

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

MONDAY, OCTOBER 27, 2025

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Government plans sweeping changes to revive private investment in highway projects

The Economic Times,
October 27, 2025

Synopsis

The renewed emphasis on BOT-Toll projects reflects the government's intent to rebalance the highway development model. In recent years, most projects have shifted to the EPC (Engineering, Procurement and Construction) or Hybrid Annuity Model (HAM), both of which rely heavily on government funding.

The government is preparing to provide additional financial support to highway builders in a bid to make Public-Private Partnership (PPP) projects more viable, signalling a renewed push to draw private capital into India's infrastructure sector, The Times of India reported on October 23.

Currently, projects developed under the PPP model -- particularly those where private players recover costs through toll collection -- receive Viability Gap Funding (VGF) capped at 40% of the project's total cost. Officials familiar with the matter said the government is now considering allowing funding beyond this limit. The excess amount would be disbursed by highway authorities through instalment-based annuity payments rather than an upfront grant, Tol's report (by Dipak Dash) said.

The proposal was discussed at a high-level meeting held recently at NITI Aayog, where policymakers and sector experts reviewed ways to make PPP-based highway projects more attractive. A new framework for the revised VGF mechanism is now being developed, sources said.

The move comes at a time when the National Highways Authority of India (NHAI) and the Ministry of Road Transport and Highways are finalising a comprehensive overhaul of contract documents governing Build-Operate-Transfer (BOT-Toll) projects -- a format once popular with private developers but which has seen a steep decline in participation over the last decade.

Officials indicated that the revised contract terms are aimed at reducing risk and improving returns for concessionaires. Several provisions have already been modified following consultations with private developers and financial institutions. Among the key reforms under consideration is a proposal to ensure that 95% of the required land is made available before construction begins, a move that industry experts say could significantly reduce project delays and cost overruns.

The renewed emphasis on BOT-Toll projects reflects the government's intent to rebalance the highway development model. In recent years, most projects have shifted to the EPC (Engineering, Procurement and Construction) or Hybrid Annuity Model (HAM), both of which rely heavily on government funding. Restoring confidence among private investors is seen as crucial for sustaining the pace of highway expansion without overburdening the public exchequer.

If implemented, the enhanced VGF mechanism and revamped contract conditions could mark a turning point for India's road infrastructure financing strategy. It may also pave the way for a new cycle of private investment in long-term national highway projects, helping the government meet its ambitious targets under the National Infrastructure Pipeline.

While details of the revised VGF structure are yet to be finalised, officials suggest that the framework will be designed to balance fiscal prudence with investor confidence — ensuring that both risk and reward are equitably shared between the government and the private sector.

The next few months are expected to be crucial as policymakers iron out the contours of the proposal and consult industry stakeholders before a formal rollout.

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NHAI to deploy new tools for highway repair

FE Bureau,
October 27, 2025

The pavement condition surveys will be carried out using 3D laser based NSV system capable of capturing and reporting road defects automatically without any human intervention.

Data collected through NSV survey will be uploaded on NHAI's 'AI' based portal Data Lake, where it will be analysed by a dedicated team of experts at NHAI to transform data into knowledge and subsequent actionable insights.

For speedy repair any damages to the national highways, the National Highways Authority of India (NHAI) will deploy Network Survey Vehicles (NSV) in 23 states covering 20,933 km for collection, processing and analysing road inventory and pavement condition data.

The deployment of NSVs will enable NHAI to collect necessary data related to road inventory and pavement condition including all relevant road defects like surface cracking, potholes and patches enabling faster corrective measures for better upkeep of national highways, a statement by NHAI said.

NSV System is a specialized infrastructure management tool comprising vehicles equipped with advanced sensors and data acquisition systems. These vehicles systematically collect data on road inventory and condition of National Highways. The collected data is useful to make decisions for pavement maintenance, asset management, and infrastructure planning, contributing to the enhancing safety and efficiency of the National Highway Network across the country.

