

**GOVERNMENT OF INDIA
ROAD TRANSPORT AND HIGHWAYS
LOK SABHA**

UNSTARRED QUESTION NO:4046

ANSWERED ON:25.08.2004

CONSTRUCTION OF BRIDGES AND NATIONAL HIGHWAYS IN ARUNACHAL PRADESH

Gao Shri Tapir

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the places in the State of Arunachal Pradesh where National Highways and bridges have been constructed during the Seventh, Eighth and Ninth Five Year Plans;

(b) whether it is a fact that the construction of a bridge over River Siang at Ranighat, Pasighat Siang in East district of Arunachal Pradesh has not been completed by Gamon India Limited till date; and

(c) if so, the specific reasons therefor and the corrective measures proposed to be taken by the Government and the time by which it is likely to be completed ?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA)

(a) In Arunachal Pradesh, a road length of 58.90 km, 68.46 km and 71.93 km of NH-52 (Jonai-Dirak section) was improved/constructed during 7th, 8th and 9th Five Year Plans respectively and NH-52A (Banderdewa-Itanagar-Gohpur section) was improved/constructed in a length of 31 km, 15.85 km and 26.00 km during 7th, 8th and 9th Five Year Plans respectively. As regards construction of bridges, no bridge was constructed on National Highways in Arunachal Pradesh during 7th Five Year Plan. However, during 8th Five Year Plan, six bridges were constructed on Jonai-Pasighat-Ranighat, Dirak-Chowkham-T Junction-Brahamkund sections of NH-52. During 9th Five Year Plan, 11 bridges were constructed on NH-52 on the sections between Jonai-Ranighat-Mebo-Dambuk-Bomjour, Tezu-Brahamkund and Dirak-Chowkham and 5 bridges on Banderdewa-Itanagar section of NH-52A.

(b) Yes, Sir.

(c) During the construction of this bridge, severe problems were faced in the sinking of wells due to presence of bouldery strata in the river bed. When all out efforts including using the latest technology for sinking of wells could not bear any fruit, the matter was reviewed by a Committee of experts based on ground and model studies. It was finally decided to plug the well at higher level. The problem in execution of work did not end here. During June 2000, the equipment deployed for sinking operation got washed away due to an unprecedented flood. Further, the availability of limited working season in the North Eastern Region also contributes to delay in implementation of the project. Nevertheless, the problems have now been sorted out and the work is now expected to be completed in all respects by December, 2005.