

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 870
TO BE ANSWERED ON 04.02.2026**

RAILWAY UNDERPASSES/ROBS SANCTIONED IN MAHARASHTRA

870. SHRI ARVIND GANPAT SAWANT:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of railway underpasses and overbridges sanctioned in Maharashtra during the last five years, including the location, cost and current status of each project;**
- (b) the expected timeline for the construction of the sanctioned railway underpasses and overbridges and the measures taken/being taken by the Government to ensure their timely completion; and**
- (c) the details of the expected benefits from the construction of these sanctioned railway underpasses and overbridges including improved safety, reduction in congestion and better connectivity?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c): 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 ROBs/RUBs constructed on Indian Railways during the period 2004-14 to 2014-25 (upto Dec'25) is as under:

Period	ROBs/RUBs constructed
2004-14	4,148 Nos.
2014-25 (upto Dec'25)	13,882 Nos.

As on 01.01.2026, 4,769 Nos. ROBs/RUBs are sanctioned at the cost of ₹ 1,14,298 crore on Indian Railways including 269 Nos. at the cost of ₹ 5,599 crore in the state of Maharashtra which are at various stage of planning and execution.

During last five year (2020-25) and current financial year (till Dec'25), 287 Nos. of ROBs/RUBs at the cost of ₹ 4,634 crores have been sanctioned in the state of Maharashtra. Out of which 82 Nos. ROBs/RUBs works have been completed.

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, 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, 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.

Railways have taken following measures to expedite the progress of ROB/RUB works:

- (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.**

(iv) ROB/RUB works are planned to be executed on a single entity basis by Railway wherever possible. In case any Road Owning authority/State Govt. wants, then Railway may permit them to execute the work on a single entity basis.
