

Government of India  
Ministry of Railways  
(Railway Board)

No.2008/CE-I/Estt/4/BRO (Const.)

New Delhi, dated 05-03-2010

✓ The General Managers,  
All Indian Railways

Sub:- Construction of ROB in replacement of Level Crossings - Sharing of Cost with the State Government - revision in the total bridge width.

Ref:- Board's Letters No. 2002/CE-I/BRO/64 (Policy) dated 30.09.2002 and 19.02.2008.

Attention is invited to Board's letter No.2002/CE-I/BRO/64 (Policy) 19.02.2008 vide which Correction Slip No. 43 to Para 1816 (iii)-E was issued.

It has been brought to the notice of the Ministry of Railways that road authorities (State Governments) are not agreeing to share the cost of the ROB where the width is restricted to 10.5 meters, on the ground that since crash barrier is a must for an ROB, its cost should also be shared. In other words, the road authorities desire that the cost of construction of entire 12.0 meters width of bridge proper should be shared on 50:50 basis. The matter has been carefully considered and in supersession of Board's letter dated 19.02.2008, it has been decided to amend existing C.S. No. 43 to Para 1816 (iii)-E as under:

"For two lane bridges on other than National Highways, the bridge width shall provide for 7.5 meters carriageway plus a minimum of 1.5 meters wide footpath on either side plus crash barriers (overall width not exceeding 12 meters), as per provisions of IRC: 5-1998. For two lane bridges on National Highways, the overall width shall be provided equal to the full roadway width of approaches subject to a limit of 10 meters for hill roads, and 12 meters for other cases inclusive of crash barrier and/or footpath. The Carriageway shall be 9.5 meters wide with two raised kerbs of 0.75 meters OR 7.8 meters with two footpaths of 1.5 meters each on either side, with total width limited to 12 meters between the outer faces of railing kerbs inclusive of crash barriers. For four-lane bridges on National Highways, the overall width of the bridge deck shall be limited to roadway width approaches with distance between the inner kerb lines in the median portion equal to the median width of the approaches, with total width limited to 24 meters (9.75+4.5+9.75) between the outer faces of railing kerbs. The provision of cross slopes, median, footpath width, crash barrier shall be as per stipulations and requirements of MOSRTH Circular No.RW/NH/33044/2/88/S&R dated 09-05-2000 read alongwith the provisions of IRC: 5-1998."

etc

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This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

Please acknowledge receipt.

  
(A.K. SHRIVASTAVA)  
Executive Director CE (B&S) II

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New Delhi, dated 05-03-2010

Copy for information to:

- ✓ i. FA & CAOs, All Zonal Railways.
- ✓ ii. Deputy Comptroller and Auditor General of India (Railways), Room No.224, Rail Bhawan, New Delhi (with 45 spares)


  
for Financial Commissioner/Railways

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New Delhi, dated 05-03-2010

Copy forwarded for information to

- ✓ i. General Manager (Construction), N. F. Railway and Chief Administrative Officers (Construction), all Indian Railways (except NF Railway) and Principal Chief Engineers, all Indian Railways.
- ✓ ii. DG (RSC Vadodara), Director IRICEN - Pune, Director IRISSET - Secunderabad and other Centralised Training Institutes.
- ✓ iii. F (X) II and Budget Branches of Railway Board.

  
(A.K. SHRIVASTAVA)  
Executive Director CE (B&S) II

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