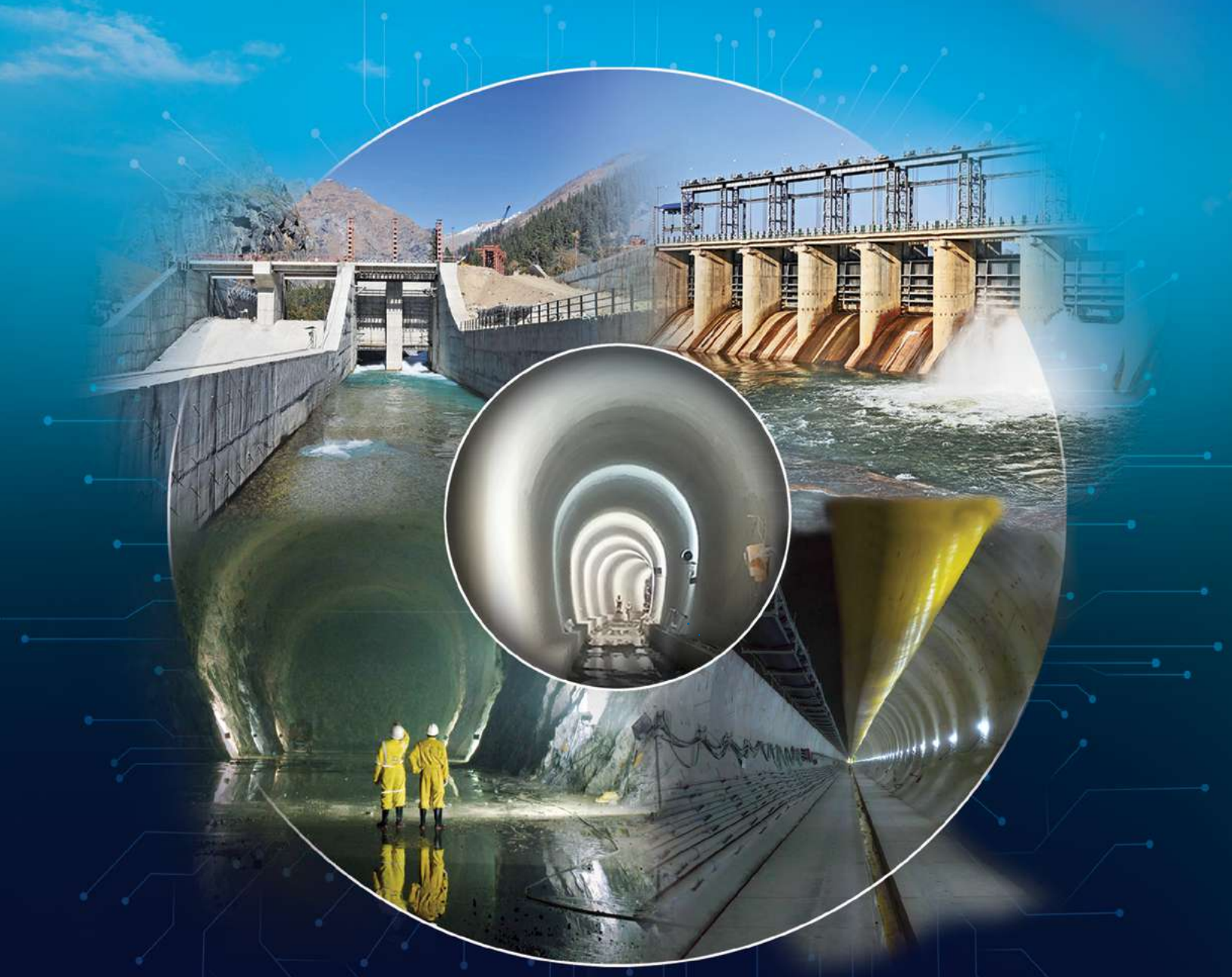
L&T Construction
Heavy Civil Infrastructure

BUILDING
SUSTAINABLE MEGA INFRASTRUCTURE



Turnkey Hydel and Tunnelling Solutions

STRUCTURES FOR THE FUTURE

Need to turn a river in the high Himalayas into a green powerhouse or build tunnels to straddle between valleys, L&T Construction's Hydel & Tunnels BU of Heavy Civil Infrastructure Independent Company helps to find answers and implement them at some of the world's most challenging worksites. As an industry leader in building new-age hydel and tunnelling infrastructure, L&T offers EPC solutions for complete hydroelectric power, large-diameter transport/water tunnels and complex irrigation projects. The business possesses the expertise to execute road and railway tunnelling projects both in India and select overseas geographies.

330 MW Srinagar Hydel Power Project, Uttarakhand

Panoramic view of Diversion Tunnels at 1200 MW Punatsangchhu HEP, Bhutan

FUSION OF INTEGRITY AND INGENUITY

L&T's Hydel & Tunnel business offers comprehensive engineering, procurement, and construction services to execute hydro-structures, water retaining and diversion structures, water conductor systems, powerhouses, and substations, right up to evacuation of power through multi-circuit transmission lines. In line with its sustainability credo, L&T provides the green edge to its customers by building sustainable infrastructure that do not negatively impact the environment.

