

By-Spec post (17)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2015/CE-IV/ROB-RUB/Misc

New Delhi, dated 15.02.2023

Principal Chief Engineer,
All Indian Railways.

Chief Administrative Officer
All Indian Railways.

Sub: - Issues related to MoRTH/NHAI.

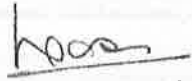
Ref: -This office letter of even no dated 29.10.2019.

On the issue of the length of span of ROB within Railway boundary instructions were issued vide letter dated 29.10.2019 are re-iterated and elaborated further as under based on decisions taken on the matter during meeting held on 22.01.2023 between Ministry of Railways and MoRTH;

- "For ROB being constructed in Railway yard or near yards, pier/abutment should be located just out-side/at the railway boundaries to the extent possible.
- At other locations, if future requirement of track is not justified/ can be accommodated within 45 m, road span of track can be up to 45 meter.
- Provision of pier location at boundary need not to be blindly insisted upon at all locations. As far as possible large span should be adopted considering future requirements.
- In case of dispute matter shall be decided by GM of Zonal Railway considering the future requirement and site feasibility.
- To speed up the approval process preference should be given to already available standard spans of RDSO/ spans included in "Compendium for Road over Bridges on Indian Railway (Report BS-132)" amended time to time in Railway portion. However, NHAI/MoRTH may come up with new designs for superstructures for larger span in consultation with RDSO (Research Design and Standard Organization).

Zonal railways are advised to ensure finalization of drawings as per above guideline. No delay on this account should occur.

This issues with the approval of PED/Bridges.


15-02-23
(L. L. Meena)
Director CE (B&S)
Railway Board

- Copy to:
- 1). DG/MoRTH for information please.
 - 2). Chairman/NHAI for information please.
 - 3). PED/Infra-II/RDSO for information please.

