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**HIGH COURT OF TRIPURA
AGARTALA****WP(C)(PIL) No.06 of 2026**

Court on its own motion

V E R S U S

1. The Union of India, Represented by the Secretary, Ministry of Road Transport & Highways (MoRTH), Government of India, located at Transport Bhawan, 1, Parliament Street, New Delhi-110001.
2. National Highways Authority of India (NHAI), Represented by the Chairman, located at Plot No. G/5 & 6, Sector-10, Dwarka, New Delhi-110075.
3. The Secretary, PWD (National Highways), Government of Tripura, located at the P.N. Complex, Gurkhabasti, Agartala, West Tripura.
4. The District Magistrate & Collector, West Tripura District, Agartala.
5. The District Magistrate & Collector, Dhalai District, Ambassa.
6. The District Magistrate & Collector, Khowai District, Khowai.
7. The Chief Engineer, PWD (National Highways), Government of Tripura, is located at the P.N. Complex, Gurkhabasti, Agartala, West Tripura.
8. The National Highways Infrastructure Development Corporation Limited (NHIDCL) represented by Deputy General Manager (Project), Karilong, Teliamura, Ward No. 01, Shisubir, P.O.-Karilong, P.S.-Teliamura, Khowai, Tripura, Pin-799205.

.....Respondent(s).

For Court on its own motion : None.

For Respondent(s) : Mr. S.M. Chakraborti, Advocate General,
Mr. B.N. Majumder, Sr. Advocate,
Mr. Bidyut Majumder, Deputy S.G.I.,
Mr. Rajib Saha, Advocate,
Mrs. Pinki Chakraborty, Advocate.

HON'BLE THE CHIEF JUSTICE MR. M.S. RAMACHANDRA RAO
HON'BLE MR. JUSTICE BISWAJIT PALIT

CAV reserved on : 05.08.2026.

Judgment delivered on : 08.09.2026.

Whether fit for reporting : YES.



JUDGMENT & ORDER

(M.S. Ramachandra Rao, C.J.)

The origin of this PIL:

1) News reports appeared on 04.06.2026 in the local daily “Danik Sambad”, in the “Tripura Observer” on 06.07.2026 and 18.07.2026, and in the “Tripura Times” on 18.07.2026 apart from other newspapers, stating that the condition of certain stretches of the two Highways i.e. NH 108B (connects Khowai city to Agartala city of length 55 km) and National Highway 208 (Kumarghat – Kailashshar- Khowai- Teliamura- Amarpur- Sabroom of length 158 Km) were in an appalling state and alleging corruption in the laying of these Highways by use of substandard materials resulting in collapse of large portions of the Highways.

2) There were references to both the Highways as “death traps” containing large potholes, broken surfaces and rainwater accumulation making daily travel extremely hazardous to the citizens of the State and pointing out the significant risk to vehicles as well as persons travelling on these roads on account of these conditions and warning of serious accidents, if the condition of the road is not improved.

3) The News reports also indicated that the Hon’ble Chief Minister of the State of Tripura had written to the Hon’ble Union Minister of Road, Transport and Highways drawing the latter’s attention to the deteriorating condition of these National Highways in the State and the hardships faced by the people during the current monsoon season and in particular, the poor conditions of these two Highways and also NH-08 connecting Churaibari in North Tripura District to Agartala in the West Tripura District. The news

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reports indicated that the Hon'ble Chief Minister had requested the Hon'ble Union Minister to instruct the Managing Director of NHIDCL to regularly review the progress of construction and repair works with field level officials in the State of Tripura and take appropriate action for timely completion. The news report indicates that the Hon'ble Chief Minister of the State of Tripura had also discussed in person these issues with the Hon'ble Union Minister.

4) Since this is an important issue relating to road safety and connectivity in the State of Tripura, particularly in an area where there are no railway lines which could be alternatively used for transport of goods and movement of people, this PIL was registered on 07.07.2026.

The importance of National highways to North Eastern States:

5) National Highways are lifelines to the North Eastern States because of their geographical location as goods and people move on these highways so as to reach the nook and corner of these States. It is undeniable that motorability and safe travel on these highways is the key to the prosperity of the people of the North Eastern States.

6) The State of Tripura is an important State in the North-Eastern part of India and is in a corner of the country, immediately next to the country of Bangladesh. The capital city of Agartala is on the western side of the State of Tripura adjacent to the country of Bangladesh. The State itself is covered on almost three sides by the country of Bangladesh.

7) In the State of Tripura, there are 6(six) National Highways stretching across a total length of 923 Kilometers.

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**The NHIDCL's role in road maintenance and providing connectivity:**

8) According to the State Government, since 2017, the Ministry of Road, Transport and Highways, Government of India, in a phased manner at different times had handed over the administrative role over these Highways to the National Highways and Infrastructure Development Corporation Limited (NHIDCL, *for short*) by excluding the administrative role of the State PWD (NH).

9) The NHIDCL is a wholly owned Government of India company incorporated under the provisions of the Companies Act, 2013 and works under the administrative control of the Ministry of Road, Transport and Highways, Government of India.

10) Many portions of NH-208 and NH 108B, with which we are concerned in this PIL, run alongside the International Border of India with Bangladesh. It is not disputed that there is no train facility in this region adjoining the International border with the country of Bangladesh. There is a portion of terrain also having small hills and forests. There are also tribal habitations in this area.

The events after registering of the PIL:

11) On 7.7.2026, NHIDCL was suo motu impleaded in this PIL as 8th respondent and its counsel Mr. Rajib Saha accepted notice.

12) The learned Advocate General also accepted notice for respondents No.3 to 7 and the Deputy S.G.I. accepted notice for respondent No.1.

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13) On that day, the Secretary, District Legal Services Authority, Khowai District was also directed to inspect the road stretch of the NH which is the subject matter of the PIL and file a report by the next date of hearing.

14) The matter was directed to be listed on 28.07.2026.

15) On 27.07.2026 such report was filed by the District Legal Services Authority, Khowai District, Tripura. This will be adverted to later in this order.

16) By 3.8.2026, the NHIDCL and the State Government has filed counter affidavits with exhibits.

17) We have heard all the counsel for the respective parties and perused the pleadings and documents filed.

The legal position is that the NHIDCL ,as delegate of the Central Government, owes a duty of care to users of the National Highways:

18) Section 4 and Section 5 of the National Highways Ac,1956 state as under:

“4. National highways to vest in the Union.—All national highways shall vest in the Union, and for the purposes of this Act “highways” include—

(i) all lands appurtenant thereto, whether demarcated or not;

(ii) all bridges, culverts, tunnels, causeways, carriageways and other structures constructed on or across such highways; and

(iii) all fences, trees, posts and boundary, furlong and milestones of such highways or any land appurtenant to such highways.

5. Responsibility for development and maintenance of national highways.—*It shall be the responsibility of the Central Government to develop and maintain in proper repair all national highways; but the Central Government may, by notification in the Official Gazette, direct that any function in relation to the development or maintenance of any national highway shall, subject to such conditions, if any, as may be specified in the notification, also be exercisable by the Government of the State within which the national highway is situated or by any officer or authority subordinate to the Central Government or to the State Government.”*

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19) It is not in dispute that in exercise of powers conferred by Section 5 of the National Highways Act, 1956, vide Notification dt.18.07.2025 issued by the Ministry of Road, Transport and Highways, Government of India, it formally directed NHIDCL to independently exercise all statutory functions relating to the development, execution, and routine maintenance of all National Highways within the State of Tripura totally excluding the role of the State Government of Tripura with regard to the same.

20) This delegation of duty by the Central Government to NHIDCL under the above notification makes NHIDCL owe a duty of care to users of the National Highways in the State of Tripura as it is made responsible for the maintenance of highways. This duty of care continues with NHIDCL even if its activities have been contracted out to Engineering Procurement Construction (EPC) contractors for laying the highways and maintaining them.