Areas of expertise:

- Concrete / Earthen / Rockfill Dams
- Underground Tunnels of Various Geometries (Both Concrete Lined and Steel Lined)
- Pressure Shafts, Surge and De-Silting Chambers
- Large Underground and Deep pit surface powerhouse
- Hydro-Mechanical Components including erection of electro-mechanical equipment
- Barrages
- Diversion weirs
- Pumped Storage Projects

Singoli Bhatwari Power House, Uttarakhand

Pula Veligonda Dam, Andhra Pradesh

SPECIALISED DESIGN AND ENGINEERING SERVICES

Sharply focussed on capitalizing infrastructure needs, L&T facilitates project construction by offering its clients, end-to-end services covering specialised design, pre-feasibility, feasibility, and detailed project reports for hydroelectric power plants including geo-technical investigation reports, determination of Bill of Quantities, construction methodologies, project cost and economic evaluation of the project, river flood analysis, EIA studies, rate analysis and detail engineering, etc.

The hydel project design team, based at L&T's Faridabad office, together with the Construction Methods Planning Cell, support the project team to optimize alternative construction methods and technologies for speedy project execution. In addition, L&T partners with world-renowned design agencies for basic hydel designs.

L&T GeoStructure, a specialized arm of L&T Construction, executes a wide range of sophisticated geo-technical services right from soil investigation, design to foundation engineering and construction. The business has to its credit some of the most critical and prestigious hydel projects in terms of foundation engineering.

Alain Duhangan project

330 MW Srinagar Hydel Power Project, Uttaranchal

WATER RETAINING AND DIVERSION STRUCTURES

L&T has capabilities to construct all types of river diversion structures such as dams, weirs, barrages, etc., for various capacities of hydropower projects with a track record featuring weir for Varahi Hydropower project - Karnataka, concrete dams at Veligonda - Andhra Pradesh, for 330 MW Srinagar HEP, Uttarakhand and for 1200 MW Punatsangchhu - I, Bhutan, Barrage for 192 MW Alain-Duhangan HEP in Himachal Pradesh, Barrage across Godavari River - Laxmi Barrage, Telangana. Rock fill dam for 520 MW Parbati Stage III HEP – Himachal Pradesh and Earthen dam cum spillway across river Kurket in Chhattisgarh.

Earthen dam cum spillway works across river Kurket in Chhattisgarh

Veligonda Dam

WATER CONDUCTOR SYSTEM

The water conductor system is vital to hydropower generation, as these structures ensure consistent and ample supply of water for power generation. The water conductor system including intake, head race tunnels, de-silting chambers, and tail race tunnels, are generally underground and various technologies / methods are adopted to excavate during construction. In some projects, based on layout and technical requirement, high pressure penstock pipes are used instead of tunnels and L&T possesses the expertise to design and construct such structures.

Underground de-silting chamber at 520 MW Parbati Stage III HEP Himachal Pradesh

TUNNELLING

With its rich experience of tunnelling in challenging altitudes and terrains like in the Himalayas, one of the world's toughest fold mountain ranges, L&T has rich expertise in all types, sizes, and shapes of tunnelling with vast experience to construct tunnels using various technologies such as the conventional Drill and Blast Method (DBM), the New Austrian Tunnelling Method (NATM), Tunnel Boring Machines (TBM), Mechanical excavation and soft tunnelling using road headers

L&T Construction is involved in over 230 km of tunnelling across hydel and connectivity projects. We have deployed multiple Tunnel Boring Machines for Tunneling about 40 Km in Himalayas, where Overburden ranging up to 2000m in Hydropower projects.

Additionally, soft tunnelling with road headers was also carried out at 2000 MW Subansiri Lower HEP in Arunachal Pradesh for a length of about 14km, for the first time in India.

L&T Construction has set a benchmark in Tunneling by completing NATM tunneling of 25 Km in a record period of 44.7 months in the tough Himalayan terrain.

L&T has also achieved a World Tunneling Record of boring 555.35m in a single month by a single TBM and 107.9m in single day by using NATM in Himalayan terrain.

In addition, L&T's Mavala TBM bored 456.724 meters in a single month setting a world record for the largest dia road tunnel, winning accolades for the Mumbai Coastal region as well as the Indian construction sector as a whole.

DE-SILTING ARRANGEMENT

Wide experience in underground tunnelling has enabled L&T to execute complex underground structures in hydropower projects, including several underground and open de-silting arrangements. The de-silting basin in 520 MW Parbati stage III HEP, Himachal Pradesh and in 1200 MW Punatsangchhu - I, Bhutan are some of the large size underground de-silting basins. In 330 MW Srinagar HEP, Uttarakhand, L&T executed a very large open de-silting basin.

