ASSAM LEGISLATIVE ASSEMBLY

Starred Assembly Question – 17

Date of Reply: 06-07-2026

Sub : Severe disruptions caused to Guwahati Barak Vally road link every monsoon

Shri Aminur Rashid Choudhury, Hon'ble M.L.A. :

Will the Minister of PWD (National Highways) Department be pleased to state :

a) Whether the Government is aware of the severe disruptions caused to the Guwahati to Barak Valley road link, via Meghalaya and Halflong during every monsoon, where even minor rainfall cuts of the entire Barak valley ?

b) What permanent, weather-resilient engineering measures are being taken or proposed to address the frequent landslides and road cave-ins along this crucial transit corridor ?

c) Whether the Govt. will provide a time line and the budget allocation for the ongoing maintenance and permanent upgradation of the National Highways connecting Barak Valley / Sribhumi to the rest of the state ?

ANSWER

Dr. Himanta Biswa Sarma, Hon'ble Chief Minister, Assam & Hon'ble Minister, P.W.D. will reply :

a) Yes, the Government is aware of the severe disruptions caused to the Guwahati to Barak Valley road link, via Meghalaya and Halflong during every monsoon, where even minor rainfall cuts off the entire Barak valley. As per data received from National Highways Authority of India (NHAI) authorities, regarding Guwahati to Barak Valley via Haflong, the stretch from Lanka to Nrimbanglo and Balachera to Silchar on NH-27 falls under the jurisdiction of PIU-Silchar (NHAI). The stretches under NHAI, R.O-Guwahati are :-

i) 4 lane Jorabat-Barapani
ii) 2 lane Shilllong bypass
iii) 2 lane Jowai-Rattachera.

Regarding Guwahati to Barak Valley via Meghalaya, it is submitted that the disruptions along this corridor, seven major landslide-prone locations were identified in the Meghalaya section, where the roadway was severely washed out due to extensive slope failures on both the hill and valley sides.

As per data received from National Highways & Infrastructure Development Corporation Ltd. (NHIDCL), as far as connectivity between Guwahati and Barak Valley is concerned, the following stretches are with NHIDCL :

(1) Balachera to Harangajao section of NH-27 (25.25 Km length) - 4 laning has been completed on 15.04.2026.

(2) Malidor to Badarpur section of NH-06 (28 Km length) - The section is presently 2-laned and is identified to be upgraded to a High Speed 4-lane Corridor (connecting Shillong and Silchar). The project has been sanctioned by the Govt. of India and the bids have been invited.

b) Regarding the stretch from Lanka to Nrimbanglo and Balachera to Silchar on NH-27 the Authorities are implementing key structural measures, including micro-piling, Horizontal Boring with Perforated Pipes, Gabion Retaining Walls, Subsurface Drainage Systems Beneath Carriageway, Geo-Textiles over Embankments Geo-Grids in WMM Layers, Benching of Slopes with Lined Drains at Each Bench Level, Elevated Viaducts in Sinking Zones and reinforced retaining walls. (Photographs uploaded as Annexure- "I" at NeVA portal).

Regarding Guwahati to Barak Valley via Meghalaya, the critical condition of the stretch in Meghalaya locations, comprehensive mitigation and restoration plans were proposed to ensure long-term stability and safe traffic movement. Accordingly, a separate restoration contract valued at ₹49 crore was awarded to MFB Geotech Pvt. Ltd. to execute the landslide mitigation and rehabilitation works. Restoration and slope stabilization efforts are currently underway across seven locations. (Photographs uploaded as Annexure- "II" at NeVA portal)

c) The budget allocation for the ongoing maintenance and permanent up gradation for the stretches from Lanka to Nrimbanglo and Balachera to Silchar are as follows:-

i) Lanka to Hathikali:-Rs. 70.24 Cr.
ii) Hathikali to Narimbangalo:-Rs. 83.91 Cr.
iii) Nrimbanglo to Harangajao:-Rs. 1676.70 Cr.

The missing link of NH-27 from Nrimbanglo to Harangajao is currently in the construction stage and is on track for completion by September, 2026.

(Details of information received from the Chief Engineer, PWD (NH Works), Assam (**Annexure- "A"**); NHAI authorities (**Annexure- "B")** and NHIDCL authorities (**Annexure- "C"**) are submitted at **NeVA portal**).

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Annexure - 'A'

GOVERNMENT OF ASSAM
OFFICE OF THE CHIEF ENGINEER: PWD (NH WORKS)
ASSAM: CHANDMARI: GUWEAHATI-3

No. NHC.108/2026/2 Dated Guwahati, the 1st July/2026

To,

The Special Commissioner & Special Secretary to the Govt. of Assam,
Public Works (Building & NH) Department
Dispur, Guwahati-781006

Sub: - Materials for the Provisional Starred Assembly Question Dy. No. 25 to be asked by the Hon'ble M.L.A, Shri Aminur Rashid Choudhary during ensuing assembly Session of the Assam Legislative Assembly, 2026

Ref: - (i) Received Admitted Priority (Provisional Starred) assembly Question D. No -25. dtd 25.06.2026
(ii) EE PWD, Sribhumi NH Division letter No.KXJ/NH/Misc/07/13/Pt-I/286 dtd 29.06.2026 (copy enclosed)

Sir.

With reference to the above, I have the honour to submit herewith reply of Assembly Provisional Starred Assembly Question Dy. No. 25 raised by the Shri Aminur Rashid Choudhary, Hon'ble MLA pertaining to PWD Sribhumi NH Division.

Question	Answer
a) Whether the Government is aware of the severe disruptions caused to the Guwahati to Barak, Valley road link, via Meghalaya and Halflong during every monsoon, where even minor rainfall cuts off the entire Barak valley?	Yes.
b)What permanent, weather-resilient engineering measures are being taken or proposed to address the frequent landslides and road cave-ins along this crucial transit corridor?	The crucial transit corridor connecting Guwahati- Barak valley is not under the jurisdiction of PWD (NH Works) Assam.
c)Whether the Govt. will provide a time line and the budget allocation for the ongoing maintenance and permanent upgradation of the National Highways connecting Barak Valley /Sribhumi to the rest of the state?	PWD (NH Works) Assam, does not have any information on time line/Budget allocation for the same.