21) It is settled law that a statutory corporation or local authority can be held liable in tort for injury occasioned on account of omission to oversee, or for defective supervision of its activities contracted out to another agency. (See *MCD v.Sushila Devi*¹, *Vadodra Municipal Corporation v. Purushottam V.Murjani*²)

22) In *NHAI v. Aam Aadmi Lokmanch*³, it was held:

“66. The terms of the agreement which NHAI entered into with the concessionaire clearly contemplated the safety of highway users (Clause 18.1.1) and an elaborate highway monitoring mechanism (Clause 19.1). The agreement also required any unusual occurrences to be reported; an independent engineer was required to, and did inspect the highway. The reports of the inspecting engineer reveal that the deficiencies by way of narrowing of water channels, and the unusual collection of debris, were

¹ (1999) 4 SCC 317

² (2014) 16 SCC 14

³ (2021) 11 SCC 566, at page 623

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noted. Even before the incident, NHAI was alive to this; it had separately written to Rathod, and later to the local administration about it through its letter dated 15-4-2011. That letter is revealing; it inter alia, states that:

“During pre-monsoon rains all the excavated muck has been carried to NH-4 along with rain water and block Satara bound traffic lane for quite some time. The problem will be severe during heavy rains of July and August.

As such safety of highway and tunnel is completely at stake due to indiscriminate cutting of hills on upper side of tunnel and both the ends.”

67. Having regard to the duty imposed on NHAI by virtue of Sections 4 and 5 of the Highways Act, read with Section 16 of the NHAI Act, there can be no manner of doubt that NHAI was responsible for the maintenance of the highway, including the stretch upon which the accident occurred. The report of the Sub-Divisional Officer clearly shows that inspection reports were furnished to NHAI shortly before the incident, highlighting the deficiencies; also, NHAI’s correspondence with Rathod, and the local administration, reveal that it was aware of the danger and likelihood of risk to human life, and the foreseeability of the event that actually occurred later. Further, letters addressed by the local administration and NHAI to Rathod similarly show that it was incumbent upon him to take remedial action. The failure of NHAI to ensure remedial action, and likewise the failure by Rathod to take measures to prevent the accident, prima facie, disclose their liability.”

23) The ratio of the above decisions clearly makes NHIDCL, whose activities are similar to the NHAI, and it’s EPC contractors owe a duty of care to the users of both Highways.

The stand of the Union of India (respondent no.1):

24) No pleading has been filed by the Union of India though the Dy.Solicitor general took notice on it’s behalf on 7.7.2026.

The stand of the National Highways Authority of India(NHAI) (respondent no.2):

25) A brief counter affidavit has been filed by the NHAI stating that it does not possess, manage, execute or maintain any project within the territorial jurisdiction of the State of Tripura.

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**The stand of the State of Tripura (respondent no.3):**

26) In its brief counter affidavit, the State Government states that NH-208 and NH-108B are under the management of NHIDCL exclusively and it has nothing to do with the management thereof.

27) It stated that NH-108B stretching from Khowai to Agartala was developed by issuing phased work orders commencing on 15.07.2020 and the construction work was subsequently completed on 24.04.2023 and 30.05.2024 in two packages.

28) It is also stated that construction of NH-208 stretching from Kailashahar-Khowai was done through the NHIDCL by work orders issued commencing on 17.05.2020 and continuing up to 31.03.2026.

29) According to the State Government, both these highways are under the 5(five) year Defect Liability Period rendering the executing central agency/concessionaire legally liable for any structural maintenance.

30) It is contended that despite the formal completion of the physical road construction, extensive rainfall and extreme precipitation recorded during the 2025 monsoon season resulted in visible longitudinal cracking, structural fractures, and severe pavement settlement across multiple stretches.

31) It is stated that the State PWD brought these defects in both NH-208 and NH-108B to the notice of NHIDCL for immediate restoration and to restore seamless traffic ability, and that the State Government had also expressed strong displeasure regarding the quality of execution and instructed NHIDCL officials to rectify all underlying engineering defects immediately. It is, however, stated that the pace of rectification was highly unsatisfactory and resulted in prolonged commuter distress.

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32) Reference is made to the letter dt.10.05.2025 written by the Hon'ble Chief Minister to the Hon'ble Union Minister of the Road, Transport and Highways highlighting the critical field observations including widespread alligator cracking and pavement upheaval extending down to the sub-grade layer at multiple locations, demanding an immediate investigation into the design defects and subsurface development.

33) It is stated that on 22.07.2025, the Union Ministry of Road, Transport and Highways had written a letter to the State Government about the inspection of the Central Road Research Institute (for short 'CRRI') and a team of experts from the said Institute visited the affected sites from 23.07.2025 to 27.07.2025.

34) It is stated that recently on 01.07.2026 the Hon'ble Chief Minister of Tripura met the Hon'ble Union Minister for Road, Transport and Highways personally and also informed him about the dilapidated condition of both these highways and there was an assurance given by the Hon'ble Union Minister that NHIDCL will execute permanent, long-term corrective measures without further delay.

35) We have noted the stand of the State of Tripura.

36) While we appreciate the candour of the State of Tripura in blaming the Union of India and the NHIDCL in it's counter affidavit for the poor condition and safety on both Highway No. 108B and Highway No. 208, we wish it would have done more since residents of the State are put at risk and inconvenienced by the current state of the said Highways. Merely meeting the Union minister or writing letters to the said Minister would hardly result in

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any improvement unless something more was done by it against the officials of the NHIDCL and the EPC contractors engaged by it.

37) If the deterioration in the condition of both Highways had been noticed during the monsoon period of 2025 which ended on 30.9.2025, and the NHIDCL and its EPC contractors were hardly doing anything thereafter for repairing the National highways, the State Government could have asked the Central Government to re-transfer the administrative control of these highways to its own administrative control i.e to its PWD (R&B) department for carrying out maintenance works and got them repaired before April, 2026 when the next monsoon season started again. Between 1.10.2025 to 30.4.2026, there was ample time to do repairs of these Highways. Yet it did nothing.

38) To a query by the Court whether now at least the state of Tripura is willing to do it, the Advocate General indicated that the unwillingness of the State Government for this course of action.

39) It could have also explored the possibility of initiating, for the benefit of its citizens, legal action against both NHIDCL or its contractors i.e., criminal cases for cheating, and for negligence in maintenance of the highways as huge sums of more than Rs. 5 crore per km was admittedly spent for the laying of these Highways.

40) It is baffling that it chose not to do anything other than what is stated in the counter affidavit.

The report .dt.27.7.2026 of DLSA, Khowai:

41) We shall now advert to the report of the Secretary, District Legal Services Authority, Khowai District, Tripura, who had made the inspection pursuant to the direction given by this Court on 07.07.2026.

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42) Though the report is a very detailed report covering several small stretches of these Highways (some details are in Annexure-A to this judgment), we shall refer to only certain portions of this report, which indicate the terrible condition of various stretches of the National Highways 208, and 108B, as on the date of inspection, i.e. on 17.07.2026, 18.07.2026 and 20.07.2026.

43) The report covers

- (i) 30.32 km covering Mahadebtila to Manikbhandar in Kamalpur via Jambura, Cherma, Bachhaibari, Behalabari and Srirampur [NH 208];
- (ii) 14 km stretch from Mahadevtila to Mohanbari, Khowai Via Dhalabil, Padmabil, Baijalbari & Belfang (NH 108 B, Package 3); and
- (iii) 12 km stretch from Mohanbari, Khowai to Mohanpur Via Subalsing & Hezamara (NH – 108 B, Package – 2).

44) In this report , the ground situation at different chainages on these portions of the Highways is mentioned typically having *all or many* of the following attributes :

“No proper drainage system; pave distress ; numerous Potholes; Pave shoulder blocked by Silt, vegetation ,debris; edge not visible; road damage; Shovel/rutting; road depression; water logging everywhere; RCC drain hole blocked with mud, vegetation ; Earthen drain damage & blocked, Median damage; Crash barrier/protection/ Retaining wall is recommended as per MoRTH/ IRC ; Poor maintenance work done resulting damage ...”

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45) The detailed observations of various stretches are annexed to this order as Annexure. This factual report belies the plea of attempted actions pleaded by the NHIDCL to repair and maintain the said Highways in a safe and motorable condition.

The stand of the NHIDCL:

Re: Mohanpur-Hezamara-Subalsingh of NH 108B:

46) In its counter affidavit it is stated by NHIDCL that the construction and development of NH 108B was undertaken in *three* separate Engineering Procurement Construction (EPC) contract packages extending from Lembuchhera to Khowai, each package being executed independently under separate contractual arrangements and project management mechanism.

47) According to the NHIDCL, the newspaper reports primarily focus on the Mohanpur-Hezamara-Subalsingh of NH 108B.

