

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

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Rs 971 Crore Infrastructure Boost: Nitin Gadkari Announces Key Road And Bridge Development Projects In Maharashtra And Assam

Swarajya,

February 18, 2026

Union Minister for Road Transport and Highways Nitin Gadkari has announced a Rs 353.23 crore project to widen National Highway 548-B in Maharashtra's Solapur district, alongside major road and bridge investments in Assam under the Central Road Infrastructure Fund (CRIF) on Tuesday (17 February).

The Maharashtra project covers a 47.663 km stretch from Bhurikavathe through Wagdari, Akkalkot, Nagansur and Tolnoor up to the Maharashtra–Karnataka border. The plan also includes construction of a bypass at Wagdari and a new bridge at Sangavi.

According to the minister, the upgrade is expected to ease the movement of heavy vehicles entering from Karnataka, making inter-state traffic safer and more efficient.

The corridor is strategically important for both commercial transport and religious tourism. Improved road conditions will significantly benefit devotees travelling from Latur, Umarga and parts of Andhra Pradesh to seek darshan at the revered shrine of Shri Swami Samarth Maharaj in Akkalkot.

In a separate announcement, Gadkari confirmed that Rs 617.98 crore has been sanctioned for 10 road development projects in Assam under the CRIF scheme. Additionally, Rs 129.74 crore has been approved for 16 bridge projects under the CRIF Setu Bandhan Scheme.

The projects are expected to reduce travel time and logistics costs while enhancing access to markets, healthcare facilities and educational institutions. Officials said the investments would support regional economic activity and raise overall living standards.

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Rs 802 Crore Road Redevelopment Push To Modernise 241 Key Corridors

Across Delhi

Swarajya,

February 18, 2026

Delhi's Public Works Department has launched an ambitious Rs 802.18 crore project to redevelop more than 241 major roads spanning 400 km under a 'wall-to-wall carpeting' model.

The project is targeted for completion by the end of the year, with work being undertaken in phases to minimise traffic disruption across the capital.

The comprehensive initiative will cover nearly 400 kilometres across 45 Assembly constituencies.

Out of the total project cost, Rs 643.36 crore will be funded by the Central Road Infrastructure Fund (CRIF) of the Central government, while Rs 158. 82 crore will be contributed by the Delhi government.

Roads identified for upgradation include August Kranti Marg in Malviya Nagar, Outer Ring Road, Rao Tula Ram Marg, Captain Gaur Marg in Kalkaji, Lala Lajpat Rai Marg in Greater Kailash, and Preet Vihar Road, among others.

The wall-to-wall carpeting approach represents a departure from traditional piecemeal repairs.

The Chief Minister noted that often only the central portion of roads, or isolated potholes, are repaired, resulting in deterioration within a short period. Under the new system, entire stretches will be uniformly strengthened from edge to edge, enhancing durability and lifespan.

The project aims to deliver significant environmental benefits alongside infrastructure improvements.

A fully levelled and sealed surface across the complete width will lead to a marked reduction in dust and air pollution, as damaged roads generate loose soil and fine particles that become airborne due to vehicular movement.

The new approach will help reduce particulate matter (PM) levels and improve cleanliness and air quality in surrounding areas.

Technical assessments will form the foundation of the renovation work.

Each road will undergo a technical assessment of the base layer, necessary strengthening, proper drainage arrangements, and final carpeting in accordance with prescribed standards.

Last year, approximately 150 kilometres of roads were constructed in Delhi using the same technology, providing a proven template for the expanded programme.

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India-Singapore ties in infra investment to get stronger; aviation vital to economy

Swarajya,

February 19, 2026

Synopsis

Singapore's journey underscores the importance of global connectivity for economic advancement. The Changi Airport Group recognizes India's burgeoning infrastructure, especially in aviation. With substantial investments already flowing, Singapore is committed to collaborating and competing for opportunities within India's growth narrative. Together, both countries are driving towards improved infrastructure development.

Panellists at the ET Now Global Business Summit delved into how vital civil aviation is to a subcontinental economy and the extent to which Singapore is backing India's infrastructure development plans.



Lim Ming Yan, chairman of Changi Airport Group (CAG), and Prasoon Mukherjee, chairman of the Singapore Business Federation's India Business Committee.

In a freewheeling exchange on Saturday, Lim Ming Yan, chairman of Changi Airport Group (CAG), and Prasoon Mukherjee, chairman of the Singapore Business Federation's India Business Committee, discussed connectivity, capital and collaboration.

