

Extracts dated 29.10.1969 from notes on F. No. PL-67 (8)/69-SP

Tentative Criteria for decision of replacement on Level Crossings

It has been decided that till the time more authoritative norms had been developed based on cost-benefit studies presently being undertaken at different level crossings on the National Highway sys-

the existing basis for apportionment of cost of such works and have decided that in future the cost of such works excluding the cost of acquisition of any land required for approaches and the structures thereon may be shared by the Railway and the Road authority in equal proportion excepting the cost of extra width required by the Road authorities. This would increase the Railway's liability by about Rs 5 crores during the Fourth Plan and reduce the States' liability for their share of cost to the same extent.

4. Detailed instructions have accordingly been issued to the General Managers of all Indian Railways vide Board's letter of even number dated the 21st January, 1969, a copy of which is enclosed. The apportionment of cost in future for replacement of existing busy level crossings originally provided at Railways' cost for road over/under bridges would be in accordance with detailed instructions contained therein.
5. Ministry of Railways trust that with the further reduction in the Road Authorities' share of cost of such works and the further assistance given to them in the shape of 'Railway Safety Works Fund', it would now be possible for them to expedite the place of replacement of existing busy level crossings by road over/under bridges.

COPY OF MEMO NO. 68/WI/BRO/25 DATED THE 21.1.1969 FROM THE MINISTRY OF RAILWAYS (RAILWAY BOARD), NEW DELHI TO THE GENERAL MANAGERS, ALL INDIAN RAILWAYS

Subject : Provision of road over/under bridges in replacement of existing level crossings — Apportionment of cost

In terms of Board's circular letters No. 60/WI/LX/43 dated 10.6.1968, 26.6.1963 and 18.11.1963, when an existing level crossing originally provided at Railway's cost, is to be replaced by a road over/under bridge due to increase in both road/rail traffic, the apportionment of the cost is to be as under:—

- (i) the Railway will bear the cost of bridge structure (excluding the approaches) of 24 ft. width equal to two lanes of road traffic for the total length required to cross the existing or future tracks. In case the width of the level crossing gate is more than 24 ft., the railway will bear the cost of bridge structure (excluding the approaches) of the width equal to that of the level crossing gate and for the total length required to cross the existing as well as future tracks. In areas close to cities and towns, two foot-paths (each 6 ft. wide) will also be provided, if required by the road authority at Railway's cost. The railway will also bear the cost of diversion of all sewers, cables, gas and water mains within railway limits; and
 - (ii) if additional width of roadway is required by the Road authorities, the cost of this additional width will be borne :—
 - (a) fully by the Road authorities for the length of the bridge required to span existing tracks; and
 - (b) equally by the Road and Railway authorities for any extra length provided for crossing additional railway tracks in future.
 - (iii) The Road Authority will also bear the cost of the approaches, within or beyond railway limits, the cost of diversion of all sewers, cables, gas and water mains beyond railway limits and the cost of land for approaches outside the railway limits.
 - (iv) The cost of any Road diversion will be shared by the Railway and the Road authority in the same proportion as for total cost of the Road over/under bridge (including the cost of approaches).
2. The Board have since reconsidered the matter in view of the slow progress of replacement of busy level crossings by road over/under bridges and the difficulties of the State Governments in finding adequate funds for their share of the cost, and have decided that in future the apportionment of the cost of replacement of busy level crossings originally provided at the Railway's cost by road over/under bridges will be as under :—
- (i) The Railway will bear 50% of the total cost of the over bridge/under bridge including approaches. The total cost referred to above would include the cost of diversion of road, sewers, cables, gas and water mains etc. but would exclude the cost of acquisition of any land, and structures thereon, required for approaches or diversions.
 - (ii) The Road Authority will bear 50% of the total cost of over bridge/under bridge including approaches etc. as referred to above and the cost of acquisition of any land required for approaches and diversions and structures thereon.
 - (iii) The bridge will generally be of 24 ft. width equal to two lanes of road traffic. In areas within or close to cities and towns, two foot-paths (each 6 ft. wide) will also be provided if required by the Road Authority.
 - (iv) If provision is required to be made in the bridge structure for crossing additional railway tracks in future, the cost of such extra length of the bridge structure will be borne by the Railway in addition to its share of the cost for the rest of the bridge and approaches.
 - (v) If additional width of roadway is required by the Road authority over and above the limits of the widths specified in para 2 (iii) above, the cost of this additional width will be borne :—
 - (a) Fully by the Road authority for the length of the bridge required to span the existing tracks.
 - (b) Equally by the road and railway authorities for any extra length provided for crossing additional railway tracks in future.

3. The allocation of the cost of works already sanctioned should not be re-opened because of this decision.
4. The Railway will be responsible for the construction of the over/under bridge proper and the Road Authority for the construction of the approaches. On the actual completion of the work, a completion certificate for the work (excluding cost of land and structures thereon) giving the total cost of the work carried out by the Railway and by the Road Authority separately, will be signed by the representatives of the State Government/Road Authority and the Railway. The amount incurred by any part in excess of 50% of the total cost will be reimbursed by the other party. With a view to ensure that the amount required to be spent in excess of the sanctioned share does not remain under suspense in the books of the party responsible for the execution of the work, arrangement will have to be made with the State Governments for the immediate adjustment in the same year's accounts through transfer transactions of any amount spent by either party in excess of its share of the cost of the bridge.
5. Necessary Correction Slip with reference to Para 1119 GI of Indian Railways General Code Vol. I embodying the fore-going principles will be issued in due course.