Yours Faithfully

Chief Engineer, PWD, NH Works
Assam, Chandmari, Guwahati-03

Annexure - 'B'

Gmail Search mail

Mail 99+
Chat
Meet

RO Guwahati
to me, Chief, RO-NE

Sir,

Please find the attachment.

With regards,

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
सड़क परिवहन और राजमार्ग मंत्रालय
Ministry of Road Transport and Highways
क्षेत्रीय कार्यालय - गुवाहाटी,
Regional Office - Guwahati.

From: Deputy Secretary Public Works Building & NH Deptt <dspwbnhdeptt@gmail.com>
Sent: Monday, June 29, 2026 4:17 PM
To: Chief Engineer NH Works <cepwdnhassam@gmail.com>; RO-NE GHY NHIDCL <edpnhidclgh
Subject: Materials for the Provisional Starred Assembly Question Dy. No. 25 to be asked by the
...

3 Attachments • Scanned by Gmail ⓘ Add all to Drive


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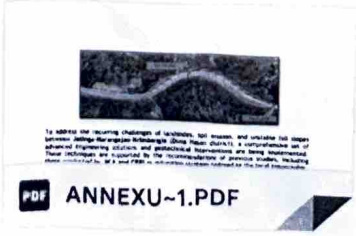
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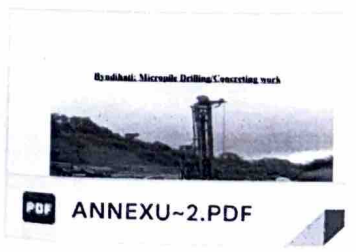

ANNEXU~2.PDF

Reply Reply all Forward

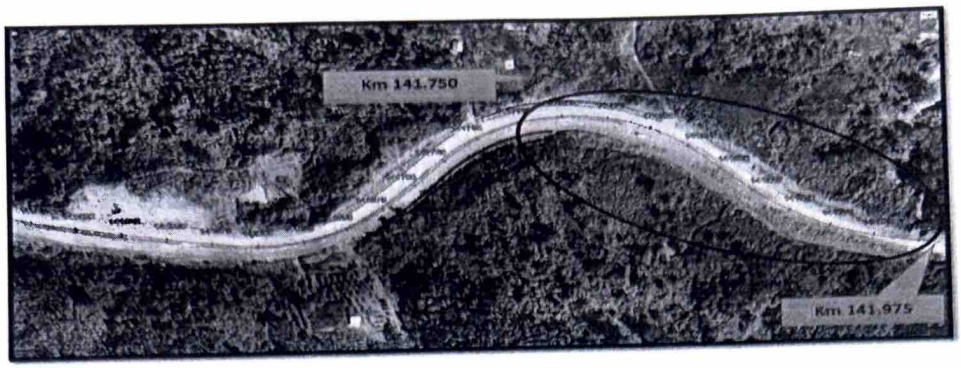
National Highways Authority of India
RO-Guwahati

Subject: Provisional starred Question diary no. 25.

With reference to the above cited Parliament Question; the para wise draft replies with respect to RO-Guwahati are as under:

S.No	Question	Reply
a	Whether the Government is aware of the severe disruptions caused to the Guwahati to Barak valley road link, via Meghalaya and Haflong during every monsoon, where even minor rainfall cuts off the entire Barak valley?	Yes. The stretches under NHAI, R.O-Guwahati are :- i) 4 lane Jorabat-Barapani ii) 2 lane Shilllong bypass. iii)2 lane Jowai-Rattachera. Regarding Guwahati to Barak Valley via Haflong, it is submitted that the stretch from Lanka to Nrimbanglo and Balachera to Silchar on NH-27 falls under the jurisdiction of PIU-Silchar (NHAI), while the stretch from Harangajao to Balachera is under the jurisdiction of NHIDCL. Regarding Guwahati to Barak Valley via Meghalayait is submitted that the disruptions along this corridor, seven major landslide-prone locations were identified in the Meghalaya section, where the roadway was severely washed out due to extensive slope failures on both the hill and valley sides.
b	What permanent, weather-resilient engineering measures are being taken or proposed to address the frequent landslides and road cave-ins along this crucial transit corridor?	Regarding the stretch from Lanka to Nrimbanglo and Balachera to Silchar on NH-27 theAuthorities are implementing key structural measures, including micro-piling, Horizontal Boring with Perforated Pipes, Gabion Retaining Walls, Subsurface Drainage Systems Beneath Carriageway, Geo-Textiles over Embankments Geo-Grids in WMM Layers, Benching of Slopes with Lined Drains at Each Bench Level, Elevated Viaducts in Sinking Zones and reinforced retaining walls.(Photographs annexed as Annexure-I). Regarding Guwahati to Barak Valley via Meghalaya, the critical condition of the stretch in Meghalaya locations, comprehensive mitigation and restoration plans were proposed to ensure long-term stability and safe traffic movement. Accordingly, a separate restoration contract valued at ₹49 crore was awarded to MFB Geotech Pvt. Ltd. to execute the landslide mitigation and rehabilitation works. Restoration and slope stabilization efforts are currently underway across seven locations. (Photographs annexed as Annexure-II)
c	Whether the Govt. Will provide a time line and the budget allocation for the ongoing maintenance and permanent up gradation of the National Highways connecting Barak Valley/Sribhumi to the rest of the state?	The budget allocation for the ongoing maintenance and permanent up gradation for the stretches from Lanka to Nrimbanglo and Balachera to Silchar are as follows:- i) Lanka to Hathikali:-Rs. 70.24 Cr. ii) Hathikali to Narimbangalo:-Rs. 83.91 Cr. iii) Nrimbanglo to Harangajao:-Rs. 1676.70 Cr. The missing link of NH-27 from Nrimbanglo to Harangajao is currently in the construction stage and is on track for completion by September 2026.

Annexure - I



To address the recurring challenges of landslides, soil erosion, and unstable hill slopes between **Jatinga-Harangajao-Nrimbanglo** (Dima Hasao district), a comprehensive set of advanced engineering solutions and geotechnical interventions are being implemented. These techniques are supported by the recommendations of previous studies, including those conducted by **JICA and CRRI** as mitigation strategy tailored to the local topographic, geological, and climatic conditions.

