

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
LOK SABHA  
UNSTARRED QUESTION NO. 882  
TO BE ANSWERED ON 04.02.2026**

**RAIL UNDERPASSES/ROBS IN BEED LOK SABHA CONSTITUENCY**

**†882. SHRI BAJRANG MANOHAR SONWANE:**

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

- (a) the details of approved rail underpasses and road overbridges (ROBs) in Beed Lok Sabha Constituency of Maharashtra;**
- (b) the details of the location of each project, approved cost, current status and expected completion timeline;**
- (c) the measures taken to complete these works on time and details of its benefits such as reduction in accidents, relief in traffic congestion and improved connectivity;**
- (d) the details of the railway stations selected under Amrit Bharat Station Scheme in Beed Parliamentary Constituency;**
- (e) the details of the funds sanctioned and spent for the modernization of these stations during the last five years;**
- (f) the steps being taken to improve facilities for the passengers and differently-abled people;**
- (g) the details of the approval and expected timeline for the new Ambajogai Taluka Ghatnandur Railway halt and Barshi Naka Railway Station; and**
- (h) the details of the current status of the Dharashiv-Sambhajinagar railway route?**

**ANSWER**

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY  
(SHRI ASHWINI VAISHNAW)**

- (a) to (h): 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 (Dec'25) is as under:**

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

**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.**

**In Beed Lok Sabha Constituency, there are 06 Nos. Level Crossings (LCs). A work for construction of Road Under Bridge at km 256/7-8 between Ghatnadur-Parli Vaijnath station on Vikarabad-Parli Vaijnath section has been sanctioned. The work is in progress and Box casting has been taken up.**

**Additionally, the works for preparation of Detailed Project Report (DPR) have been sanctioned for 04 Nos. LCs.**

**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.**

**"Survey of Dharashiv - Beed - Chhatrapati Sambhajinagar New Line (240 Km.) has been sanctioned for preparation of Detailed Project Report (DPR).**

**After preparation of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines depend upon appraisals and approvals by various stakeholders."**

**Completion of Railway project/s including ROBs/RUBs depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project/s 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.**

**The Amrit Bharat Station 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, 1337 stations have been identified for development under this scheme, out of which 132 stations including Parli Vaijnath railway station of Beed Parliamentary Constituency, are located in Maharashtra. The names of stations identified for development under Amrit Bharat Station Scheme in Maharashtra are as following:**

<b>State</b>	<b>No. of Stations</b>	<b>Name of Stations</b>
<b>Maharashtra</b>	<b>132</b>	<b>Ahmednagar, Ajni (Nagpur), Akalkot Road, Akola, Akurdi, Amalner, Amgaon, Amravati, Andheri, Badnera, Balharshah, Bandra Terminus, Baramati, Belapur,</b>

<b>State</b>	<b>No. of Stations</b>	<b>Name of Stations</b>
		<b>Bhandara Road, Bhokar, Bhusawal, Borivali, Byculla, Chalisgaon, Chanda Fort, Chandrapur, Charni Road, Chhatrapati Sambhajinagar, Chhatrapati Shivaji Maharaj Terminus, Chinchpokli, Chinchwad, Dadar (CR), Dadar (WR), Dahisar, Daund, Dehu Road, Devlali, Dhamangaon, Dharangaon, Dharashiv, Dharmabad , Dhule, Diva, Dudhani, Gangakher , Godhani, Gondia, Grant Road, Hadapsar, Hatkanangale, Hazur Sahib Nanded, Himayatnagar , Hinganghat, Hingoli Deccan, Igatpuri, Jalgaon, Jalna, Jeur, Jogeshwari, Kalyan Jn, Kamptee, Kandivali, Kanjur Marg, Karad, Katol, Kedgaon, Kinwat , Kopargaon, Kurduwadi Jn, Kurla Jn, Lasalgaon, Latur, Lokmanya Tilak Terminus, Lonand Jn, Lonavla, Lower Parel, Malad, Malkapur, Manmad Jn, Manwath Road , Marine Lines, Matunga, Miraj Jn, Mudkhed Jn, Mumbai Central, Mumbra, Murtizapur Jn, Nagarsol , Nagpur Jn, Nandgaon, Nandura, Nandurbar, Narkher Jn, Nashik Road, Netaji Subhash Chandra Bose Itwari Junction, Pachora Jn, Palghar,</b>