1200 MW Punnatsanghcchu HEP, Bhutan

POWERHOUSE

A Powerhouse is the heart of a hydropower project in which hydro energy is converted into electric energy. L&T's expertise to construct thermal and nuclear power projects that house the turbine power generating units, is replicated in hydel too. L&T has executed / involved in the construction of many underground and surface power houses and associated transformer caverns. Some significant L&T-built structures for hydro power infrastructure include surface powerhouse for the 2000 MW Subansiri Lower HEP -India's largest hydropower project, the 330 MW Srinagar HEP and the 99 MW Singoli Bhatwari HEP in Uttarakhand. L&T has successfully completed the surface powerhouse structures for the 100 MW Kuttiyadi HEP in Kerala, the 22.5 MW Varahi HEP in Karnataka, underground powerhouse structures for the 900 MW Purulia pumped storage project in West Bengal, the 20 MW Chilime Hydropower project in Nepal, and more.

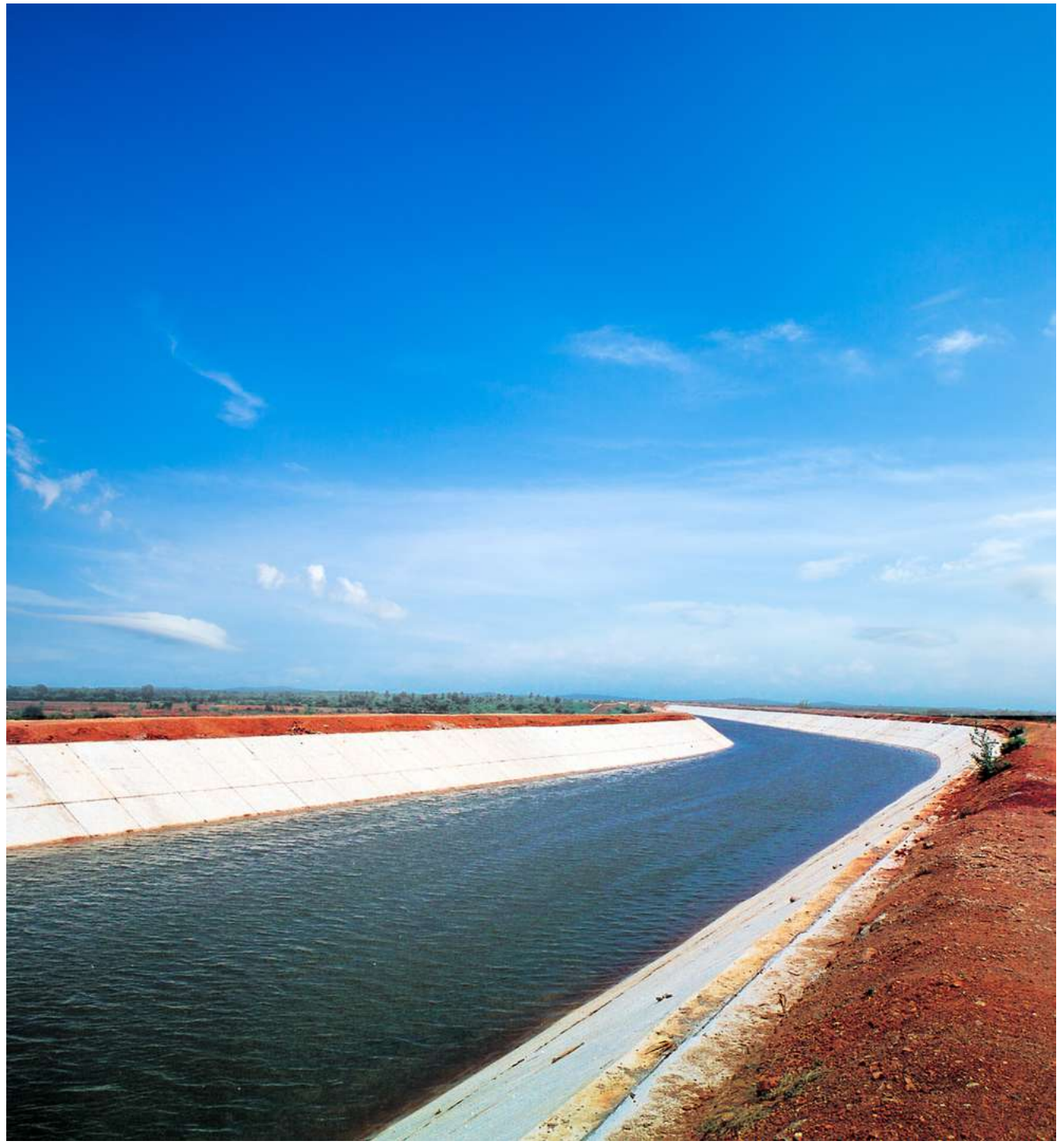
100 MW Kuttiyadi HEP, Kerala

Underground power house, 20 MW Chilime HEP, Nepal

900 MW Purulia pumped storage project in West Bengal

IRRIGATION STRUCTURES

L&T's experience also covers specialised underground caverns such as LPG / crude oil storage caverns. It has the distinction of successfully executing one of the world's deepest underground caverns for LPG storage with a capacity of 125000 cu.m in Vizag. L&T is also involved in the construction of irrigation projects.

