

12.11.2021

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

No. 2021/ED(ProjM)/Misc/Committee

New Delhi dated: 12.11.2021

**Principal Chief Engineer,  
& Chief Administrative Officer (Con.),  
All Zonal Railways.**


**Sub:** Construction of new Bridge during Doubling.

Large numbers of doubling projects are being executed on Railways. It has been noticed that normally single line bridge is constructed for proposed new double line adjacent to existing major bridge which results in reverse curve and extra earth work due to wider track center.

Many a times, it is noticed that the existing bridge is also very old and due for replacement in near future. In such cases, the railway should provide a temporary diversion (fit for 75 Kmph) for the existing bridge. Thereafter, existing single line bridge should be dismantled and new double line bridge should be constructed on existing alignment for latest loading standard. It will give the following benefits:

- i. Cost of new double line bridge is less than two single line bridges, thus there will be substantial cost saving, in cases where existing bridge is old and require major rehabilitation/rebuilding.
- ii. Reverse curve on the approach of bridge will be completely avoided, thus increasing the speed potential of line.
- iii. Existing single line will also be re-constructed for 25 ton axle load.

The matter has been considered and it has been decided that wherever doubling is planned, railway shall consider the condition of existing single line bridge also for replacement in the near future. It has also been decided that few existing major (not important) bridges which have outlived their life may be selected for re-construction with doubling projects to implement this methodology under advice to Board.

  
12/11/21  
**(O.N. Sharma)**  
**Director (B&S)**

**Copy to:** Chief Commissioner of Railway Safety, New Delhi for kind information.

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