<b>State</b>	<b>No. of Stations</b>	<b>Name of Stations</b>
		<b>Pandharpur, Panvel Jn, Parbhani Jn, Parel, Parli Vaijnath, Partur , Phaltan, Prabhadevi, Pulgaon Jn, Pune Jn, Purna Jn, Raver, Rotegaon , Sainagar Shirdi, Sandhurst Road, Sangli, Satara, Savda, Selu , Sewagram, Shahad, Shegaon, Shivaji Nagar Pune, Shri Chhatrapati Shahu Maharaj Terminus Kolhapur, Solapur, Talegaon, Thakurli, Thane, Titvala, Tumsar Road, Umri, Uruli, Vadala Road, Vidyavihar, Vikhroli, Wadsa, Wardha, Washim, Wathar</b>

**Development works at railway stations under Amrit Bharat Station Scheme in Maharashtra have been taken up at a good pace. Till now, works of 17 stations (Amagaon, Baramati, Chanda Fort, Chinchpokli, Devlali, Dhule, Kedgaon, Lasalgaon, Lonand Jn, Matunga, Murtizapur Jn, Nandura, Netaji Subhash Chandra Bose Itwari Junction, Parel, Savda, Shahad, Vadala Road) in Maharashtra have been completed under this scheme. The works at other stations have also been taken up at good pace and progress of some of the above stations is as given below:**

- **Parli Vaijanth station: The works of improvement of station building, improvement of circulating area, Foot over Bridge, tactile flooring, provision of cover over platforms, lifts and escalators have been taken up.**

- **Himayatnagar station:** The works of improvement of station building, improvement of circulating area, entrance porches, improvement of waiting hall, improvement to platforms, provision of cover over platforms, lifts and improvement of toilets and their finishing works have been taken up.
- **Manwath Road station:** The works of platform shelter has been completed. The works of improvement to station building, entrance porch, platform surfacing, waiting hall, toilet and lift have been taken up.
- **Partur station:** The works of platform shelter, platform surfacing, circulating area, extension to station building, waiting hall, toilet, 12 m wide Foot Over Bridge, lift and entrance porch have been taken up.
- **Rotegaon station:** The works of improvement of station building, improvement of circulating area, platform, provision of cover over platforms, waiting hall, toilet, lift and entrance porches and their finishing works have been taken up.
- **Umri station:** The works of improvement of platform 1 and 2, provision of platform wall have been completed. The works of improvement of circulating area, lifts and finishing work of outdoor waiting hall have been taken up.

**Indian Railways is committed to make its railway stations accessible for Persons with Disabilities (Divyangjans) and passengers with reduced mobility as part of “Sugamya Bharat Mission” or ‘Accessible India Campaign’ of Government of India. In compliance of the Rights of Persons with Disabilities Act, 2016, “Guidelines on accessibility of Indian Railway**

**stations and facilities at stations for differently abled persons (Divyangjans) and passengers with reduced mobility" have been circulated and notified in the Gazette of India. The guidelines include provisions of facilities for Divyangjans and passengers with reduced mobility such as entrance ramps, accessible parking, low height ticket counters/help booths, toilets, drinking water booths, subways/foot over bridges with ramps/lifts, standard signages including Braille signages and tactile pathways for visual impairment etc.**

**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 of railway stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.**

**Further, development / upgradation / modernization of stations including 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 state-wise. The state of Maharashtra is covered under the jurisdiction of four railway zones, namely, Central Railway, South**

**Central Railway, South East Central Railway and Western Railway. For the last four years and the current year, ₹ 12,000 crore has been allocated while an expenditure of ₹10,606 crore has been incurred during the last four years and current year (up to December, 2025).**

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