Data collected through NSV survey will be uploaded on NHAI's 'AI' based portal Data Lake, where it will be analysed by a dedicated team of experts at NHAI to transform data into knowledge and subsequent actionable insights. Finally, the data collected at regular intervals as per Government of India guidelines shall be preserved for future technical purposes in the Road Asset Management system in prescribed formats.

The pavement condition surveys will be carried out using 3D laser based NSV system capable of capturing and reporting road defects automatically without any human intervention with the help of

high resolution 360-degree cameras, DGPS (Differential Global Positioning System), IMU (Inertial Measurement Unit), and DMI (Distance Measuring Indicator).

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Fadnavis Lays Foundation For Rs 1,352 Crore Projects In Drought-Prone Satara Swarajya, October 27, 2025

Maharashtra Chief Minister Devendra Fadnavis on Sunday (26 October) laid the foundation stone for a series of major development projects worth Rs 1,352 crore in Phaltan, Satara strengthening infrastructure, irrigation, and industrial growth in drought-prone western Maharashtra.

The occasion also saw the inauguration of the second phase of the Right Main Canal under the Neera Deoghar Project, a key lifeline for the region's farmers.

Addressing a large gathering at the Bhoomi Pujan ceremony and farmers' meet, Fadnavis said the government's efforts were focused on transforming Phaltan and neighbouring talukas through long-pending irrigation works and rapid infrastructure expansion.

The government has started the work of Nira Deoghar Canal to make this area drought-free by removing the obstacles in the work and making it possible to provide water from the project to Phaltan and Malshiras, he said.

Among the major works launched were the Rs 967 crore Right Main Canal closed duct distribution system covering over 12,000 hectares, the construction of new administrative and revenue buildings worth nearly Rs 28 crore, and a Rs 75 crore concrete palanquin road within Phaltan city.

Additionally, roads under the Pradhan Mantri Gram Sadak Yojana and the Rs 198 crore Asu-Phaltan-Girvi concrete corridor under the MSRDC scheme were inaugurated.

New police stations and residential quarters for police personnel, built at a cost exceeding Rs 39 crore, were also opened to the public.

Fadnavis announced that further development would include upgraded hospital facilities, a new court complex, the inclusion of the Manganga river under the Amrut 2 scheme, and a feasibility study for a Phaltan airport.

He also confirmed plans to expand solar-powered irrigation systems across the state to ensure free daytime electricity for farmers.

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Mumbai: Rs 418-Crore Cable-Stayed Bridge To Connect Goregaon And Andheri; Construction Work To Begin In November Business Standard, October 27, 2025

The Brihanmumbai Municipal Corporation (BMC) will begin construction work on a Rs 418-crore cable-stayed bridge connecting Goregaon and Oshiwara across Goregaon Creek in November.

The project is targeted for completion by October 2028, reported The Indian Express.

The civic body aims to ease traffic congestion on S V Road and Link Road by creating a new north-south corridor parallel to the existing routes.

The 542-metre-long bridge will span Goregaon Creek along a 36.6-metre-wide DP Road, and connect the Link Road with two congested areas — Bhagat Singh Nagar in P/South ward (Goregaon) and Oshiwara in K/West ward (Andheri).

It will serve as a vital connector for commuters between Andheri, Oshiwara, Lokhandwala, and Goregaon, and provide an additional access route to Bhagat Singh Nagar.

First proposed in 2022, the project construction faced delays due to pending approvals from the Maharashtra Coastal Zone Management Authority, as it crosses a protected mangrove area.

In May, the High Court granted the civic body approval to construct the cable-stayed bridge.

Of the total 542-metre length, the cable-stayed span will cover 238 metres.

BMC Officials cited in the IE report said the design minimises environmental impact by requiring fewer piers, thereby protecting mangroves and maintaining the natural water flow. The structure will also add aesthetic value to the area.

The bridge will be 28.55 metres wide, featuring six lanes— three carriageways on each side.

Apart from the main carriageways, the bridge is proposed to comprise a 0.45 metre median as well as a 1.5 m-wide utility corridor along each carriageway.

