

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

Friday, April 23 - 25, 2025

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Railways, Power, Infra, Housing: PM Modi Launches Projects Worth Over Rs 13,480 Crore In Bihar
PTI,
April 25, 2025

Prime Minister Narendra Modi on Thursday (24 April) launched development projects worth over Rs 13,480 crore in Bihar's Madhubani.

Addressing a public gathering after launching the projects, PM Modi said, "Today, on the occasion of Panchayati Raj Day, the entire country is connected with Mithila and Bihar. Today, the foundation stone and inauguration of projects worth thousands of crores of rupees related to the development of the country and Bihar have been laid here".

"These various works related to electricity, railways and infrastructure will create new employment opportunities in Bihar," he added.

PM Modi laid the foundation stone for an LPG bottling plant with a rail unloading facility at Hathua in Gopalganj district.

Valued at around Rs 340 crore, the project is aimed at improving bulk LPG transportation and supply chain efficiency in the region.

In the power sector, the Prime Minister inaugurated projects worth more than Rs 5,030 crore and laid foundation stones for additional initiatives worth Rs 1,170 crore under the Revamped Distribution Sector Scheme to strengthen electricity infrastructure in Bihar.

Bihar's rail connectivity also got a major upgrade as PM Modi flagged off the Amrit Bharat Express between Saharsa and Mumbai, the Namoo Bharat Rapid Rail between Jaynagar and Patna, and new trains connecting Pipra, Saharsa, and Samastipur.

Additionally, he inaugurated the Supaul–Pipra and Hasanpur–Bithan rail lines, two rail overbridges at Chapra and Bagaha, and dedicate the Khagaria–Alauli rail line to the nation.

As part of the Deendayal Antyodaya Yojana – National Rural Livelihoods Mission (DAY-NRLM), the Prime Minister distributed benefits worth Rs 930 crore to over 2 lakh Self Help Groups (SHGs) in Bihar under the Community Investment Fund.

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Further, PM Modi handed over sanction letters to 15 lakh new beneficiaries of PMAY-Gramin, released instalments to 10 lakh more from across the country.

He also handed over keys to some beneficiaries marking the Grih Pravesh of 1 lakh PMAY-G and 54,000 PMAY-U houses in Bihar.

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Govt plans Rs 10 lakh-crore investment to rewire highways

PTI,

April 23, 2025

India plans ₹10 lakh crore highway investment over two years to boost infrastructure, especially in the Northeast. Projects aim to match global road standards, with 784 projects spanning 21,355 km in eastern states, says Nitin Gadkari.

Gadkari said 784 highway projects are going to be implemented in eastern states at an estimated cost of Rs 3,73,484 crore, covering 21,355 km

The Centre is planning to invest Rs 10 lakh crore over the next two years to improve highways across the country, with special focus on the northeast, where roads will rival those in the US, road transport and highways minister Nitin Gadkari said.

In an interview to PTI, he said the Centre is working to drastically transform the country's infrastructure in the next two years so that it matches the best in the world.

“We plan to take up projects worth Rs 10 lakh crore in the next two years to strengthen highways across the country, with special emphasis on enhancing infrastructure in the northeast and the border areas. In two years, highways in the northeast will be on par with US roads,” Gadkari said.

There is an urgent need to augment the road infrastructure in the northeast, given its difficult terrain and proximity to borders, he said. “It is our endeavour to transform the country's infrastructure drastically so that it matches with the best in the world.”

Gadkari said 784 highway projects are going to be implemented in eastern states at an estimated cost of Rs 3,73,484 crore, covering 21,355 km.

Among them are projects of the Ministry of Road Transport and Highways, the National Highways Authority of India and the National Highways and Infrastructure Development Corporation, he said.

“We currently have projects worth Rs 57,696 crore in Assam and about Rs 90,000 crore in Bihar. We're also undertaking projects worth over Rs 42,000 crore in West Bengal, about Rs 53,000 crore in Jharkhand, and around Rs 58,000 crore in Odisha,” Gadkari said. “In the Northeast, except Assam, we are undertaking projects worth about Rs 1 lakh crore this year itself.”

Gadkari said a mass rapid transport pilot project is underway in Nagpur at a cost of Rs 170 crore. “The project involves a 135-seater bus that will run on non-polluting energy sources and is expected

to be highly cost-effective. If successful, it will be replicated on important routes across the country, including the Delhi-Jaipur stretch, under the build-operate-transfer model,” he said.

