

# NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

FRIDAY, JANUARY 02, 2026

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## PM Modi To Lay Foundation Stone For Kaziranga Corridor This Month, Inaugurate Guwahati–North Guwahati Bridge By February: CM Himanta Sarma

Swarajya,  
January 02, 2026

Assam Chief Minister Himanta Biswa Sarma, addressing the media, has confirmed that four bridges over the Brahmaputra River are currently under construction, with the long-awaited Guwahati–North Guwahati bridge nearing completion and expected to open to the public by February, following its inauguration by Prime Minister Narendra Modi.

Alongside that, the Chief Minister stated that PM Modi will also lay the foundation stone for the 32 km Kaziranga Elevated Corridor on 17 or 18 January.

The project, pegged at Rs 6,957 crore, is being positioned as a crucial link for wildlife-friendly connectivity and tourism flow across the region.

Another major project that Sarma highlighted is the twin-tube underwater tunnel that will link Gohpur with Numaligarh.

Describing it as a “road-cum-rail project” at a cost of rupees 22,000 crore, he confirmed that the Finance Ministry has approved.

This tunnel is expected to drastically improve access between the two regions and set a new benchmark for transport infrastructure in the northeast.

Infrastructure expansion will also extend into aviation and healthcare. Sarma said, “The proposed elevated corridor will be near the Guwahati airport. Aerocity will be constructed on 68 acres of land.”

He further revealed that an MoU has been signed with the Asian Development Bank to build a “new modern hospital” at Guwahati Medical College, costing rupees 2,200 crore, with the existing hospital set to be fully demolished.

Energy development also remains a priority, with the Chief Minister concluding that “We will inaugurate the 120 MW Kopili hydro project soon...”

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## NHAI reduces highways on offer to NHIT; Space created for launch of new public InvIT

The Financial Express,  
January 02, 2026

*NHAI has reduced the number of highway projects for its private trust (NHIT) to just two, shifting focus toward its first public InvIT, the Raajmarg Infra Investment Trust (RIIT).*



*NHAI Pivots Monetisation Strategy*

National Highways Authority of India (NHAI) has reduced the number of highway projects that it would monetise through National Highway Infra Trust (NHIT) to two from nine identified earlier as it is also getting ready to launch a public infrastructure investment trust (InvIT) by February.

In June nine highway projects with a total length of around 550 km were identified by NHAI for potential acquisition by NHIT. Now the list has been reduced to two highway stretches with a total length of 311 km.

The stretches are in states of Maharashtra and Andhra Pradesh. Total length of the Amravati-Chikhali-Tarsod Section in Maharashtra is 256.7 km and 6 lane Gundugolanu-Chinna Avutapalli-Vijayawada in AP is 54.38 Km. The board and managers of NHIT will now take a call on the asset on offer. These two highways stretch have the monetization potential of around Rs 6,500 crore.

### **Shift to RIIT**

The rest of the highway stretches on the original list of June could be offered to the public InvIT of NHAI – Raajmarg Infra Investment Trust (RIIT) – that got approval of the Securities and Exchange Board of India (SEBI) last month. It will be the first round of acquisition by RIIT and is expected to hit the market by January-end or February. The plans are to raise around Rs 7000 crore to Rs 8000 crore through RIIT.

Through the public InvIT NHAI is planning to monetise 1500 km of highways in next three to five years. The public InvIT will be open to retail investors for investments on the equity side. NHIT has raised funds from the public only once in the past, that too as debt in 2022. Through NHIT the NHAI has so far raised Rs 43,638 crore by monetising 2,345 km of road assets in four rounds. This will be the fifth round of InvIT.

### **Monetisation Roadmap**

This financial year the NHAI is aiming to raise around Rs 40,000 crore from monetisation through functional road assets. So far it has raised Rs 12,357 crore from two rounds of monetisation through Toll Operate Transfer (ToT) mode. The bids for ToT bundles 19,20,21 and 22 are still open and will be concluded in this financial year itself.