48) In this regard, the NHIDCL contends that execution of the said work on this bit of said NH commenced on 01.03.2024, and as per the terms of the contract, the scheduled date for completion of the project was 31.08.2025. It is stated that the work is being carried out in a phased and systematic manner under the supervision of the competent authorities in accordance with the applicable contractual specifications and engineering standards.

49) It is, however, pointed out that the progress of the said project was adversely affected due to failure of the EPC Contractor to mobilize adequate manpower, machinery and construction materials at the project site. It is stated that the NHIDCL's Engineer as well as the Project Monitoring Unit of NHIDCL, on several occasions, issued letters, notices and directions

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pointing out the slow progress of the work, inadequate deployment of resources and the Contractor's failure to achieve the contractual milestones. It is contended that despite repeated communications and continuous monitoring by the NHIDCL, the EPC Contractor failed to attain the requisite physical progress in accordance with the timelines prescribed under the contract agreement, thereby resulting in delay in the execution of the project.

50) It is stated that though the original stipulated date of completion of this section of the NH 108B was 31.08.2025, first extension of time was granted on 13.02.2026 with the revised completion date for 04.09.2026, subject to the imposition of liquidated damages as per the terms of the contract agreement.

51) It is stated that notwithstanding the grant of extension of time and continuous monitoring and supervision by the NHIDCL, the progress of the project could not be accelerated due to the EPC Contractor's failure to adequately mobilize the requisite manpower, machinery and construction materials at the project site.

52) It is also stated that to ensure the safety and convenience of the road users and to safeguard the project highway, NHIDCL proactively initiated contractual measures by awarding the first "Risk and Cost Work" in September, 2025 for maintenance of the existing road through a third party agency after following the prescribed tendering procedure and contractual requirements for Rs.48,25,350.80/-.

53) It is stated that only a part of the proposed Risk and Cost Work was executed through the third party agency as of now, though almost one year has elapsed since the said work was entrusted to the third party agency.

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54) Thereafter, NHIDCL appears to have initiated a second proposal in March, 2026 for execution of the emergent works at the Risk and Cost of the EPC Contractor and tenders had also been invited for undertaking the requisite maintenance works, but it is stated that the tender process was extended due to certain reasons, such as the monsoon conditions etc., and it is stated that the EPC Contractor had achieved only 51.14% physical progress of the project and has failed to attain the revised Project Milestone-III within the stipulated date, i.e. 19.01.2026, thereby committing a material default under the contract agreement.

55) It is admitted that currently the principal difficulty affecting the project arises from the formation of extensive mud stretches caused by medium to heavy rainfall. It is admitted that there are major and frequent disruptions to vehicular movement at different locations, but it is stated that the NHIDCL is intervening and taking necessary measures to undertake immediate restoration works.

56) It is also stated that a Suspension Notice was issued to the EPC Contractor on 23.07.2026.

57) NHIDCL states that it had commenced critical maintenance and restoration work on a war-footing basis at the risk and cost of the EPC Contractor on temporary basis. It is stated that adequate machinery, equipment and manpower have been deployed at all critical locations of the project stretch to undertake immediate maintenance and restoration works. It is contended that the NHIDCL was acting with due diligence, promptness and in strict conformity with the provisions of the EPC Contract Agreement at every stage of the project.

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58) There is a reference to the engagement of the services of the CSIR-Central Road Research Institute (CRRI) for conducting its investigation on 22.07.2025 and inspection by a team of experts from the said Institute of the affected sites from 23.07.2025 to 27.07.2025.

59) According to NHIDCL, though the inspection was done more than a year back, the report of the inspection was submitted by the CSIR-CRRI institute to the respondent No.8 only on 23.6.2026.

60) There is also reference in the counter affidavit to the request of the NHIDCL for technical assistance from the National Institute of Technology, Agartala for another independent technical assessment of the project, and it is stated that the NIT, Agartala had given its technical report on 28.04.2026.

61) It is stated that maximum major damages to the road have already been attended to by providing Granular Sub-Base material and other suitable materials and that at present, traffic is moving and required restoration and safety measures would continue to be undertaken during the suspension period to ensure safe movement of traffic.

Re: Subalsingh-Khowai (near Mahadevtilla) Section on NH-108B, Agartala-Khowai Package-III:

62) It is stated that the development and upgradation work relating to this stretch was successfully completed on 30.05.2024 and thereafter, the project entered the Defect Liability Period of five years.

63) It is stated that the defects noticed on the project Highway were continuously communicated by the NHIDCL Engineers and the Project Monitoring Unit to the EPC Contractor, but the Contractor had persistently failed to undertake the required remedial measures in an effective and timely

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manner. It is stated that they had also issued a Cure Period Notice on 23.08.2025 and upon expiry of the stipulated cure period, and in the absence of satisfactory compliance by the contractor, they had also issued an intention to terminate notice on 03.11.2025 in accordance with the contract.

64) It is stated that even prior to the issuance of this notice, NHIDCL had issued a Risk and Cost Work value at Rs.2,19,85,380/- on 13.10.2025 to a third party agency.

65) But the work could not be commenced due to contractual complications arising from the failure of the third party agency to comply with the stipulated contractual requirements, thereby preventing execution of the proposed maintenance works through the said agency.

66) It is stated that after continuous directions of the NHIDCL, the EPC Contractor commenced maintenance and restoration works, resulting in substantial improvement in the condition of the project road up to March, 2026. Therefore, it is stated that NHIDCL did not proceed further with the proposed termination of the contract and instead continued to monitor the Contractor's performance with a view to ensuring compliance with its contractual obligations.

67) However, it is stated that after the onset of the monsoon season in April, 2026, this stretch of the project road once again exhibited signs of distress and deterioration at various locations, and again communications were issued to the EPC Contractor to undertake immediate maintenance and rectification works in accordance with its contractual obligations.

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68) It is stated that notwithstanding the same, the EPC Contractor failed to undertake the required maintenance and rectification works to the extent and standard envisaged under the contract agreement.

69) So, NHIDCL issued a fresh Cure Period Notice on 04.07.2026/10.07.2026. It is stated that currently rectification works covering approximately 3.985 Kms were being undertaken.

70) Reference is again made to the CSIR-CRRI report dt.23.06.2026 and it is stated that it contains findings and recommendations regarding the causes of the pavement failure and the remedial measures to be adopted. It is also stated that certain technical aspects and supplementary inputs from the said Institute are still awaited and will be placed on record later.

71) It is contended that the NHIDCL had informed the EPC Contractor on 29.07.2026 that all major damages existing on the project road as on 28.07.2026 would be rectified by using suitable materials so as to restore and maintain the highway in a motorable and traffic-worthy condition on or before 15.09.2026 and that this would continue up to 30.10.2026.

Re: Khowai (Mahadevtilla)-Srirampur-Manikbhandar-Bamanchara of NH-208:

72) NHIDCL then dealt with the above stretch of NH-208.

73) It is stated that this was undertaken in 10(ten) separate EPC contract packages and that the newspaper articles primarily focused on the completed work on the stretch of Khowai (Mahadevtilla)-Srirampur-Manikbhandar-Bamanchara of NH-208 and that this stretch is a continuation of NH-108B referred to earlier.

74) It is stated that the development and upgradation work relating to this stretch of NH-208 (Kailashahar-Khowai Package-V) was completed on

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17.04.2023; that there was unprecedented and exceptionally heavy rainfall in August, 2024, and then major defects, including alligator cracking, rutting and complete pavement distress occurred on various stretches of the project road.

75) It is stated that damages were noticed over an aggregate length of approximately 11 kms between Khowai (near Mahadevtilla) and Paschim Bachaibari, out of the total extent length of 25.600 kms., with approximately 3.300 kms comprising severely affected stretches requiring extensive restoration.

76) It is stated that these were communicated to the contractor, but he did not undertake the required restoration work within the stipulated time and did not discharge its maintenance obligations under the contract. It is stated that a Cure Period Notice was issued on 13.09.2025, and that between December, 2025 to March, 2026 substantial improvement was achieved in the road condition.

77) It is, however, stated that again in the rainy season in April, 2026, several stretches of the project road once again exhibited signs of distress and deterioration. It is alleged that the EPC Contractor did not take timely measures or adequate measures to redress the recurring defects and that the maintenance works carried out by the contractor fell short of the standards and obligations prescribed under the EPC contract agreement.

78) It is stated that Cure Period Notice was issued on 04.07.2026/ 10.07.2026.

79) Reference is again made to the CSIR-CRRI technical reports dt.02.09.2025, 09.03.2026.

