

# NEWSLETTER

## CONSTRUCTION INFRASTRUCTURE UPDATES

### WEDNESDAY, DECEMBER 30 - 31, 2025

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## India's construction & infra surge in 2025

Construction week online,  
December 30, 2025

*The year also saw significant traction in large-scale infrastructure projects*

The Indian infrastructure and construction sector demonstrated remarkable resilience and expansion in 2025, with the total market size projected to reach ₹5.31 lakh crore (≈ USD ≈ 300 billion), marking a growth of 11.2% year-on-year from 2024.

Buoyed by aggressive government spending under flagship initiatives including the National Infrastructure Pipeline (NIP), infrastructure outlays across roads, rail, power, and urban transit remained robust. From July to November 2024 alone, Union government capital expenditure rose by 8.2%, led by transport, rail and power sectors, reflecting a 38.8% growth in capex over the past five years. Analysts expect that by 2029 the construction industry value will cross ₹39.10 lakh crore, with a forecasted CAGR of ~8.8% for 2025-2029.

The year also saw significant traction in large-scale infrastructure projects: transport infrastructure accounting for nearly 38% of the overall infrastructure segment in 2024, while renewable energy-rich corridors and urban infrastructure recorded material growth.

Moreover, the broad construction sector, spanning industrial, commercial, institutional facilities and civil works, remained one of India's largest employment engines, reinforcing its strategic importance for economic growth and livelihood generation.

### Smart timelines

Within this rapidly expanding landscape, 2025 emerged as a turning point where speed, sustainability and integration of digital tools became the currency of success. For builders, designers and interior firms alike, the pressure to deliver quality on aggressive timelines, while aligning with environmental norms, has intensified.

In parallel, firms engaged in core civil construction focused on efficiency gains through digital workflows and off-site fabrication. Parveen Gupta, director of Ramacivil India, said, "Modern construction is an orchestra, if procurement, factory, and site don't play in sync you lose time and margin. We have invested in workflows and digital handoffs to reduce on-site wastage and shrink timelines. The returns are already visible in margins and client satisfaction." This reflects how contractors are retooling operations to align with developer and investor expectations.

"Clients stopped asking just for aesthetics, they now ask for lifecycle math," said Sandeep Singh, MD, Brawn Globus. "2025 taught us that design has to earn its place through performance: lower energy, faster delivery and better adaptability. In 2026, firms that industrialize design and integrate delivery will win." His words underscore a broader shift across the industry toward design-for-manufacture and tighter integration between design teams and delivery partners.

Simultaneously, the interiors and finishing segment saw rising demand from commercial, institutional, and mixed-use developments, where flexible, durable and low-maintenance interiors started being valued as part of long-term asset value. Manish Bansal, director of

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Window Magic, notes, “Interiors are no longer afterthoughts; they are longevity engines for assets. Clients ask for flexible, serviceable interiors that can adapt across different tenancies and use cases. The focus is on durable materials, low maintenance systems and design that complements energy targets.”

### **All round growth**

During 2025, major infrastructure sub-segments, roads, rail, urban infrastructure, utilities and renewables, continued to provide the backbone for growth. Public funding contributed roughly 63% of outlays, while private capital, including institutional and corporate capex, recorded among the highest projected CAGRs through 2030.

Simultaneously, new technologies and modular construction methodologies, including prefabrication, BIM-driven planning and supply-chain digitization, gained traction, especially for mid- to large-scale projects, where speed to market, quality assurance and labour efficiency matter most. The emergence of a nascent “Construction 4.0” landscape, combining IoT, automation, factory-based manufacturing and advanced project management, is creating new openings for innovation and differentiation.

Looking ahead to 2026 and beyond, industry experts believe the coming year will be defined by three converging themes: industrialized delivery (modular + panelized + hybrid construction systems), measurable sustainability (embodied-carbon accounting, net-zero operational roadmaps), and productized services (standardized design kits, repeatable interior systems). Firms that combine these with disciplined project financing, transparent governance and integrated service delivery, from civil work to interiors, are expected to capture premium value.