The following stabilization and drainage management technologies are currently being adopted:

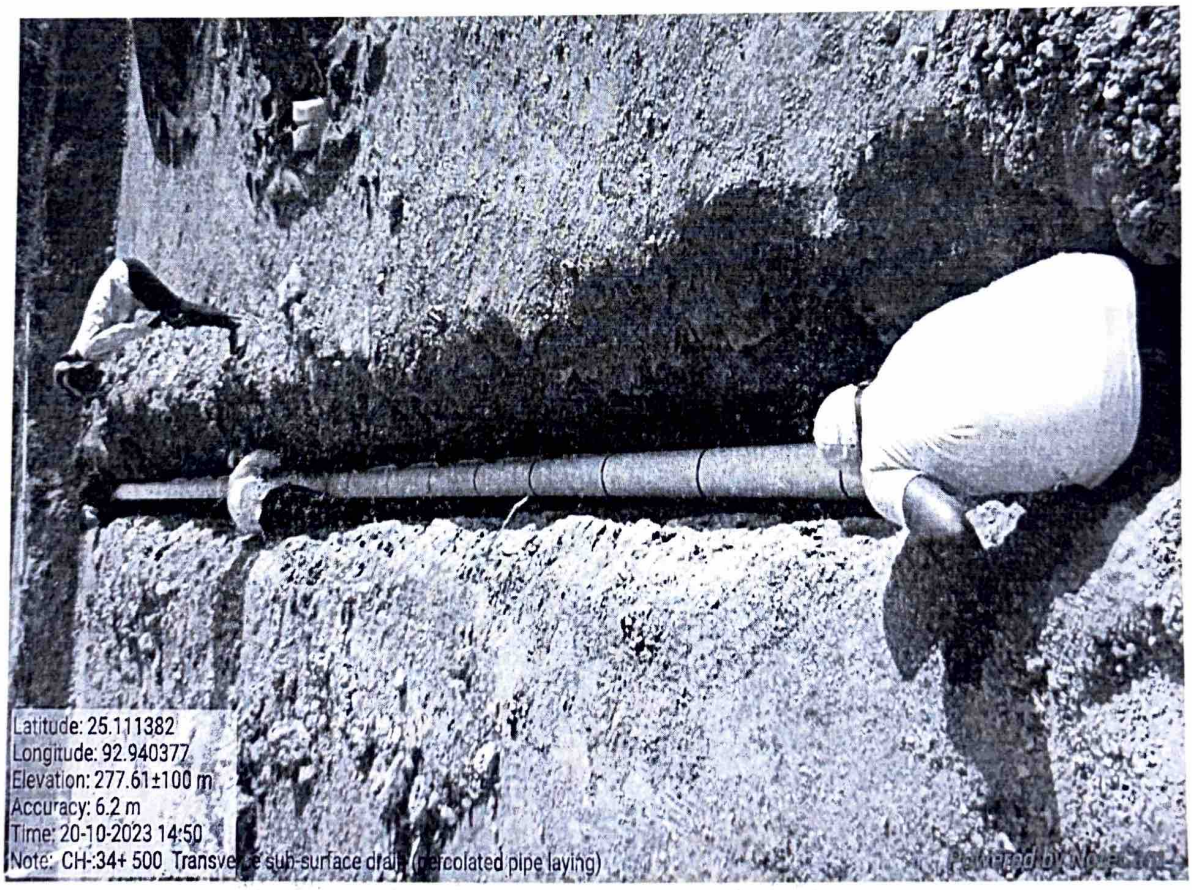
1. **Horizontal Boring with Perforated Pipes (up to 25m depth):**
   Subsurface bores are drilled horizontally into slopes, inserting perforated pipes to release trapped groundwater. This reduces pore water pressure and helps in stabilizing the slope. Horizontal drainage borings are positioned 2m above the FRL at prone locations using trenchless boring techniques to reduce the groundwater pressure head by at least 3m and drain groundwater above the slip surface. The borings extend 25m or a minimum of 5m beyond the slip circle, with a maximum spacing of 5m and a 5-degree vertical inclination. Perforated PVC pipes (50mm Dia) and protective PVC pipes (90mm Dia) are integrated into gabion walls for stability

2. **Gabion Retaining Walls:**
Wire mesh gabion walls filled with stones are being constructed to prevent erosion and support embankments.

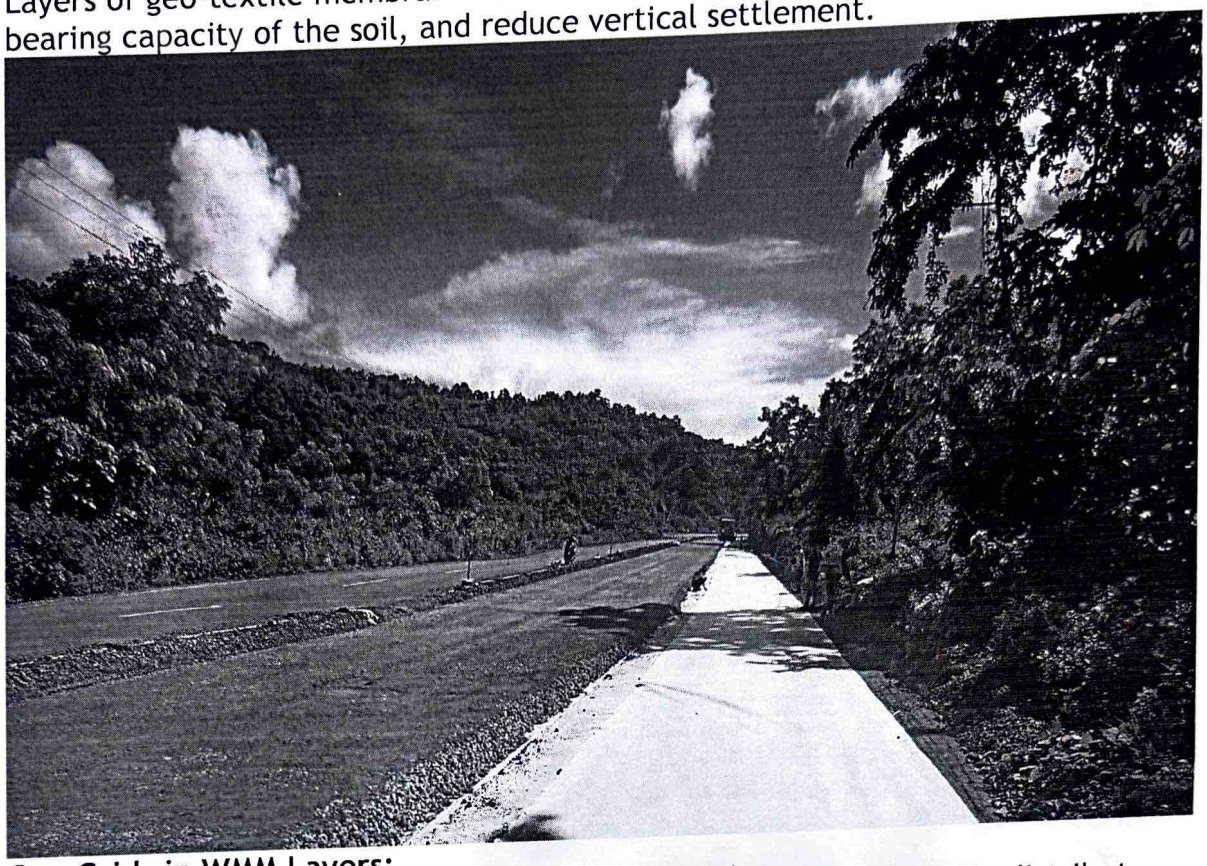
3. **Vertical Drainage Wells:**
   As per **JICA's recommendations**, the project includes the **construction of two drainage wells** (each with a **3.5-meter diameter**) on a **pilot basis at two critical locations** for effective **groundwater management** in landslide-prone areas. These deep wells are designed to **collect and redirect both surface and subsurface water**, thereby helping to **regulate drainage** and reduce hydrostatic pressure within the slope, significantly **mitigating the risk of slope failure**.