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80) It is contended that though the NHIDCL was doing its duty to ensure timely rectification and maintenance of the project road, the deterioration was attributable to the EPC Contractor's persistent failure to discharge its contractual obligations in the required manner, coupled with technical factors identified during investigation.

81) It is assured that on or before 15.08.2026 all major damages existing on the project road would be rectified by using suitable materials so as to restore and maintain the highway in a motorable and traffic-worthy condition and it would continue to take such measures up to 15.10.2026.

Re: Srirampur-Manikbhandar-Bamanchara Section of NH-208 (Kailashahar-Khowai Package-IV):

82) Then the NHIDCL deals with the Srirampur-Manikbhandar-Bamanchara Section of NH-208 (Kailashahar-Khowai Package-IV), which attained physical completion on 21.11.2024.

83) But the story is no different, and is practically a replica of what occurred with regard to the other stretches of the NH-108B and NH-208 mentioned above.

84) It is stated ultimately by the NHIDCL that it would place on record periodic weekly progress reports indicating the prevailing condition of the project road, i.e. NH-208 and NH-108B, mentioning the maintenance and rectification works carried out, deployment of manpower and machinery and the progress achieved in restoring and maintaining the highway in a motorable and traffic-worthy condition.

Consideration of the pleas of NHIDCL:

85) At the outset we may point out that the counsel for the NHIDCL, to a query from the Court, stated that though the EPC contractors engaged by

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the NHIDCL for laying the above National Highways, were receiving more than Rs.5 crore per Km.

86) From the plea taken by NHIDCL, **Mohanpur-Hezamara-Subalsingh of NH 108B** contract commenced on 01.03.2024, and as per the terms of the contract, the scheduled date for completion of the project was 31.08.2025. Risk and Cost work notice was given in September, 2025, Cure period notice was given on 10.1.2026 (4 1/2 months after the stipulated date of completion) and extension of work were admittedly granted on 13.2.2026 and the time extended to 4.9.2026.

87) Thereafter, NHIDCL appears to have initiated a second proposal in March, 2026 for execution of the emergent works at the Risk and Cost of the EPC Contractor and tenders had also been invited for undertaking the requisite maintenance works, but it is stated that the tender process was extended due to certain reasons, such as the monsoon conditions etc., and it is stated that the EPC Contractor had achieved only 51.14% physical progress of the project and has failed to attain the revised Project Milestone-III within the stipulated date, i.e. 19.01.2026, thereby committing a material default under the contract agreement.

88) If the work which was to be completed by 31.8.2025, is not completed even one year later, and only 51% of work is done, it raises grave doubts as to whether proper care was taken by NHIDCL in the selection of the EPC contractor/s for execution of this work considering the high cost of Rs. 5 Crore per Km.

89) There is also a distinct possibility of officials of NHIDCL colluding with the EPC contractor/s as it appears that the NHIDCL shown a

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lot of leniency towards the EPC contractor/s for whatever reason by giving him repeated extensions.

90) Moreover admittedly the CSIR-Central Road Research Institute (CRRI) had done the inspection of the damaged stretches of road from 23.7.2025 to 27.7.2025. It is incomprehensible to us that the said Institute delayed giving it's report till 23.6.2026, (by almost a year). No explanation is offered by the Union of India (respondent no.1) for this inordinate delay in giving of the report by it's Institute.

91) According to counsel for NHIDCL, it was waiting for this report for guidance as to how repair work is to be done.

92) We are baffled as to why the NHIDCL was waiting for the duration of time of almost one year for the said report, when it has competent Engineering staff on it's rolls, who could have speeded up the repair work using their expertise before the next monsoon season again commenced in April, 2026.

93) Coming to the **Subalsingh – Khowai (Near Mahadevtala) stretch of NH 108B**, according to NHIDCL, this stretch was completed on 30.5.2024 and a completion certificate was issued on 25.11.2024 to the EPC contractors. But immediately when the next monsoon season of 2025 started, major defects were noticed i.e., alligator cracking, rutting and complete pavement distress on various stretches of the highway were observed.

94) This suggests that work done during the actual execution of the project by the EPC Contractor was probably of poor quality possibly because of poor supervision of work by NHIDCL.

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95) Again in monsoon season of April, 2026 the project road again exhibited distress and deterioration at various locations. Again Cure Period notice was given on 10.7.2026.

96) These events indicate that all is not above board with the EPC contractors' selection by NHIDCL and possibly they did not have the requisite expertise and experience for the work of laying of the National Highway though they were receiving more than Rs.5 crore per Km.

97) The NHIDCL goes on to state that the EPC contractor had issued a communication dt.29.7.2026 stating that all major damages existing on the project road as on 28.7.2026 shall be rectified by using suitable materials so as to restore and maintain the highway in motorable and traffic worthy condition. It remains to be seen how far this directive works and whether the so called repairs will survive till the next monsoon season in April,2027.

98) Coming to the **Khowai (near Mahadevtila) – Srirampur section of NH 208 (Kailashshahar to Khowai Package –V) (pg.61)**, the development and upgradation work relating to this stretch of NH-208 was completed on 17.04.2023. According to NHIDCL, there was unprecedented and exceptionally heavy rainfall in August, 2024, and then major defects, including alligator cracking, rutting and complete pavement distress occurred on various stretches of the project road. There appears to have been correspondence exchanged between the NHIDCL and the EPC contractor during this period, but nothing is mentioned as to anything being done for improving the road condition between September, 2024 till Septmeber,2025. This silence is inexplicable.

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99) It is stated that a Cure Period Notice was issued on 13.09.2025, and that between December, 2025 to March, 2026 substantial improvement was achieved in the road condition.

100) It is, however, stated that again in the rainy season in April, 2026, several stretches of the project road once again exhibited signs of distress and deterioration.

101) Thus every monsoon season since 2023 including the current year monsoon, there have been recurring problems of a serious nature with this highway stretch.

102) Next as regards the **Srirampur-Manikbhandar-Bamanchara Section of NH-208** (Kailashahar-Khowai Package-IV), it is stated that it attained physical completion on 21.11.2024. But the story is no different, and is practically a replica of what occurred with regard to the other stretches of the NH-108B and NH-208 mentioned above.

103) We may point out that according to it's official web site, as the executing arm of the Government of India's vision to realize the "Act East Policy," NHIDCL is supposed to play a pivotal role as the nodal agency in the North Eastern region. It is supposed to be actively engaged in providing seamless regional integration, enhancing border area connectivity and paving the way for the development of border roads, economic corridors and feeder routes for inland waterways under the ambitious Bharatmala Pariyojana (BMP).

104) The enhanced connectivity envisaged through these efforts is supposed to strengthen cross-border trade and commerce, fortify national security and lays the foundation for a more economically integrated South and

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Southeast Asia. More importantly, it is supposed to bring inclusive development to remote and underdeveloped regions, knitting them into the national fabric with renewed vigour and opportunity.

105) *The stand of the State Government and the report of the DLSA, Khowai show that the NHIDCL is far from achieving any of these objectives as can be seen of the pitiable state of the stretches of NH 108B and 208 discussed above.*

106) This Court has a duty to make all the respondents accountable as they have not properly discharged their responsibilities in discharge of their functions in maintaining in a safe and motorable condition these National Highways though considerable amount of the tax payers money was spent for laying them from time to time.

107) In *Vijay Rajmohan v. CBI*⁴, the Supreme Court indicated the importance of accountability of officers or authority in charge of institutions as a very important aspect in administrative law. It stated that ‘accountability’ governs the relationship between the “duty bearers” and the “right holders”. It declared :

“34. Accountability in itself is an essential principle of administrative law. Judicial review of administrative action will be effective and meaningful by ensuring accountability of the officer or authority in charge.

35. The principle of accountability is considered as a cornerstone of the human rights framework. It is a crucial feature that must govern the relationship between “duty bearers” in authority and “right holders” affected by their actions. Accountability of institutions is also one of the development goals

⁴ (2023) 1 SCC 329, at page 346



adopted by the United Nations in 2015¹⁹ and is also recognised as one of the six principles of the Citizens Charter Movement²⁰.