Economic momentum and policy tailwinds remain strong. Government-backed programs such as NIP continue to fuel demand for road, rail, urban transit, power and urban infrastructure. The capex push, combined with rising private investment and improving financing mechanisms (PPP, infrastructure bonds, REITs), positions the industry well for a sustained multi-year growth path.

Moreover, the growing focus on ESG (environmental, social, governance) compliance, from energy and water efficiency to carbon footprint reduction, is reshaping investor and client expectations. Developers and institutional landlords are increasingly seeking facilities that meet green certification standards, cost less to operate over their lifecycle, and command higher long-term value.

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## **Infrastructure Companies Secure Major Orders Worth Over ₹4,200 Crores Across Multiple Sectors**

Hindustan Times,  
December 30, 2025

### **Overview**

*Multiple infrastructure companies have announced significant order wins and project milestones across road construction, renewable energy, and power infrastructure sectors.*

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*Dilip Buildcon secured a ₹3,400 crore contract for the Ganga Path project. Solarworld Energy Solutions won a ₹725.33 crore order for a 250 MWac solar PV project. JD Cables and Diamond Power received orders for power cable supply worth ₹8.81 crores and ₹66.18 crores respectively. Ceigall India's subsidiary achieved a milestone in its highway development project in Punjab.*



*\*this image is generated using AI for illustrative purposes only.*

Multiple infrastructure companies have announced significant order wins and project milestones, collectively worth over ₹4,200 crores across road construction, renewable energy, and power infrastructure sectors. These developments highlight the robust activity in India's infrastructure development landscape.

### **Major Road Construction Award**

Dilip Buildcon Ltd has secured a substantial contract, receiving a letter of award from Adani Road Transport Limited on a back-to-back basis. The project involves construction of Ganga Path connecting Sultanganj-Bhagalpur-Sabour Road on EPC mode, with Bihar State Road Development Corporation Ltd as the employer.

Parameter	Details
Project Cost	₹3,400.00 crores
Contract Type	Lump sum EPC cost
Exclusions	GST, specified exclusions

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Parameter	Details
Mode	Engineering, Procurement and Construction

### Renewable Energy Sector Development

Solarworld Energy Solutions Ltd has been awarded an EPC package for renewable energy infrastructure development. The company received the letter of award for a grid-connected solar photovoltaic project.

Specification	Details
Project Capacity	250 MWac Grid Connected Solar PV
Order Value	₹725.33 crores (including taxes)
Completion Timeline	Financial Year 2026-27
Contract Type	Engineering, Procurement and Construction

### Power Cable Supply Contracts

Two companies have secured orders in the power cable segment, demonstrating demand for electrical infrastructure components. JD Cables received work orders from EPC contractors for cable supply across two states.

Cable Supply Details	JD Cables	Diamond Power
Order Value	₹8.81 crores plus GST	₹66.18 crores (ex-GST)

Cable Supply Details	JD Cables	Diamond Power
Supply Locations	Bihar & Jharkhand	Not specified
Cable Length	831 kilometers	Not specified
Client	EPC Contractors	Hild Projects Private Ltd

JD Cables' order includes manufacturing, testing, supply, and delivery of multiple cable types including Aerial Bunched XLPE Cable, LT XLPE AB Cable, and Control Cable. Diamond Power Infrastructure Ltd received a letter of intent from Hild Projects Private Ltd, an EPC contractor, for power cable supply.

### Highway Project Milestone

Ceigall Bathinda Dabwali Highways Private Ltd, a subsidiary of Ceigall India Ltd, achieved a project milestone with the receipt of provisional certificate for its highway development project. The project involves six-laning of the Jodhpur Romana (Bathinda) - Mandi Dabwali section of NH-54 spanning 27.40 kilometers in Punjab on Hybrid Annuity Mode.