On the strategic importance of civil aviation for India

Changi Airport Group's Lim drew a direct line between Singapore's port and airport infrastructure and the city-state's remarkable economic ascent. "Singapore's economy was able to grow because we were able to be connected to the rest of the world," he said, adding that global connectivity has attracted waves of foreign direct investment and enabled businesses to scale outward.

For India, he said, the logic is no different—even if the scale and complexity are vastly greater. Lim said that over the last two decades, civil aviation infrastructure in India has improved

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significantly, and this trajectory will continue over the next ten to twenty years. He, however, was careful not to discount India's other infrastructure imperatives-railways, waterways and highways-stressing that multi-modal connectivity is the overarching goal.

"I have seen geographies where airports and railway stations are very well connected, quite seamless for passengers to move from one mode to another," he said. Civil aviation, in his framing, was not a rival to rail and road, but a complementary and indispensable layer in India's overall connectivity architecture.

On CAG's investment appetite in Indian airports

On whether Changi Airport Group will bid more actively for Indian airport PPP (public-private partnership) projects, Lim pointed to its experience in Durgapur as evidence of the group's ability to add value even at relatively modest-scale facilities.

He was candid about the conditions that would govern any larger commitment. "CAG is good at managing airports. We are happy to work with investors who are familiar with the local context, where we bring in technical competency and expertise," he said. A winning model, he suggested, would pair Changi Airport Group's operational excellence with a partner deeply rooted in India's ground realities.

On Singapore's investment record in India

Mukherjee of the Singapore Business Federation's India Business Committee said Singapore has done a lot of heavy lifting but still has to do a lot. He offered a frank reckoning of Singapore's investment record in India, acknowledging both genuine milestones and a far larger gap yet to be closed.

He cited Singtel's significant stake in Airtel-valued at about \$30 billion-and the Singapore Alliance's recent investment in Air India as meaningful commitments. But he was unambiguous about what remained undone. Singapore Prime Minister's most recent budget, which devoted considerable time to the theme of internationalisation, signalled the strategic direction, he said.

Mukherjee also flagged a fundamental shift in the gravity of the bilateral relationship. "There was a time in the early 90s and 2000s when India's destination was Singapore. Today, India is the world's destination," he said. Singapore, he stressed, would now need to compete actively for a stake in India's infrastructure growth story alongside global heavyweights such as DP World, Prem Watsa and Hutchison.

The effort, he said, would have to come from Singapore's end as much as from India's.

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Cabinet clears Rs 11,000 crore highway projects in Maharashtra, Gujarat, Telangana under PM GatiShakti

The Economic Times,
February 19, 2026

Synopsis

The government has greenlit significant road development projects across Maharashtra, Telangana, and Gujarat. These initiatives, totaling over Rs 11,000 crore, aim to upgrade and expand key national highways. Projects in Maharashtra will boost industrial freight traffic. Gujarat's highways will see faster travel times. Telangana's road network will be widened, benefiting key districts.

The Centre has cleared road infrastructure projects worth over Rs 11,000 crore across Maharashtra, Gujarat, and Telangana under the PM GatiShakti initiative, according to official announcements.

The Cabinet Committee on Economic Affairs (CCEA) has approved the rehabilitation and upgrade of the Ghoti–Trimbak (Mokhada)–Jawhar–Manor–Palghar stretch of National Highway-160A in Maharashtra, with a total investment of Rs 3,320.38 crore. The 154.635-km project will be implemented under the Engineering, Procurement and Construction (EPC) model. The Ministry of Road Transport and Highways (MoRTH) noted that the region west of Nashik, including Ambad and Satpur, is home to a major cluster of industrial units set up by the Maharashtra Industrial Development Corporation, resulting in heavy freight movement.

The project aligns with PM GatiShakti objectives and is expected to improve connectivity to six economic nodes, one social node, and eight logistics nodes in Maharashtra, strengthening the country's logistics efficiency and boosting its Logistics Performance Index.

In Gujarat, the CCEA has approved the construction of four-lane stretches between Dhamasiya–Bitada/Movi and Nasarpore–Malotha at a cost of Rs 4,583.64 crore. The 107.67-km project forms part of NH-56, which begins in Nimbahera, Rajasthan, passes through Madhya Pradesh and Gujarat, and connects to NH-48 near Vapi. Designed for a top speed of 100 km/h and an average speed of 70 km/h, the project is expected to reduce travel time by about 40%, cutting the journey from 2.5 hours to around 1.5 hours.

