



NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

FRIDAY, JULY 24, 2026

^ TOP

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- ✓ [Patel Engineering achieves historic breakthrough of India's longest irrigation tunnel](#)
- ✓ [Adani Power Eyes Madhya Pradesh For Nuclear Entry, Evaluates Sites As It Targets 10](#)
- ✓ [Mumbai's 7.13 Km Kasheli-Mulund Water Tunnel Enters TBM Phase, BMC Targets October 2030 Completion](#)
- ✓ [Solar Major Waaree Makes Wind Energy Debut With 201.6 MW Order To Suzlon](#)
- ✓ [Prayagraj Metro DPR To Integrate Ropeway Project With Common Parade Interchange: Report](#)

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✓ India's Biggest Highway Push: Over 22,700 Km Of Roads Completed Under Bharatmala Pariyojana, Government Tells Parliament

Patel Engineering achieves historic breakthrough of India's longest irrigation tunnel

Construction Week,
July 24, 2026

Patel Engineering Achieves Historic Breakthrough of India's longest irrigation tunnel; CM Dr. Mohan Yadav visits milestone site

Patel Engineering achieves historic breakthrough of India's longest irrigation tunnel. Chief Minister of Madhya Pradesh, Dr. Mohan Yadav, visited the Sleemanabad Carrier Canal Project following the successful breakthrough of India's longest irrigation tunnel. Executed by Patel Engineering Limited, the nearly 12-km tunnel marks a significant milestone in strengthening the state's irrigation infrastructure and is poised to provide assured irrigation to nearly 2.45 lakh hectares across four districts, enhancing water security and supporting agricultural development.

The Sleemanabad Carrier Canal forms part of the Bargi Diversion Project being developed by the Narmada Valley Development Authority. Designed to transfer water from the Bargi Dam on the Narmada River through a 197-km trans-valley canal, the project will irrigate nearly 245,000 hectares across Madhya Pradesh while also supplying 284 million litres of domestic and industrial water per day to Jabalpur and Katni. At the heart of the project lies the nearly 12-km tunnel, executed by a Patel Engineering-led consortium, which stands as India's longest irrigation tunnel.

Executing the tunnel required navigating one of the most challenging geological environments encountered in India's irrigation infrastructure sector. The alignment passed through compact residual soils, silts, alluvium, highly weathered limestone and dolomite, with stretches of slate, massive crystalline limestone and fresh marble exhibiting rock strengths of up to 180 MPa. In addition, a highly permeable boulder horizon carrying groundwater lay just 2–3 metres above the tunnel crown for the initial 2.7 km of the alignment, while the water table remained above the tunnel throughout the drive. The tunnel

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also traversed varied terrain, including rural areas, densely populated urban stretches and beneath a lake.

Initial project execution featured the deployment of a 10-metre diameter Hybrid EPB Tunnel Boring Machine from Robbins, from the down-stream end. When the project subsequently encountered highly complex geological and hydrogeological conditions, a second similar TBM from Herrenknecht was brought in to overcome the challenges, deployed from the up-stream end. Working in tandem, both machines possess the capability to operate as a hard rock Single Shield TBM or a pressurised soft-ground EPB machine, adapting dynamically to changing ground conditions in real time.

Commenting on the milestone, Kavita Shirvaikar, Managing Director, Patel Engineering Limited, said, “The breakthrough of India's longest irrigation tunnel is a proud milestone for Patel Engineering and a significant step towards strengthening irrigation infrastructure in Madhya Pradesh. More importantly, it represents a lasting investment in the future of lakhs of farmers by improving water availability for agriculture. We are honoured to contribute to infrastructure that supports agricultural growth, strengthens rural livelihoods and creates long-term value for communities.”

The successful breakthrough underscores Patel Engineering's capability to execute complex infrastructure projects that demand precision, innovation and engineering excellence. Constructed beneath the Vindhyan ranges using advanced Tunnel Boring Machines (TBMs), the 11.95-km tunnel stands as a testament to the company's expertise in delivering large-scale underground infrastructure that addresses critical development needs.

As India's longest irrigation tunnel, the project will play a transformative role in improving water availability across the region. Designed to support a 197-km canal distribution network, it will provide assured irrigation to nearly 2.45 lakh hectares across approximately 1,450 villages in the districts of Jabalpur, Katni, Panna, Satna, Maihar and Rewa, strengthening agricultural productivity, enhancing rural livelihoods and contributing to the long-term socio-economic development of Madhya Pradesh.

