

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

THURSDAY, AUGUST 26 - 28, 2025

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Rate of national highway construction slows to 27 km/day in FY26 from 37 km/day in FY21: Report

The Economic Times,
August 28, 2025

Synopsis

India's national highway construction is facing a slowdown. CareEdge Ratings reports a drop from 37 km per day in fiscal year 2021 to a projected 27 km per day in fiscal year 2026. Lower project awards and execution hurdles are the main reasons. The sector also sees increased competition. The construction pace is expected to further decline.

The rate of national highway construction in terms of kilometers per day has slowed down in the recent years showing the moderation in pace of construction, according to a report by CareEdge Ratings.

The report data highlighted that the rate of construction, which stood at 37 km per day in FY21, has now dropped to 27 km per day in FY26 (projected).

The report noted that the slowdown is due to lower awarding of projects, execution challenges, and many Hybrid Annuity Model (HAM) projects awaiting appointed dates (AD).

It also shared that execution pace is expected to decline by 7-10 per cent during FY26. At the same time, the sector is witnessing increased competitive intensity for NH-HAM bids, further adding pressure on developers.

The report showed that after a strong performance in FY18, when 17,065 km of projects were awarded and 9,829 km were constructed, the sector entered a slower phase.

In FY19, project awards fell sharply to 5,493 km while construction stood at 10,885 km. The pace remained sluggish in FY20 as well, with 8,912 km awarded and 10,237 km constructed.

A recovery was seen in FY21, when 10,467 km were awarded and construction rose to 13,435 km, pushing the daily pace to 37 km.

However, this momentum was not sustained. In FY22, project awards increased to 12,731 km but construction was slightly lower at 10,457 km, bringing the pace down to 29 km per day.

FY23 witnessed healthy project awards of 12,375 km and construction of 10,331 km, with the pace at 28 km per day.

The following year, FY24, saw awards slowing again to 8,581 km, while construction rose to 12,349 km, and the pace averaged 34 km per day.

But in FY25, awards dropped sharply to 4,874 km and construction fell to 10,660 km, lowering the daily pace to 29 km. For FY26, the projection shows construction at 9,900 km, which translates to just 27 km per day.

The data indicates that while India has seen periods of strong growth in highway construction, recent years have brought significant challenges, and the overall momentum has slowed down.

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Pune Metro's Hinjewadi-Shivajinagar Line Completes Maiden Trial Run, Set To Ease City Traffic

PTI,

August 28, 2025

Pune's Hinjewadi-Shivajinagar Metro line had its maiden trial run on Wednesday (27 August).

The test, conducted between Maan Depot and Station No. 10 at Balewadi Stadium, marked the first occasion a train entered the main alignment of the 23 km corridor, according to Pune Pulse report.

Engineers and project officials supervised the run closely, monitoring performance of the tracks, signalling network, and other vital systems to ensure safety and operational readiness.

The successful trial is seen as a significant stride forward in Pune's urban transport transformation, paving the way for a series of phased tests in the coming months.

Once fully operational, the line is expected to be a game changer for traffic-choked Pune.

Linking Hinjewadi's IT parks with Shivajinagar's central business district, the corridor will also pass through residential and educational hubs, providing thousands of professionals, students, and daily travellers with a quicker and greener alternative to road travel.

The Pune Metro Line III is being developed as a Public-Private Partnership (PPP) project under the Pune Metropolitan Region Development Authority (PMRDA).

The contract was awarded to a consortium of Tata Group's TRIL Urban Transport Private Limited (TUTPL) and Siemens Project Ventures GmbH.

The initiative is being delivered through a special purpose vehicle, Pune IT City Metro Rail Limited (PITCMRL), on a Design, Build, Finance, Operate and Transfer (DBFOT) model, with a 35 year concession period that includes construction.

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Maharashtra Coastal Zone Management Authority Clears Revised Design For Bandra-Versova Sea Link Connectors

Swarajya,

August 27, 2025

The Maharashtra Coastal Zone Management Authority (MCZMA) has approved the revised design of the Juhu and Versova connectors of the Bandra-Versova Sea Link, a project currently 30 per cent complete and now slated to be operation by May 2028, Hindustan Times reported.

The Maharashtra State Road Development Corporation (MSRDC), which is executing the project, submitted modifications aimed at easing congestion and addressing concerns raised by local stakeholders.

As per the revised plan, the Versova connector will now come up to Juhu Circle instead of Nana Nani Park, while the Juhu connector will terminate at Relief Road instead of Juhu Tara Road.

A senior MSRDC official explained that the redesign is meant to decongest the area and also accommodate local needs.

“This is being done to avoid traffic congestion in the area. Besides, a navigational span of 120 metres will be installed at the Juhu connector for fishermen,” the official said.

The proposal also details an extension of the Juhu connector towards the Western Express Highway (WEH) to allow better dispersal of vehicles.

Similarly, the Versova connector will now include a cable-stayed bridge linking it to the WEH.

The changes, MSRDC said, will also help minimise mangrove loss and reduce traffic bottlenecks at the previously planned endpoints.

To meet demands raised by local fishermen, there will be a relocation of one navigational span (120 metres) on the main alignment and the addition of a new navigational span of 120 metres on the Juhu connector.

The redesign, however, increases land requirements.

The project will now need 4.36 hectares of forest land instead of the earlier 1.37 hectares, along with 17.98 hectares of non-forest land. A total of 178 trees will be cut for expansion.