Project Milestone	Details
Certificate Date	December 26, 2025
Commercial Operation	December 22, 2025
Project Length	27.40 kilometers
Contract Mode	Hybrid Annuity Mode

The provisional certificate issued by the Independent Engineer declares the project fit for entry into commercial operation, marking completion of this infrastructure development in Punjab.

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## **L&T Wins Major Contract For Hyderabad Greenfield Radial Road Phase-2; Project To Link ORR With Proposed Regional Ring Road**

Swarajya,  
December 30, 2025

Infrastructure major Larsen & Toubro (L&T) has announced that its transportation infrastructure division has secured a significant contract for Phase 2 of the Hyderabad Greenfield Radial Road project in Telangana.

In a filing to the BSE on Monday (29 December), the company confirmed that the order value falls within its 'significant' category, between Rs 1,000 crore and Rs 2,500 crore.

The contract, awarded for works in Ranga Reddy district, involves the construction of a 22.3 km, 3+3 lane access-controlled radial road, designed to enhance movement around Hyderabad and improve long-term road infrastructure capacity in the state.

As per the regulatory disclosure, the scope covers a 3.6 km viaduct, minor bridges, culverts, underpasses and service roads on both sides, along with retention walls, drainage systems, footpaths, cycle tracks and landscaping works.

Phase-2 of the radial road is of strategic importance, as it will become the first direct corridor connecting Hyderabad's Outer Ring Road (ORR) to the proposed 340 km Regional Ring Road (RRR).

Once complete, the RRR is expected to integrate multiple economic hubs, including Hyderabad's expanding IT zones and emerging satellite townships, enabling decentralised urban development.

The new radial corridor is also expected to complement the Greater Hyderabad Municipal Corporation's (GHMC) recent territorial expansion, where resolutions were passed to extend civic limits and upgrade urban infrastructure to support the city's population growth.

The L&T project is likely to accelerate real-estate and industrial activity along the southern urban belt, while easing pressure on ORR traffic. The Phase-2 works will commence shortly, with timelines to be shared once the engineering and mobilisation stages are completed.

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## **Mumbai–Ahmedabad Bullet Train Project: 331 Km Of Viaduct, 410 Km Of Pier Work Completed**

Swarajya,  
December 31, 2025





*Mumbai-Ahmedabad bullet train project (Representative image).*

The Mumbai–Ahmedabad bullet train project is progressing steadily, with major civil and infrastructure milestones achieved across the India's first high-speed rail corridor.

According to the Ministry of Railways, over 331 km of viaduct work has been completed on the 508 km bullet train corridor, which is being implemented by the National High-Speed Rail Corporation Limited (NHSRCL).

Further, pier work has been completed on 410 km length of the corridor.

Bridge construction is also moving at a strong pace. Seventeen river bridges, five prestressed concrete bridges, and eleven steel bridges have already been completed. Track-related works are progressing simultaneously, with around 272 track kilometres of reinforced concrete track bed constructed so far.

"As of 21 December 2025, 331 km of viaduct work has been completed out of the total 508 km alignment. Pier work has been completed for 410 km. Seventeen river bridges, five PSC bridges, and eleven steel bridges have already been completed. Around 272 track km of RC track bed has been constructed," the Railways Ministry said.

Electrification infrastructure is also taking shape along the corridor, with more than 4,100 overhead equipment masts installed.

In Maharashtra, major tunnelling works are currently underway, marking a critical phase of construction in difficult geological conditions.

In addition to the main line, rolling stock depots at Surat and Ahmedabad are being developed to support future operations and maintenance.

The ministry said the project will bring world-class high-speed rail technology to India and will sharply reduce travel time between two major economic hubs of the country.

