

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

Wednesday, May 21, 2025

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Uttar Pradesh sets two world records in road construction within 24 hours

The Economic Times,

May 21, 2025

Synopsis

Uttar Pradesh achieved two world records in 24 hours by constructing a 10-kilometre crash barrier and laying 34.24 lane kilometres of bituminous concrete road. This accomplishment earned the state entries in the Golden Book of World Records, Asia Book of Records, and Indian Book of Records. Patel Infrastructure Ltd. set the record on the Ganga Motorway Project.

Uttar Pradesh has set two world records in just 24 hours by constructing a 10-kilometre crash barrier and laying 34.24 lane kilometres of bituminous concrete road.

This achievement has earned the state entries in the Golden Book of World Records, Asia Book of Records, and Indian Book of Records.

In a post on social media platform X (formerly Twitter), Uttar Pradesh Chief Minister Yogi Adityanath said, "Uttar Pradesh is moving towards new heights! in just 24 hours, Uttar Pradesh created two world records by constructing a 10 km crash barrier and 34.24 lane km of bituminous concrete!"

"Name registered in the Golden Book, Asia Book and Indian Book of World Records! This achievement is a result of excellent planning, technical expertise and committed teamwork of

"Joining the Hands that Believe in Building Sustainably # Platform for Sustainable Infra"

@upeidaofficial. Under the guidance of Honourable Prime Minister @narendramodi ji, #NewUttarPradesh is now becoming an infrastructure state of global standards," the CM's X post added.

With this, Gujarat-based Patel Infrastructure Ltd (PATEL) has registered its name in setting up the world record for the fastest construction of a 6-lane Ganga Motorway project, which happens to be India's longest motorway owned by a state, the company said in a statement.

This world record consists of laying bituminous concrete on 34.24 kilometres, using 20,105 metric tonnes of bituminous concrete and covering 171,210 square meters, all within 24 hours of nonstop operations and 10km of metal beam crash barrier installation by PATEL ancillary company Road Shield Private Limited.

Arvind Patel, Managing Director, Patel Infrastructure, said, "We are proud to be contributing to nation-building through such monumental achievements. This is not just a record; it's a reflection of Indian engineering brilliance and our team's unwavering spirit."

The record-setting effort took place on the prestigious Ganga Motorway Project (Group-3) between Hardoi and Unnao districts.

Operations commenced at 5:00 am on May 17, 2025, and were accomplished by 5:00 am on May 18, 2025, beating target quantities and involving a highly coordinated effort of engineers, machinery, materials, and skilled labour working seamlessly for 24 hours straight.

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82-km Delhi-Meerut RRTS corridor to be ready by June end as last leg of project in final stage

The Economic Times,
May 21, 2025

Synopsis

Travel time between Delhi and Meerut will soon reduce. The Namo Bharat corridor is almost ready. The 82-km stretch will connect Sarai Kale Khan in Delhi to Modipuram in Meerut. 55 km is already operational. Trial runs are underway on the remaining sections. The corridor has served over one crore commuters. Meerut Metro will share the same infrastructure.

By the end of June, people can travel to Modipuram in UP's Meerut in just 45 minutes from Sarai Kale Khan in Delhi as the final phase of India's first Regional Rapid Transit System (RRTS) corridor is nearly complete, officials said on Tuesday. The 82-kilometre-long corridor, known as the Namo Bharat corridor, is being implemented by the National Capital Region Transport Corporation (NCRTC) as a high-speed regional connectivity project.

Of the total length, a 55-kilometre stretch with 11 stations is already operational, while work on the remaining 27-kilometre portion is progressing rapidly, said an official of NCRTC.

Work on a two-km extension from Sarai Kale Khan to Jangpura is still underway.

Since the launch of services on the 17-km priority section on October 21, 2023, the corridor has steadily expanded its reach. In Delhi, the segment between Sahibabad and New Ashok Nagar was inaugurated on January 5.

According to NCRTC, Namo Bharat trains have already served over one crore commuters, the official said.

The official said that to support last-mile connectivity, NCRTC has partnered with the Delhi Transport Corporation (DTC) and other mobility service providers.

