CONSTRUCTION FEDERATION OF INDIA

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

MONDAY, MARCH 16, 2026

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Centre Approves Rs 1,268 Crore NH-48 Upgrades: Jaipur–Kishangarh Six-Laned, Elevated Corridor Planned At Kagal In Kolhapur

Swarajya,
March 16, 2026

Union Road Transport and Highways Minister Nitin Gadkari has announced the approval of two major infrastructure projects on National Highway-48 (NH-48).

The first project involves the six-lane expansion of the Jaipur–Kishangarh stretch, covering 89.785 km across Jaipur and Ajmer districts in Rajasthan, at an estimated cost of Rs 910.90 crore.

Once upgraded, the corridor will operate partly as an access-controlled highway, enabling faster and more efficient movement of vehicles along the route.

Officials said the improvement will significantly reduce travel time between Jaipur and Kishangarh. Currently, the journey takes around two hours, but the upgraded highway is expected to bring the travel time down to about one hour.

The project also includes the construction of flyovers and service roads on both sides to separate local traffic from long-distance highway traffic.

Authorities also plan to address existing conflict points along the stretch to reduce accidents and improve overall traffic management.

In a separate development, approval has also been granted for the construction of a six-lane elevated corridor in Kagal city in Kolhapur district, Maharashtra, with an estimated cost of Rs 357.99 crore.

The project will include three-lane concrete service roads on both sides, designed to segregate fast-moving highway traffic from local vehicles.

NH-48 forms a critical part of India's Golden Quadrilateral highway network, linking key economic centres including Delhi, Mumbai, Pune, Bengaluru and Chennai. The route carries substantial freight and passenger traffic.

The Kagal stretch has experienced growing congestion due to rapid industrial expansion, particularly with the presence of the five-star MIDC industrial area in the region.

Heavy goods movement has intensified traffic pressure on the highway, affecting travel time, emergency services and local air quality.

The proposed elevated corridor aims to allow uninterrupted movement for long-distance traffic while keeping local vehicles on service roads.

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Centre Approves Final Survey For Doubling Palakkad–Pollachi–Podanur Rail Line: Report

Swarajya,
March 16, 2026

The Union government has cleared the final location survey (FLS) for the proposed doubling of the railway line connecting Palakkad, Pollachi and Podanur.

According to the TOI report, Union Railway Minister Ashwini Vaishnaw conveyed the approval through a letter to Union Minister of State for Information and Broadcasting L Murugan.

The survey will examine the feasibility of converting the Palakkad–Kollengode–Anaimalai Road–Pollachi–Kinathukadavu–Podanur route into a double-track railway corridor.

The rail link forms an important part of the regional transport network, with several passenger services connecting major cities such as Madurai, Thiruvananthapuram, Chennai, Dindigul, Tiruchendur, Tenkasi and Tirunelveli currently operating along the Pollachi–Coimbatore stretch.

According to T Krishna Balaji, Secretary of the Pollachi Train Passengers Welfare Association, the approval of the survey marks the first major step towards expanding the line's capacity.

"The Centre had approved the final survey to convert the Palakkad–Kollengode–Anaimalai Road–Pollachi–Kinathukadavu–Podanur railway line into a double-track corridor," he was quoted as saying by TOI.

The proposed project could also lead to improvements in railway infrastructure along the route. Officials indicated that Anaimalai Road station may be upgraded into a crossing station, while new stations at Kovilpalayam and Chettipalayam are being considered.

Railway observers pointed out that the existing Palakkad–Walayar–Madukkarai–Podanur route passes through forested areas, where trains occasionally encounter wildlife on the tracks.

The alternative alignment through Pollachi is expected to reduce reliance on this forest corridor and may help limit incidents of elephants being struck by trains.

Although the Pollachi route is approximately 40 km longer, railway officials said trains could maintain similar journey times due to higher speeds on the upgraded line.

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Officials said the final location survey will involve technical assessments and route alignment studies, after which the project will move towards administrative approval and eventual construction.