Originally estimated at Rs 11,332.82 crore, the 9.8-km sea link's cost has risen to Rs 18,120.96 crore due to delays and design changes, a hike of nearly Rs 6,788 crore.

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Lucknow Development Push: LDA Plans Rs 320 Crore Shaheed Path Flyover With Loops And Ramps To Ease Traffic Congestion

Swarajya,
August 28, 2025

Lucknow Development Authority (LDA) has unveiled a major infrastructure plan aimed at reducing chronic traffic congestion along Shaheed Path, the Hindustan Times reported.

As part of its Green Corridor Project, the authority has prepared a detailed project report for a 900-metre flyover, supported by loops and ramps, with a total estimated cost of Rs 320 crore.

The flyover itself is expected to cost around Rs 150 crore, while the loops measuring 700 metres and ramps of 300 metres will require an additional Rs 170 crore.

Together, these elevated structures are designed to form an integrated network, offering commuters direct connectivity between Pipraghat and Kisan Path and reducing the heavy burden on ground-level traffic.

The alignment will begin near Gate No. 6 of Janeshwar Mishra Park on the G20 road, extending towards Shaheed Path.

Through a series of interchanges, vehicles will be able to branch out seamlessly towards Kisan Path, Ekana Stadium, Arjunganj and adjoining areas along the Gomti river.

The project is expected to bring significant relief for daily commuters who currently face long queues, particularly during major events at Ekana Stadium.

Traffic snarls have become a regular challenge for office-goers, residents and intercity travellers using Shaheed Path, often leading to long detours and delays.

The Lucknow Development Authority (LDA) will also undertake the restoration of the three deteriorating gates of the Chhota Imambara, with an estimated budget of Rs 6 crore under the Smart City project. The proposal was submitted before the LDA chairman and the divisional commissioner, Roshan Jacob.

Alongside this heritage effort, the LDA plans to beautify the Rifa-e-Aam Club by installing a boundary wall and upgrading its infrastructure, civil, horticultural, and lighting, at a cost of around Rs 5 crore.

Authorities have also instructed the preparation of proposals to upgrade the Gandhi Bhawan museum and fast-track land mobilisation for the Naimish Nagar and Varun Vihar development initiatives.

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Madhya Pradesh Cabinet Clears DPR Fee For Ujjain–Indore–Pithampur Metro

PTI,
August 28, 2025

The Madhya Pradesh cabinet, chaired by Chief Minister Mohan Yadav recently cleared several key proposals, including approving the payment of consultancy fees for the preparation of the Detailed Project Report (DPR) for the Ujjain–Indore–Pithampur Metro Rail Project.

The consultancy has been assigned to the Delhi Metro Rail Corporation at a cost of Rs 9 lakh per km, plus GST, The Times of India reported.

In its first phase, the metro will connect Mahakaleshwar in Ujjain to Indore's Luv Kush Square, before extending to Pithampur in the second.

Urban administration minister Kailash Vijayvargiya said the cabinet also gave approval for the purchase of 25,000 tablets worth Rs 75 crore under the E-Vivechana App project, part of the Crime and Criminal Tracking Network and Systems (CCTNS).

“In the first phase, 1,732 tablets will be given to the police department,” he noted, with the remaining to be distributed in stages.

The initiative aims to strengthen crime detection and policing across the state.

In the energy sector, the state cabinet authorised competitive procurement of 4,000 MW from new thermal projects, with three developers already selected to supply 800 MW, 1,600 MW and 800 MW respectively.

Another major step was the approval of renewable energy projects to reduce operational costs of the MP Jal Nigam’s 147 group rural drinking water schemes, a Rs 60,786 crore programme designed to supply safe water to more than 75 lakh families across 35,000 villages.

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Nagpur–Gondia Expressway Gets Green Light: Travel Time To Drop From Three Hours To Just 75 Minutes

Business Standard,
August 21, 2025

The Maharashtra cabinet has cleared the deck for the Nagpur–Gondia Access Controlled Expressway, approving both the project blueprint and the land acquisition process.

The Maharashtra State Road Development Corporation (MSRDC) has been tasked with execution. The decision was taken at a cabinet meeting chaired by Chief Minister Devendra Fadnavis, the official statement informed.

Currently, a journey from Gondia to Nagpur takes over three hours along the existing highway. The new expressway, however, is expected to cut down travel distance by 15 km and bring journey time to just one hours and 15 minutes.

Running through 10 talukas and 115 villages across Nagpur, Bhandara and Gondia districts, the route will include 26 flyovers, 15 major bridges, 63 smaller ones, 71 canal crossings, as well as eight dedicated animal underpasses.

Interchanges have been planned at Gavasi, Pachgaon, Thana, Rotary, Panjra, Paldongri, Lohri and Savari.

The project, measuring 162.577 km, will link the existing 701-km Hindu Hruday Samrat Balasaheb Thackeray Maharashtra Samruddhi Highway with Gondia.

The approved alignment covers 72.5 km from Nagpur to Bhandara, 72.6 km from Bhandara to Gondia, a 3.765 km spur to Tiroda, and a 13.712 km Gondia Outer Ring Road. A financial provision of Rs 3,162.18 crore has been sanctioned for land acquisition alone.

The statement emphasised that the expressway will open up underdeveloped and tribal regions, tying them more closely with Nagpur and Mumbai.

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