doubling (31 Km) | 168 |
| 13 | Lahota-Bhadoi Doubling (39 Km) | 184 |
| 14 | Meerut-Muzaffarnagar Doubling (55 Km) | 430 |
| 15 | Phaphamau-Prayagraj Doubling (14 Km) | 212 |

| S. No. | Project | Cost (Rs. in Cr.) |
|---|---|---|
| 16 | Muzaffarnagar–Tapri Doubling (52 Km) | 525 |
| 17 | Utretia-Raibareilly Doubling (66 Km) | 662 |
| 18 | Raibareilly-Amethi Doubling (60 Km) | 668 |
| 19 | Alamnagar-Utretia Doubling (20 Km) | 358 |
| 20 | Bhimsen—Jhansi Doubling (206 Km) | 2620 |
| 21 | Domingarh-Gorakhpur-Kusumhi - 3rd Line and Gorakhpur-Nakaha Jungle Doubling (21 Km) | 508 |
| 22 | Malhaur-Daliganj Doubling (13 Km) | 183 |
| 23 | Ruma Chakeri- Chandari 3rd Line (13 Km) | 177 |
| 24 | Bareilly-Pilibhit-Tanakpur Gauge Conversion (102 Km) | 313 |
| 25 | Rosa-Sitapur Cantt-Burhwal Doubling (181 Km) | 2094 |
| 26 | Jaunpur- Akbarpur (Tanda) Doubling (77 Km) | 676 |
| 27 | Ramna- Renukut-Singrauli Doubling (160 Km) | 2436 |
| 28 | Janghai- Phaphamau Doubling (47 Km) | 414 |
| 29 | Varanasi-Madhosingh-Prayagraj Doubling (120 Km) | 2018 |
| 30 | Karaila Road- Shaktinagar Doubling (32 Km) | 763 |
| 31 | Deoband (Muzzafarnagar)-Roorkee (27 Km) | 1289 |
| 32 | Agra-Etawah New Line(110 Km) | 427 |
| 33 | Phephna-Indara, Mau-Shahganj Doubling (150 Km) | 1778 |

**Ongoing projects:**

**Some of the projects falling fully/partly in the State of Uttar Pradesh which have been taken up are as under:**

| SN. | Project | Cost (Rs. in Cr.) |
|---|---|---|
| 1 | Barabanki-Burhwal 3rd Line (27 Km) | 426 |
| 2 | Burhwal- Gonda Kacheri 4th line (56 Km) | 796 |
| 3 | Burhwal-Gonda 3rd Line (62 Km) | 1118 |
| 4 | Bahraich- Khalilabad New Line (240 Km) | 4940 |
| 5 | Katra-Ayodhya Dham Doubling (10 Km) | 466 |
| 6 | Pt. Deen Dayal Upadhyaya- Prayagraj 3rd Line (150 Km) | 2649 |
| 7 | Billi-Chunar Doubling (102 Km) | 1424 |
| 8 | Chhapra-Ballia Doubling (65 km) | 1046 |
| 9 | Unchhar-Amethi New Line (66 Km) | 1229 |

| | | |
|---|---|---|
| 10 | Etah-Kasganj New Line ( 29 Km) | 389 |
| 11 | Gorakhpur- Valmikinagar Doubling (96 Km) | 1121 |
| 12 | Varanasi-Pt. Deen Dayal Upadhyaya 3rd and 4th Line (15 Km) | 2464 |
| 13 | Jhansi-Khairar-Manikpur & Khairar-Bhimsen Doubling (431 Km) | 4330 |
| 14 | Sahjanwa-Dohrighat New Line (81 Km) | 1320 |
| 15 | Kuberpur-Yamuna Bridge 3rd line (10 Km) | 170 |
| 16 | Prayagraj (Iradatganj)-Manikpur 3rd Line (84 km) | 1508 |
| 17 | Dilkusha-Malhaur 3rd Line (8 km) | 164 |
| 18 | Bypass/Chord line at Ayodhya Cantt. (between Salarpur-Masodha) (6 Km) | 97 |
| 19 | Didarganj - Shahganj - Bilwai Chord line (6 km) | 137 |
| 20 | Varanasi Shivpur 3rd line (6 Km) | 76 |
| 21 | Jaunpur Jn.- Zafarabad Doubling (6 Km) | 177 |
| 22 | Bhatni - Aurnihar Doubling (117 km) | 2529 |
| 23 | Mathura-Jhansi 3rd line (274 km) | 5924 |
| 24 | Agra Fort and Bandikui Doubling (150 km) | 988 |
| 25 | Janghai-Pratapgarh- Amethi Doubling (87 km) | 1197 |
| 26 | Barabanki-Malhaur - 3rd & 4th Line (33 km) | 407 |
| 27 | Phaphamau-Unchahar Doubling (72 km) | 971 |
| 28 | Aunrihar - Varanasi City 3rd Line (31 Km) | 76 |