36. Accountability has three essential constituent dimensions : (i) responsibility, (ii) answerability, and (iii) enforceability. Responsibility requires the identification of duties and performance obligations of individuals in authority and with authorities. Answerability requires reasoned decision-making so that those affected by their decisions, including the public, are aware of the same. Enforceability requires appropriate corrective and remedial action against lack of responsibility and accountability to be taken. Accountability has a corrective function, making it possible to address individual or collective grievances. It enables action against officials or institutions for dereliction of duty. It also has a preventive function that helps to identify the procedure or policy which has become non-functional and to improve upon it.” (emphasis supplied)

108) This principle was reiterated in **Yash Developers v. Harihar Krup Coop.Society.**⁵ The Court emphasized:

“59. The Executive branch has a constitutional duty to ensure that the purpose and object of a statute is accomplished while implementing it. It has the additional duty to closely monitor the working of a statute and must have a continuous and a real time assessment of the impact that the statute is having. As stated above, reviewing and assessing the implementation of a statute is an integral part of Rule of Law. The purpose of such review is to ensure that a law is working out in practice as it was intended. If not, to understand the reason and address it quickly. It is in this perspective that this Court has, in a number of cases, directed the Executive to carry a performance/assessment audit of a statute or has suggested amendments to the provisions of a particular enactment so as to remove perceived infirmities in its working.

⁵ (2024) 9 SCC 606



60. Constitutional courts are fully justified in giving such directions as they are in a unique position of perceiving the working of a statute while exercising judicial review, during which they could identify the fault-lines in the implementation of a statute. This extraordinary capacity to assess the working of a statute is available to the judicial institution because of its unique position where : (i) disputes, based on the statutory provisions unfold before it, (ii) claims of rights or allegations of dereliction of duties are raised with varied, and sometimes, contradictory interpretations of the same text of the statute, (iii) submissions of lawyers opens up a debate and as officers of the Court experienced lawyers would lay bare the fault-lines in the statutory scheme, (iv) many a times court silently witnesses the play of statutory power relegating the deserving to the backseat, and the undeserving taking away all the benefits.

61. Laws that are made by Parliament or the Legislative Assemblies create rights, entitlements, duties or liabilities. Application of such empowerments or disabilities gives rise to competing claims or conflicting interests. For resolution of these disputes, constitutional courts provide public law remedies¹³ where claims and contestations are decided by the High Courts on a case-by-case basis. Judicial review is generally episodic, and is intended to resolve the lis on a case-to-case basis. Though cases are decided on their own merit and the lis disposed of, what is left behind is the institutional memory of the Court about the working of the statute and its interpretation preserved as precedents. Over a period of time, a critical mass of adjudicatory determinations on the working of the statute is built. This critical mass, coupled with the experiences gained by the Judges and the Court on the working of the statute, is of immense value for auditing the working of the legislation. It enables the court to assess whether the purpose and object of the Act is being achieved or not.

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109) It is high time the Union of India starts a systemic audit of the working of the NHAI and NHIDCL as newspaper reports are full nowadays of National Highways built at a huge cost disintegrating sometimes even before their inauguration or shortly thereafter and even before the first monsoon season or immediately thereafter.

110) Coming to the instant PIL, we feel sorry for the citizens of the State whose lives and livelihoods are put at risk by the NHIDCL and it's EPC Contractors and the inability of the State Government in improving things much.

111) As the Highway stretches dealt with above are in a poor motorable condition putting lives of travelers thereon to risk and the NHIDCL has failed to discharge the duty of care expected of it, and a large amount of tax payer's money has been utilized to pay the EPC Contractors by the NHIDCL, we direct that:

- (a) The NHIDCL shall file bi-weekly progress reports starting from the next date of hearing stating about the progress of the repair and maintenance work by the respective EPC agencies for (i) **Mohanpur-Hezamara-Subalsingh of NH 108B** (ii) **Subalsingh – Khowai (Near Mahadevtila) stretch of NH 108B** (iii) **Khowai (near Mahadevtila) – Srirampur section of NH 208 (Kailashshahar to Khowai Package–V)** and (iv) **Srirampur-Manikbhandar-Bamanchara Section of NH-208 (Kailashahar-Khowai Package-IV);**
- (b) The State Government shall explore the possibility of taking civil/criminal proceedings against the NHIDCL and it's EPC contractors

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for putting it's residents to huge risk without providing safe and motorable passage on these Highways;

(c) On completion of the repairs , there shall be an audit of the condition of these stretches of roads by the Engineering staff of Border Roads Organisation and the said organization shall submit the audit report to this Court in a sealed cover by 30 January 2027;

(d) The NHIDCL and it's contractors shall cooperate with the said audit in all respects;

(e) In view of the facts and circumstances as evidenced by the material record in this case, the Union of India (respondent no.1) shall cause an inquiry to ascertain :

(i) whether there was any corruption in the selection of contractors for laying of these Highways by NHIDCL?

(ii) whether there is collusion between the NHIDCL officials and the EPC contractors because of which the EPC contractors had used substandard materials causing the road condition to deteriorate every year?

It shall file a report in this Court on these aspects in 3 months i.e., by 1.12.2026.

If it finds evidence of impropriety/corruption as mentioned above, it shall initiate appropriate civil/criminal action against the respective NHIDCL's officers and EPC Contractors found responsible.

List on **22.9.2026**.



Copy of this order be also supplied to the Director General of Border Roads Organization under the Ministry of Defence, Union of India, Seema Sadak Bhavan, Ring Road, Delhi Cantonment, New Delhi -110010.

(BISWAJIT PALIT, J)

(M.S. RAMACHANDRA RAO, CJ)

ANNEXURE

The observation of various stretches of the NH 2018 and NH 108B by the District Legal Services Authority, Khowai are:

Chainage-wise Details in respect of NH 208:

Mahadebtila to Manikbhandar in Kamalpur via Jambura, Cherma, Bachhaibari, Behalabari and Srirampur [NH 208].		
Day – 1 (17/07/2026)		
Chainage	Observation	Risk level
Km 101 + 300	Road width 10.1m, midpoint 5.3, Pave shoulder:- RHS- 1.5 & LHS 1.4, Silt, vegetation covered the shoulder, cracks on pavement, no proper drainage system, edge not visible	High
Km 101 + 275	Pave shoulder blocked by Silt, vegetation, cracks on pavement, no proper drainage system, edge not visible, Left side pave block by truck parked for days not known	High
Km 101 + 150	Pave distress, pothole of approx Length 5.2m & Breadth 3.2m, pave surface crack, median damage and block by silt, vegetation, no longitudinal mark, edge mark, pave shoulder block by silt, vegetation.	High
Km 101 + 135	Pave shoulder block by stock of bamboo, Heap of hay, Median block by silt, vegetation, pave distress, water logging in potholes, no proper drainage, edge not visible, no safety rules .	High
Km 101 + 100	Pave shoulder blocked by Silt, vegetation, cracks on pavement, no proper drainage system, edge not visible, road distress.	High
Km 101+ 080	Median damage, mostly covered with vegetation, shoulder edge not visible all blocked with heap of hay not removed for many days.	High

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Km 101+050	Road damage, drain hole in the pave median is blocked by silt, vegetation, debris due to which water logging & causing damage to road. Both side pave is block with heap of hay, sand, silt, vegetation, no edge is visible.	High
Km 101+020	Road damage, water logging everywhere, no proper drainage system, pave edge not visible, all blocked with vegetation. Camber percentage not maintained as a result water logging. Mile stone, KM stone not visible, all block with vegetation, multiple potholes.	High
Km 100+960	Edge not visible, no longitudinal mark, Camber percentage not maintained as a result water logged in the potholes at different places.	High
Km 100+950	Cast in place culvert under construction, no safety measures, area surrounded by paddy land, no protection, pave block by mud & vegetation.	High
Km 100+920 to 70m	Road damage upto approx 70 m, poor repairing done, pave Shoveling /rutting, Hectometer stone of 200 m absent, Km stone is not visible due to vegetation, silt.	High
Km 100+850	No proper drainage system, water logged in the median, pave distress	High
Km 100+830	No proper drainage system, water logged in the median, pave distress , numerous Potholes.	High
Km 100+750	No edge, no camber percentage visible, road fully damage, no drainage system. Width 18.4 including shoulder & lay over, no mark for truck lay over, crash barrier is required as the area is surrounded by agricultural land.	High
Km 100+730	No proper drainage system, pave distress, numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible.	High
Km 100 + 620	No proper drainage system, pave distress, numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible.	High
Km 100+400	No proper drainage system, pave distress, numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible.	High
Km 100+250 to Km 100+150	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, heap of hay, edge not visible.	High
Km 99+980	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible , Km stone not visible, road damage approx length 5.2 m and breadth 8 m.	High
Km 99+940 to	No proper drainage system, pave distress ,	High

