

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

MONDAY, JANUARY 12, 2026

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Goa Seeks Rs 70.8bn Infra Push from Centre
Construction Week,
January 12, 2026

Goa's Public Works Department, Goa has submitted an infrastructure expansion proposal worth Rs 70.77 billion to the Union government, placing the package before Union Minister for Road Transport and Highways Nitin Gadkari, PWD Minister Digambar Kamat said. The

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proposal includes a mix of long-pending and high-impact road and bridge projects across the state.

Among the largest projects are the Borim bridge with approach roads, estimated at Rs 12.35 billion, and the Cuncolim bypass on National Highway 66, pegged at Rs 19.30 billion. The package also proposes major four-laning works, including the Goa–Karnataka border stretch at Mollem costing Rs 24.97 billion, the Mollem–Khandepar section at Rs 10.66 billion, and the Arlem eastern bypass at Rs 6 billion, for which the detailed project report has already been completed.

Mr Kamat said most DPRs had been submitted earlier and that the state had previously been able to undertake infrastructure works worth Rs 300 billion with support from the Union ministry. He added that the minister had assured consideration of all proposals. The comments were made on the sidelines of the launch of an e-sign module for works management under the department's e-governance initiative.

Alongside new projects, the PWD has begun a comprehensive safety review of existing infrastructure. Audits of all major and minor bridges and culverts are underway, along with structural audits of government buildings, including the Margao overbridge. The department is also planning reforms in road maintenance through a five-year annual maintenance contract model, under which contractors will be responsible for upkeep.

Mr Kamat said efforts were also being made to assign one contractor per assembly constituency to address potholes, adding that most main roads in Goa are currently pothole-free. He said the department would take a strict approach to road digging by other agencies, requiring proper approvals and visible disclosures, and aims to complete the Porvorim bridge by December.

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Uttarakhand Pushes Rs 160bn Highway Expansion Plan

Construction Week,
January 12, 2026

Uttarakhand Chief Minister Pushkar Singh Dhami has highlighted the state's rapid progress in road infrastructure, attributing it to the guidance of Prime Minister Narendra Modi and sustained support from Union Road Transport and Highways Minister Nitin Gadkari. Speaking at a review meeting on national highway projects at Bharat Mandapam, chaired by Mr Gadkari, the chief minister said Uttarakhand is moving towards a smooth, safe and future-ready road network.

During the meeting, Mr Dhami submitted several major proposals for approval. These include the Rishikesh Bypass (NH-7), a 12.67-km four-lane project estimated at Rs 11.61 billion, featuring elevated stretches over three elephant corridors, a 200-metre bridge over the Chandrabhaga River and two road overbridges. The Almora–Danya–Panar–Ghat Road (NH-309B) involves 76 km of two-lane widening at a cost of Rs 9.88 billion, while the Jyolikot–Khairna–Gairsain–Karnprayag Road (NH-109) covers 235 km to improve hill connectivity. Another proposal is the Almora–Bageshwar–Kanda–Udiyari Bend Road (NH-309A),

spanning 84.04 km with an estimated outlay of Rs 10.02 billion, with forest clearance for one package already secured.

The chief minister said the Char Dham Mahamarg Project, valued at Rs 127.69 billion, is transforming pilgrimage routes by making them safer and more accessible. Uttarakhand currently has 3,723 km of national highways, with more than 336 km completed and civil work underway on 193 km of projects costing over Rs 158.9 billion. These roads are improving connectivity to key religious, urban and industrial centres including Haridwar, Rishikesh, Dehradun, Rudrapur, Kashipur, Haldwani and Kathgodam.

Four-lane corridors such as Kashipur–Sitarganj (77 km), Rudrapur–Kathgodam (50 km) and Haridwar–Nagina (67 km) have strengthened links to industrial zones and tourist destinations. The Delhi–Dehradun corridor includes a nearly 30-km six-lane access-controlled stretch, with tunnels and an 18-km elevated section, built at a cost of Rs 19.95 billion. Urban decongestion projects include the Dehradun Bypass (12 km, Rs 7.16 billion) and Haridwar Bypass (15 km, Rs 16.03 billion).