   In addition, **advanced monitoring systems** such as **deep core boring** and **multi-point extensometers** are being installed to continuously observe subsurface movement and detect early signs of slope instability. These systems aim to provide real-time data for proactive slope management and disaster prevention, enhancing the overall resilience of the corridor against landslide hazards.

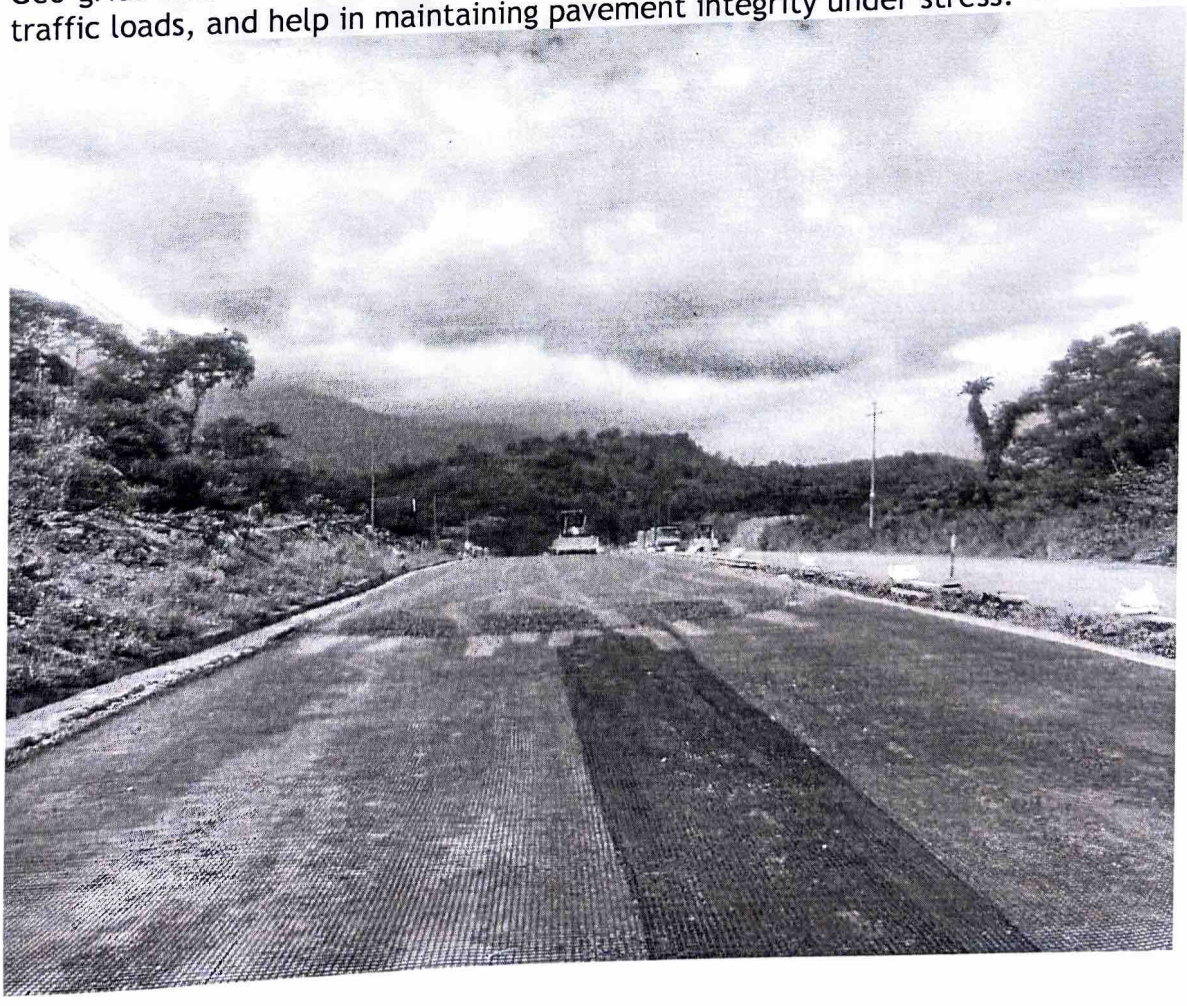
4. **Subsurface Drainage Systems Beneath Carriageway:**
   These systems drain seepage water from beneath the pavement layers, preventing subgrade saturation and safeguarding road performance.