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Km 99+900	numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible , Km stone not visible, road damage approx length 40 m damage. After every meter road damage of approx 700 sq.m.	
Km 99+890	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible.	High
Km 99+700 to Km 99+630	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible , Shovel/rutting , road depression.	High
Km 99+630	Culvert one side road (left side) is totally damage & carriage way is through one side (under maintenance culvert), cast culvert	High
Km 99+490 to Km 99+450	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible , Shovel/rutting , road damage approx width 10 m and length 30m.	High
Km 99+420	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible , Shovel/rutting , road damage length 10 m & Width 5 m	High
Km 99+300 to Km 99+250	Junction road damage (Width 10 m & Length 50 m, deep 1 to 2 ft. depth), No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible .	High
Km 99+230	Potholes size Length 3m, Breath 5m, No proper drainage system, pave distress , numerous Potholes size Length 3m, Breath 5m, Pave shoulder blocked by Silt, vegetation, edge not visible , Shovel/rutting , road damage	High
Km 99+050 to Km 99+020	Bridge 40 m Length & 3.5 m slab, edge of the bridge not visible, filled with mud & vegetation. Potholes, drain hole in the bridge block with mud & vegetation, both side of drain hole in the bridge after every 2 m is blocked with mud & vegetation resulting road weak & damage.	High
Km 99+00	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible , Shovel/rutting, water logged in potholes.	High
Km 98+970	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible .	High
Km 98+960	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible .	High

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Km 98+950 to Km 98+900	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible , road damage of approx W-7.5 m & L- 50m	High
Km 98+900 to Km 98+850	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible.	High
Km 98+770	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible , road damage of approx W-10m, L-10 m & depth 2 ft.	High
Km 98+770 to Km 98+720	No proper drainage system, pave distress , numerous Potholes of depth min 10mm, Pave shoulder blocked by Silt, vegetation, edge not visible.	High
Km 98+620 to Km 98+430	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible & road damage (Width – 10 m & L - 190 m)	High
Km 98+420 to Km 98+250	Side Drain damage (W- 10.2 m & L- 170 m), no edge, earthen shoulder damage, numerous small potholes (100 to 150 mm), shovel/rutting/road damage (depth 1 ft to 1.5 ft), road side drain protection wall damage & broken ,all gravels broken down, drain blocked, Drain damage L- 25.3 m	High
Km 98+150	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible,Holes in the culvert block by silt, vegetation, debris, crash barrier required.	High
Km 98+150 to Km 97+920	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible , Road damage (W-10 m & L 230 m), potholes approx depth 1 ft to 1.5 ft.	High
Km 97+920	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible , Road damage approx (W-5m, L – 25 m & depth -1.5 ft to 2 ft.)	High
Km 97+750	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible , road damage approx (W-5m & L- 10 m)	High
Km 97+720	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible, road damage approx (W-5m & L-5.5 m)	High

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Km 97+680 to Km 97+640	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible, damage W- 16 m including footpath L-40 m, edge covered with mud & vegetation, drain block by mud & vegetation.	High
Km 97+620	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible, road damage approx (W-5m & L-7m)	High
Km 97+550	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible, road damage approx (W-5m & L-3m)	High
Km 97+500	RCC culvert crash barrier is recommended both side as the height of both side from ground is approx 4 to 5 m.	High
Km 97+520 to Km 97+350	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible, road damage approx (W-10m & L-170 m) Depth 1-2 ft. potholes depth approx 6 inch to 1 ft.	High
Km 97+200 to Km 97+130	earthen drain block with sand, vegetation,pave cracks, No proper drainage system, pave distress , numerous Potholes approx L 70m, Pave shoulder blocked by Silt, vegetation, edge not visible.	High
Km 97+120 to Km 96+980	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible , road damage (W-6/7 m), pave cracks, earthen drain blocked.	High
Km 96+960 to Km 96 + 420	No proper drainage system, pave distress , numerous Potholes, Pave shoulder blocked by Silt, vegetation, edge not visible, road damage approx (W-10m & L-540 m, Shoveling/ rutting, Earthen drain block (LHS side), requirement of embankment protection on hill cut slope in both side, RCC drain damage approx 61 m.	High
Km 96+415 to Km 96+350	Potholes, drain of both side damage & blocked, edge not visible, no longitudinal mark, km & hectometer stone absent & not visible due to block by vegetation, silt, debris, no safety measures, pave crack, pave distress & damage approx (W-10m & L-65m) .	High
Km 96 + 330 to Km 96+150	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris, pave distress approx W- 10 m & L- 180 m.	High

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Km 96+150 to Km 96 + 100	Median fully damage, pave crack, Km stone not visible, hectometer stone not visible, No proper drainage system, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 96+100	Major junction island badly damage.	High
Km 96+00 to Km 95+850	Pave cracks, road damage approx (W-10 m & L-150m), edge not visible block by vegetation, no drainage system, camber not maintained.	High
Km 95+800 to Km 95+440	Earthen drain damage & blocked, Median damage, Pave cracks, numerous potholes , road damage approx L- 360 m.	High
Km 95+360 to Km 95 + 270	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris, road damage approx (L- 90 m & W-10 m)	High
Km 95+240 to Km 95+130	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris, road damage approx (L- 110 m & W-10 m)	High
Km 95+100 to Km 94+800	Pave cracks, RCC drain hole blocked with mud vegetation, edge not visible as block with mud	High
Km 94+790	Road damage approx (W-10 m & L-35 m)	High
Km 94+750 to Km 94 + 500	Numerous potholes, RCC drain hole blocked with mud, vegetation, Road damage approx (W-10 m & L-250 m), pave cracks.	High
Km 94+500 to Km 94+300	Numerous potholes, RCC drain hole blocked with mud, vegetation, Road damage approx (W-10 m & L-200 m), pave cracks.	High
Km 94+270	Road damage approx (W-10 m & L-30m),.	High
Km 94+200	Test pit done	
Km 94+160	Road damage approx (W-10 m & L-20 m), road edge broken, drain blocked, pave cracks, barriers recommended by the side of culvert, crash barrier recommended on the RHS of the road as height from ground level is more than 3 m,	High
Km 94+050 to Km 93+850	Pave cracks, road damage approx (L-200 m x W-10 m)	High
Km 93+830 to Km 93 + 050	Drain damage (LHS), earthen drain damage, numerous potholes, road damage approx (W-10 m & L 220 m) Right side embankment protection recommended (RHS), drain block by silt, vegetation, debris, mud, Crash barrier recommended in the culvert , drain hole block.	High
Day 2 (18/07/2026)		
Km 101+ 050	Test pit done	
Km 93+050 to Km 92+760	Poor maintenance & repairing work done resulting to damage, RCC drain hole block both side with	High

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	mud/vegetation, Road damage/distress .	
Km 92+750	Road damage approx (W-10 m & L- 11 m), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 92+680	Poor maintenance & repairing work done resulting topave damage approx (W-7 m & L- 4 m), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 92+630 to Km 92+580	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris .	High
Km 92+400	Road damage approx (W- 6m & L-20 m), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 92+300	Road damage approx (W-8m & L-15m), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 92+250 to Km 91+950	Road damage , No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 91+930	Culvert repair, earthen drain damage, settlement damage (W-6 m & L-10 m).	High
Km 91+850 to Km 91+750	Culvert protection recommended, Crash barrier recommended, No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris, Road damage.	High
Km 91+600	Road damage approx (W-10 m & L-8 to 10 m & depth 1 to 1.5 ft.), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 91+530 to Km 91+500	Road damage approx (depth approx 1 ft.), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 91+370 to Km 91+230	Road damage approx (W-10 m & depth 230 mm), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 91+140 to Km 90+930	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris, Road damage (W-10m).	High

