

PCE/SCR
CAO/C/SCR
All PCEs

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No 2010/CE-I/Estt/ BRO

New Delhi, Dated 12.12.2010

The General Manager,
All Zonal Railways.

Sub: Preparation of Abstract and Detailed/ Revised Estimate of ROBs

During the scrutiny of one estimate, huge difference between Abstract and Detailed Estimates (D.E.) has been found. There appears to be no seriousness in correctly formulating and timely submitting proposals resulting in abnormal upward revision in estimates at later stage. Hon'ble MR has expressed unhappiness over this and has asked to fix up accountability due to wide variation in the approach estimate of ROB, i.e. Rs.2.15crores (A.E.) to Rs15.5crores (D.E.), within a span of four years.

Such state of affairs is primarily because of **lack of coordination** among Construction Organization, Open-line and State Govt. **Current accepted rates** are not being taken from the respective organizations while formulating Abstract Estimates. In many cases, **provision of subways and viaduct** are not being kept at the Abstract Estimate stage, whereas the same is later on found to be absolutely necessary, particularly where ROB is passing through populated area. Due to poor planning at initial stage, it has not been possible to close some level crossings even after commissioning of the ROB. In few cases, in order to close the level crossing, railways had to sanction light FOB and subway at railway's cost due to persistent public unrest and demand. Also, preparation of Detailed Estimates without preliminary site survey and geo-technical investigations, lack of decision whether to adopt pile or open foundation, PSC or composite steel girders, two or four lane ROB and improper lateral & vertical clearance and alignment, etc, are causing huge cost and time over-run. All these ultimately affect the progress of ROB construction.

Thus, Open-line organization, i.e. CBE Office should take due care of above facts and situations, obtain updated cost of bridge and approach portion respective organizations. and use latest instruction while preparing the Abstract Estimate. Failure to take proper steps may result in action against the defaulting staff and officers. Further, PCEs and CAO/C should sensitize all concerned officials to be more careful in working out estimates and ensure that the costs proposed are current.


(A.P. Mishra)

Member Engineering

The Principal Chief Engineers and Chief Administrative Officer (Con) all zonal railways for N/A in this matter.