Meanwhile, in Telangana, the CCEA has approved the widening of the Gudebellur–Mahabubnagar section of NH-167 on the Hyderabad–Panaji Economic Corridor. The 80.01-km project, with an investment of Rs 3,175.08 crore, will be developed to four-lane standards under the Hybrid Annuity Model (HAM) as part of the National Highways (Original) scheme. The upgrade is expected to ease congestion and significantly improve connectivity in the Narayanpet and Mahabubnagar districts.

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Centre Sanctions Rs 12,357 Crore To NHAI For Highway Monetisation In 2025–26; 24 Road Assets Identified Across States

Swarajya,
February 19, 2026

The Centre has approved Rs 12,357 crore for the National Highways Authority of India (NHAI) towards asset monetisation in 2025–26, slightly below the Rs 15,000 crore allocated in the Union Budget for the current financial year.

The funds are intended to help unlock capital tied up in operational highway assets and channel it into new infrastructure development.

According to an official circular accessed by Economic Times, NHAI has prepared a tentative list of 24 highway stretches, covering a combined length of 1,472 km, for monetisation in 2025–26.

The identified projects are spread across multiple states, including Maharashtra, Jharkhand, Uttar Pradesh, West Bengal, Bihar, Telangana, Chhattisgarh, Haryana, Gujarat, Karnataka, Kerala and Odisha.

The upcoming monetisation target is lower than in 2024–25, when NHAI earmarked 33 stretches totalling 2,741 km for similar transactions.

NHAI employs three principal mechanisms for monetising highway assets: Toll-Operate-Transfer (TOT), Infrastructure Investment Trusts (InvITs) and securitisation.

Under the TOT model, private concessionaires pay an upfront lump sum to secure the right to collect toll revenues from operational, publicly funded highway projects for a specified period.

The Ministry of Road Transport and Highways (MoRTH) is targeting revenue of around Rs 30,000 crore from asset monetisation in 2025–26.

Cumulatively, the ministry has raised Rs 1,52,028 crore through various monetisation modes up to November 2025.

Of this total, Rs 58,265 crore has been generated under the TOT model, with Rs 9,270 crore already awarded through TOT in the current financial year.

Additionally, Rs 43,638 crore has been mobilised via InvITs, while securitisation has contributed Rs 50,125 crore so far.

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Maharashtra Reclassifies 13.8 Km Of NH-60 And NH-160 As State Highway 27 (A) And (B)

The Economic Times,
February 18, 2026

The Maharashtra government has approved the reclassification of a 13.8 km stretch of two National Highways in Nashik district as part of State Highway 27, following the completion of four-laning and bypass works in the Sinnar section.

Under a Government Resolution issued by the Public Works Department (PWD), an 8.5 km portion of National Highway 60, formerly NH-50, from the Sinnar bypass to Rurewadi Phata has been declassified and redesignated as State Highway 27 (A).

In addition, a 5.3 km stretch of National Highway 160, earlier Major State Highway 12 from Sangamner Naka to Musalgaon MIDC, has been reclassified as State Highway 27 (B).

The decision follows completion of widening and bypass construction works between Nashik and Pune, as well as on the Ghoti–Sinnar–Shirdi corridor.

With these changes, the total length of State Highways in Maharashtra under the Road Development Plan 2001–2021 will increase by 13.8 km, taking the overall network to 34,871.430 km.

State Highway 27 currently terminates at Sinnar town, and the newly reclassified segments will now form its extended parts (A) and (B), strengthening regional connectivity in the Nashik belt.

The resolution also lays down specific conditions. One-time maintenance and repairs of the transferred bypass stretch will be carried out by the National Highways Authority of India (NHAI).

Responsibility for any existing encroachments or pending legal cases will remain with NHAI, while the PWD's Nashik division will ensure that no future encroachments occur.

Officials said the reclassification aligns administrative control with the present functional importance of the roads, following completion of upgraded highway infrastructure in the region.

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Rs 220 Crore Mahim–Bandra East Flyover Plan Revived By BMC: Report
The Economic Times,
February 18, 2026



Vehicular traffic in Mahim. (Source: Wikimedia Commons) (Representative image)

Mumbai's civic body has once again revived a proposal to construct a flyover linking Mahim and Bandra East, aiming to ease persistent congestion along the Western Express Highway (WEH), according to a TOI report.