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Km 90+800 to Km 90+450	Road damage (W-10 m) continues.....	High
Km 90+470	Road damage (W-10 m, L-11m & depth 300 mm), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 90+450 to Km 90+350	Road damage (W-10 m) continue.....	High
Km 90+270 to Km 90+00	Road damage (W-10 m) continue.....	High
Km 90+030	Drain damage (L-70 m), road damage 70 cm, No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 89+550	Land slide (LHS), Edge broken, Drain block, Road damage ,Edge broken & damage (L- 200m), Drain – blocked (200 m), hill cut slope height approx 20 to 25 m resulting landslide and road damage, protection recommended.	High
Km 89+550 to Km 89+450	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris, road damage.	High
Km 89+230 to Km 89+020	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris, pave damage.	High
Km 88+800 to Km 88+700	Crash Barrier recommended (LHS), poor maintenance & repairing, No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris, pave damage.	High
Km 88+470	Road damage approx (L-3 m / B-3 m), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 88+400 to Km 88+200	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 88+150	Road damage approx (W-5 m & L- 5 m), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 87+970	Road damage, No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 87+950	Road damage approx (W-10 m & L-8m), No proper drainage system, numerous potholes, pave	High

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	cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	
Km 87+850	Crash Barrier recommended RHS approx (L-150 m) , road damage approx (L-3 m & B-3m), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 87+720 to Km 87+680	Bridge inspection path block with mud/silt/vegetation, Potholes block with mud/silt/vegetation, Poor maintenance, Drain block.	High
Km 87+630 to Km 87+580	Road damage, Median damage, No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 86+700 to Km 86+550	Crash barrier recommended approx (L-100 m), road damage, No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 86+540	Road damage approx (W-10 m, L-20 m & depth 300 mm to 450 mm), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 86+350	Road edge broken & damage, Drain blocked, Drain damage (L- 80 m LHS& L-80 m RHS),No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 86+330	Drain broken & damage approx (L-15m), Inspection path of bridge block by silt, mud, vegetation, Poor maintenance, No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 86+250 to Km 85+900	Crash Barrier required both side, Both side surrounded by paddy field, Bridge, No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	High
Km 85+880	Both side land slide, Both side protection recommended as per MoRTH, IRC, Both side drain blocked, Edge broken & damage, Pave cracks, distress, damage, pave shoulder block by silt/vegetation/debris.	High
Km 85+800 to	Road damage, Drain blocked both side, Land slide	High

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Km 85+650	both side, Both side protection recommended as per MoRTH, IRC, No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris.	
Km 85+580 to Km 85+400	Road damage approx (W-10m & L-30 m), Pave Cracks, Drain block, Drain damage approx (L-40 m), Edge broken, Culvert protection required, crash barrier is recommended due to water bodysituated beside the road in the RHS.	High
Km 85+300 to Km 85+050	Road damage , Pave Cracks, Drain block, Drain damage , Edge broken, crash barrier/protection is recommended as per MoRTH, IRC.	High
Km 84+750 to Km 84+450	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris, protection is recommended as per MoRTH, IRC.	High
Km 83+450 to Km 83+150	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt , vegetation, debris, Culvert block by vegetation, protection is recommended as per MoRTH, IRC.	High
Km 82+500 to Km 81+300	No proper drainage system & damage, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, Poor maintenance, protection is recommended as per MoRTH, IRC.	High
Km 81+300	Pave distress & damage , No proper drainage system & damage, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, Crash barrier damage, Pave Depression, Crash barrier is recommended both side (Valley) as per MoRTH, IRC.	High
Km 81+250 to Km 80+900	Cracks, Poor maintenance, Edge not visible, Crash barrier/protection is recommended both side as per MoRTH, IRC, numerous potholes, pave depression.	High
Km 80+600 to Km 80+200	No proper drainage system & block with silt, vegetation, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris , pave damage, Crash barrier/protection is recommended.	High
Day 3 (20/07/2026)		
Km 80+200 to Km 78+350	Pave Cracks, Pave Edge block, Road damage, Crash barrier/protection/retaining wall is recommended (Valley) as per MoRTH/ IRC, Poor maintenance work done resulting damage.	High

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Km 79+250	Pave Cracks, Pave Edge block, Road damage, Crash barrier/protection/ Retaining wall is recommended (Valley) as per MoRTH/ IRC, Poor maintenance work done resulting damage.	High
Km 78+650	Crash barrier/protection is recommended (Valley) as per MoRTH/ IRC.	High
Km 78+325	Test pit done	
Km 78+325 to Km 77+100	Pave Cracks,Pave Edge block, Road damage, Crash barrier/protection/retaining wall is recommended (Valley) as per MoRTH/ IRC, Poor maintenance work done resulting damage	High
Km 77+100	Road damage & broken, Embankment broken, Base moving out.	High
Km 77+090 to Km 75+700	Pave Cracks, Pave Edge block, Road damage, Crash barrier/protection/ Retaining wall is recommended as per MoRTH/ IRC.	High
Km 75+700 to Km 74+900	Edge block, Bridge inspection path block, No marks, pave cracks, road damage , no stone.	High
Km 74+900	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt,vegetation, debris, pave distress/depression/damage.	High
Km 74+890	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, pave distress/depression/damage.	High
Km 74+890 to Km 74+620	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, pave distress/depression/damage, marks not visible.	High
Km 74+550	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, pave distress/depression/damage approx (W-12.4m, L-24 m, depth 9/18.4 inch).	High
Km 74+500 to Km 74+470	Road damage approx (W-12 m & depth 1 ft. 1 inch, L-30m), RCC drain not visible, No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High
Km 74+280 to Km 74+150	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, Crash barrier/protection/ Retaining wall is recommended as per MoRTH/ IRC.	High
Km 74+050 to Km 73+600	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, RCC drain hole block,	High

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	Pave damage/distress/depression, Marks not visible.	
Km 73+550 to Km 73+300	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, Pave damage/distress/depression, Marks not visible.	High
Km 73+250 to Km 73+00	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, Crash barrier/protection/ Retaining wall is recommended as per MoRTH/ IRC, pave damage/distress/depression.	High
Km 72+950 to Km 72+600	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, Crash barrier/protection/ Retaining wall is recommended as per MoRTH/ IRC, pave damage/distress/depression, poor maintenance resulting damage.	High
Km 72+600	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, Crash barrier/protection/ Retaining wall is recommended as per MoRTH/ IRC, pave damage/distress/depression approx (W- 11.4m, L- 50m).	High
Km 72+550 to Km 71+120	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage, multiple cracks, RCC drain hole block with silt, vegetation, debris, bridge inspection path block with debris etc.	High
Km 71+120	Median damage approx L- 1.4 m, junction median block by fruit seller, mud, vegetation, no proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High
Km 71+068 (end point)	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, median damage.	High

Chainage-wise Details in respect of NH 108B:

Mahadevtila to Mohanbari, Khowai Via Dhalabil, Padmabil, Baijalbari & Belfang (NH 108 B, Package 3)		
Day -1 (18/07/2026)		
Chainage	Observation	Risk Level
Km 45+300	No proper drainage system, numerous potholes,	High

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Mahadevtila to Mohanbari, Khowai Via Dhalabil, Padmabil, Baijalbari & Belfang (NH 108 B, Package 3)		
	pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, crackslongitudinal/tranverse, Road damage/distress.	
Km 45+100	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, no marking/marking faded, water logged in the potholes, no hectometre stone, no safety measures, poor repair & maintenance work done.	High
Km 44+990	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, edge disrupted, earthen shoulder damage, Road damage approx (L-5.7, B- 6m) cracks	High
Km 44+910	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage approx (L-2 m & W-6 m) cracks	High
Km 44+800	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage approx (L-25m & W-12m)	High
Km 44+750	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage approx (L-20m & W-6m),Poor maintenance.	High
Km 44+720	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage.	High
Km 44+550	Bridge inspection path of both side encroach by silt vegetation & mud, crash barrier/protection required to extended in both side of the bridge as the Height is 4.5 m depth from ground level.	High
Km 44+500 to Km 44+400	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage.	High
Km 44+400	Cast in place culvert, Crash barrier required for approx 35 to 40 m as height is approx 3 to 3.5 m from ground level both side of the culvert. No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High

