

# NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

THURSDAY, DECEMBER 18, 2025

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## India Develops 3,468 Km Of National Highways In First Half Of FY 2025–26

Swarajya,  
December 18, 2025

The Centre has constructed and upgraded about 3,468 kilometres of National Highways across the country during the ongoing financial year 2025–26 till October, the Ministry of Road Transport and Highways informed the Parliament on Wednesday (17 December).

In a written reply to a question in the Rajya Sabha , Road Transport and Highways Minister Nitin Jairam Gadkari said, "Total length of National Highways (NHs) constructed and upgraded in the country... during current Financial Year 2025-26 is about 3468 km till October,2025".

The minister said the government has strengthened road safety measures by issuing guidelines for regular safety audits at the design, construction and pre-opening stages of National Highway projects, as well as on existing highways.

To further improve safety and reduce accidents, the government is deploying Advanced Traffic Management Systems on National Highways. These include AI-based video incident detection and enforcement systems, automatic number plate recognition cameras, pan-tilt-zoom surveillance cameras and real-time electronic monitoring for faster response to incidents.

The minister added that the government is also pushing green highway initiatives under the Green Highways Policy, 2015, which focuses on plantation, transplantation, beautification and maintenance along National Highway corridors.

The minister said tree plantation is being carried out on highway right-of-way as per policy guidelines.

In addition, the use of waste materials such as plastic waste, fly ash and construction debris is being promoted in road construction, depending on feasibility and availability.

Waste plastic is being used in bituminous mixes, while other materials are utilised in embankments, pavement layers and concrete works to support sustainable and cost-effective highway development.

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## Major Infra Push For Assam As PM Modi Set To Inaugurate Airport Terminal, Other Projects In The State

Swarajya,  
December 18, 2025

Prime Minister Narendra Modi will visit Assam for two days beginning December 20, during which he will inaugurate and dedicate a series of key infrastructure and industrial projects, Chief Minister Himanta Biswa Sarma has announced.

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Sarma said the Prime Minister will inaugurate the new terminal building of Lokpriya Gopinath Bordoloi International Airport in Guwahati on 20 December.

Constructed at a cost of Rs 4,000 crore, the terminal will be formally dedicated to the nation. During the event, PM Modi will also unveil an 80-foot statue of Bharat Ratna Lokpriya Gopinath Bordoloi within the airport premises.

“The new terminal has been designed in a way that everyone will appreciate. It has been given a completely new look. We have also decided to construct an elevated corridor on the airport road to beautify and improve connectivity between the airport and Jalukbari,” the Chief Minister said.

Following the airport inauguration, the Prime Minister is scheduled to visit the BJP’s state office in Guwahati, where he will interact with party workers.

On 21 December, PM Modi will begin his day with a visit to the river terminal on the Brahmaputra in Guwahati at around 8 am. From there, he will board the Charaideo vessel and take part in the ‘Pariksha Pe Charcha’ programme, interacting with around 25 to 30 students, Sarma said.

Later, the Prime Minister will pay homage at Swahid Smarak in Boragaon, commemorating the 855 martyrs of the Assam Movement. He will then travel to Dibrugarh to lay the foundation stone for the Namrup-IV Ammonia-Urea project.

The brownfield fertiliser project will come up at the existing Brahmaputra Valley Fertilizer Corporation Limited complex and involves an estimated investment of Rs 10,000 crore.

“Following the foundation stone laying, a new phase of industrialisation will begin in Assam. The Namrup-IV plant will produce 12 lakh metric tonnes of urea annually, which will meet domestic demand and also be exported,” Sarma added.

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## Delhi–Mumbai Expressway: Prolonged Delays In Key 87 km Gujarat Section Slow Overall Project Progress

Swarajya,  
December 18, 2025

Three short road stretches in Gujarat, together measuring just 87 km, have emerged as a major bottleneck for the 1,386-km Delhi–Mumbai Expressway project, which is being built at a cost of over Rs 1.04 lakh crore, Indian Express reported.

The contracts for all three stretches were awarded in 2021 to Pune-based Roadway Solutions India Infra Ltd (RSIIL).

Two contracts were cancelled in March 2023 due to delays but were given back to RSIIL in November 2023 after it emerged as the lowest bidder.

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Nearly four years later, less than 20 per cent of the 87 km has been completed, triggering concern within the Ministry of Road Transport and Highways.

Due to slow progress, the National Highways Authority of India (NHAI) is considering issuing notices to RSIL, including possible contract termination.

RSIL Director Navjeet Gadhoke blamed the delay on the “non-provision of land by NHAI”, IE reported.

However, NHAI officials blamed alleged non-performance by RSIL and contractual disputes and litigations for adversely affecting the pace of execution.

The Delhi–Mumbai Expressway spans six states and has been divided into 53 construction packages.

The three packages — numbers 8 (Jujawa-Gandeva), 9 (Karvad-Jujuwa) and 10 (Talsari-Karvad) on the Vadodara-Virar section in Gujarat — were awarded to RSIL in May, July and March of 2021, respectively.

While most of the expressway in Gujarat is nearing completion, these three stretches have seen minimal progress.

NHAI cancelled two of the contracts in March 2023 due to delays and floated fresh tenders.

RSIL participated again and won the contracts in November 2023 after quoting the lowest price.

A senior MoRTH official said the company should not have been awarded the contract again.

A senior NHAI official explained that RSIL could not be barred, as procurement rules require the lowest bidder to be awarded the contract.

RSIL claimed that the cancellation of the earlier contracts was illegal.

Gadhoke said that since there was no contractor default, NHAI had no choice but to re-award the work to RSIL after rebidding.

NHAI officials said repeated delays allow the authority to issue a cure period notice before initiating stronger actions like debarment or blacklisting.