Some operators also offer discounts to Namo Bharat commuters, the official said.

Fare for the Namo Bharat train journey from New Ashok Nagar (Delhi) to Meerut South is Rs 150 for standard class and Rs 180 for premium class. From Anand Vihar to Meerut South, the standard fare is Rs 130 and the premium is Rs 156.

Trial runs are already underway on two key remaining stretches - a 4.5-km elevated segment between Sarai Kale Khan and New Ashok Nagar in Delhi and a 23-km section between Meerut South and Modipuram in Meerut, the official said.

Trains can be seen traversing the full length of the corridor as part of ongoing operational testing, the official added.

The Sarai Kale Khan station, the corridor's originating point in Delhi, is nearly ready. It has 12 escalators, four lifts and Platform Screen Doors (PSDs). Five entry-exit points have been constructed, and related infrastructure is ready for operations, she said.

The official said that in Meerut, the final leg of the corridor features three additional stations - Shatabdi Nagar, Begumpul and Modipuram. Shatabdi Nagar is an elevated station, where tracks, platform screen doors and other systems have already been installed.

Begumpul, a major underground station in the heart of Meerut's market area, will serve both Namo Bharat trains and local metro services, the official said. The work is nearly complete.

Modipuram, the last station of the corridor, is located along the national highway and will include a Foot Over Bridge (FOB) to facilitate safe pedestrian access.

Also, the NCRTC, for the first time in the world, has also deployed the European Train Control System (ETCS) Level-2 over an LTE backbone, according to the official.

The official said the ETCS is integrated with Automatic Train Protection (ATP), Automatic Train Supervision (ATS), and Platform Screen Doors (PSD), ensuring optimal safety and efficiency.

The official further explained that ATP safeguards speed and signal compliance, while ATS manages schedule adherence and operational stability. Keeping the commuter safety on priority, PSDs are also integrated with ETCS.

Additionally, the trial runs have also begun on the Meerut Metro - a 23-km-long local service that will operate on the same infrastructure as the Namo Bharat trains.

"This marks the first time in India that metro and regional services will share a common corridor. The Meerut Metro line includes 13 stations, of which three are underground," the official said.

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Palakkad Smart City: Tender invited for infrastructure development

The Hindu Business Line,
May 21, 2025

The first-phase package, estimated at ₹1,100 crore, is targeted for completion within four years

A tender has been invited for developing infrastructure at Puthussery Central and Kannambra, part of the Palakkad Smart City (Integrated Manufacturing Cluster), which falls within the Kochi-Bangalore Industrial Corridor.

The first-phase package, estimated at ₹1,100 crore, is targeted for completion within four years. The estimated cost covers development activities on 1,400 acres of land already acquired. The tender is for an EPC (Engineering, Procurement and Construction) contract, encompassing design, construction and maintenance. Tender procedures for the Integrated Command and Control Centre (ICCC) building, landscaping and ICT facilities will be invited subsequently, said a press release.

Key infrastructure components of the project include internal roads, drainage systems, bridges, water supply networks, fire-fighting systems, water reuse systems, sewer lines, power distribution systems, a sewage treatment plant, an industrial effluent collection system and an effluent treatment plant.

The master plan and Detailed Project Report (DPR) for the project have already been completed. The implementation is coordinated by Kerala Industrial Corridor Development Corporation Ltd. (KICDC), an SPV formed jointly by the National Industrial Corridor Development and Implementation Trust (NICDIT) and the Kerala government, with an equal equity partnership (50:50).

So far, the State government has spent ₹1,489 crore through KIIFB for land acquisition. The Central Government will spend ₹1,789.92 crore on infrastructure development in the project area. The Central share will be disbursed in phases as the State government hands over the acquired land to the SPV.

In December 2024, the first tranche of equity has been transferred to the SPV by the Kerala government and the Centre as 110 acres of land and ₹104.5 crore, respectively. The second tranche of equity amounting to ₹209 crore of the Centre and 220 acres of land by KINFRA as State equity were transferred in March.

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