The minister said the length of the national highway network has expanded significantly, growing from 91,287 km in March 2014 to 1,46,204 km at present, with a significant improvement in standards.

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Centre Reviews Infrastructure Projects Worth Rs 14,096 Crore In Uttar Pradesh, Haryana, Punjab And Uttarakhand

Swarajya,
April 23, 2025

Secretary of the Department for Promotion of Industry and Internal Trade (DPIIT), Amardeep Bhatia, chaired a high-level review meeting under the aegis of the Project Monitoring Group (PMG) to assess the progress of mega projects across Uttar Pradesh, Haryana, Punjab, and Uttarakhand.

The meeting brought together senior officials from central ministries, state governments, and project proponents.

A total of 19 issues across 17 critical projects, cumulatively valued at over Rs 14,096 crore, were examined with an aim to resolve bottlenecks and streamline implementation through enhanced inter-ministerial and inter-state coordination, the press release stated.

One of the spotlighted projects was the Rs 3,164.72 crore four laning of the Jaunpur-Akbarpur road, which involves two work packages and stands pivotal for regional connectivity.

Fast-tracking resolution of implementation challenges was the core agenda, ensuring vital road infrastructure doesn't face undue delays.

Also reviewed was the establishment of new ESI Hospitals at key locations, part of a broader governmental push to strengthen public healthcare infrastructure.

The hospitals will significantly improve access to quality medical care and contribute to regional development, thereby supporting the well-being of the workforce and their families, Bhatia said.

The construction of the permanent campus for NIT Uttarakhand in Sumari, Pauri Garhwal, also drew attention in the meeting.

Once operational, it is expected to elevate the quality of technical education and research in Uttarakhand and spur local socio-economic development, Bhatia anticipated.

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Centre may target asset monetisation of Rs 2L cr in FY26

The Hindu,
April 25, 2025

Sources told FE that infrastructure development on vacant public land would be another major area of asset recycling in this phase.

The Centre may set an asset monetisation target of `1.9-2 lakh crore in FY26 under the second phase of the National Monetisation Pipeline (NMP), with a focus on sectors such as roads, power, railways, and coal and mines.

Sources told FE that infrastructure development on vacant public land would be another major area of asset recycling in this phase.

Building on the success of the NMP 1.0 (FY22-25), the second phase for FY26-30 is being launched to plough back `10 lakh crore of capital in new projects. In NMP 1.0, the government achieved asset monetisation of about Rs 5.65 lakh crore, or 94% of the target of `6 lakh crore. Monetisation proceeds could be in the forms of upfront revenues for leases, revenue sharing from operations, and capital expenditure by private parties.

In FY26, the National Highways Authority of India (NHAI) will be the major contributor to the NMP, followed by power, railways, and coal and mining, an official said. While the numbers are still to be worked out, the official said, the asset monetisation in FY26 could be 5-10% more than around `1.8 lakh crore achieved in FY25.

A consultant will soon be appointed to firm up the five-year and year-wise asset recycling plans in various sectors.

“Roads, railways and power will continue to be major players in asset recycling. Land development with private participation may be another big thing going forward,” the official said.

For NMP 2.0, asset classes and land parcels will come from sectors such as highways, railways, power, petroleum and natural gas, civil aviation, ports, warehousing and storage, urban infrastructure including housing and transport, coal and mines, and telecom.

The NHAI, which monetises road assets via instruments like investment trust (InvIT) and toll-operate-transfer (TOT) contracts, garnered Rs 28,724 crore in FY25. In FY26, it could raise Rs 30,000 crore from monetisation of road assets.

The target for funds to be generated by leasing out operational and other highway networks in the next five years could be set at Rs 3.5 lakh crore, more than double the estimated mop-up in the first phase of NMP.

The railways, which has been lagging in asset monetisation, may pick up pace with station development projects across many cities in the country in FY26.

For the second phase of NMP, Niti Aayog is seeking the services of a firm for formulating a list of infrastructure assets and land parcels for monetisation by duly estimating the likely upfront or periodic revenue that can be realised from such monetisation or the investment by the private sector into such projects.

The consultant would suggest innovative project or financing structures for accelerated development of infrastructure in the country through private sector investment.

It will also identify assets classes, including assets and land parcels, that can be undertaken for development or upgradation or operation and maintenance through private participation. Monetisation potential to be estimated by way of either the private investment that can be attracted for the subject development or the net present value of the premium to be received by the authority, for each class of identified assets.