The Brihanmumbai Municipal Corporation (BMC) has issued a fresh tender for the Rs 220.17 crore project after earlier attempts failed to attract bidders.

The proposed flyover will run from Fishermen Colony on Senapati Bapat Marg in Mahim to a point near the Kalanagar flyover in Bandra East.

Conceived as a key intervention to tackle one of the city's most gridlocked corridors, the project has remained stalled for nearly three years despite mounting traffic pressure.

Vehicle numbers along the WEH have surged sharply, worsening bottlenecks during peak hours.

Commuters frequently encounter long tailbacks stretching from the Mithi River area in Bandra East to Senapati Bapat Marg in Mahim, with congestion spilling over into Dadar, Khar and Santacruz.

According to civic officials, the flyover will originate near the Kalanagar flyover, span the Mithi River and merge with Senapati Bapat Marg.

Once operational, it is expected to streamline travel between the western suburbs and south Mumbai, while improving connectivity to S V Road, the Bandra-Worli Sea Link and the WEH.

The project was first tendered in 2022 but scrapped over technical issues. A second round in July 2023 also lapsed without bids. Officials say the flyover, estimated to be 1–1.5 km long, will complement existing links such as the Chunabhatti–BKC flyover and the old Kalanagar flyover.

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Uttar Pradesh Moves To Reshape State Connectivity With Proposed 2,300 Km North–South Corridor Network

PTI,

February 19, 2026

Uttar Pradesh government is planning an ambitious infrastructure initiative to develop six new vertical north-south road corridors spanning approximately 2,300 kilometres across more than 24 districts.

The project, backed by Chief Minister Yogi Adityanath, marks a strategic shift from the state's traditional east-west road development focus to strengthening north-south connectivity.

The longest corridor stretches 547 kilometres from Bareilly to Lalitpur via Agra and Jhansi, integrating major expressways including Ganga and Yamuna routes.

The second significant route connects Shravasti to Prayagraj over 262 kilometres, passing through Ayodhya, Sultanpur and Pratapgarh.

A 220-kilometre corridor will link Kushinagar to Varanasi via Deoria and Ghazipur, while a 295-kilometre route from Nepal border at Pipri to Prayagraj aims to improve cross-border and regional connectivity.

The extensive 502-kilometre Lakhimpur-Banda corridor will connect Sitapur, Lucknow and the Bundelkhand region, while the sixth corridor from Pilibhit to Harpalpur will link forest areas, industrial zones and Bundelkhand.

The Public Works Department (PWD) has already received administrative clearance for various stretches, with cabinet approval for project estimates expected soon.

PWD Chief Secretary Ajay Chauhan confirmed construction will commence once cabinet approvals are secured.

Chief Minister Adityanath gave formal consent to the proposal, having repeatedly stressed the need for strong north-south expressway connectivity over the past two years.

The project has received support from state finance leadership at central level, paving the way for coordination between state agencies and national bodies such as the National Highways Authority of India and the Ministry of Road Transport and Highways.

Execution will be shared between PWD and central agencies, with several sections already developed as four-lane roads requiring selective upgrades.

All six corridors are planned to be completed within the next two years, playing a key role in balanced regional development and faster mobility across Uttar Pradesh.

The project is expected to significantly reduce travel time, improve logistics movement, accelerate economic development and generate employment opportunities during both construction and operational phases.

The network will integrate multiple expressways to create a continuous north-south transport spine across the state, benefiting tourism, agriculture and industrial logistics.

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Gujarat govt presents Rs 4.08 lakh crore Budget; big push to tourism, sports infrastructure

The Economic Times,
February 18, 2026

Synopsis

Gujarat Budget 2026: Gujarat unveiled a Rs 4.08 lakh crore Budget for 2026-27. The focus is on boosting tourism and developing sports infrastructure for the 2030 Commonwealth Games. Ahmedabad will be developed as an 'Olympic Ready City'. Significant funds are

allocated for sports complexes and tourism promotion, including the Statue of Unity and Ambaji. The Budget offers a tax rebate on electric vehicles.

Gujarat Finance Minister Kanubhai Desai on Wednesday presented a Rs 4.08 lakh crore Budget for 2026-27 in the Assembly with a focus on tourism promotion and creation of sports infrastructure ahead of the 2030 Commonwealth Games.

The Budget, with an estimated surplus of Rs 974 crore and no new taxes, continued the 5 per cent tax rebate for electric vehicles.

