

**GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 1480  
ANSWERED ON 10<sup>TH</sup> FEBRUARY, 2022**

**CONSTRUCTION OF FLYOVER INSTEAD OF BYPASS**

**1480. SHRI KUMBAKUDI SUDHAKARAN:**

**Will the Minister of ROAD TRANSPORT AND HIGHWAYS**

सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

- (a) whether the Government has received representation from a public representative on 13 January, 2022 requesting to construct a flyover instead of filling cultivable paddy lands as part of the construction of National Highway bypass in Chelora and Elayavoor in Kannur Parliamentary Constituency and if so, the details thereof;**
- (b) whether the Government has taken note of the objection raised by farmers and residents of the area against filling cultivable paddy lands for construction of the said bypass and if so, the reaction of the Government thereto;**
- (c) whether the Government has conducted any environmental impact assessment regarding the consequences of filling cultivable paddy lands for highway construction; and**
- (d) if so, the details thereof and if not, the reasons therefor?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) to (d) A representation has been received for increasing the length of proposed Viaduct on Kannur Bypass instead of embankment by filling up the wetland in the Chelora and Elavayoor area. The said location falls in the project stretch from Thaliparamba-Muzhaphillanged of National Highway (NH) – 66. The project has already been awarded. The provision/span arrangement/length of viaduct is determined based on the site conditions, technical feasibility and the financial viability of the project.**

**Based on the outcome of the project DPR, adequate number of structures such as 5 viaducts (2.15 km), 5 Flyovers, 3 VUPs, 3 LVUPs, 1 VOP, 1 Major Bridge, 3 Minor Bridges etc. have been planned in the project stretch from Thaliparamba-Muzhaphillanged.**

**Further, at the time of preparation of Detailed Projects Report (DPR), feasibility of construction of embankment v/s viaduct (elevated structure) is also examined along with its impact on environment. Many times references /representations from the public representatives are received regarding alignment/project features. All such references are examined and decision is taken based on the site conditions, IRC codal provisions, financial viability etc.**

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