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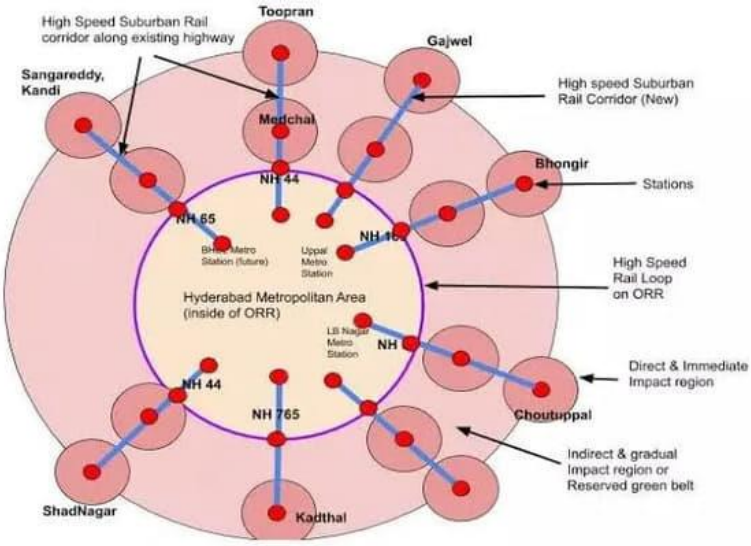
Railway Ministry Approves Survey For Hyderabad Regional Ring Rail Project, DPR Preparation To Begin

Swarajya,
March 16, 2026



Reddy said the Centre has approved the survey required for preparing the DPR for the Regional Ring Rail corridor. (Pic Source: gstatic)

The Union government has cleared a survey for the proposed Regional Ring Rail (RRR) project around Hyderabad, a development that will enable the preparation of a Detailed Project Report (DPR) and move the long-discussed rail connectivity plan closer to implementation.

The announcement was made by Union Minister of State for Railways Ravneet Singh Bittu in response to a query raised under Rule 377 in the Lok Sabha by Bhuvanagiri Member of Parliament Chamala Kiran Kumar Reddy.

Reddy said the Centre has approved the survey required for preparing the DPR for the Regional Ring Rail corridor.

“The Centre has approved the survey required to prepare the DPR for the Regional Ring Rail project, which is a foundational step in assessing feasibility, alignment, cost estimates and technical parameters of the proposed rail corridor.”

The Railway Ministry is currently holding consultations with the Government of Telangana to determine the final alignment of the railway line.

The proposed corridor is expected to broadly follow the alignment of the planned Regional Ring Road (RRR) surrounding Hyderabad, creating an integrated transport network combining both road and rail infrastructure.

Once the DPR is completed, the project will move into the next phase of consultations involving the state government and other stakeholders.

The proposal will then require further approvals from key central agencies, including NITI Aayog and the Ministry of Finance, before it can receive final clearance for implementation.

The Regional Ring Rail project is expected to significantly improve connectivity between districts surrounding Hyderabad.

In his communication, the Union minister also acknowledged the role played by Reddy in pursuing the project, thanking him for taking a special initiative in the interest of Telangana and his parliamentary constituency.

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NHAI Releases Annual Report On National Highways Green Cover Index

CW Team
March 16, 2026

The National Highways Authority of India (NHAI) has released the first annual report on the National Highways Green Cover Index (NHGCI) that aims to assess and promote greening along the National Highways Green Cover Index (NHGCI) that aims to assess and promote greening along the national highway network. The report establishes a baseline and sets out a framework for measuring tree canopy, roadside plantation health and ecological connectivity using satellite data and field verification. It explains the methodology, indicators and timelines for periodic assessment and notes the role of agencies, contractors and local communities in implementation.

The NHGCI highlights progress in roadside plantation and afforestation efforts while acknowledging variation in survival rates and canopy cover across regions. It draws attention to efforts to increase species diversity, enhance native planting and improve maintenance regimes to maximise ecological and social benefits. The document also links roadside green cover to air quality, biodiversity conservation and resilience to extreme weather events.

The report identifies challenges including soil and water constraints, invasive species and the need for long term monitoring and maintenance to ensure planted saplings mature into sustained canopy. It recommends prioritising native species, adopting efficient irrigation and mulching practices and using geotagging and remote sensing for transparent monitoring. The NHGCI proposes collaboration with state authorities, urban local bodies and civil society to improve outcomes.

