



No. RW/NH/34066/47/14-S&R(B)
Government of India
Ministry of Road Transport & Highways
(S&R Section)

Transport Bhawan, 1, Parliament Street, New Delhi- 110001

Dated: 27th July, 2018

Sub:-MoU signed between Ministry of Road Transport and Highways and Ministry of Railways regarding construction of ROB/RUBs on National Highways.

A meeting was held in the chamber of Member Engineering, Railway Board with DG(RD)&SS and Member(Admin)/NHAI on 17.07.2018 & 18.07.2018 to discuss/resolve issues related to piers in Railway land for ROB, Span of ROB, RUB/FOB/Subways etc. .

2. Minutes of meeting is enclosed for your reference and necessary action.

Raj Kumar
27/7/18
(Raj Kumar)
AEE-S&R (P&B)
For DG (RD) & SS

Encl:- As above

To,

1. Chairman, NHAI ,New Delhi
2. MD,NHIDCL, New Delhi
3. DG, BRO, New Delhi
4. All Chief Engineers, MORTH, New Delhi
5. All CE-ROs/ROs, MORTH

Copy to:

- 1.PPS to Secretary
- 2.PPS to DG(RD)&SS
- 3.PPS to ADGs

23-7-18

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No.2015/CE-IV/ROB-RUB/Misc/49

New Delhi, dated 23.07.2018

**Minutes of the meeting held in the chamber of Member Engineering with
DG/MORTH and Member Admin NHAI on 17.07.2018 & 18.07.2018**

Following were present during the meeting:

(A) From Railways:

Shri M.K. Gupta, Member Engineering, Railway Board
Shri A.K. Singhal, Executive Director CE/B&S, Railway Board

(B) From MORTH/NHAI:

Shri B.N. Singh, DG/MORTH (17.07.2018)
Shri R.K. Chaturvedi, Member (Admn.), NHAI (18.07.2018)

I. Issues of MoRTH/NHAI

1. Earlier reference has been made by MORTH and NHAI to permit piers in Railway land for ROB's. As per Para A(6) of MoU between Ministry of Railways and Ministry of Road Transport and Highways signed on 10.11.2014 (Regarding Construction of Road Over/Under Bridge on National Highway Corridors on existing level Crossings).

MORTH/NHAI should construct only viaduct in Railway Portion and pier/abutment should be located just out-side/at the railway boundaries to the extent possible based on available standard RDSO's span. No earthen embankment should be constructed within railway boundaries. Similarly, wherever need, Railway will also cross Right of Way of National Highway through over bridge or under bridge".

On the representation of MORTH, clarification was issued on 08.03.2017 which is as under:

"Only viaduct should be provided in Railway portion and span arrangement should be as per standard RDSO design. For the cases where Standard RDSO Design for longer spans are not available, railway will permit multiple spans within Railway boundary on case to case basis. This can be decided by Railway (CBE) in consultation with Operating Department considering the future requirement and site situation. While taking decision, Railway's interest should be safeguarded. In case of any difference in opinion General Manager is the final authority".

DG/MORTH and Member/NHAI requested for considering reasonable length of the span of ROB within Railway boundary. It has been decided that for expansion of Railway infrastructure, provision of future tracks has to be kept while constructing ROB's. Therefore, to facilitate faster & economical construction at ROB's by

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23.7.18

MoRTH/NHAI and to avoid any ambiguity, the following course of action to be followed:

- (i) For the ROB's being constructed in Railway yard or near yard, pier/abutment should be located just out-side/at the railway boundaries to the extent possible.
- (ii) At other locations, if future requirement of track is not justified/can be accommodated within 45m, as far as possible road span over track should not exceed 45 m
- (iii) In case of dispute between CBE and MoRTH/NHAI, the matter shall be decided by GM of Zonal Railway considering the future requirement of Railway and site feasibility.

II. Issues of Railway

1. It has been pointed out by Railway that para A(7) of MOU is not being strictly followed by the field units. The said Para states as under:

"Along with the construction of ROB, MoRTH/NHAI shall construct a Subway to facilitate movement of pedestrian and vehicular traffic across the railway track to facilitate closure of level crossing by Railways. Construction of Subway within Railway Portion should be done under the supervision of Railways without any supervision charges. If subway is not possible, then suitable FOB with ramp should be provided. Wherever subway/FOB with ramp is not feasible at site, then in all such cases suitable footpath of appropriate width alongwith staircase should be provided on ROB".

MoRTH/NHAI assured that the para A(7) of MOU will be followed by field units and Subway /FOB with ramp of adequate size (5m width & 2.75-3m height) must be provided for passage of light vehicle depending upon site condition. In case of subway, proper drainage system to be provided.

2. The issue of construction of ROB on diverted alignment has also been raised. As per present practice the locations, where ROB is being constructed on diverted alignment for closure of level crossing is not getting materialized.

MoRTH/NHAI assured that at these locations, RUB/FOB with ramp will be constructed as mentioned in (II) 1 above and level crossings will be closed.

Minutes are approved by DG/MORTH also.


(A.K. Singhal) 23-7-18

Executive Director/B&S

Copy to: (i) Secretary, MoRTH for information and necessary action.
(ii) DG/MORTH for information and necessary action.
(iii) GMs of All Zonal Railway for information and necessary action.