[^ TOP](#)

Adani Power Eyes Madhya Pradesh For Nuclear Entry, Evaluates Sites As It Targets 10
Swarajya,

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July 24, 2026

Adani Power is reportedly eyeing Madhya Pradesh as the location for its first nuclear power project, with sites proposed in Bina and Nigrie.

The move positions the billionaire Gautam Adani-led conglomerate at the forefront of India's newly liberalised atomic energy sector, which opened to private participation following parliamentary approval of the SHANTI Bill in December 2025.

The proposals form part of Madhya Pradesh's ambitious nuclear expansion programme, with state officials confirming that projects totalling 7,000 MW are currently in progress.

Alongside Adani, Tata Power has proposed a site in Rewa district, whilst Bajaj Group eyes development in Mandsaur district.

The capacity for each private sector project remains under finalisation, state energy officials confirmed last month.

Adani Group's nuclear ambitions extend beyond Madhya Pradesh, with the conglomerate targeting 10 GW of nuclear capacity by 2035 through its subsidiary Adani Atomic Energy.

Chairman Gautam Adani revealed at the company's annual general meeting in June that land had been secured for the nuclear venture, describing it as integral to India's long-term energy security amid rising electricity demand.

The conglomerate initially identified 16 prospective nuclear sites across six states, including four locations in Madhya Pradesh alone.

Adani Power has reportedly submitted documents to the Nuclear Power Corporation of India Limited's request for proposals for Bharat Small Modular Reactors, competing alongside Reliance Industries, JSW Energy, Tata Power, Hindalco Industries and Jindal Steel & Power.

The move represents a significant diversification for Adani Power, which currently operates 18.33 GW of predominantly thermal generation capacity.

[^ TOP](#)

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Mumbai's 7.13 Km Kasheli-Mulund Water Tunnel Enters TBM Phase, BMC Targets October 2030 Completion

Business Standard,
July 24, 2026

The Brihanmumbai Municipal Corporation (BMC) will begin tunnel boring for the 7.13 km Kasheli (Bhiwandi)-Mulund Octroi Naka water tunnel by September, with the project targeted for completion by October 2030.

The tunnel, measuring 4.5 metres in diameter, forms a key part of the civic body's long-term strategy to strengthen the city's water infrastructure through an underground network designed to improve supply reliability and minimise leakages.

Additional Municipal Commissioner (Projects) Abhijit Bangar recently reviewed progress at the project site and instructed officials to maintain construction quality, safety standards and project timelines. Work on the tunnel commenced in September 2024.

Preparations for the Tunnel Boring Machine (TBM) operation are nearing completion. According to civic officials, all major TBM components, along with a 14 km conveyor system required to remove excavated material, have reached the site.

At Kasheli, excavation of the 128-metre-deep recovery shaft has progressed to 27 metres, while construction activities at the Mulund end have advanced considerably.

The 134-metre-deep launching shaft at Mulund has already been completed, together with excavation of the assembly tunnel, tail tunnel and tube tunnel. Reinforced concrete lining work for the launching shaft is also underway.

Officials said the new tunnel will provide an additional underground corridor for conveying water from the Bhatsa supply system. Alongside the drinking water project, the BMC is also advancing its treated wastewater reuse programme.

Tunnel boring for the 11.61 km Ghatkopar-Bhandup wastewater tunnel is expected to begin in January 2027 as part of a wider initiative to transport tertiary-treated water through dedicated underground conveyance tunnels linking sewage treatment plants.

[^ TOP](#)

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Solar Major Waaree Makes Wind Energy Debut With 201.6 MW Order To Suzlon

Swarajya,
July 24, 2026

Suzlon Energy has secured a 201.6 MW wind energy order from Waaree Forever Energies Private Limited, the Independent Power Producer arm of the Waaree Group, in a deal announced today (23 July).

The project marks Waaree Group's first venture into wind energy, as the solar manufacturing giant expands its renewable energy portfolio beyond solar through its IPP business to meet India's growing energy demand.

Under the agreement, the project will be developed in Andhra Pradesh under Suzlon's DevCo model, which offers end-to-end project execution.

Suzlon will install 64 units of its S144 wind turbine generators, each with a rated capacity of 3.15 MW.

The project will be executed under Suzlon's Development Company (DevCo) model, marking the company's second DevCo-led EPC order within a week.

The company will handle the complete project, including land acquisition, turbine supply, Balance of Plant, commissioning, and lifetime operations and maintenance services.

Following this order, Suzlon's order book in Andhra Pradesh now stands at close to 1 GW, while the order further strengthens Suzlon's order book, which stood at 5.9 GW.