A cure period is a fixed window given to contractors to set right or fix the breaches before a termination notice can be served.

Once completed, the Delhi-Mumbai Expressway is expected to reduce the distance from Delhi to Jawaharlal Nehru Port in Mumbai by 180 km.

Several sections of the mega expressway, including Delhi–Lalsot and parts of Gujarat and Rajasthan, are already operational.

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## Kurukshetra Elevated Track Nears Completion As Haryana Sees Major Progress In Rail Infra Projects

Swarajya,  
December 18, 2025

Haryana's key railway infrastructure projects are progressing steadily, with several initiatives moving into advanced stages of execution, Chief Secretary Anurag Rastogi said on Wednesday (17 December).

Rastogi, who also chairs the Haryana Rail Infrastructure Development Corporation (HRIDC), reviewed the status of ongoing works during a meeting of the corporation's board of directors.

According to The Hindustan Times report, officials informed the board that the Kurukshetra Elevated Track (KET) project has reached a critical phase.

All major components of the viaduct including civil works, track laying, signalling and telecommunication systems, as well as overhead electrification, have been completed.

Construction of the elevated platform is also nearing completion. Once the remaining works are wrapped up, the project will be offered for technical inspection by Northern Railways, followed by a mandatory safety inspection by the Commissioner of Railway Safety.

During the review, Rastogi underlined the need for HRIDC to broaden its operational scope and work towards establishing a presence beyond the state. He said the corporation should look at emerging opportunities and scale up its role in rail infrastructure development at a national level.

The board was also briefed on progress related to the Eastern Orbital Rail Corridor (EORC), a strategic project proposed between Sonapat and Palwal, passing through Baghpat, Ghaziabad and Gautam Buddha Nagar.

Officials said the alignment for the corridor's feasibility study has already been approved by a steering committee chaired by the Uttar Pradesh chief secretary. The feasibility assessment itself is now at an advanced stage.

Rastogi said the pace and scale of these projects reflect Haryana's long-term vision for a modern and sustainable rail network.

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## PMRDA Explores Rs 20,000 Crore Underground Road Network To Link Pune's Key Highways: Report

PTI,  
December 18, 2025

Drawing inspiration from Mumbai's underground tunnel road network, the Pune Metropolitan Region Development Authority (PMRDA) has begun evaluating the feasibility of a large-scale underground road network for Pune spanning around 45 km, Punekar News reported.

The proposed project, estimated to cost about Rs 20,000 crore, is being studied as a long-term solution to improve mobility across the region.

A consultant appointed by PMRDA has already submitted a preliminary design along with a draft feasibility report.

The study centres on the proposed Yerwada–Katraj twin tunnel, a key component of the wider underground corridor system. Officials said the assessment follows extensive technical and geological surveys conducted over recent months.

According to planning authorities, the concept includes underground road sections passing beneath Taljai and Vetaj hills, areas already identified for infrastructure development in the Pune Municipal Corporation's Development Plan.

Additional tunnel alignments have been proposed at locations such as Swargate, Jagtap Dairy and Katraj, with planners suggesting these routes could substantially reduce congestion on surface roads in both the city core and surrounding suburbs.

The draft plan envisions a six-lane underground express corridor linking four major highways — Pune–Mumbai, Pune–Satara, Pune–Solapur and Pune–Ahilyanagar.

By enabling uninterrupted cross-city movement below ground, the network aims to divert through-traffic away from existing arterial roads.

Officials clarified that the tunnels would be constructed at a depth of roughly 30 metres to avoid interference with existing and proposed Metro rail corridors. The project has been divided into three phases, allowing it to be rolled out gradually, subject to approvals and funding availability.

Once PMRDA completes its internal review, the proposal will be placed before the state government for policy clearance and financial approval.

The underground road plan is being considered alongside PMRDA's wider infrastructure push, under which 220 projects have been identified across the metropolitan region.

Recently, Chief Minister Devendra Fadnavis approved Rs 32,523 crore for various development works in the area.

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**Shillong Ropeway Project Moves Into Construction Phase, Operations Targeted By 2028**

Business Standard,  
December 18, 2025

The Shillong Ropeway Project has moved past all major clearances and is now firmly on course.

According to The Shillong Times report, the project's progress was reviewed at a high-level meeting between the New Development Bank (NDB) and the Meghalaya Tourism Department earlier this week, signalling a key step forward in its execution.

Preliminary work has already begun at the lower terminal site in Riat Laban, where earth-cutting activities are underway.

Officials said full-scale civil construction at the lower terminal, located near Madan Laban Nepali Secondary School, is scheduled to begin in January 2026.

Construction at the upper terminal near Shillong Peak is expected to commence shortly thereafter.

Stretching 896 metres, the ropeway will be supported by six towers and will operate with modern eight-seater detachable gondola cabins.

Designed to offer both efficiency and comfort, the system is expected to transform access to Shillong Peak, one of the city's most popular viewpoints.

"If all goes according to plan, the ropeway will be operational by June 2028. However, we are pushing hard to complete it ahead of schedule, by July 2027," official sources were quoted as saying.

The lower terminal will serve as the 'drive' station, while the upper terminal will function as the 'return' station. Both locations will be developed with adequate space for smooth boarding and de-boarding, along with essential passenger amenities.

The project will use a state-of-the-art Monocable Detachable Gondola system supplied by French firm POMA. The ride is expected to take just four minutes, covering a vertical height of 299 metres at a speed of five metres per second, with a capacity of 600 passengers per hour.

Fully enclosed cabins with automatic doors will offer uninterrupted views of Shillong city and the surrounding hills.

In addition, both terminals will be developed as tourist-friendly spaces featuring landscaped areas, cafés, kiosks, souvenir shops, waiting shelters and clean public conveniences.

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