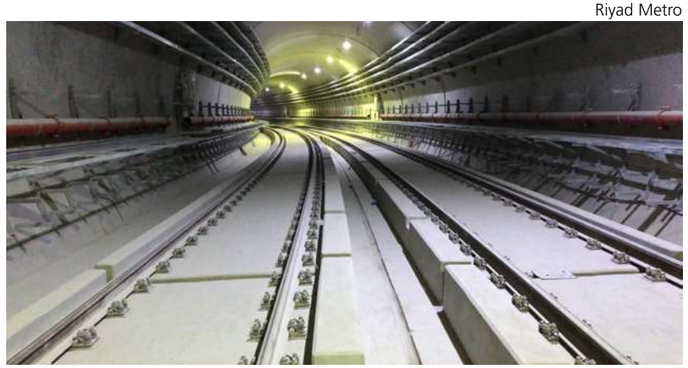


Sai Ganga approach canal for water supply to Chennai city

UNDERGROUND STRUCTURES

L&T is the leading solution provider for Complex transportation tunnels and deep underground structures for strategic storage and Utilities. Building on over 8 decades of construction experience, L&T is leveraging cutting-edge & sustainable technologies to set new benchmarks in underground project execution. Overseas, L&T has executed the landmark Doha and Riyadh metro rail projects.

Riyad Metro



SALPG- Vizag

TRANSPORTATION & UTILITY TUNNEL

Chennai Metro

Delhi Metro

Mumbai Coastal Road Tunnel, Finished dia - 11m

PLANT & MACHINERY

Construction of Hydel and Tunnel projects requires special plant & machinery as it involves tunnelling, mass excavation, concreting, etc. Over the years, L&T has acquired hydel equipment worth over INR 15 billion. Some of the key machinery deployed by L&T, to provide cutting-edge hydel construction solutions and to meet the stringent deadlines set by customers, include tunnel boring machines, road headers, drill jumbos, shotcrete machines, rock bolting machines, load haul dumpers, cable cranes, heavy-duty batching plants (dam version), tower cranes and other concrete placement systems.

Tunneling using two boom drill jumbo

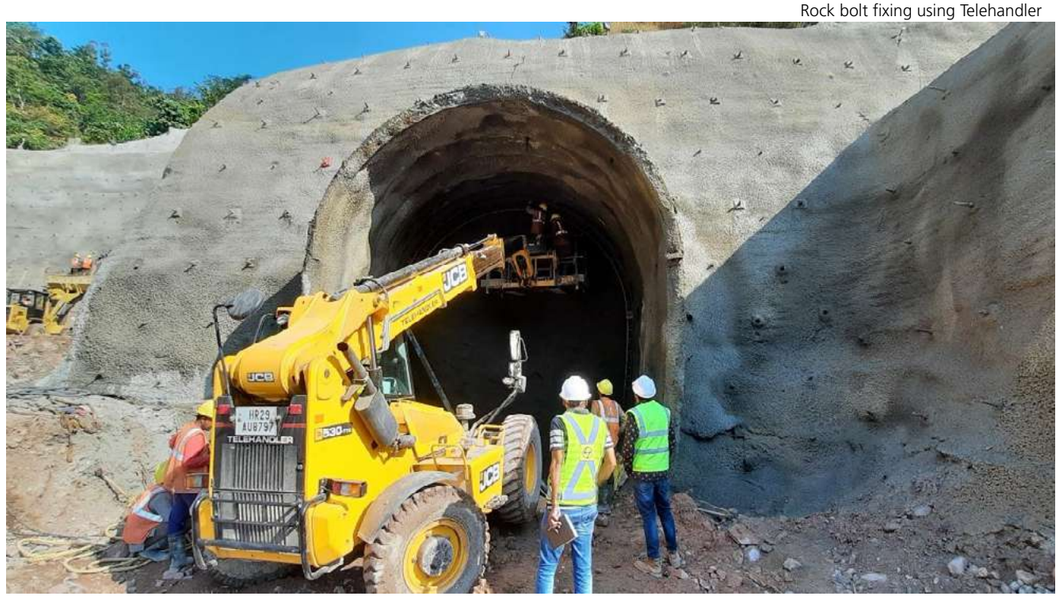
RVNL Package 4 Escape Tunnel

Multi Service Vehicle transporting Tunnel Segments

SUPPLY CHAIN MANAGEMENT

Execution of Hydel and Tunnel projects presents numerous challenges in terms of accessibility, logistics and resources. L&T's leverages its strength in supply chain management to optimise costs, that, in turn, help customers to realise better value for money. L&T's superior project execution capabilities are aptly supported by various people-centric initiatives and a judicious mix of lateral recruitment and intensive in-house training. The various operations of the business units are certified by ISO 9001 quality standards.