**Sanction of any railway project depends upon many parameters/factors which include the following:**

- **Anticipated traffic projections and Remunerativeness of the proposed route**
- **First and last mile connectivity provided by the project**
- **Connection of missing links and providing additional route**
- **Augmentation of congested/saturated lines**
- **Demands raised by State Governments/Central Ministries/Public representatives,**
- **Railway's own operational requirements**
- **Socio-economic considerations**

- **Overall availability of funds**

**Completion of Railway project/s depends on various factors which include the following:**

- **Land acquisition by State Government**
- **Forest clearance**
- **Shifting of infringing utilities**
- **Statutory clearances from various authorities**
- **Geological and topographical conditions of area**
- **Law and order situation in the area of project site**
- **Number of working months in a year for particular project site etc.**

**All these factors affect the completion time and cost of the project/s.**

**ROB/RUBs**

**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.**

**No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto Jan'26) is as under:**

| Period | ROBs/ RUBs constructed |
|---|---|
| 2004-14 | 4,148 Nos. |
| 2014-26 (Upto Jan'26) | 14,024 Nos. ( including 1,702 Nos. of ROBs/ RUBs in the state of Uttar Pradesh) |

**As on 01.02.2026, 4,802 Nos. ROBs/ RUBs are sanctioned at cost of ₹ 1,14,196 Cr on Indian Railways including 778 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) are sanctioned at cost of ₹ 15,170 Cr in State of Uttar Pradesh which are at various stages of planning and execution.**

**Completion of any 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 following measures to expedite the progress of work:**

i. **Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.**
ii. **Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.**
iii. **Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.**

**Amrit Bharat Stations:**

**Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.**

**The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:**

- **Improvement of access to station and circulating areas**
- **Integration of station with both sides of city**
- **Improvement of station building**
- **Improvement of waiting halls, toilets, sitting arrangement, water booths**
- **Provision of wider foot over bridge/air concourse commensurate with passenger traffic**
- **Provision of lift/escalators/ramp**
- **Improvement /Provision of platform surface and cover over platforms**
- **Provision of kiosks for local products through schemes like 'One Station One Product'**
- **Parking areas, Multimodal integration**
- **Amenities for Divyangjans**
- **Better passenger information systems**
- **Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station**

**The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.**

**So far, 1,338 stations have been identified for development under this scheme, out of which 157 stations are located in Uttar Pradesh. The names of stations identified for development under Amrit Bharat Station Scheme in Uttar Pradesh are as following:**

| State | No. of Stations | Name of Stations |
|---|---|---|
| Uttar Pradesh | 157 | Achnera, Agra Cantt., Agra Fort, Aishbagh Jn, Akbarpur Jn, Aligarh, Amethi, Amroha, Anand Nagar Jn., Aonla, Ayodhya Dham Junction, Azamgarh, Babatpur, Bachhrawan, Badaun, Badshahnagar, Badshahpur, Baheri, Bahraich, Balamau Jn., Ballia, Balrampur, Banaras, Banda, Barabanki Jn, Bareilly, Bareilly City, Barhni, Basti, Belthara Road, Bhadohi, Bharatkund, Bhatni, Bhuteshwar, Bijnor, Bulandsahar, ChandauliMajhwar, Chandausi, Chilbila, Chitrakutdhamkarwi, Chopan, Chunar Jn., Daliganj, Darshannagar, Deoria Sadar, Dhampur, Dildarnagar, Etawah Jn., Farrukhabad, Fatehabad, Fatehpur, Fatehpur Sikri, Firozabad, Gajraula, Garhmuktesar, Gauriganj, Ghatampur, Ghaziabad, Ghazipur City, Gola Gokarnath, Gomtinagar, Gonda, Gorakhpur, Govardhan, Govindpuri, Gursahaiganj, Haidergarh, Hapur, Hardoi, Hathras City, Idgah Agra Jn, Izzatnagar, Janghai Jn, Jaunpur City, Jaunpur Jn, Kannauj, Kanpur Anwarganj, Kanpur Bridge Left Bank, Kanpur Central, Kaptanganj Jn, Kasganj Jn, |