The NHAI intends to publish the index annually to track trends, refine methodology and inform planning for compensatory afforestation and landscape level interventions. The authority expects that sustained investment and improved governance will enhance the highway corridor environment while supporting national climate commitments. Stakeholder

engagement and adaptive management are presented as central to carefully realising the long term vision set out in the report.

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Bihar Clears Northern Section Of Patna Ring Road Linking Dighwara And Sarai To Improve Access To Proposed Sonepur Airport

Swarajya,
March 16, 2026

The Bihar government has approved the alignment of the northern section of the Patna Ring Road, connecting Dighwara and Sarai.

The project is also expected to accelerate industrial growth in neighbouring districts such as Vaishali and Saran.

The decision was reviewed during a high-level meeting in Patna focused on national highway projects and initiatives undertaken by the National Highways Authority of India (NHAI).

The meeting was chaired by Union Minister of State for Road Transport and Highways Harsh Malhotra and attended by senior officials from the state government.

During the discussion, Bihar's road construction department secretary Pankaj Kumar Pal briefed the minister on progress related to the wider Patna Ring Road project, including land acquisition, construction timelines and traffic planning.

Pal informed the minister that the revised alignment for the northern stretch would improve travel access for passengers heading to the proposed greenfield airport at Sonepur.

Officials said the ring road corridor is expected to create new opportunities for industrial and logistics development across Vaishali and Saran districts, which lie north of the Ganga and have long sought stronger transport connectivity with the state capital.

During the meeting, Malhotra directed NHAI officials to expedite preparation of the detailed project report (DPR) for the northern section so that the proposal can move forward for central approval and subsequent implementation.

The review also examined road connectivity linked to the upcoming Sonepur airport, including a proposed service road connecting State Highway 74 with the Patna–Bettiah corridor.

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Pune's 23 Km Hinjewadi–Shivajinagar IT Corridor Metro Nears Launch; First 11 Km Likely Operational By May

PTI,
March 16, 2026

Pune is set to witness a major expansion in its urban rail system, with the first phase of the Hinjewadi–Shivajinagar Metro Corridor expected to begin operations around May, according to Maharashtra Chief Minister Devendra Fadnavis.

The announcement was made during the inauguration of Metro Bhavan, the administrative headquarters of the Pune Metro near the Civil Court Metro Station in Pune.

The 23 km fully elevated corridor, comprising 23 stations, will link Shivajinagar, one of Pune's key transit hubs, with Hinjewadi, the city's largest information technology cluster that houses the Rajiv Gandhi Infotech Park.

Fadnavis said that around 11 km of the line is expected to become operational in May, while the remaining 12 km may open by July.

The corridor is currently about 94 per cent complete, with trial runs already underway on certain sections. The remaining work largely involves finishing station infrastructure, installing technical systems and securing final safety approvals.

The project is being implemented by the Pune Metropolitan Region Development Authority (PMRDA) through Pune IT City Metro Rail Limited, a special purpose vehicle formed under a public–private partnership model.

Construction is being carried out by a consortium led by the Tata Group and Siemens.

Once operational, the metro corridor is expected to significantly ease traffic congestion along the heavily used Hinjewadi–Baner–University Circle–Shivajinagar corridor, which currently sees intense peak-hour traffic due to thousands of employees commuting daily to the technology park.

Fadnavis also reiterated the state government's long-term vision for Pune's transport system.

He said the metro network is planned to expand to around 200 km across Pune, Pimpri-Chinchwad and the wider metropolitan region, with additional corridors already under construction or in planning stages.

Highlighting the importance of strong urban mobility for economic growth, the chief minister noted that Maharashtra has introduced a dedicated policy to attract Global Capability Centres (GCCs).

In addition, work on another 55 km of lines is currently underway, while proposals for an additional 80 km of expansion are under consideration.

Authorities have also been asked to design future corridors keeping in mind emerging growth centres, new airports, industrial zones and expanding suburban areas.

Deputy Chief Minister Sunetra Ajit Pawar said Metro Bhavan represents the modernisation of Pune's transport infrastructure.

Built on the banks of the Mula-Mutha river, the facility has been designed as an environmentally friendly building with advanced engineering features, including an auditorium, experience centre and operational control backup systems.

