

*Extracts from the Indian Railway General Code — Vol. I***WORKS FOR CIVIL DEPARTMENTS/MINISTRIES****1117. *Level-crossing, road overbridges and underbridges :***

The cost of level-crossing road overbridges and underbridges constructed at the time of construction of a railway line or at any time thereafter in order to meet a railways' statutory liability under the Railways Act, is chargeable to the railway.

1118. If the construction of a bridge is found necessary otherwise than in pursuance of a railway's liability under the Railways Act, its cost will be borne by the railway if its necessity has arisen from railway requirements, and by the road authority if its necessity has arisen from the growth of road traffic or other requirements of the road authority provided that in either case any extra cost due to additional width or length or other facilities required on account of probable future developments will be borne by the authority requiring such facilities.

1119. If a level crossing is required to be replaced by a road overbridge or underbridge by reason of the growth of both railway and road traffic :—

- (i) the railway will bear the cost of the bridge structure (excluding the approaches) and the cost of diversion of all sewers, cables, gas and water mains within railway limits; and
- (ii) the road authority will bear the cost of the approaches, within or without railway limits the cost of diverting all sewers, cables, gas and water mains outside railway limits and the cost of land for approaches outside the railway limits.

1120. "If a road overbridge or underbridge is required to be extended or widened or rebuilt on a new site, the cost will be borne by the authority requiring the extension or relocation, provided that any extra cost due to additional width or length or other facilities required by any authority shall be borne by that authority." However, where the existing bridge has reached a stage where its regrading or rebuilding is justified on an age or condition basis, the Railway should agree to bear a portion of the cost of the improved bridge to the extent of the expenditure necessary to replace or rebuild the existing bridge to the original standards at present-day rates.

1121. The maintenance and lighting of the roadway of the bridge and its approaches after its opening to public traffic is a charge against the road authority, while the maintenance of the bridge structure generally (excluding the roadway) is a charge against the railways.

1122. If the construction of a new level-crossing or an improvement or alterations in an existing one, whether necessitated by local conditions or any other cause, is asked for by a State Government or local authority, the capital cost of the works asked for will be borne by such Government or authority, except in cases where the liability is that of a Railway under the Railways Act. In regard to the incidence of maintenance costs (as detailed in paragraph 114 (i) and (ii) in such cases no hard and fast rules can be laid down but ordinarily maintenance costs should be borne by the party requiring the facility, and agreement to this effect should be reached before the work is commenced. In a case where the party asking for the facility agrees to pay only the initial cost but declines to bear maintenance, the case should be referred to the Railway Board for orders before any commitment to provide the work is entered into.