Following the issuance of work notices in the mangrove zone earlier this month, BMC plans to begin construction in the first week of November.

The project will take around 36 months to complete, excluding monsoon interruptions, with an expected completion deadline of October 2028.

"We are aiming to commence work on the project by the first week of November. The cable-stayed design of the bridge, besides being better for the environment and waterway, will reduce the timeline of the construction period compared to a conventional bridge," Abhijit Bangar, additional municipal commissioner (projects) was quoted as saying by IE.

Upon commissioning, the bridge will facilitate smoother North-South vehicular movement and will significantly reduce the load on S V Road as well as the Link Road. Eventually, this bridge will also connect the Link Road to the proposed Mumbai Coastal Road (North)," said Abhijit Bangar, Additional Municipal Commissioner (Projects), told The Indian Express.

Once operational, it will ease North-South traffic, reduce pressure on S V Road and Link Road, and eventually link to the proposed Mumbai Coastal Road (North).

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Heavy Rains Delay Completion Of Mumbai–Pune Expressway Missing Link To Early 2026

Swarajya,
October 27, 2025

The completion of the missing link on the Mumbai–Pune Expressway, being developed by the Maharashtra State Road Development Corporation (MSRDC), has been pushed back due to prolonged heavy rains and strong winds in the region, as per Pune News.

Originally slated for completion by December, following Chief Minister Devendra Fadnis's directive to finish by November, the project is now expected to be ready by January–February 2026.

The 13.5 km missing link between Khopoli and Kusgaon includes a four-lane expressway expansion, two tunnels and a cable-stayed bridge. The MSRDC has completed nearly 95 per cent of the work, with final construction on the bridge currently underway.

Dr Anil Kumar Gaikwad, Managing Director of MSRDC was quoted as saying, “The heavy rains and strong winds over the last five months, particularly in the valley sections, slowed down work on the bridge. The pace of construction has now picked up, and we expect to complete the project by January-February 2026.”

The bridge's design includes two viaducts built on a 28 metre deep foundation. One, measuring 850 metres, has been finished, while the second about 600 metres long and rising 182 metres high, remains under construction.

The site faces extreme weather conditions, with valley winds reaching up to 180 km/h and persistent rainfall complicating the engineering process. Once operational, vehicles will be able to safely travel across the bridge at speeds of up to 100 km/h.

The expressway, one of India's busiest, faces frequent congestion in the Ghat sections. The new link is expected to significantly cut travel time between Mumbai and Pune.

“The intensity of the rains slowed down the construction of the cable-stayed bridge... completing the project within the earlier deadline of November-December is no longer feasible,” Dr Gaikwad added.

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Over Rs 500-Crore Banbasa Land Port Project In Uttarakhand To Strengthen India–Nepal Trade And Border Development

PTI,
October 27, 2025

Uttarakhand Chief Minister Pushkar Singh Dhami said that the upcoming modern land port at Gudmi in the Banbasa area of Champawat district would play a pivotal role in enhancing trade and cooperation between India and Nepal while accelerating the development of border regions.

Following an inspection of the site, Dhami noted that the project, being executed by the Land Ports Authority of India (LPAI), has received approval of more than Rs 500 crore for its first phase.

He described the initiative as extremely helpful in promoting cooperation, trade, and development of the border areas between India and Nepal.

The Chief Minister emphasised that the Uttarakhand government was extending full support to ensure swift progress on this strategically significant project, PTI reported.

He said that all procedural requirements including environmental clearance, compensatory afforestation, and land transfer have been completed.

Construction began earlier this year after the Ministry of Environment, Forest, and Climate Change granted final approval for nearly 84 acres of forest land.

“This modern land port will develop an integrated, convenient, and secure system for trade and passenger movement between India and Nepal. All key agencies related to customs, security, trade, and border will operate within a single complex, bringing greater speed and transparency to border management,” Dhami said.

He added that the Banbasa Land Port’s location makes it strategically important for cross-border trade, particularly in agricultural and industrial goods.