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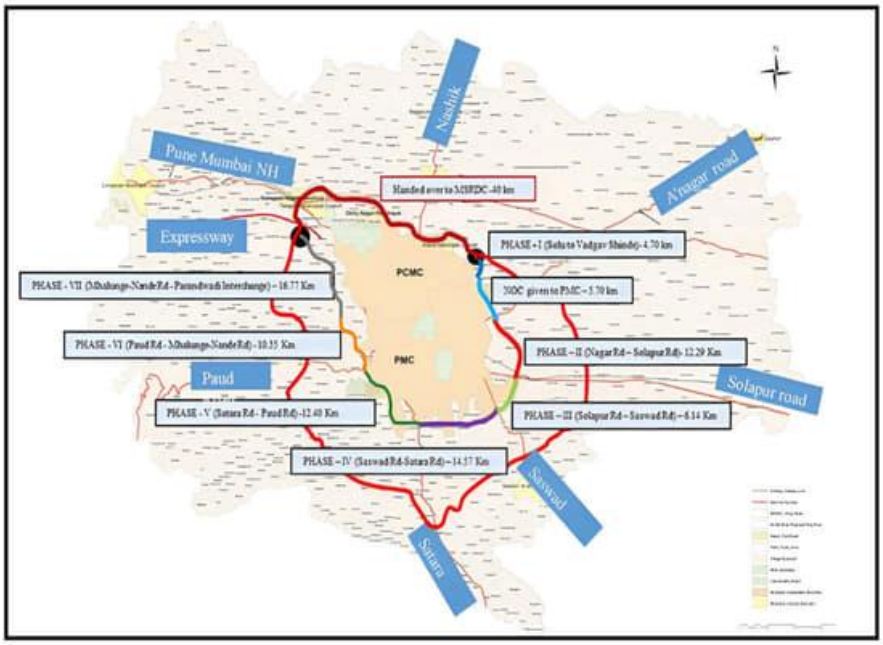
Pune Inner Ring Road Land Acquisition To Begin Across 14 Villages As Proposals Emerge For New Links To Pimpri-Chinchwad

Business Standard,
March 16, 2026



Pune Inner Ring Road (PMRDA)

Land acquisition for the proposed Pune Inner Ring Road is set to move forward after the Pune Metropolitan Region Development Authority (PMRDA) finalised compensation rates for several villages along the corridor.

The project's first phase will involve acquiring nearly 300 acres of land spread across 14 villages. The planned ring road will stretch 77.4 km and have a width of 65 metres, connecting key arterial routes including Pune–Satara Road and Ahmednagar Road.

The corridor will play a crucial role in diverting through-traffic away from city centres and reducing congestion in both Pune and Pimpri-Chinchwad.

To accelerate the land acquisition process, the administration plans to adopt the Direct Purchase method, which offers landowners an additional 25 per cent incentive for voluntarily transferring land required for the project.

Officials expect this approach to speed up negotiations and reduce delays often associated with compulsory acquisition procedures.

Meanwhile, Mahesh Landge, the MLA from Bhosari, has suggested additional road links to strengthen connectivity between Pimpri-Chinchwad and the proposed ring road network.

In a formal letter to the PMRDA chief executive officer, Landge highlighted two key “missing links” that he believes would improve integration between the Inner Ring Road and the region’s wider road infrastructure.

The first proposal is a 10 km link connecting Mukai Chowk (Kiwale) to Sangavade and Chandkhed, which would connect the Outer Ring Road at Chandkhed with the Inner Ring Road at Sangavade.

The route could also incorporate the recently approved Mamurdi–Sangavade bridge across the Pavana River, helping strengthen access to western parts of Pimpri-Chinchwad and the Spine Road corridor.

The second proposal suggests a 9 km route linking Chikhali, Moi, Nighoje and Kharabwadi, improving connectivity to the Talegaon–Chakan highway and northern areas of Pimpri-Chinchwad.

The plan also calls for widening the Indrayani River bridge between Chikhali and Moi to six lanes to handle future traffic demand.

Landge urged authorities to examine these proposals as part of efforts to ensure better integration between Pimpri-Chinchwad and the expanding Pune ring road network.

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