For 2025-26 the NHAI has identified 24 road assets with a total length of 1472 km for monetisation through ToT and InvIT. Around Rs 30,000 crore will come from ToT and InvIT the remaining will be raised through asset backed securitisation. In 2024-25 the highway builder raised Rs 28,724 crore through monetisation.

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## Raxaul-Haldia Expressway: Land Acquisition Process Commences, Paving Way For Faster Bihar–Bengal Road Link

Swarajya,  
January 02, 2026



*Representative Route of Raxaul-Haldia Expressway*

The Raxaul–Haldia Greenfield Expressway, designed to provide seamless, high-speed road connectivity from Bihar to West Bengal, has moved into a crucial stage.

Authorities have initiated the land acquisition process, which will cover 72 villages across the district. The proposed corridor is expected to span nearly 36 km within district limits.

District officials have completed preparations for acquisition and submitted the Social Impact Assessment (SIA) report to the National Highways Authority of India (NHAI).

The report offers detailed information on the number of villages, affected farmers, landholders and the extent of lands likely to be acquired.

According to administrative sources, the expressway route will pass through five blocks in the district, requiring acquisition across all 72 identified villages. With the assessment phase now complete, the next stage will involve determining compensation for affected landowners.

The expressway is planned as a 37 metre wide greenfield corridor, directly connecting Raxaul, located near the Nepal border, with the industrial and port-driven city of Haldia in West Bengal.

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Once operational, the project is expected to sharply reduce travel time between Bihar, Kolkata and Haldia Port, while strengthening cross-border trade. Officials also believe the expressway will stimulate growth in local industry, agriculture and logistics.

Authorities have emphasised that land acquisition will be carried out transparently under legal provisions.

Affected farmers and landowners will receive compensation and eligible benefits as per government norms. Construction is expected to begin following completion of acquisition formalities.

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## Rs 19,142 Crore Nashik–Solapur–Akkalkot Six-Lane Greenfield Corridor Gets Union Cabinet Nod, Set To Reduce Travel Time By 17 Hours

Swarajya,  
January 02, 2026

The Prime Minister Narendra Modi-led Cabinet Committee on Economic Affairs (CCEA) has approved the construction of a six-lane greenfield, access-controlled Nashik–Solapur–Akkalkot corridor in Maharashtra at a capital cost of Rs 19,142 crore.

The 374-kilometre project will be developed under the Build-Operate-Transfer (Toll) model and aims to significantly improve regional and inter-state connectivity while supporting integrated infrastructure development under the PM Gati Shakti National Master Plan .

According to the Cabinet statement, the corridor will connect key cities such as Nashik, Ahilyanagar and Solapur, with onward connectivity to Kurnool.

It will link major national infrastructure routes including the Delhi–Mumbai Expressway near the Vadhawan Port interchange, the Agra–Mumbai corridor at Nashik, and the Samruddhi Mahamarg near Pangri.

The project is designed to provide seamless west-to-east coast connectivity.

On the eastern side, four-lane corridors from Chennai Port to Hasapur on the Maharashtra border are already under development via Thiruvallur, Renigunta, Kadappa and Kurnool.

The access-controlled corridor is expected to reduce travel distance by 201 kilometres and cut overall travel time by around 17 hours, a reduction of about 45 per cent compared to the current journey duration.

The highway will support average vehicular speeds of 60 kilometres per hour with a design speed of 100 kilometres per hour, ensuring safer and uninterrupted traffic flow for both passenger and freight vehicles.

The project is also expected to enhance logistics efficiency for freight movement linked to major National Industrial Corridor Development Corporation nodes at Kopparthy and Orvakal.

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According to the statement, Nashik–Talegaon Dighe part of the section also addresses the requirement for development of Pune-Nashik Expressway, as identified by NICDC as a part of proposed new Expressway being taken up by Maharashtra government.

In terms of employment generation, the project is projected to create around 251.06 lakh man-days of direct employment and 313.83 lakh man-days of indirect employment, apart from additional opportunities arising from increased economic activity along the corridor.

The statement added that the project will enhance the basic infrastructure in the region, contributing to the overall economic development of Nashik, Ahilyanagar, Dharashiv, and Solapur districts.

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