

Government of India
Ministry of Railways
Railway Board

No.2008/CE-I/Misc/2/RUB/ (Pt)

New Delhi, dated 23.03.2010

The Principal Chief Engineers,
The Chief Administrative Officers (Conc.)
All Indian Railways

- Sub: Provision of Light Foot Over Bridge (FOB) or Limited Height Subway (LHS) along with Road Over Bridge (ROB) for use by light vehicular traffic and pedestrians
- Ref: (i) Board's letter No.90/CE-I/BRO/157 dated 24.09.1991, & 24.09.1994
- (ii) Board's letter 2008/CE-I/Misc/2/RUB/ (Pt) dated 12.01.2010

Adequate policy instructions exist for provision of light FOB or LHS (with/without water proofing of the ramp portion by providing ramp side, retaining wall & covering) alongwith construction of ROB, wherever inescapable. Construction of viaduct type ROB may be required to reduce inconvenience to inhabitants situated on either side of the road. Railways & State Govt. cannot ignore, the inconvenience, a light vehicular traffic or pedestrians would experience, while negotiating steep gradient of ROB or long detour, if ROB is constructed at a distance from the existing level crossing gate. However, due to lack of appreciation of site & surroundings, FOB / LHS is not being proposed, while submitting cost sharing proposals of ROB to Railway Board. Perusal of PWP 2010-11 proposals reveal that not a single ROB proposal is having a provision of FOB / LHS. Also, except SCR, no railway has proposed viaduct type ROB.

As a result, railways main goal of closing a LC gate gets defeated after commissioning of Road Over Bridge. Later on a simple reply is received in reply to CA-iii or Audit Para that, ROB construction was taken up after obtaining consent for closure of LC gates from the State Govt. But the same is not enforceable now, due to law and order situation and public pressure. Or, the onus of proposing a FOB / LHS along-with ROB in PWP rests with the Oper-line organization. The CAO/Conc. Organizations simply carry out what has been sanctioned. Perhaps, Construction Organization can accommodate FOB / LHS, if essential for closure of the level crossing in question, even at the time of preparation of GAD and framing Detailed Estimate. In many cases, ROB construction is delayed by 5 to 10 years or original sanctioned cost is escalated by few crores due to different reasons. As such, delay, if any, due to provision of FOB / LHS at later stage is equally acceptable. **May like to appreciate that our main job is not to construct a ROB but to ensure closure of LC gate, if need be, by making LHS/FOB.**

In view of above, railways may like to examine the essentiality & feasibility of construction of a light FOB (with ramp portion lying outside railways area) or a LHS for light vehicular traffic (2/3 wheeled vehicles) or a FOB for pedestrians, where it is expected that Level Crossing may not be closed even after construction of ROB. A work of FOB/LHS should be processed with main proposal of ROB, otherwise, a **certificate** should be endorsed, **"LHS/FOB is not required for enforcing closure of level crossing gate.** And in all cases, where ROB has been constructed but level crossing is not getting closed, railways may like to exercise one of the following options:

All such ROB should be treated as **Deposit Work** for the State Govt. and necessary recovery should be affected against the ongoing ROB works. **OR,**

An **additional cost sharing work of LHS / FOB** should be got sanctioned as a part of material modification to the sanctioned ROB estimates **OR,** if the on-going work is closed / deleted from Law / Pink Book, **Railway should sanction one new cost sharing work** of Limited Height Subway under GM or Board's power on cost sharing basis with consent of closure of LC in question.

Stamp: रेल मंत्रालय, भारत सरकार
Ministry of Railways, Government of India
Date of issue: 23/3/2010

Handwritten initials: o/c

(Arun Kumar Shrivastava)
Executive Director/CE(B&S)II

Copy to: CBE/SCER/BSP: May like to take necessary action as per above, where railway is facing problems in getting the level crossing closed after commissioning of the ROB. Necessary joint meeting should be done held with the State Govt. for taking undertaking of cost sharing of LHS and closure of gate. **This disposes off letter no. / ENGG/LC-CLOSURE/25/44 dated 06.10.2009 of CBE/SECR.**

Copy to: CBE/SCER/BSP