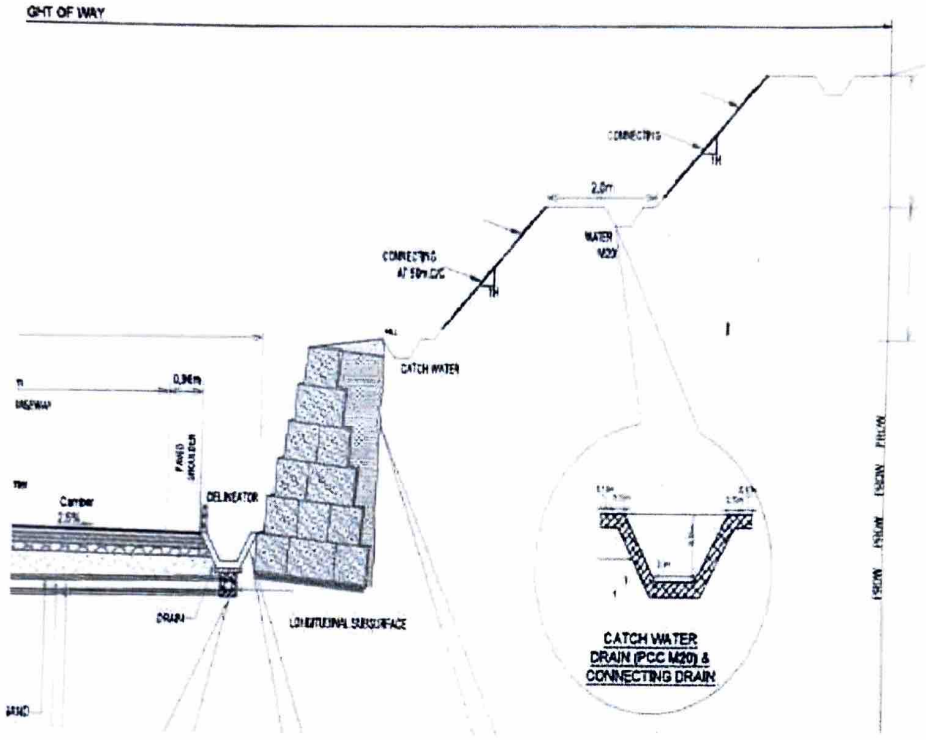
5. **Geo-Textiles over Embankments:**
Layers of geo-textile membranes enhance separation and filtration, improve load-bearing capacity of the soil, and reduce vertical settlement.



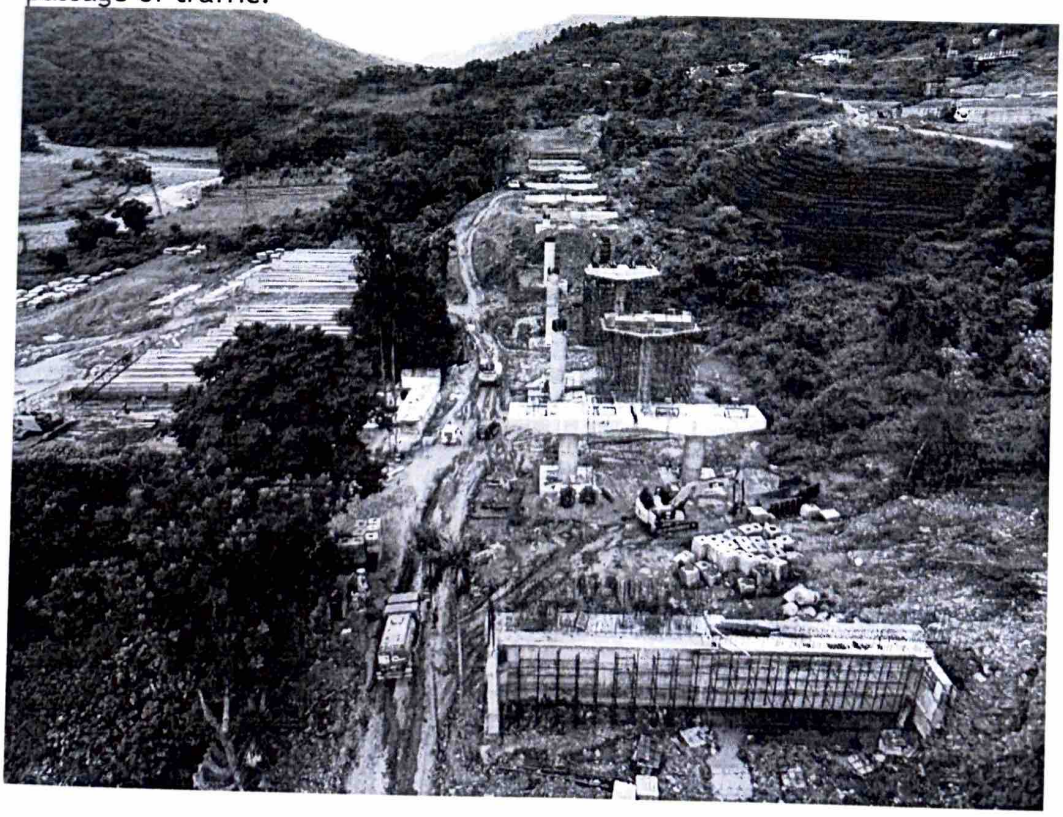
6. **Geo-Grids in WMM Layers:**
Geo-grids embedded within the base layers increase tensile strength, distribute traffic loads, and help in maintaining pavement integrity under stress.



7. **Benching of Slopes with Lined Drains at Each Bench Level:**
The slopes are terraced and equipped with pucca drains to safely carry water and reduce erosive forces acting on the slope face.