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Centre drops Rs 8,900 crore proposal for J&K tunnel projects

The Financial Express,
April 25, 2025

The J&K double tunnel project is likely to be delayed until further notice as per the direction of the road transport ministry as it increases the Rs 1000 crore mark.

The proposal to build two tunnels, Singhpora-Vailoo and Sudhmahadev-Dranga — on the Anantnag-Chenani corridor in Jammu-Kashmir has halted. Multiple reasons were presented by the expenditure secretary-headed Public Investment Board (PIB) after turning down the recommendation for this construction. There was an estimated cost of nearly Rs 9,000 crore of building both the tunnels.

Furthermore, an existing road already connects the origin and destination of the proposed tunnel. Officials of the National Highway and Infrastructure Development Corporations Ltd (NHIDCL) informed that these roads did not fall under strategic roads of the defence ministry in the meeting on March.

The PIB has also taken up projects by the NHIDCL in the past and recorded that the agency had not provided traffic details on the existing and proposed road between the origin and destination. As per TOI, the inter-ministerial panel has appraised all public-funded projects before these however, no source of direct benefit from these two projects have been found.

Pointing at the existing conduit, the PIB mentioned that it is good quality and functional. The J&K double tunnel project is likely to be delayed until further notice as per the direction of the road transport ministry. They instructed that no fresh project would be approved under Bharatmala and that all highway works costing more than Rs 1,000 require a Cabinet approval by mandate.

Falling under this category, the two tunnel project in Jammu-Kashmir failed to receive appraisal from PIB and Public Private Partnership (PPP) Appraisal Committee and thus dropped on account of budget and existing infrastructure.

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Gurugram: GMDA Clears Rs 900 Crore Urban Infrastructure Push

Swarajya,
April 24, 2025

The Gurugram Metropolitan Development Authority (GMDA) has approved a Rs 3,034 crore budget of the authority for the fiscal year 2025–26, alongside infrastructure projects worth nearly Rs 900 crore to address the city's growing urban needs, Times of India reported.

The approvals came at the 14th GMDA board meeting chaired by Haryana Chief Minister Nayab Singh Saini on Wednesday (23 April).

A key highlight includes the proposal to build flyovers or underpasses at five congestion-prone junctions — Railway Road Chowk, Sector 5 junction, Krishna Chowk, Rezang La Chowk, and the Old Delhi Road-Palam Vihar junction, along the new metro corridor from Millennium City Centre to Cyber City.

“The Authority has approved the proposal to construct five grade separators along with the underpass at Bakhtawar Chowk by GMRL as ‘deposit work’ of GMDA. Rather than issuing separate tenders, GMRL will construct these structures. This will avoid delays and ensure seamless execution,” a GMDA official was quoted as saying by ToI.

To address stormwater drainage woes, the board sanctioned Rs 70 crore for the reconstruction of two key legs of the master drain network, covering over 4.2 km in Sectors 21, 22 and 23.

Originally built 35 years ago, sections have suffered structural failures due to prolonged sewage exposure.

The authority will now reconstruct the remaining 2.8 km stretch of Leg-I and address similar degradation in Leg-II.

Further approvals include Rs 110 crore to replace a vital pipeline from Basai Water Treatment Plant to Sector 16, and Rs 134 crore for upgrading a 15km stretch of the city’s sewer line network.

A master road connecting NH-8 to Naurangpur between Sectors 78 and 80 has also been approved at Rs 41.8 crore.

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One Terminal, All Modes: New Greater Noida Railway Station Near Jewar Airport To Feature 12 Platforms, Metro And Bus Links

Business Standard,
April 23, 2025

The upcoming railway station at Bodaki, now officially named Greater Noida Terminal, is set to become one of north India’s most modern transit hubs, designed as the National Capital Region’s gateway to eastern India, according to a report by Times of India.

Officials cited in the ToI report confirmed the terminal will be equipped to handle up to 100 trains, including Vande Bharat and other premium services.

Spread across 46 hectares within a sprawling 176 hectare multimodal transport hub, the terminal will feature 12 platforms and 63 yard lines for comprehensive maintenance operations.

The ground floor will serve core railway operations, while upper levels will offer commercial spaces, forming a mixed-use development model.

Strategically positioned less than an hour’s drive from the upcoming Noida International Airport, the terminal will significantly enhance connectivity between Delhi-NCR and eastern India.

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The wider hub will integrate an inter-state bus stand, a local terminal, and a metro link from Depot to Bodaki, ensuring smooth transit for commuters from Noida, Greater Noida, Ghaziabad, and beyond.