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## Construction Firm To Attempt Another Guinness Record On Amaravati–Bengaluru Highway Project

Indian Express,  
December 31, 2025



*Highway construction - a representative image. (UPEIDA)*

Maharashtra-based Rajpath Infracon Private Limited, already a two-time Guinness World Records holder is preparing for another historic engineering challenge on the Amaravati–Bengaluru Expressway, where two new world record attempts will take place from 5 to 6 January near Puttaparthi in Andhra Pradesh’s Sathya Sai district, Deccan Chronicle reported.

Company officials confirmed that the attempt will begin at 8 am on 5 January and conclude the following morning.

The first target is to construct a 5 km stretch of bituminous concrete road within 24 hours. Simultaneously, the company aims to create the longest continuous bituminous/asphalt road within a single day, using about 7,500 metric tonnes of bitumen and asphalt.

Following this first phase, Rajpath Infracon will continue work until January 11, attempting to beat its own earlier record of laying 42.2 km of continuous two-lane bituminous road” and also aiming to set an additional record using “not less than 36,634 metric tonnes of construction material.

A grand ceremony will be held in Puttaparthi on 12 January, where Union Minister for Road Transport and Highways Nitin Gadkari will reportedly hand over the Guinness certificates.

Rajpath Infracon first made global headlines on May 31, 2021, when it completed a 39.69 km asphalt road in 24 hours between Pusegaon and Mahasurne in Satara district, Maharashtra, a record achieved while complying with both state and central norms.

It followed this in June 2022 with its most ambitious feat to date, building a continuous 84.4 km bituminous concrete stretch between Amravati and Akola on National Highway-53.

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In that project, a workforce of 728 engineers and more than 2,500 labourers battled temperatures as high as 47°C in Vidarbha to complete what Guinness equated to 42.2 km of two-lane road.

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## Bihar's First Greenfield Expressway Nears Final Stretch In Darbhanga

Swarajya,  
December 30, 2025



*Bihar's first access-controlled greenfield expressway is being developed by the NHAI under the Bharatmala programme (Representative image)*

Construction of Bihar's first access-controlled greenfield expressway, the Darbhanga–Amas Expressway (NH-119D) is advancing steadily, with work in Darbhanga district now approaching its final stages.

The project is being developed by the National Highways Authority of India (NHAI) under the Bharatmala programme.

The expressway begins in Darbhanga, where pillar work near the Kakarghati railway station is almost complete. Here, the corridor will cross above the Darbhanga–Sakari railway line.

Notably, the site is also witnessing the installation of a CAT-II landing system for Darbhanga Airport within a radius of roughly 300 metres, which is expected to enhance aircraft operations even during low visibility or adverse weather.

Stretching approximately 189 km, the Darbhanga–Amas Expressway will link North and South Bihar, offering seamless and direct connectivity between regions that currently require significant travel time.

The road will start at Amas in Gaya district, positioned along NH-19 (Delhi–Kolkata Highway), and terminate at Bela Nawada in Darbhanga along NH-27, connecting the Aurangabad–Gaya belt with Mithila's largest urban centre.

The expressway will pass through seven districts — Aurangabad, Gaya, Jehanabad, Patna, Vaishali, Samastipur and Darbhanga. In Patna, it will cross the Ganga through the six-lane Kacchi Dargah–Bidupur bridge, a link seen as vital to the route's long-term utility.

The estimated cost of the project is between Rs 5,000 crore and Rs 6,000 crore. Initially planned as a four-lane expressway, its design includes provisions to expand to six lanes in future.

Officials report that the construction has been divided into four packages, and about 40 per cent of work between Patna and Gaya is complete. Land acquisition delays briefly slowed progress, though work is now moving ahead on priority, with completion targeted for March 2026.