| | | |
|---|---|---|
| | | **Kashi, Khalilabad, Khorason road, Khurja Jn., Kosi Kalan, Kunda Harnamganj, Lakhimpur, Lalganj, Lalitpur Jn, Lambhua, Lohta, Lucknow (Charbagh) NR, Lucknow city, Lucknow Jn. (NER), Maa Belha Devi Pratapgarh Junction, Maghar, Maharaja Bijli Pasi, Mahoba Jn, Mailani Jn, Mainpuri Jn, Malhaur, Manak Nagar, Manikpur Jn, Mariahu, Mathura Jn, Mau Jn, Meerut City Jn, Mirzapur, Modinagar, Mohanlalganj, Moradabad Jn, Muzaffarnagar, Nagina, Najibabad Jn, Orai, Panki Dham, Phaphamau Jn, Phulpur, Pilibhit Jn, Pokhrayan, Prayag Jn, Prayagraj Jn, Pt. Deen Dayal Upadhyay Jn , Rae Bareli Jn, Raja Ki Mandi, Ramghat Halt, Rampur Jn, Renukoot, Saharanpur Jn., Salempur, Seohara, Shahganj Jn, Shahjahanpur, Shamli, Shikohabad Jn., Shivpur, Siddharth nagar, Sitapur Jn., Sonbhadra, Sri Krishna Nagar, Sultanpur Jn, Suraimanpur, Swaminarayan Chappia, Takia, Tulsipur, Tundla Jn., Ujhani, Unchahar, Unnao Jn, Utraitia Jn, Varanasi Cantt., Varanasi City, Vindhyachal, Virangana Lakshmibai Jhansi, Vyasnagar, Zafarabad** |

**Completed Stations:**

**Development works at railway stations under Amrit Bharat Station Scheme in Uttar Pradesh have been taken up at a good pace. Till now, works of 23 stations have been completed. The name of stations completed in Uttar Pradesh are as following:**

| State | No. of stations | Name of stations |
|---|---|---|
| Uttar Pradesh | 23 | Ayodhya Dham Junction, Balrampur, Bareilly City, Bijnor, Fatehabad, Fatehpur, Gola Gokarnath, Gomtinagar, Govardhan, Govindpuri, Hathras City, Idgah Agra Jn, Izzatnagar, Khalilabad, Mailani Jn, Panki Dham, Pokhrayan, Ramghat Halt, Saharanpur Jn., Siddharth nagar, Suraimanpur, Swaminarayan Chappia, Ujhani |

**The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:**

- **Badaun station: The works of parking area, toilet, platform shelter, platform surfacing and waiting hall have been completed. The work of improvement to station building has been taken up.**
- **Ghaziabad station: The structural works of station building at main entry side and second entry side, foundation work of new Foot Over Bridge-B at Tundla end, roof plaza, extension work of existing Foot Over Bridge-A, finishing work of electrical substation at main entry side and second entry side, Magistrate building, Government Railway Police and Railway Protection Force buildings have been taken up**
- **Rampur station: The works of new station building, platform shelter, platform surfacing, booking office, waiting hall and toilet have been completed. The works of circulating area and Foot Over Bridge have been taken up.**
- **Shahjahanpur Station: The works of platform shelter and platform surfacing at platform no. 1 and 2/3 have been completed. The works of**

**improvement of station building, new station building at second entry, circulating area and Foot Over Bridge have been taken up.**

- **Shikohabad Junction station: The works of new station building, platform surfacing of platform no. 1/2, improvement of circulating area, parking and Divyangjan facilities have been completed. The work of 12 m Foot Over Bridge has been taken up**

**Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.**

**Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station-wise, or constituency wise or state-wise. Uttar Pradesh is covered under the jurisdiction of five railway zones, namely East Central Railway, Northern Railway, North Central Railway, North Eastern Railway and West Central Railway. For these zones, an allocation of ₹ 3,794 crore has been made for the financial year 2025-26, out of which an expenditure of ₹ 3,694 crore (up to February, 2026) has been incurred so far.**

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