

No. SR-45 (38)/67

Dated the 20th March, 1971

To

All the Technical Officers in the Roads Wing

Subject : Provision of road over/under bridge in replacement of existing level crossings — apportionment of cost.

A copy of the Ministry of Railways (Railway Board)'s letter No. 68-WI/BRO/25 dated the 21st January 1969 addressed to State Governments and also of the memo bearing the same number and date addressed to General Managers of Railways, is forwarded to all the Technical Officers in the Roads Wing of this Ministry for their information and future guidance in continuation of this Ministry's endorsement No. SR-45 (38)/67 dated the 28th October, 1970.

Enclosures to circular No. SR-45 (38)/67

Dated the 20th March, 1971

COPY OF LETTER NO. 68/WI/BRO/25 DATED THE 21ST JANUARY 1969 FROM THE MINISTRY OF RAILWAYS (RAILWAY BOARD), NEW DELHI TO ALL THE SECRETARIES TO STATE GOVERNMENTS (INCLUDING UNION TERRITORIES), PUBLIC WORKS DEPARTMENT, ETC.

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

As the State Governments are aware, in accordance with the existing rules if an existing level crossing originally provided at Railway's cost, is required to be replaced by road over/under bridge due to increase in both road/rail traffic the apportionment of cost will 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', 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. On a review of the progress made on replacement of busy level crossings by road over/under bridges, it has been observed that the progress during the Third Five Year Plan has been far from satisfactory mainly on account of the delay on the part of the State Governments to allocate necessary funds for their share of cost of such works. While only 28 road over-bridges were completed and 62 were in progress in the III Plan, it has been assessed that in the Fourth Plan 195 busy level crossings would need replacements by road over/under bridges and Railway and State Governments' share of cost for replacement of these level crossing on rough assessment would approximately be Rs 8.85 crores and Rs 18.57 crores respectively.
 3. Keeping in view the persistent demand from the public for replacement of busy level crossings and to further reduce the States' liability for their share of cost, the Ministry of Railways have re-examined

if the following conditions are fulfilled :

1. The gates are normally closed to the road and locked.
2. The roads are the private property of the Irrigation Deptt. and are not Public thoroughfares
3. The keys to the gates are only issued to a few responsible Govt. officials.
4. The traffic over the level crossing is very light.

Gate-keepers may be dispensed with at gates within station limits which are operated by station staff.

15.	Minimum distance of gate lodges from						
	(a) Centre line of the nearest track;	(a) 20 ft (6 m)	(a) 20 ft (6 m)	(a) 20 ft (6 m)	(a) 20 ft (6 m)	(a) 20 ft (6 m)	If the line or approach road is on a curve at or near a crossing, the gate lodge must be built on the outside of the curve.
	(b) Edge of the road metalling	(b) 20 ft (6 m)	(b) 15 ft (4.5 m)	(b) 15 ft (4.5 m)	(b) 10 ft (3 m)	(b) 10 ft (3 m)	
16.	Fencing on lines which are not fenced throughout their length	Minimum length of 50 ft from each gate post	Minimum length of 50 ft from each gate post	Minimum length of 50 ft from each gate post	—	—	If a "C" or "D" Class crossing falls within station limits and is provided with gates or chains fencing must be provided upto 50 ft. at least from each gate post.
17.	Warning to road traffic of the proximity of a level crossing	Conventional signs will where considered necessary be erected by Road Authorities on posts 100 yards from each gate and should be placed closed to the edge of the road on the left of vehicles approaching the crossing	Same as for Special	Same as for Special	Where Chains or gates are provided, the gate posts must be painted white where chains or gates are not provided, posts must still be provided at the position prescribed for gate posts and must be painted white.	Same as for "C" Class	Gates should be painted white with a red disc not less than 2 ft. in diameter in the centre.