Mr Dhama emphasised the state's focus on road safety through black-spot rectification, improved junction access control, modern signage and advanced safety systems. In mountainous regions, continuous operation and maintenance works are being carried out to ensure year-round connectivity. He also outlined future projects, including Mussoorie–Dehradun connectivity (40 km, Rs 40 billion), the Haridwar–Haldwani high-speed corridor (197 km, Rs 100 billion), a new Rishikesh bypass (13 km, Rs 12 billion), the Dehradun ring road and the Lalkuan–Haldwani–Kathgodam bypass.

Special measures are being adopted in environmentally sensitive zones such as the Rajaji Tiger Reserve, with elevated roads, wildlife underpasses and minimal land use to balance development and conservation. Civil work on the Silkyara–Polgaon tunnel is nearly 90 per cent complete, with full completion targeted by March 2027.

Mr Gadkari assured that appropriate action would be taken on the proposals and directed officials to complete ongoing projects on time while maintaining quality standards. The meeting was attended by Union Ministers of State Ajay Tamta and Harsh Malhotra, along with senior officials.

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PM Modi Inaugurates Remaining Phase-II Stretch Of Ahmedabad-Gandhinagar Metro

Business Standard,
January 12, 2026

Prime Minister Narendra Modi on Sunday (11 January) inaugurated the final stretch of Phase II of the Ahmedabad–Gandhinagar Metro, completing a vital transport corridor between Gujarat's twin cities.

The newly opened 7.8 km section from Sector 10A to Mahatma Mandir adds seven stations to the network and enables seamless end-to-end metro travel.

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The Prime Minister flagged off the service from Mahatma Mandir Metro Station in Gandhinagar in the presence of Gujarat Governor Acharya Devvrat and Chief Minister Bhupendra Patel.

The stations inaugurated on this stretch are Mahatma Mandir, Sector-24, Sector-16, Old Secretariat, Akshardham, Secretariat and Sector-10, significantly expanding metro access across administrative and residential zones.

With this extension, commuters can now travel comfortably along the entire 28 km corridor from Motera in Ahmedabad to Mahatma Mandir in Gandhinagar.

The link is expected to benefit residents across nearly 20 sectors of Gandhinagar and provide direct connectivity to around 60 government offices located in the Old Secretariat complex and Sector-16, reducing dependence on private vehicles and road-based transport.

During the inauguration event, the station witnessed a celebratory atmosphere as citizens gathered to welcome the Prime Minister.

Following the launch, Chief Minister Bhupendra Patel and Deputy Chief Minister Harsh Sanghavi travelled on the Phase II route, interacting with passengers and students while seeking feedback on the service.

The Ahmedabad–Gandhinagar Metro was first inaugurated in Ahmedabad in October 2022, with subsequent extensions launched in phases, including the Motera–Sector-1 stretch and links to GNLU and GIFT City in September 2024.

During Phase I operations, the metro recorded an average daily ridership of around 35,000 passengers. With the full integration of Phases I and II, daily ridership has now risen to approximately 1.6 lakh commuters.

Approved by the Union Cabinet in February 2019 at a cost of Rs 5,384 crore, Phase II completes a major milestone in Gujarat's urban mobility push.

With this addition, the Ahmedabad Metro network now spans over 60 km with 47 operational stations, strengthening sustainable, efficient and future-ready public transport in the region.

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Land Acquisition Bottlenecks Stall Road Links To Dwarka Expressway In Gurugram Sectors 99–115: Report

Swarajya,
January 12, 2026

The plan to link major roads between Gurugram's Sector 99 and Sector 115 to the Dwarka Expressway has stuck in limbo, due to struggle with acquiring the required land by the Haryana Shahari Vikas Pradhikaran (HSVP).

This issue was raised during a meeting of the district coordination committee, chaired by Dheeraj Desi, Chief Advisor for Urban Development, and focused largely on the pending land acquisition process, according to a report in Hindustan.

In a key development, HSVP administrator Vaishali Singh informed the committee that all data related to land already acquired would be compiled by 31 January.

Once this exercise is completed, the authorities plan to move ahead with the remaining acquisition process to clear the long-standing hurdle.

At present, several arterial roads, including those linking Sectors 99–99R, 99–102, 102–102R, 101–104, 102–103, 103–106, 106–109, 109–112 and 110R–111 remain disconnected from the Dwarka Expressway.

The primary reason cited is the non-acquisition of 30 metres of land earmarked for a green belt, without which the road connections cannot be completed.