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Mahadevtila to Mohanbari, Khowai Via Dhalabil, Padmabil, Baijalbari & Belfang (NH 108 B, Package 3)		
Km 44+230	No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage approx (L-6m & B- 5m), Edge block with heap of hay.	High
Km 44+120	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, long grasses, Heap of hay both side	High
Km 44+030	Edge encroach both side with long bushes, Stone not visible, Shoulder edge broken, numerous potholes approx depth 100 mm, pave cracks, road damage approx (L- 30m, W-12m).	High
Km 43+990	Road damage approx (W-5m & L 6m), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High
Km 43+900	Road damage approx (W-6m & L-5m), No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High
Km 43+900	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage/distress.	High
Km 43+880	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage/distress.	High
Km 43+840 to Km 43+750	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage/distress.	High
Km 43+700 to Km 43+530	Khowai bridge, both edge encroach with mud and vegetation, hole block.	High
Km 43+330	Both edge encroach & block with heap of firewood, vegetation, drying cowdung on the bridge pave.	High
Km 43+300 to Km 43+100	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, crash Barrier (LHS) recommended as the approx height from ground level is 3 to 3.5 m.	High
Km 43+050 to Km 42+600	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage/ Distress/Depression, poor maintenance & repair.	High
Km 42+600	Crash barriers recommended both side.	High
Km 42+480	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block	High

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Mahadevtila to Mohanbari, Khowai Via Dhalabil, Padmabil, Baijalbari & Belfang (NH 108 B, Package 3)		
	by silt, vegetation, debris, road damage/distress/depression/Shoveling/rutting.	
Km 42+100	No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, Crash barriers recommended.	High
Km 41+900	Crash barriers recommended. No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High
Km 41+060	Crash barriers recommended. No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High
Km 39+950	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage, Edge broken.	High
Km 39+780	Crash barrier recommended. No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High
Km 39+550	Both embankment hill cut slope protection recommended. No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High
Km 39+050	Crash barriers recommended. No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High
Km 38+600	Crash barrier recommended. No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High
Km 38+530	Crash barrier recommended. No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High
Km 38+370	Crash barrier recommended. No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris.	High
Km 38+230	Crash barrier recommended. No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage approx (L- 8m, W-12m).	High
Km 38+100	Crash barrier recommended. No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, no marking.	High
Km 38+050 to Km 38+00	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage approx (L- 90m & W- 6 to 7 m)	High

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Mahadevtila to Mohanbari, Khowai Via Dhalabil, Padmabil, Baijalbari & Belfang (NH 108 B, Package 3)		
Km 37+830	Crash barrier recommended. No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, no safety measures.	High
Km 37+530	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage approx (L- 10m & W- 5 to 6m).	High
Km 37+300	Crash barrier recommended. No proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, no safety measures	High
Km 37+150	Drain fully blocked, no proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, no safety measures.	High
Km 36+600	RCC drain hole block with debris/gravels/ dry leaves , no proper drainage system, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, no safety measures.	High
Km 36+400	Bridge inspection path block with silt/mud/ vegetation, edge not visible block by silt, vegetation, debris, no safety measures.	High
Km 36+400 to Km 36+300	No proper drainage system, numerous potholes, pave cracks, edge not visible, pave shoulder block by silt, vegetation, debris, road damage approx (W- 12 m cracks)/Depression.	High
Km 36+300	Crash barrier recommended	High
Km 36+300 to Km 34+830	Maintenance & repair work poor (all damage), pave surface rough, no proper drainage system, edge not visible and block by vegetation.	High
Km 34+100	Pave shoulder block by pole of bamboo, firewood & raw material (sand), no proper drainage system, pave cracks, edge not visible.	High
Km 31+300	End of package 3	

2. Chainage-wise Details in respect of NH 108B:

Mohanbari, Khowai to Mohanpur Via Subalsing & Hezamara (NH – 108 B, Package – 2)		
Day – 2 (18/07/2026)		
Chainage	Observation	Risk Level
Km 31+300	Package 2 starts	

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Mohanbari, Khowai to Mohanpur Via Subalsing & Hezamara (NH – 108 B, Package – 2)		
Km 31+300	Retaining wall in hill cut slope recommended, Edge broken, no shoulder, newly constructed drain damage, muddy road, deep tyre rutted pave, no safety measures.	High
Km 31+250	Road damage (full road), shoulder not visible, no proper drainage system, retaining wall/crash barrier recommended, muddy road, deep tyre rutted pave, no safety measures.	High
Km 31+200	Newly constructed drain damage, no proper drainage system, incomplete protection wall in hill cut slope, muddy road, no safety measures.	High
Km 31+050	No proper drainage system, incomplete protection wall in hill cut slope, muddy road deep rutted pave, no safety measures.	High
Km 31+00	Crash barrier/Retaining wall/Protection required, no drainage system, no safety measures.	High
Km 30+950 to Km 30+900	Both side no embankment protection, no drainage system, muddy road, no safety measures.	High
Km 30+830	Drain damage, no proper drainage, deep rutted pave, muddy pave, no safety measures.	High
Km 30+800	No proper drainage, deep rutted muddy pave, no safety measures.	High
Km 30+580	No proper drainage, deep rutted muddy pave, no safety measures.	High
Km 30+400	No drainage system, crash barrier/ protection recommended, no safety measures.	High
Km 30+300	Edge damage, Culvert side Edge damage, Culvert protection wall required, no proper drainage, no safety measures.	High
Km 29+830	Culvert protection wall required, Crash barrier/protection recommended, no proper drainage, no safety measures.	High
Km 29+650	Protection/Retaining wall in cut hill slope, crash barrier recommended, no proper drainage, no safety measures .	High
Km 29+400	No culvert protection, no proper drainage, deep rutted muddy pave, no safety measures.	High
Km 29+300	Crash barrier recommended, no proper drainage system, no safety measures.	High
Km 29+170	Crash barrier recommended, no proper drainage system, no safety measures.	High
Km 28+350	No proper drainage system, no safety measures, deep rutted muddy road of depth approx. 2-2.5ft.	High
Km 27+950 to	No proper drainage system, no safety measures,	High

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Mohanbari, Khowai to Mohanpur Via Subalsing & Hezamara (NH – 108 B, Package – 2)		
Km 26+00	numerous deep rutted muddy road of depth approx. 2-2.5ft., culvert protection recommended in chainage Km 27+160.	
Day - 3 (20/07/2026)		
Km 19+300 (Mohanpur) to Km 19+400	RCC drain hole block, WMM base, Rectification on the damage portion, no safety measures.	High
Km 19+400 to Km 19+900	DBM started one side (Poor), earthen drain not yet constructed, no safety measures.	High
Km 19+900 to Km 20+150	DBM both side, Earthen drain not yet constructed, no safety measures.	High
Km 20+150 to Km 20+300	Block road (we went through existing old road, culvert complete but water cannot pass through due to block by mud, no proper drainage system.	High
Km 20+380	culvert covered with silt/vegetation	High
Km 20+380 to Km 20+650	No proper drainage, work under process (road block)	High
Km 20+650	Bridge under construction not even 10% done	High
Km 20+720 to Km 21+050	DBM both side, no proper drainage	High
Km 21+050 to Km 21+100	Culvert block by vegetation, deep rutted muddy road, no proper drainage.	High
Km 21+100 to Km 22+200	DBM damage, RCC drain hole all blocked by silt/vegetation.	High
Km 22+200 to Km 22+280	CTSB done & damage, Earthen drain not yet constructed.	High
Km 22+280 to Km 22+530	DBM complete & damage, Both side drain not yet constructed	High
Km 22+530 to Km 22+780	Crash barrier required both side, deep rutted muddy pave of various depth	High
Km 22+780 to Km 22+940	DBM both side, Crash barrier recommended, no safety measures.	High
Km 22+940 to Km 23+080	DBM one side RHS, no drainage system, WMM damage one side LHS	High
Km 23+080 to Km 23+900	WMM damage, numerous potholes, crash barrier required , Muddy road of multiple damage approx Depth 300 mm.	High
Km 23+980 to Km 24+550	WMM fully damage, Crash barrier/Protection required	High
Km 24+450 to Km 24+800	No drainage, deep rutted muddy road with multiple depth of 1 feet and more.	High
Km 25+00 to Km 25+450	DBM damage	High

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Mohanbari, Khowai to Mohanpur Via Subalsing & Hezamara (NH – 108 B, Package – 2)		
Km 25+450	WMM damage	High
Km 25+500	DBM damage, RCC drain hole block.	High
Km 25+700 to Km 25+900	DBM one side RHS under construction	High
Km 25+900 to Km 26+00	Due to newly bridge under construction, the adjacent existing old road is used and it has no proper drainage system, numerous potholes, pave damage, no temporary arrangement, no safety measures, edge not visible, shoulder block by silt/debris/vegetation.	High

(BISWAJIT PALIT, J)

(M.S. RAMACHANDRA RAO, CJ)



Pulak