Rock bolt fixing using Telehandler



Pakal Dul TBM 1 - FAT in Germany

UPPING THE ANTE WITH DIGITALIZATION

L&T is utilizing the power of various next generation technologies like Building Information Modelling, Artificial Intelligence, Mobility, Virtual Reality, Analytics, and the like to drive decision making, improved project monitoring & control, operational efficiency and enhanced productivity to set new grounds on effective business delivery.

- Tunnel Communication System and IOT
- Remote Data Transfer between Drill Jumbos and main office.
- Internet connectivity inside tunnel for communication.
- IOT installed in vehicles to monitor real time fuel consumption.

NURTURING TUNNELLING EXCELLENCE

The growth of cities is directly proportional to their increasing demand for infrastructure and with space always at a premium, there is a growing trend to build underground. The challenges of underground construction are different and sterner, requiring more specialized skills and hence tunnelling is rapidly assuming relevance and importance in the scheme of building heavy civil infrastructure.

In the light of changing dynamics, L&T has invested time, talent, and resources to create the Tunnelling Excellence Academy, most probably, India's first, that is a unique, purpose-built centre of excellence to teach and train next gen construction professionals in the key skills required for underground construction.

Vision

L&T Tunnelling Excellence Academy will be a Global Centre of Excellence for academic and research in the field of tunnelling and related underground construction technologies.

Mission

TEA will achieve this by developing and delivering capability building programmes for creating a world class talent pool of tunnelling specialists.

TEA will work towards making L&T Engineers self-reliant and have a sustainable competitive adavantage in the medium-term, and be the final word on Science of Tunnelling in the long-term.

ENVIRONMENTAL, HEALTH, AND SAFETY (EHS)

Hydel & Tunnel Business being pioneer in building an excellent Environmental, Health, and Safety (EHS) system at our project sites in difficult terrains like working in Himalayas, We prioritize the safety at Work and well-being of local population by adhering to the top notch domestic and International standards along with complying to statutory obligations.

Our dedication to safety is evidenced by the strict adherence to the ISO 14001 Environmental Management System and ISO 45001 Occupational Health and Safety requirements. By adhering to these internationally recognized standards, we have not only improved the safety and environmental sustainability of our operations but have also received numerous accolades on both national and international levels. Our efforts have been recognized by esteemed organizations including the National Safety Council, World Safety Organization, ROSPA , and the British Safety Council".

We take immense pride in our contribution to the safety, health, and well-being of the communities we serve, setting a benchmark for excellence in safety management across the nation.

QUALITY SYSTEMS

Quality has always been the corner stone of L&T HCI - H&T Business growth as a competitive advantage in achieving leadership position, through customer satisfaction. As an organization, our vision is to sustain greater levels of product Quality, reinforce a culture of quality excellence and continual improvement at all our project site.

"L&T HCI has an established Quality Management System and is ISO 9001:2015 certified since 2003.

Quality policy, objectives and culture:

L&T Vision focuses on a culture of caring, trust, meeting the expectations of employees, stakeholders, and society. L&T's quality policy is a formal statement from our Top Management that outlines the organization's commitment to achieve best-in-class business excellence and total customer satisfaction. L&T vision is permeated through Quality Policy which reiterates organization's commitment to integrity, customer focus, meeting customer requirements within stipulated time schedules, understanding need of stakeholders, benchmarking to best industrial practices, operational excellence, leveraging innovations, enhancing competency, employee involvement, continual improvement, nurture culture of business excellence and achieve business objectives, and value creation. The quality policy aligns with the core values and culture of the organization.

BUILDING LANDMARKS.
SETTING BENCHMARKS.

Mumbai Coastal Road Project, Package 4 (Twin tunnels- 2.072 Km each)

L&T is steering the construction of twin bored road tunnels between Priyadarshini Park and Girgaon Chowpatty site for the Mumbai Coastal Road Project Package 4. This includes construction of a 2 km long twin bored tunnel along with cut & cover, ramp, etc. to form a combined road length of 4.14 km. This is India's largest and deepest bored road tunnel. The major works include reclamation along with other associated works at Priyadarshini Park as well as construction of a new promenade. Variations in geology along the alignment, close proximity to sea and the size of the tunnel resulted in choosing a slurry TBM with 12.11m dia. weighing 2830 T (approx.) which is India's largest for construction of the tunnels.

MCRP 4 Tunnel

99 MW Singoli Bhatwari HEP

Singoli-Bhatwari Hydro Electric Power Project, a 99 MW run-off-the river- scheme across river Mandakini in Rudraparayg District of Uttarakhand is the first hydroelectric project to be implemented by L&T on Build-Own-Operate & Transfer (BOOT) basis. L&T's scope of work included construction a 22 m high barrage, with a medium-size intake pond near Ukhimath, a 12 km long headrace tunnel, surge shaft over 180 m in-depth, desilting basin, pressure shaft and penstock to a surface powerhouse situated on the right bank of the river. The plant houses three units of Francis Turbine generators of 33 MW each, equipped with a state-of-the-art switchyard and controlled via the latest Supervisory Control and Data Acquisition (SCADA) technology.