Initially approved at Rs 1,850 crore, the project's cost is expected to double due to design enhancements. Since being declared a special railway project in December last year, land acquisition has accelerated.

With the additional DM (land) appointed as the competent authority, acquisition for the project was likely to be completed within two months, said officials.

The master plan is being prepared by DMIC-IITGNL, a special purpose vehicle jointly owned by NICDIT and GNIDA.

While Indian Railways will oversee core infrastructure, the SPV will handle financing and allied development.

Split into two zones, 130 hectares for transit and commercial use, and 46 hectares for the terminal, the project will connect to major roads and the Delhi-Howrah railway line.

Upon completion in three years, it will ease congestion at Anand Vihar and catalyse urban growth along the booming Greater Noida corridor.

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Delhi–Jaipur Travel In 2.5 Hours Starting End Of May: New Expressway And Ring Road Link To Cut Travel Time

The Hindu,
April 23, 2025

Travel between Delhi and Jaipur will become much quicker, with a new expressway connection set to open in June. The new 67 km access-controlled road from Bandikui to the Jaipur Ring Road will enable non-stop travel, cutting travel time to two and a half hours between the two cities.

Economic Times reported, this crucial section, one of the stretches of the Delhi–Mumbai Expressway, reduces the distance by 20 km and avoids the existing bypass at Dausa through NH-21 which is a four-lane highway meandering through towns and villages, with speed capped at 100 kmph that caused frequent delays.

“The access-controlled highway is complete except one carriageway of rail over bridge (ROB) on Delhi-Ahmedabad railway section, which is expected to be complete by May-end. Efforts are on to see if traffic can be allowed by last week of next month by creating a small diversion for this one-km stretch,” said a senior NHA official.

Once operational, commuters from Delhi, Gurgaon, and Faridabad will enjoy uninterrupted access to Jaipur. Further easing of travel is expected by December when a 9 km stretch connecting the DND Flyway to the KMP interchange opens—benefiting travellers from Noida, Ghaziabad, and East Delhi.

NHAI Chairman Santosh Yadav has urged caution ahead of the highway's inauguration. "There should be no deficiency. So, it's necessary that field officers and authority engineers drive on these stretches multiple times before giving the certificate to allow traffic," he said.

Learning from past monsoon disruptions, NHAI has tightened its quality checks. "We would prefer a little delay to address all deficiencies before opening," Yadav added, emphasising that preventive maintenance is being prioritised to avoid waterlogging and damage.

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Delhi Metro Phase 4 Update: 70% work in three corridors complete, DMRC to add 112 kilometres of new metro lines soon

FE Online,
April 25, 2025

DMRC has around 112 kilometres of new metro lines under development.

This segment will include three new metro stations, namely, Burari, Jharoda Majra and Jagatpur Village.

The Delhi Metro Rail Corporation (DMRC) on Thursday (April 17) announced that approximately 70% of construction work has been completed on the corridors connecting Chhatarpur Mandir, IGNOU, Kishangarh and Vasant Kunj. Additionally, a 4.6-kilometre stretch between Majlis Park and Jagatpur Village is nearing completion.

This segment will include three new metro stations, namely, Burari, Jharoda Majra and Jagatpur Village. Trial runs on this route began in December 2024 and the section will be opened to the public once all required statutory approvals and safety clearances are secured, DMRC said in a statement.

Aerocity-Tughlakabad corridor update

The corporation also shared significant progress on the Aerocity-Tughlakabad corridor, where three major tunnel breakthroughs have been achieved in the past two months.

These developments reflect DMRC's continued efforts to expand underground metro connectivity and improve construction efficiency.

DMRC to add 112 kilometres of new metro lines

Earlier, on January 5, the Janakpuri West-Krishna Park Extension stretch, the first operational section of Phase 4, was inaugurated for public use. On the same day, the foundation stone was laid for the upcoming Rithala-Kundli corridor, also part of the ongoing Phase 4 expansion.

With around 112 kilometres of new metro lines under development, DMRC aims to enhance public transportation infrastructure in Delhi, making commuting more convenient and accessible for millions of residents.

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Mumbai Metro Line-7A: 1.647 Km underground tunnel completed between Andheri and city airport

FE Online,
April 23, 2025

In addition to the success of Metro Line-7A, the MMRDA also announced that trials have begun for the Mandale to Diamond Garden section of Metro Line-2B, covering the stretch between DN Nagar in the western suburbs and Mandale in the eastern suburbs.