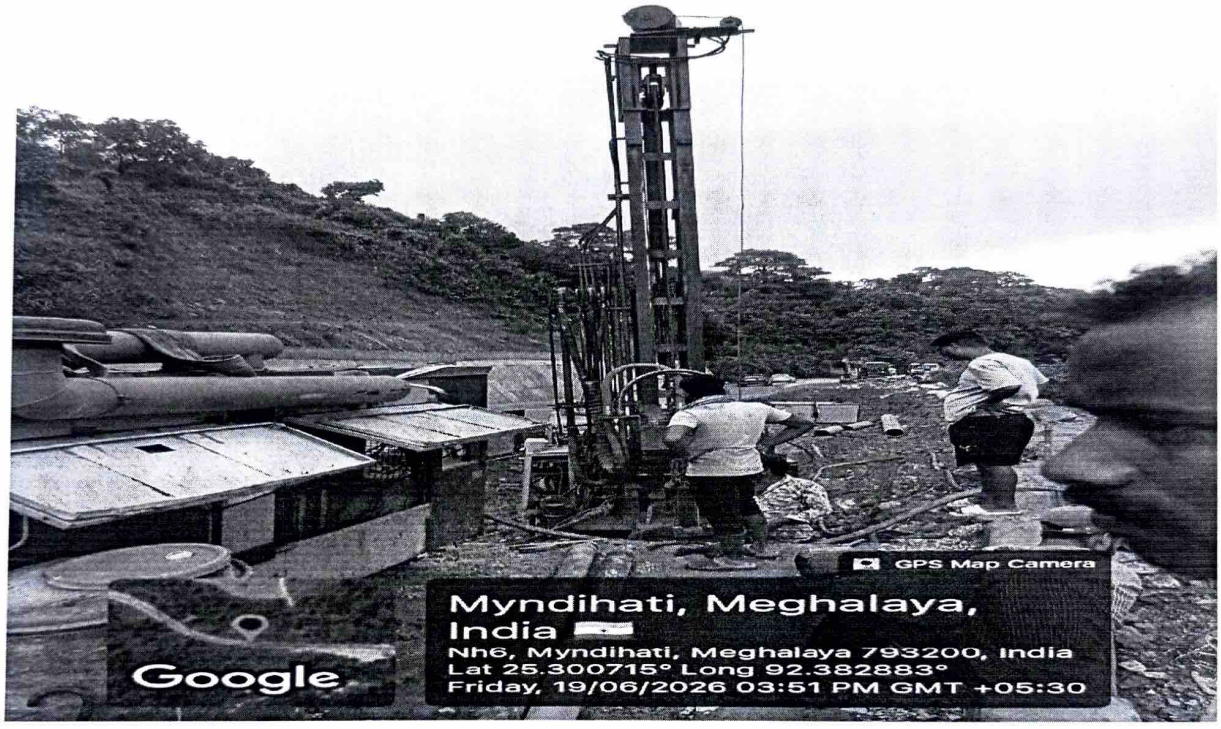


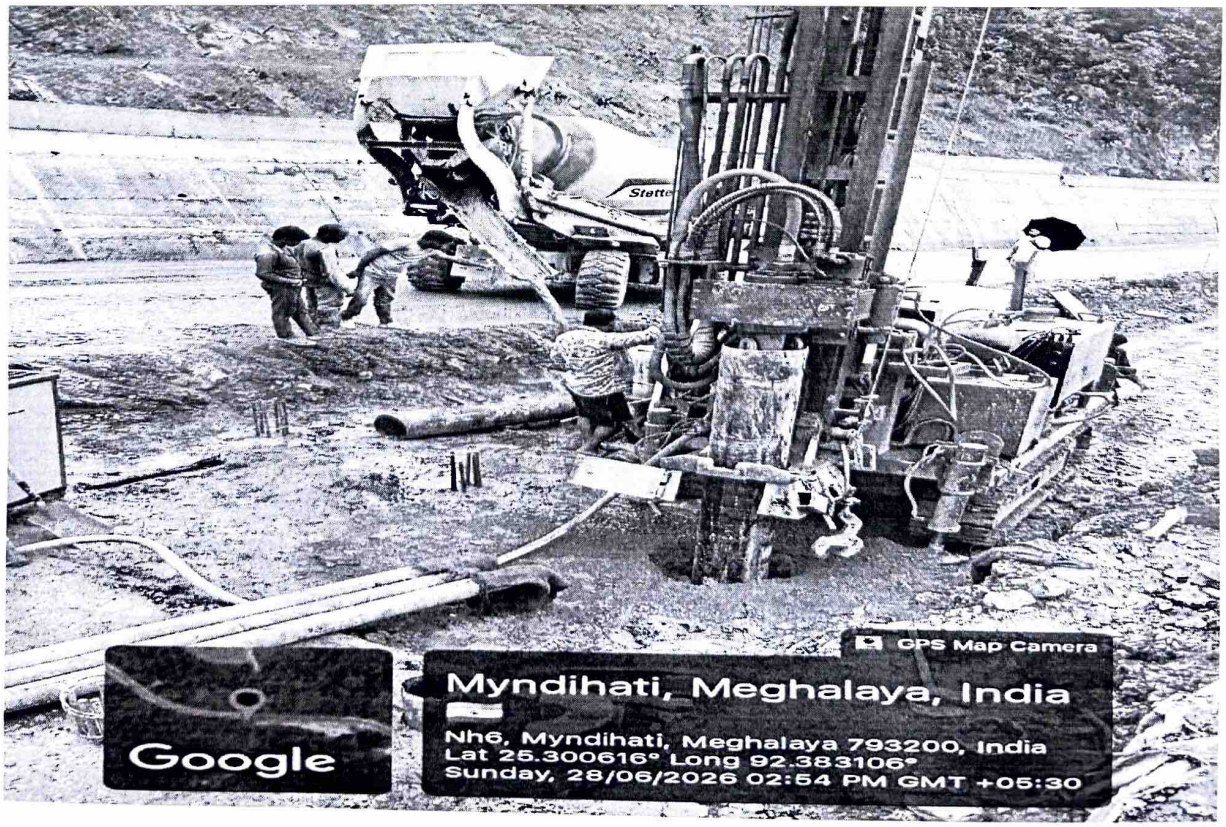
8. **Elevated Viaducts in Sinking Zones:**
In critically unstable and continuously sinking areas, elevated viaducts are constructed to bypass the ground, minimizing structural distress and allowing safe passage of traffic.



