

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

THURSDAY, JULY 30 - 31, 2025

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India's National Highways Network Expands To 146,342 Km With 10,660 Km Built In FY25

Swarajya,
July 30, 2025

In a major expansion to its road infrastructure, India constructed 10,660 kilometers of National Highways in the financial year 2024-25.

The total length of National Highways in the country has now reached 146,342 kilometers, up from 91,287 kilometers in 2014.

In FY25, the average construction pace was 29 km per day, lower than 34 km per day in FY24 but higher than FY23's 28 km per day.

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According to the government data, 10,660 km length of national highways were constructed in FY25, compared to 12,349 km in FY24 and 10,331 km in FY23.

Further, the length of Access controlled National High Speed Corridors (HSC) and Expressways has increased from 93 km in March 2014 to around 5,110 km at present, Union Road Transport and Highways Minister Nitin Gadkari said in a written reply to a question in the Lok Sabha.

In a written reply to a separate question in the Rajya Sabha, Union Road Transport and Highways Minister Nitin Gadkari said that the government has decided to focus on development of greenfield Access controlled HSCs and expressways for improving the logistics efficiency of the country.

"Accordingly, 26 Greenfield corridors in about 7,500 km length have been awarded and, additionally, about 600 km has already been approved. Out of this, about 4,800 km has been constructed so far. Total 2,636 km length has already been operationalized. The remaining sections are planned to be operationalized in phased manner in the next two years," Gadkari said.

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Pune Traffic Woes: Maharashtra Deputy CM Ajit Pawar Calls For Widening Of Key National Highways

Swarajya,
July 30, 2025

To address the worsening traffic congestion in Pune and its surrounding areas, Maharashtra Deputy Chief Minister Ajit Pawar has written to Union Road Transport Minister Nitin Gadkari, calling for the widening of three critical national highways that pass through Pune — NH 60, NH 65, and NH 548D.

In his letter, Pawar pointed out that with traffic congestion rising sharply in Pune's metropolitan and industrial zones, NH 60 (Nashik Phata to Khed) and NH 65 (Hadapsar to Yavat), both currently four lanes should be expanded to six lanes, while NH 548D (Talegaon–Chakan–Shikrapur), presently a two-lane stretch, needs to be widened to four lanes.

He highlighted that the presence of educational institutions, industrial zones, colonies, hospitals, petroleum and automobile industries as well as commercial hubs on these three roads has intensified traffic pressure.

Pawar further cautioned that the maximum number of vehicles travelling on these routes has been exceeded.

In such a situation, work should be done to increase the lanes on this highway immediately, so that an alternative route can also be available for the work of the elevated corridor to be constructed in the near future.

Emphasising that these highways serve as key gateways into Pune, Pawar said the widening of NH 548D in particular would serve as a temporary alternative till the final stage of the ongoing elevated highway tender.

He urged Gadkari to approve the proposal without delay and to provide the necessary funds and administrative clearances to ease Pune's industrial traffic woes.

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DMRC Achieves Another Milestone With Tunnel Breakthrough At Tughlakabad Railway Colony Station On Phase IV's Golden Line

Swarajya,
July 30, 2025

The Delhi Metro Rail Corporation (DMRC) has achieved another breakthrough in its Phase IV expansion with the successful completion of a new underground tunnel on the Aerocity–Tughlakabad corridor.

A Tunnel Boring Machine (TBM) achieved its breakthrough on Tuesday (29 July) morning at the Tughlakabad Railway Colony station, marking a crucial step forward on the Golden Line.

The TBM, stretching 91 metres in length, completed a 0.792 km long tunnel, one of two parallel passageways being developed to facilitate up and down train movement on this corridor. The civil works are being carried out by M/s Afcons Infrastructure Ltd.

Constructed at an average depth of 18 metres, the new tunnel comprises around 559 concrete rings, each forming part of a circular lining with an internal diameter of 5.8 metres.

The rings were precast at a modern casting facility in Mundka, where steam curing techniques were used to ensure rapid strength development.

The tunnel has been excavated using the Earth Pressure Balancing Method (EPBM), a globally trusted technology designed to maintain stability while working under densely built environments.

To safeguard existing structures, ground movement was continuously tracked with sensitive instruments, ensuring there was no settlement anywhere.

Phase IV of the Delhi Metro includes over 40 km of underground track, of which nearly half—19.343 km lies on the Aerocity–Tughlakabad corridor.

Since its inception, DMRC has relied heavily on TBMs, which, as officials highlight, have revolutionised tunnelling work worldwide by enabling deep excavation in congested urban areas without surface disruption.

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