Mukkombu Upper Anaicut Tamil Nadu

Kharkai Barrage

Kharkai Barrage

L&T constructed the Kharkai Barrage over Kharkai River in Seraikella–Kharsawan district in Jharkhand which facilitates irrigation of approximately 24,000 Ha of Irrigation land & 1.12 cumecs of Industrial water supply. It is one of the major hydraulic structures in the state with L&T's scope comprising construction of the 234-meter-wide barrage structure with 15 Piers (3.5m wide) & 2 abutments (24m wide) of 18.5 m height, designed for a flood discharge of 10,168 cumecs with storage capactity of 13.7m high water & canal discharge of 18 cumecs.

Riyadh Metro

L&T's largest overseas order, the Riyadh Metro, features 6 lines covering 176 km with 85 stations. As part of the ANM Consortium handling Package 2 (Line 3) along with partners Salini Impregilo and Nesma Civil Works Group, L&T designed and built a section of this unique infrastructure. Other highlights include 25 km of viaduct with 9 elevated stations, 6 km of tunneling, 7 underground stations, 5.5 km of cut-and-cover sections with 3 shallow underground stations, 1 transfer and 2 iconic stations, 2 depots and a transit system with 47 unmanned trains and controls. The depot roof structure resembles a sand dune while the station canopies, the shape of three birds landing. The iconic station canopy is a stainless-steel bowl.

Doha Metro

The Doha Metro features 205 km with 109 stations resembling the traditional Bedouin tents in design mimicking a vault; space concept with a pearl-effect in the tones that reflect the Qatari heritage; the exterior will be dhow-inspired. L&T's scope along with its 4 partners, included construction of 11.68 km of twin-bored tunnels passing through 10 underground stations plus MEP and architectural works. Doha Metro has set a world record of deploying the highest number of TBMs (Tunnel Boring Machines) – 21 of them working simultaneously across all lines.

ONGOING HYDEL PROJECTS

120 MW Lower Kopili HEP

L&T has been entrusted with the design and construction of the 120 MW Lower Kopili Hydroelectric project between Karbi Anglong and Dima Hasao districts in Assam. This EPC project scope involves the construction of roads, a 60-metre-high concrete gravity dam, power intake infrastructure, surface powerhouse and a 3.6 km long head race tunnel.

Lower Kopili- Dam Construction

Lower Kopili- Adit to HRT

Powerhouse

Sitamma Sagar Multi-Purpose Project

L&T is presently constructing the Sitamma Sagar Multi-Purpose Project nestled in the hills and forests of Bhadradri Kothagudem district in Telangana. The new infrastructure being constructed down stream of an existing 150-year-old anicut which will enhance the water storage capacity to 36.7 TMC. The scope of work includes the construction of a barrage approximately 1332.75m long with 55 vents of 15m x 15m and 12 vents of 15m x 16m gates along with energy dissipation arrangements and with piers, abutments, wings and returns.

Sitamma Sagar

1,000 MW Pakal Dul HEP

L&T is executing Tunnel package, which comprises of Engineering, Procurement, and construction of Twin Headrace tunnels (HRT and Adits) circular shaped of average length 7850, to be excavated by two independent TBMs and construction Adits. The excavated diameter by Tunnel Boring Machine (TBM dia- 8.33m) should be as such that the finished diameter of HRT is 7.2m for the 4x250MW Pakal Dul HE project in Jammu & Kashmir.

Pakal Dul - Segment stacking yard

Pakal Dul-Portal during snow fall

2,880 MW Dibang Multi-Purpose Project Lot 2

The 2,880 MW Dibang Project is a multipurpose project on River Dibang in the district of Lower Dibang Valley in Arunachal Pradesh. The scope of the Dibang Lot-02 Project is the construction of an access roads network of 24 km to the project dam site, 5 diversion tunnels with a total length of 6.4 km, 2 permanent bridges of span 65 m and 180 m Including all HM works of the diversion tunnel.

Portal - diversion tunnel

Approach road construction

300 MW Lakhwar Multi-Purpose Project

A 204 m high concrete gravity dam having top width of 10.0 m and length of 502 m at top. The dam is located on Yamuna River near Lohari Village 20 km upstream of Kalsi (confluence point of Yamuna with Tons River) and 75 km from Dehradun, the Capital of State of Uttarakhand. Once completed, it will be the 2nd highest Concrete gravity Dam in India.

Additional diversion tunnel

DT Portal

1920 MW Gandhisagar Pumped Storage project

The Gandhisagar Pumped Storage Project (PSP), designed to meet a pumped storage capacity of 1920MW, envisages creation of an upper reservoir near Khemla block village, (about 75 Kms from Neemuch, Madhya Pradesh) while the existing Gandhisagar reservoir will be the lower reservoir. The project involves constructing Intake Structure with Approach Channel, inclined Buried Penstock/Pressure Shaft (Vertical & Horizontal), Surface Powerhouse, Tail Race tunnel, Lower intake Structure, Main Access Tunnel, etc.