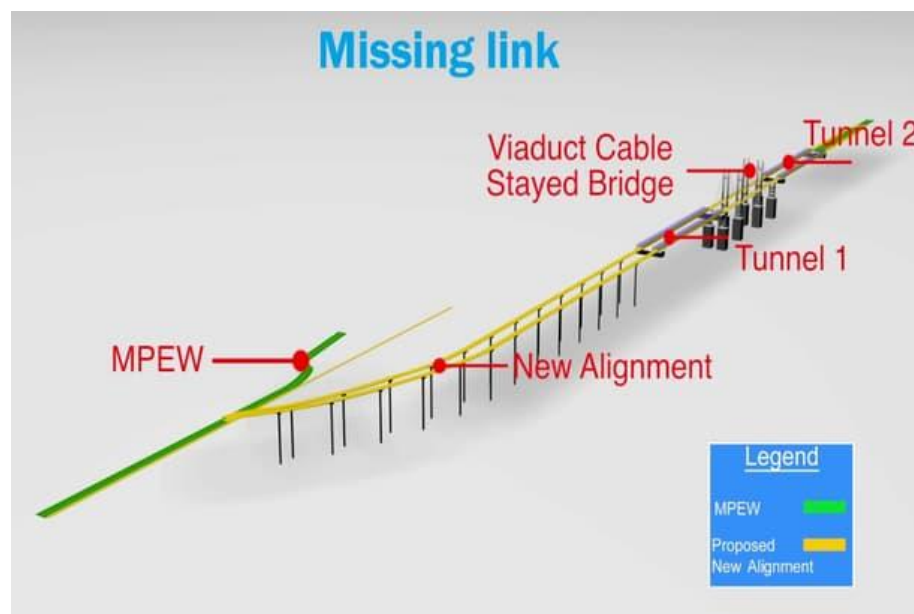
Once operational, travel time between Gaya and Darbhanga is expected to shrink from 5–6 hours to just 2.5–3 hours.

Improved freight movement, strengthened connectivity between Patna, Gaya and Darbhanga airports, and new commercial opportunities across the corridor are among the most anticipated gains.

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## Mumbai–Pune Missing Link On Track To Open By March 2026, Set To Cut Journey Time By 30 Minutes

Indian express,  
December 30, 2025



Mumbai-Pune Expressway missing link

Commuters travelling between Mumbai and Pune may soon witness a long-awaited break from heavy traffic, with Maharashtra's 13.3 km 'missing link' on the Mumbai–Pune Expressway nearing completion.

The stretch, located near Lonavala, is expected to open within the coming months and promises to trim travel time by up to half an hour, particularly benefiting weekend and festive-season travellers.

"There were a lot of challenges in the construction of the missing link road project, which is 13.3 km long and cuts through hills and crosses the valley. All project hurdles have been overcome, and the major work is complete. Only small works are remaining," a senior official from the Maharashtra State Road Development Corporation (MSRDC) was quoted as saying by Indian Express.

The project has had to contend with complex geography — hill sections, deep valleys and varying weather conditions resulting in several deadline extensions.

Currently, the Khopoli-Sinhgad Institute section spans 19.8 km and navigates directly through the crowded Lonavala stretch, where narrow lanes and tourist influx repeatedly trigger tailbacks.

The missing link is designed to bypass this bottleneck entirely, featuring two tunnels measuring 8.9 km and 1.7 km and two cable-stayed bridges of 840 metres and 650 metres.

The tunnels, according to MSRDC, are 23.30 metres wide, equipped with four lanes and an emergency lane making them among the widest in Asia.

The official confirmed that the toughest challenge was the viaduct connecting the two tunnels in a deep valley, but work is now finished, allowing final touches to proceed. The lane towards Khopoli has also been widened in anticipation of increased traffic volume.

Once operational, the modified route is expected to reduce the overall distance by more than 6 km and lower the Mumbai–Pune travel time to nearly 2.5 hours, especially when paired with the Shri Atal Bihari Vajpayee Trans Harbour Link (Atal Setu), which already connects Pune to South Mumbai in roughly three hours.

The Rs 6,595 crore project, launched in 2019, faced setbacks due to the pandemic and monsoon disruption, but MSRDC states the revised target of March 2026 will be achieved.

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