The project, he said, would create a formal gateway for commerce, strengthen bilateral ties, and open up new employment opportunities for local youth in Uttarakhand’s border belt.

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Golden Line Extension To Connect Delhi Airport’s Terminals 1 And 3

PTI,

October 27, 2025

Delhi’s Indira Gandhi International Airport (IGIA) will soon see improved inter-terminal connectivity, with a new metro station planned under the upcoming Golden Line project.

The new line will link Terminal 1 (T1) directly with Aerocity and Terminal 3 (T3), Delhi International Airport Ltd (DIAL) CEO Videh Kumar Jaipuria told PTI in an interview.

At present, while Terminals 2 and 3 are adjacent, T1 lies several kilometres away and lacks a direct metro connection. The Airport Metro Express Line (Orange Line) serves T3, and the Magenta Line connects T1, but passengers currently have to travel by road between the two.

“The Golden Line was earlier supposed to come up to the Aerocity. We have convinced the DMRC (Delhi Metro Rail Corporation) to extend it up to T1. So, that will actually act as one of the metro

lines which will connect from T1 to Aerocity and from Aerocity, we have got the airport line,” Jaipuria said.

The Golden Line, part of Delhi Metro’s Phase-IV expansion will run between Tughlakabad and Aerocity. DIAL is working with DMRC to ensure an integrated station at Aerocity that will serve as a key interchange hub.

“RRTS (Regional Railway Transport Service) is coming to the Aerocity, and even one of the APM (Automated People Mover) stations is supposed to be located there as per the current layout. So, it will be an integrated station... a multi-modal connectivity,” he added.

The airport operator also plans to introduce an elevated cum at-grade Automated People Mover (APM) or “air train” to link T1 with T2 and T3, complementing the metro expansion.

Operated by the GMR-led DIAL consortium, IGI Airport currently handles over 100 million passengers annually across its three terminals and four runways.

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Three New Flyovers Proposed On Delhi's Outer Ring Road To Ease Traffic Congestion; Feasibility Study Process Underway

Swarajya,
October 27, 2025

In a major step to reduce traffic congestion on Delhi’s Outer Ring Road — a crucial route for thousands of daily commuters — the Public Works Department (PWD) has proposed three new flyovers at key choke points: Kanjhawala Chowk–Mangolpuri, Keshopur Depot–Haiderpur, and Sagarpur–Mayapuri Chowk, Indian Express reported.

PWD has invited tenders to appoint consultants for feasibility studies in West, Northwest, and Outer North Delhi.

The total cost of these preliminary studies is expected to be about Rs 10 crore, IE reported, citing officials.

According to a senior PWD official cited in the IE report, the initiative aligns with Delhi’s broader decongestion strategy, targeting stretches notorious for round-the-clock bottlenecks

"Currently, these stretches see heavy traffic jams on daily basis during both peak and non peak hours...Also, these stretches connect the neighbouring cities and Outer Delhi to Central Delhi," the official added.

Under the proposed plan, the first flyover, stretching from Kanjhawala Chowk to Mangolpuri, will link to the newly inaugurated Urban Extension Road-II (UER-II).

As per project plan, this 10-km corridor currently has three traffic junctions — at Kanjhawala Chowk UER -II, Rohini Sector 22 (Begumpur), Y-Block Mangolpuri and Pathar Market junction.

The second proposed flyover will run parallel to the supplementary drain from Keshopur Depot to Haiderpur area on the Outer Ring Road. The length of this stretch is around 17.5 km.

The third flyover, covering approximately 4.3 km from Sagarpur to Mayapuri Chowk, will target one of West Delhi's most gridlocked routes.

PWD officials noted that the Sagarpur–Mayapuri corridor passes near the Tihar Jail boundary and beneath a high-tension power line — both of which will require careful planning.

Around 300 trees are also situated along the proposed alignment.

"Under this feasibility study, all these details will be under review to understand whether these have to or can be safely transplanted. The selected consultancy will submit a report based on which further decision will be taken," an official was quoted as saying by IE.

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