Pumped hydro storage plants that store energy using a system of two interconnected reservoirs have assumed immense significance today given the increased adoption of inherent variability. Water is pumped to the upper reservoir in times of surplus energy and, in times of excess demand, water from the upper reservoir is released, generating power, with an overall cycle efficiency of 80% or more.

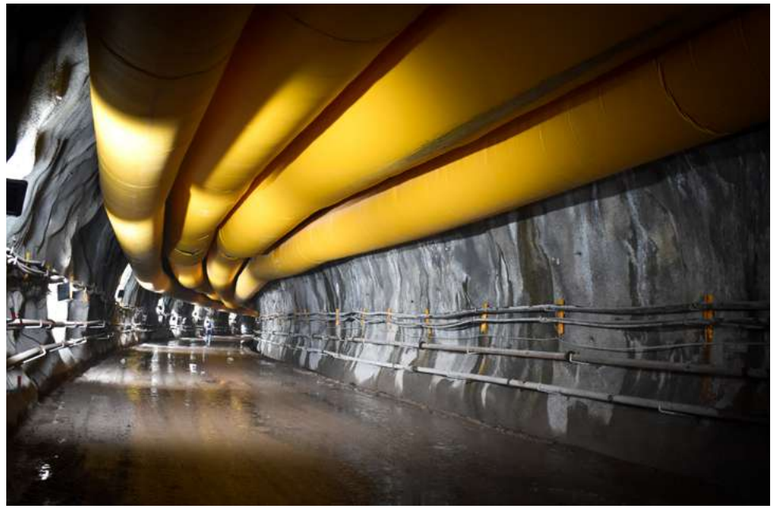
Power house

RVNL Package 2

RVNL Package 2 project is part of the 125 km new broad gauge railway line between Rishikesh and Karanprayag with the scope involving construction of tunnels, bridges and formation works from chainage 18+444 to 33+097 (FLS) in Uttarakhand, India. L&T's project deliverables cover construction of T-2 Main and Parallel Escape tunnels each (6090.5m long from 18+685 to 24+775) and T-3 Main and Parallel Escape tunnels each (6646m Long from 25+487.5 to 32+133.5) and part of the loop lines inside the tunnels in yards covering 26 Km with NATM. Apart from the single line main and escape tunnels, the scope includes construction of 2-line and 3-line Railway Tunnels using NATM in multi drifting, done for the first time in India.

RVNL 2-Road Bridge & Rail bridge-3, Guller"

RVNL 2 - T2 escape tunnel



SETS BENCHMARK FOR THE FASTEST 25 KM NATM TUNNELLING IN THE COUNTRY BY COMPLETING IN A RECORD TIME OF 45 MONTHS

RVNL Package 2

RVNL Package 4

The RVNL Package 4 Project is a monumental infrastructure undertaking set to redefine railway tunnel construction in India. The project marks a significant milestone in India's railway expansion and modernization efforts, demonstrating exceptional engineering prowess and innovation. The project involves the construction of a 14.5 km upline and 13.1 km downline tunnel. The tunnel is being excavated using two new hard rock Tunnel Boring Machines (TBMs) of 9.1 m diameter. These are the biggest TBM deployed in the Himalayan region in India, and the TBM-bored tunnel length of 20.80 km will be the longest for any project in the region.

RVNL 4-Double Track with Both Side plattform NATM section

WORLD RECORD OF 555M IN A MONTH BY SINGLE TBM

RVNL Package 4

Mumbai Metro - UGC 01

L&T STEC JV MUMBAI, a Joint Venture between Larsen & Toubro and Shanghai Tunnel Engineering Company is executing Packages 1 and 7 of the Mumbai Metro projects. The scope for UGC-01 comprises the construction of four stations along with twin tunnels of 5.866Km each at the north end of the Cuffe Parade Station and at the CSMT Metro Station. The project achieved a significant milestone by completing the construction of a cross-over and stabling area at Station Cuffe Parade. At UGC01, two tunnel boring machines have successfully completed their final drives. Package UGC-07 involves the construction of three stations and twin tunnels of 7.007 Km each. Three tunnel boring machines launched across two locations have successfully completed their final drives.

Mumbai Metro - UGC 07

L&T STEC JV MUMBAI, a Joint Venture between Larsen & Toubro and Shanghai Tunnel Engineering Company is executing Packages 1 and 7 of the Mumbai Metro projects. The scope for UGC-01 comprises the construction of four stations along with twin tunnels of 5.866Km each at the north end of the Cuffe Parade Station and at the CSMT Metro Station. The project achieved a significant milestone by completing the construction of a cross-over and stabling area at Station Cuffe Parade. At UGC01, two tunnel boring machines have successfully completed their final drives. Package UGC-07 involves the construction of three stations and twin tunnels of 7.007 Km each. Three tunnel boring machines launched across two locations have successfully completed their final drives.