Annexure - II

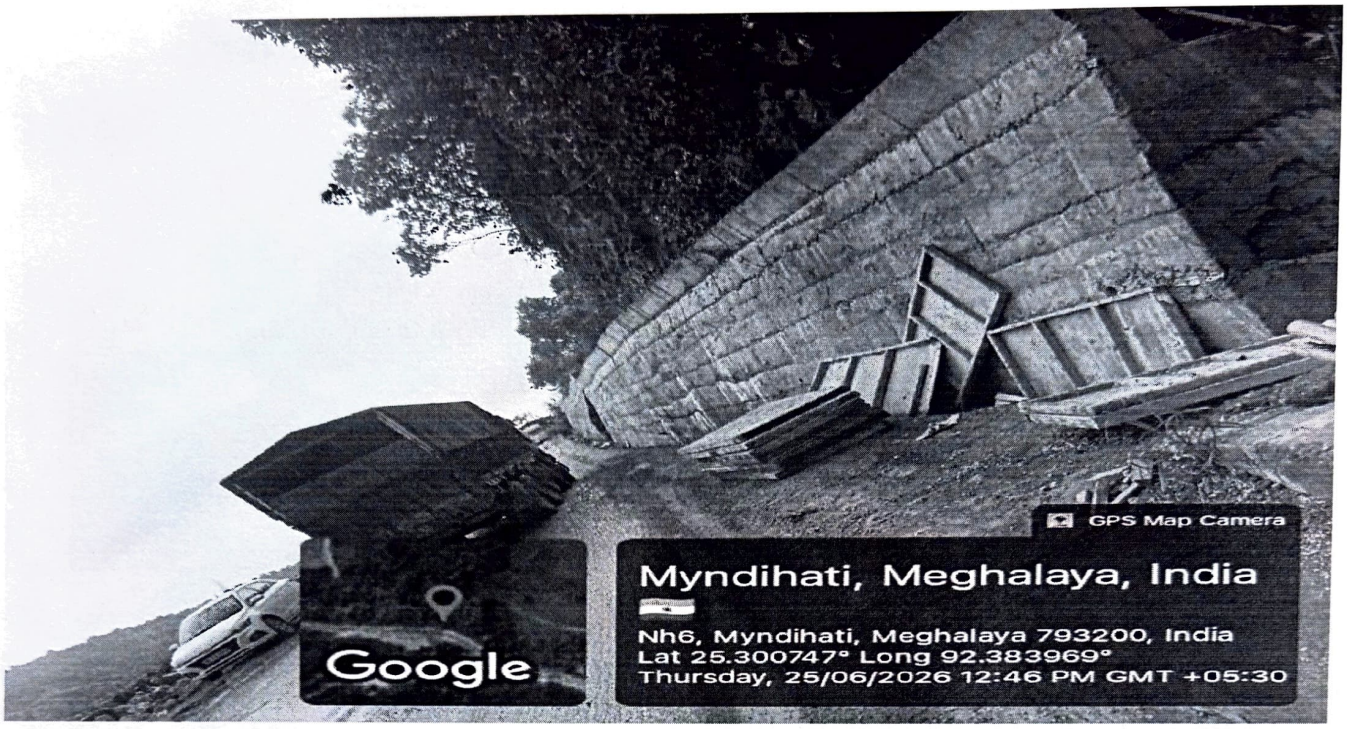
Byndihati: Micropile Drilling/Concreting work