The total outlay increased by Rs 37,803 crore or 10.2 per cent to Rs 4,08,053 crore over the previous financial year, Desai said.

A major highlight of the Budget was the state government's roadmap to develop Ahmedabad as an "Olympic Ready City" ahead of the 2030 Commonwealth Games, which Gujarat will host.

The minister proposed an allocation of Rs 1,278 crore for infrastructure related to the upcoming Games. This includes the development of international-level sports complexes and stadiums, and strengthening urban transport connectivity around key venues.

A total provision of Rs 1,331 crore has been made for the sports department. Of this, Rs 500 crore has been earmarked for developing Ahmedabad as an 'Olympic Ready City' and for the SVP Sports Enclave.

Another Rs 165 crore has been allocated for developing sports complexes in various districts.

An amount of Rs 100 crore each has been proposed for creating Olympic-level infrastructure at Karai and setting up a Para High Performance Centre in Gandhinagar. A further Rs 90 crore has been set aside for constructing a world-class hockey stadium.

Tourism was another key thrust area in the Budget. Announcing 2026 as 'Gujarat Tourism Year', the minister said the state aims to position itself prominently on national and international tourism maps.

To strengthen tourism infrastructure, Rs 236 crore has been allocated for enhancing facilities in and around the Statue of Unity. The iconic site has emerged as a major global attraction and boosted local employment, particularly among tribal communities, the finance minister said.

The government also proposed Rs 300 crore for the Ambaji Corridor Masterplan to ensure holistic development of the Ambaji pilgrimage centre. In addition, Rs 447 crore has been earmarked for building iconic bus stations at Somnath and Ambaji, and for constructing a multi-modal transport hub at Somnath.

Other allocations include Rs 60 crore for developing Somnath and Shivrajpur Beach as world-class tourist destinations and promoting tourism in the Visavada-Porbandar region. An amount of Rs 95 crore has been proposed for tourism promotion initiatives, including the training of 1,000 tourist guides and development of facilities at heritage sites.

The minister said Gujarat's rich heritage, from the White Rann of Kutch to Somnath, Gir and the Sun Temple, offers immense potential to attract domestic and international visitors. Special campaigns such as "Wed in Gujarat" will also be launched to promote the state as a wedding destination.

Highlighting urban development in support of tourism and sports infrastructure, the Budget proposed Rs 16,116 crore under the Swarnim Jayanti Mukhyamantri Shaheri Vikas Yojana, marking a 17 per cent increase over the previous allocation.

The minister said the government remains committed to building world-class infrastructure to support economic growth while promoting Gujarat's cultural and sporting aspirations on the global stage.

Last year, the state government had announced a rebate of 5 per cent on Motor Vehicle Tax on electric vehicles. Desai proposed to continue that rebate for another year, giving a relief of Rs 210 crore for the citizens.

With this proposed relief in taxes, the budget is having an estimated overall surplus of Rs 974 crore, said the minister.

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Thiruvananthapuram Metro DPR Faces Delay Amid Alignment Revisions And Poll Code Concerns

Swarajya,
February 19, 2026

The detailed project report (DPR) for the proposed Thiruvananthapuram Metro is likely to be delayed further, as revisions to the corridor alignment have slowed its completion.

The DPR is being prepared by Delhi Metro Rail Corporation (DMRC), while Kochi Metro Rail Ltd (KMRL) is overseeing implementation.

Although KMRL had earlier indicated that the DPR would be submitted within six weeks of the state government granting administrative sanction to the Phase I alignment in November 2025, that deadline now appears uncertain, according to a report by TOI.

Officials say modifications to the alignment aimed at enhancing ridership potential, easing land acquisition challenges and strengthening integration with key transport hubs, required fresh technical assessments and demographic evaluations.

KMRL Managing Director Loknath Behera was quoted as saying, "We expect the DPR to be ready by this month-end. However, I am not sure. Hopefully, we can submit the DPR to state govt next month for approval."

Even if the DPR is finalised and submitted soon, its approval may not be immediate. The model code of conduct for the upcoming Kerala Assembly elections is expected to come into force shortly, restricting major policy decisions, including sanctioning large infrastructure projects.

If this occurs, the Metro proposal may not secure state cabinet approval during the current tenure.

Initial plans proposed a corridor from Technocity in the north to Pallichal in the south, later revised to connect Kazhakkottam to Pappanamcode via Kariavattom and Sreekaryam, with an additional alignment along NH 66 towards Enchakkal, linking the airport and Technopark.

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