Desi has also directed officials of Gurugram Metro Rail Limited to submit detailed land acquisition data to the committee to help speed up approvals and coordination.

Once connectivity is achieved, several housing societies and commercial developments such as those in Sectors 99, 102, 103, 110R and 111 are expected to see major relief in access and mobility.

The meeting also reviewed delays in road repair works across Gurugram. Officials said that of the 783 complaints received via the Haryana Road App, the Gurugram Metropolitan Development Authority has addressed only 163 so far.

The Municipal Corporation of Gurugram has resolved 219 out of 910 complaints, leaving a significant backlog.

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Ganga Expressway Set To Open Next Month Following Successful FASTag Toll Trials In Badaun

Swarajya,
January 12, 2026

The 594 km Ganga Expressway, set to become India's longest expressway, has moved a step closer to inauguration following the successful trial of its FASTag-enabled toll collection system.

According to Hindustan Times, the expressway, which is nearing completion, is expected to open to traffic next month.

During the trial run, conducted at a toll plaza located in Budaun district, automatic boom barriers functioned seamlessly.

Vehicles were able to slow down and pass through without stopping as the system scanned FASTags and processed toll payments instantly, confirming the readiness of the contactless tolling mechanism.

The Uttar Pradesh Expressways Industrial Development Authority (UPEIDA) said similar trials are under way at other toll plazas across multiple construction packages.

Stretching from Meerut to Prayagraj, the six-lane access-controlled expressway passes through 12 districts, including Hapur, Bulandshahr, Amroha, Sambhal, Shahjahanpur, Hardoi, Unnao, Rae Bareilly and Pratapgarh.

Senior state government officials noted that the corridor is in its final phase of readiness, with finishing works and system checks progressing in parallel.

Beyond tolling infrastructure, the scale of engineering involved is substantial.

The expressway crosses 140 water bodies and includes seven road overbridges, 17 interchanges, 14 major bridges, 126 minor bridges, 28 flyovers, 50 vehicle underpasses, 171 light vehicle underpasses, 160 small vehicle underpasses and 946 culverts, ensuring uninterrupted regional connectivity.

In a significant step towards improving road safety and ride quality, the Uttar Pradesh government has partnered with ETH Zurich University and Switzerland-based RTDT Laboratories AG.

Under this agreement, artificial intelligence and sensor-based systems are being deployed to monitor road quality and driving comfort during construction itself, rather than after completion.

A specially equipped Innova vehicle fitted with vibration technology and seven accelerometer sensors is inspecting all six lanes in real time, measuring surface undulations, elevation changes and comfort levels.

Officials said the system enables immediate corrective action and will later be extended to the Gorakhpur Link Expressway.

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Delhi-Mumbai Expressway: 25 Km Bharuch-Kim Section Prepared For Trial Operations In Gujarat

The Hindu Business Line,
January 12, 2026

A crucial stretch of the Delhi–Mumbai Expressway between Dehgam in Bharuch district and Kim in Surat has been opened to traffic on a trial basis.

The newly accessible segment forms Package 5 of the Vadodara–Mumbai corridor and marks the first time motorists can travel uninterrupted between Vadodara and Surat on the expressway.

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The decision to allow trial operations followed a site inspection by senior National Highways Authority of India (NHAI) officials on January 8. During the review, the stretch was found to be structurally complete, clearing the way for limited traffic movement.

Some safety-related works are still underway, which may slightly delay full commercial operations. Officials expect the section to be formally opened within the next one or two weeks.

Despite the milestone, the trial opening was not without disruption. The sudden closure of the entry and exit point near Pungam in Ankleshwar caught many motorists off guard, leaving several commuters stranded.

The lack of advance notice and traffic guidance drew criticism from road users, who said the inconvenience could have been avoided with clearer communication.

At present, vehicles travelling from Vadodara can access the expressway from Dehgam to Kim and continue onwards to Ena near Surat, but Ankleshwar remains without direct entry or exit.

Transport operators and local residents have called for better signage, timely alerts and clearer route management.

With this link now functional, commuters can travel directly from Ahmedabad to Surat via the Ahmedabad–Vadodara Expressway (NE-1) and then the Delhi–Mumbai Expressway.

The outlook improves further with Package 7, connecting the Ena Interchange to the Kharel Interchange, already completed in full. Once opened, it will extend uninterrupted expressway connectivity from Ahmedabad all the way to Navsari.

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