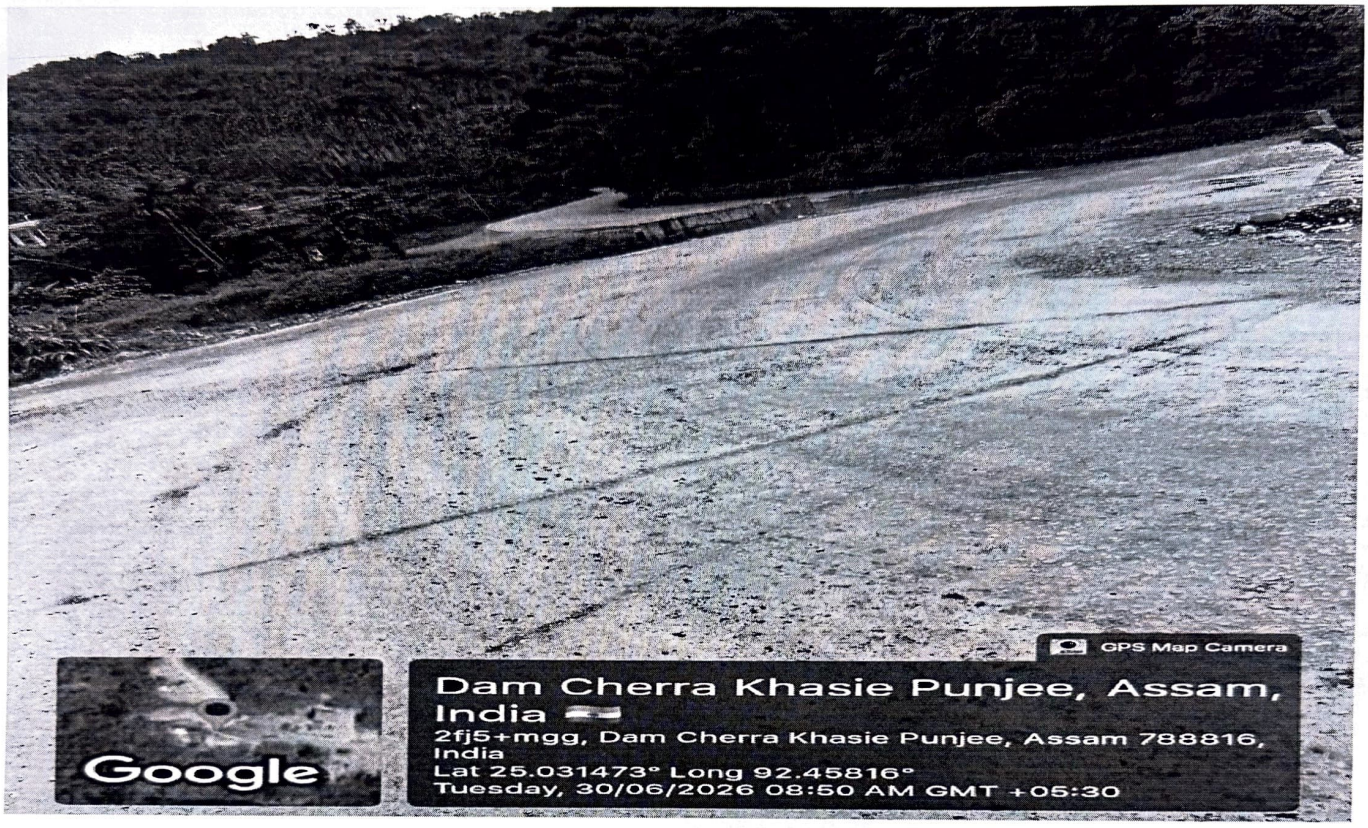


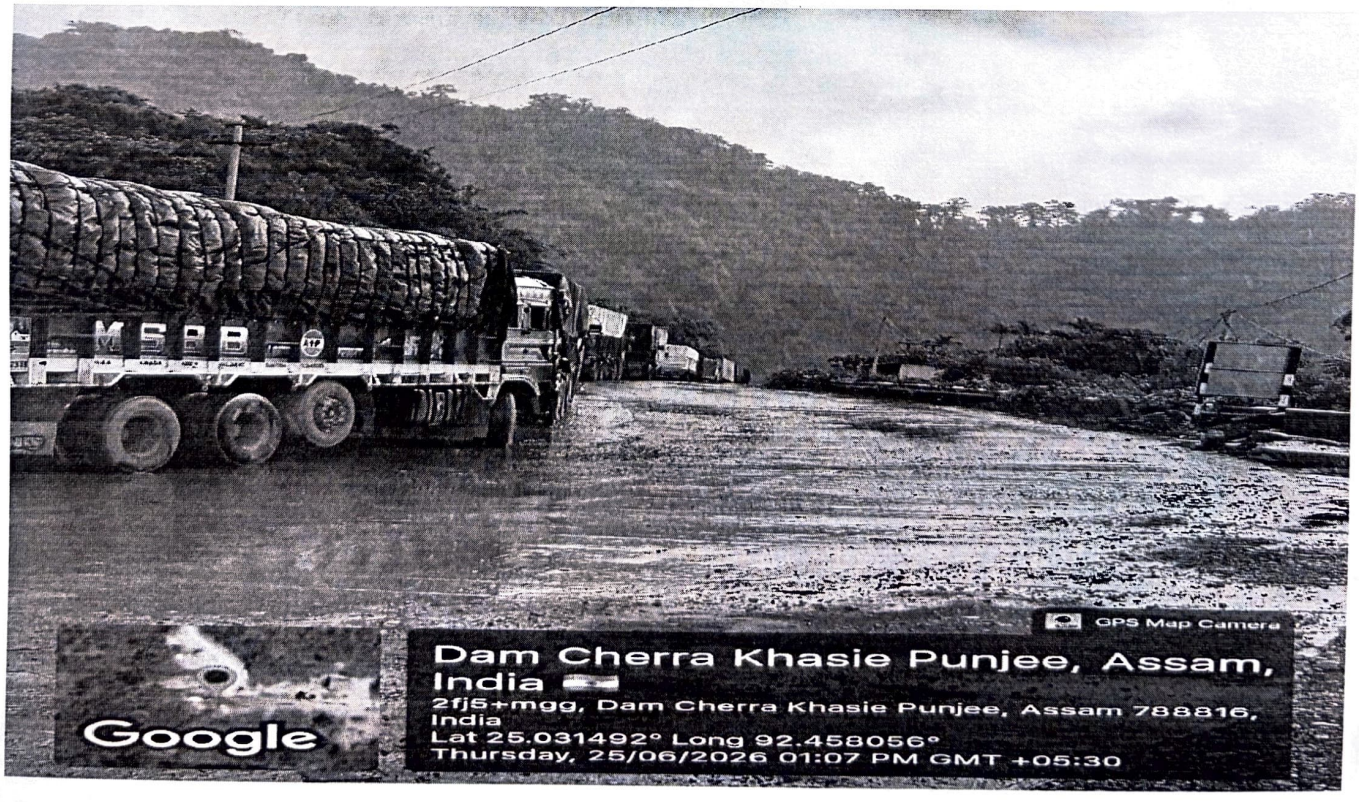
Byndihati: Micropile Drilling/Concreting work

Byndihati: Concrete Wall Construction Work



Ratacherra: Completed RCC Road with Micropiling





Annexure 'C'

REGIONAL OFFICE – GUWAHATI
National Highways & Infrastructure Development Corp.Ltd.
(Ministry of Road Transport & Highways, Government of India)
2nd Floor, Agnishanti Business Park, Opp. AGP Office, GNB Road,
Ambari, Guwahati, PIN -781001, Tel: +91-361-2730546,
Email: edpnhidclghy1@gmail.com or edpghy@nhidcl.com

NHIDCL
BUILDING INFRASTRUCTURE - BUILDING THE NATION

A GOVT. OF INDIA ENTERPRIS

RO-GHY/AS-Assembly/2025/21601 **Date: 03.07.2026**

To,

The Dy. Secretary to the Govt. of Assam,
Public Works (Bldg. & NH) Department,
NH Branch, Dispur,
Guwahati-781006

Sub.: Provisional Starred Assembly Question Dy. No. 25 to be asked by Shri Aminur Rashid, Hon'ble MLA.

Ref.: Under Secretary to the Govt. of Assam, Public Works (Bldg & NH) Department Letter No.: 807539/2026/2 Dated 29.06.2026.

Sir,

Please refer to your letter dated 29.06.2026, cited under reference, forwarding therewith the Provisional Starred Assembly Question Dy. No. 25 to be asked by Shri Aminur Rashid, Hon'ble MLA, to this office, for furnishing the materials.

2. In this regard, the following is submitted, para-wise:

Para	Question	Reply
(a)	Whether the Government is aware of the severe disruptions caused to the Guwahati to Barak Valley Road Link, Via Meghalaya and Haflong during every monsoon, where even minor rainfall cuts off the entire Barak Valley.	As far as connectivity between Guwahati and Barak Valley is concerned, the following stretches are with NHIDCL: (i) Balachera to Harangajao section of NH-27 (25.25 Km length) – 4 laning has been completed on 15.04.2026. (ii) Malidor to Badarpur section of NH-06 (28 Km length) – The section is presently 2-laned and is identified to be upgraded to a High Speed 4-lane Corridor (connecting Shillong and Silchar). The project has been sanctioned by the Govt. of India and the bids have been invited.
(b)	Whether resilient engineering measures are being taken or are proposed to address frequent landslides and road cave-ins along this crucial transit corridor?	
(c)	Whether the Govt. will provide a timeline and the budget allocation for the ongoing maintenance and permanent upgradation of the National Highways connecting Barak Valley/Sribhumi to the rest of the state.	

3. This issues with the approval of ED (P), RO-Guwahati.

Encl.: As above.

Yours faithfully,

(Binayak Kumar)
General Manager (P)