Girish Tanti, Vice Chairman of Suzlon Group, said the partnership is strategically important as it unites two companies whose growth has mirrored the evolution of India's renewable energy sector, reflecting the industry's future where customers seek integrated solutions and where the DevCo business model is gaining strong momentum.

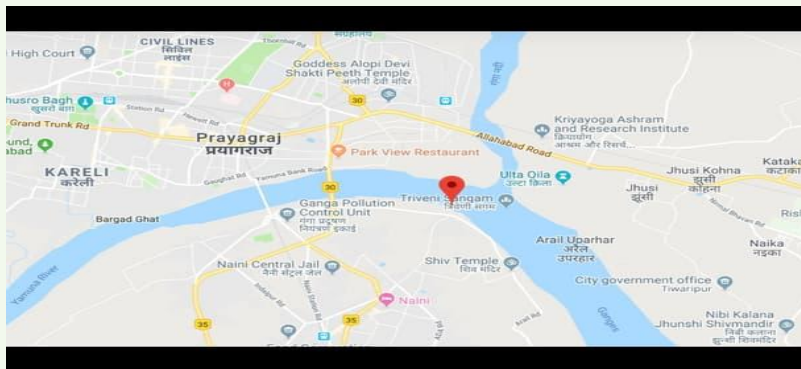
Pawan Agrawal, Chief Executive Officer of Waaree Forever Energies Private Limited, said the project marks an important milestone in the company's strategy to diversify its renewable energy portfolio beyond solar power.

[^ TOP](#)

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Prayagraj Metro DPR To Integrate Ropeway Project With Common Parade Interchange: Report Swarajya, July 24, 2026



Prayagraj on Google Maps showing Sangam, Naini, and Jhusi areas

The Prayagraj Development Authority (PDA) has decided to integrate the city's proposed ropeway project with the upcoming Metro network by incorporating both systems into a single Detailed Project Report (DPR), according to a report by the *Times of India*.

This is expected to create a seamless multimodal transport network, allowing passengers to transfer easily between the Metro and the ropeway through a common interchange at Parade.

ITES, the consultancy firm preparing the Metro DPR, has been instructed to revise the report by including the ropeway component and submit the updated document by 15 August.

Once the revised proposal undergoes technical evaluation, it will be sent to the Uttar Pradesh government for consideration and approval.

According to the report, Parade has been identified as the central interchange for the city's future mass transit network.

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The plan envisages developing the Metro station and the ropeway terminal within the same integrated complex, enabling commuters to switch between the two modes without exiting the station premises.

The proposed Metro network spans approximately 44 km and comprises two corridors that intersect at Parade, making it the principal transit hub for the city.

The ropeway, meanwhile, is planned to connect Parade with Arail across the Yamuna River, providing quicker access to the Sangam area.

The ropeway is also expected to play an important role during major religious events such as the Kumbh Mela and Magh Mela, when traffic volumes increase substantially.

[^ TOP](#)

India's Biggest Highway Push: Over 22,700 Km Of Roads Completed Under Bharatmala Pariyojana, Government Tells Parliament

PTI,

July 24, 2026

India's flagship highway development programme, Bharatmala Pariyojana, is progressing steadily, with over 22,500 km of roads completed till 31 May 2026, the government informed the Parliament on Wednesday (22 July).

Approved in 2017, Bharatmala Pariyojana aims to develop 34,800 km of highways at an estimated cost of Rs 5.35 lakh crore.

"Under the program, projects covering a total length of 26,425 km had been awarded. Out of this, 22,709 km has already been constructed upto May 2026," Road Transport and Highways Minister Nitin Gadkari said in a written reply to a question in the Rajya Sabha.

The minister further said that new sanctions of projects under Phase-I of Bharatmala Pariyojana have been discontinued since November 2023.

The programme was designed to improve nationwide connectivity, strengthen freight movement and reduce logistics costs.

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The project focuses on the development of economic corridors, inter-corridors, feeder routes, border roads, coastal roads and expressways.

These corridors are expected to support a major share of road-based freight traffic, along with the Golden Quadrilateral and the North-South and East-West corridors.

Under the programme, around 26,000 km of economic corridors, 8,000 km of inter-corridors and 7,500 km of feeder routes have been identified to improve logistics efficiency.

The plan also includes ring roads, bypasses and elevated corridors to ease congestion in cities.

As part of this, 28 cities have been identified for ring roads, along with 125 choke points and 66 congestion points for improvement.

The initiative also sought to improve connectivity in tribal, aspirational and Left Wing Extremism-affected districts, while reducing travel time between key economic centres across India.

[^ TOP](#)

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