Marol Naka NATM (93% Permanent Lining Completed)

GMRC- UGC 02

L&T is currently executing a significant underground portion of the Ahmedabad Metro between Kalupur- Aayakar Bhawan -Thaltej (East-West corridor). The project constitutes construction of 5.8 m twin tunnels for a length of 3.18 Km each. The tunnel boring is complete using 2 TBMs.

Bengaluru Metro

L&T is involved in the construction of RT 02 and RT 03 packages for Bengaluru Metro. The scope of work at RT 02 involves the design and construction of twin tunnels of 2.18 km each and three underground stations along with 4 cross passages. At RT 03 Package, L&T is involved in the design and construction of twin tunnels of 2.44 km tunnel each and two underground stations along with associated works covering architectural finishing at the Cantonment and Pottery Town Station.

LIST OF PROJECTS

HYDEL PROJECTS

- 330 MW Srinagar HEP, Uttarakhand
- 1200 MW Punatsangchhu - I HEP, Bhutan
- 99 MW Singoli Bhatwari HEP, Uttarakhand
- 520 MW Tapovan Vishnugad HEP, Uttarakhand
- 520 MW Parbati Stage III HEP, Himachal Pradesh
- 2000 MW Subansiri Lower HEP, Arunachal Pradesh
- 600 MW Access Road to Sawalkot HEP, Jammu & Kashmir
- 100 MW Kuttiyadi HEP, Kerala
- 192 MW Allain-Duhangan HEP, Himachal Pradesh
- 900 MW Purulia Pumped Storage Project, West Benga
- 1020 MW Tala HEP, Bhutan
- 72 MW Khopoli HEP, Maharastra
- 234 MW Priyadarshini Jurala HEP, Andhra Pradesh
- 22.5 MW Varahi HEP, Karnataka
- 22.1 MW Chilime HEP, Nepal
- 24 MW Tata Bhivpuri HEP, Maharastra
- 35.1 MW Trishuli-Devighat HEP, Nepal
- 3 MW Sunsari Morang Head Works, Nepal
- 150 MW Tata Bhira Pumped Storage Project, Maharastra
- 120MW Lower Kopili HEP, Assam
- 1000MW Pakal Dul HEP, J&K (HRT Package)
- 1920MW Gandhisagar Pumped Storage Project, Madhya Pradesh
- 300MW Lakhwar Multi-Purpose Project, Uttarakhand
- 2880MW Dibang Multi-Purpose Project, Lot-2, Arunachal Pradesh
- 1800MW Shahpur Pumped Storage Project, Rajasthan

BARRAGES & IRRIGATION PROJECTS

- Indira Sagar (Polavaram) Right Main Canal project – Package VII, Andhra Pradesh
- Pula Subbaiah Veligonda Dam, Andhra Pradesh
- Earthen Dam cum Spillway across river Kurket, Chattisgarh
- Sai Ganga Canal Project, Andhra Pradesh
- Kakatiya Canal project, Andhra Pradesh
- Weir cum Causeway, Gujarat
- Eluru Canal Project, Andhra Pradesh
- WJC Link Channel and Appurtenant works, Haryana
- Kharkai Barrage, Jharkhand
- Kunj Dam, Madhya Pradesh
- Kaleshwaram Project, Medigadda Barrage, Telangana
- Sitamma Sagar Multi-Purpose Project, Telangana
- Kaleshwaram Project, Mallannasagar Reservoir, Reach-2, Telangana

3500+ MW
Hydro Power Completed.

9220+ MW
Construction In progress.

UNDERGROUND PROJECTS

Road Tunnels

- Khamshet Twin Tube Tunnel (Mumbai Pune Expressway), Maharastra
- Mumbai Coastal Road, Package IV, Maharashtra
- Beawar-Pali-Pindwara, Rajasthan
- Design Build basis between Orange gate, Eastern Free Way to Marine drive, Coastal road at Mumbai, Maharastra

Rail Tunnels

- Railway Tunnels for Konkan Railways, Maharastra
- Rishikesh - Karanprayag Railway Tunnels, Package - 2, Uttarakhand
- Rishikesh - Karanprayag Railway Tunnels, Package - 4, Uttarakhand
- DFCC - CTP 14, Haryana

Metros Tunnel

- Underground Metro rail corridors for DMRC, Delhi
- Underground Metro rail corridors for Mumbai Metro, Mumbai
- Underground Metro rail corridors for Ahemadabad Metro, Gujarat
- Underground Metro rail corridors for Bengaluru Metro, Karnataka
- Underground Metro rail corridors for CMRL, Chennai, Tamilnadu
- Underground Metro rail corridors for Patna Metro, Bihar
- Doha Metro - Gold Line, Qatar
- Riyadh Metro - Package 2, Saudi Arabia
- Underground Metro rail corridors for Kolkata Metro, Kolkata

Cavern

- Underground LPG storage cavern, Andhra Pradesh

115 Km
Tunneling Completed.

117 Km
Tunneling In Progress.

L&T Construction

Heavy Civil Infrastructure

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