In a significant achievement for Mumbai's growing metro network, a breakthrough was made on Thursday with the completion of a 1.647 km underground tunnel for the Metro Line-7A.

In a significant achievement for Mumbai's growing metro network, a breakthrough was made on Thursday with the completion of a 1.647 km underground tunnel for the Metro Line-7A. This breakthrough was made by the Tunnel Boring Machine (TBM), named Disha, which completed the tunnel between Andheri (East) and the city airport, marking a pivotal moment in the city's metro expansion.

The momentous event took place near Bamanwada in Andheri (East) and was witnessed by Maharashtra Chief Minister Devendra Fadnavis, along with key officials from the Mumbai Metropolitan Region Development Authority (MMRDA). This milestone marks the completion of the first-ever underground tunnel in Mumbai's metro network, a major feat for the MMRDA.

The tunnel, with a diameter of 6.35 meters, is part of the extension of Metro Line-7, which originally connects Dahisar (East) to Andheri (East). The new segment will connect Andheri (East) to the Chhatrapati Shivaji Maharaj International Airport (CSMIA), enhancing connectivity to one of the busiest airports in the country and providing an interchange option for other metro lines.

The MMRDA hailed this achievement as an "engineering marvel" and a "monumental milestone." The breakthrough is part of the 3.4 km-long Metro Line-7A, which includes both elevated and underground sections. The underground section of the metro corridor will run parallel to the Western Express Highway and the Sahar Elevated Road, offering commuters a seamless travel experience.

The excavation for the underground tunnel began in September 2023, and this latest milestone signifies the project's progress toward completion. The Metro Line-7A alignment aims to provide smoother transit options for residents, workers, and travelers in Mumbai, as it connects key parts of the city with enhanced ease.

In addition to the success of Metro Line-7A, the MMRDA also announced that trials have begun for the Mandale to Diamond Garden section of Metro Line-2B, covering the stretch between DN Nagar in the western suburbs and Mandale in the eastern suburbs. This further solidifies MMRDA's ongoing efforts to expand and modernize Mumbai's metro infrastructure.

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Mumbai-Ahmedabad Bullet Train Project: 293 Km Viaduct, 375 Km Pier Works Completed In India's First High-Speed Rail Push
Swarajya,

April 23, 2025

India's first high-speed rail project between Mumbai and Ahmedabad has achieved significant engineering milestones, with nearly 60 per cent of the viaduct already constructed and multiple critical segments underway across Gujarat, Dadra and Nagar Haveli, and Maharashtra.

The 508 km-long corridor—352 km in Gujarat and Dadra & Nagar Haveli and 156 km in Maharashtra—will feature 12 stations, connecting major nodes including Mumbai, Thane, Surat, Vadodara, and Ahmedabad.

Key Construction Milestones

According to the latest status update on the Mumbai-Ahmedabad bullet train project from the National High-Speed Rail Corporation Limited (NHSRCL), as of 18 April 2025:

- Viaduct construction spans 293 km, while 375 km of piers and 394 km of pier foundations have been completed.
- 320 km girders have been cast.
- Construction of 14 river bridges has been completed across districts such as Valsad, Navsari, Kheda, and Surat, showcasing precision civil engineering over diverse terrain.
- Seven steel bridges and five prestressed concrete (PSC) bridges have also been completed.

Gujarat Surges Ahead

Gujarat continues to dominate the construction charts:

- Progress of around 143 km of track bed construction has been achieved so far in Gujarat.
- 3 lakh noise barriers have been installed over 150 km.
- Rail welding work for 200-meter-long track panels is in progress.
- Over 100 overhead equipment masts (OHE) have been installed between Surat and Bilimora bullet train stations.

Additionally, six of the eight stations in Gujarat have completed their structural work.

Maharashtra Catches Up With Tunnel, Station Work

In Maharashtra, focus has shifted to complex tunneling and underground station development:

- The 21 km tunnel between BKC and Shilphata has achieved 3.3 km of cumulative tunnel heading using the New Austrian Tunneling Method (NATM).
- Seven mountain tunnels are also being executed in Palghar district.
- Vikhroli and Sawli shafts have reached the required depths of 56 and 39 meters respectively.

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At Mumbai Bullet Train Station, major excavation and foundation work is ongoing:

- 75 per cent of the total 18.7 lakh cubic meter earthwork is completed.
- 25,000 cu.m. concrete has already been poured for the base slab out of the planned 2 lakh cu.m., using temperature-controlled concrete from in-situ batching and chiller plants.
- Secant piling work (3384 piles) is fully completed.

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