

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

**LOK SABHA  
UNSTARRED QUESTION NO. 1888  
ANSWERED ON 11<sup>TH</sup> DECEMBER, 2025**

**DRAINAGE ISSUES AND FLOODING ON NH-66 IN KANNUR**

**1888. SHRI K SUDHAKARAN:**

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

**सड़क परिवहन और राजमार्ग मंत्री**

**be pleased to state:**

- (a) whether the Government is aware of the severe flooding and entry of slush into residential homes in Kuppam and Taliparamba, Kannur District, caused by the ongoing six-laning work of National Highway-66, Taliparamba to Muzhappilangad stretch, if so the details thereof;**
- (b) whether it has been identified that the high embankment construction has blocked natural water flow channels and traditional drainage systems in these low-lying paddy zones, forcing local residents to stage protests and block the highway, if so the details thereof;**
- (c) the specific details of the cross-drainage works and retaining walls planned to rectify this engineering flaw;**
- (d) whether the Ministry has directed the National Highways Authority of India (NHAI)/concessionaire to complete these corrective drainage works strictly before the onset of the next monsoon to prevent the submergence of villages and if so, the details thereof; and**
- (e) whether any technical audit has been conducted to determine if the original Detailed Project Report failed to account for the hydrological requirements of this specific terrain and if so, the details thereof?**

**ANSWER**

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) Yes Sir. To address the issue of water logging and slush ingress, during the monsoon season in 2025 and thereafter, mitigation measures including channelizing water flow, cleaning of downstream drains, construction of permanent drainage & slope protection works in the affected stretches etc. are undertaken in Kuppam Area.**

**At some locations, outfalls are not available due to habitation. The issue is being resolved through consultation with State Government/Local Bodies. Chief Secretary has directed Local Bodies to take up the outfall works beyond National Highway (NH) Right of Way (ROW).**

**(b) To address the issue of high embankment, adequate number of cross-drainage structures, including culverts, minor bridges etc. in low-lying paddy fields are provided, to ensure continuity of natural water flow. No instances of village-wise flooding have been reported. In built-up areas, longitudinal lined drains with cross culverts have also been provided to facilitate proper stormwater discharge to nearest natural water channel. Wherever local drainage issues have been brought to notice, they are being reverified and, if necessary, the designs are being revised accordingly to mitigate issue.**

**(c) The project includes provision of multiple cross-drainage structures such as box culverts, and balancing culverts at frequent intervals to effectively cater storm water. Retaining walls and cross drainage are being executed as per site-specific requirements and as per scope of Concession Agreement. The details of Cross Drainage Structures are annexed.**

**(d) Government on time to time at regular intervals issues direction to all its implementing agencies including NHAI to take pre-monsoon activity before the onset of Monsoon. NHAI has informed that the Concessionaire has been instructed to expedite all construction works including drainage-related works to complete before the onset of the next monsoon.**

**(e) The projects are being implemented on Hybrid Annuity Mode (HAM)/Engineering Procurement Construction (EPC), wherein the responsibility for detailed design lies with the Concessionaire/Contractor and the final designs are subject to review and approval by the Independent/Authority Engineer. The Detailed Project Report (DPR) is indicative in nature. All drainage designs are being verified accordingly to ensure suitability to site conditions.**

**An Expert Committee inspected the vulnerable locations in each project with regard to Reinforced Soil Walls and Slope Protection Works and submitted its report on 04.08.2025. Actions are being taken as per report of Committee.**

**ANNEXURE**

**ANNEXURE REFERRED TO IN REPLY TO PART (c) OF LOK SABHA UNSTARRED QUESTION NO. 1888 ANSWERED ON 11<sup>TH</sup> DECEMBER, 2025 ASKED BY SHRI K SUDHAKARAN REGARDING 'DRAINAGE ISSUES AND FLOODING ON NH-66 IN KANNUR'.**

<b>Cross Drainage Structure</b>				
<b>Sl. No.</b>	<b>Site Design Chainage</b>	<b>Span Arrangement (No. x Lx D)</b>	<b>Proposed Structure Type</b>	<b>status of work</b>
1	134+744	1 x 2.00 x 2.00	Box Culvert	completed
2	135+110	1 x 2.00 x 2.00	Box Culvert	completed
3	135+877	1 x 3.00 x 2.00	Box Culvert	completed
4	136+788	1 x 2.00 x 2.00	Box Culvert	completed
5	137+230	1 x 2.00 x 2.00	Box Culvert	completed
6	137+729	1 x 2.00 x 2.00	Box Culvert	completed
7	137+961	1 x 2.00 x 2.00	Box Culvert	completed
8	138+878	1 x 2.00 x 2.00	Box Culvert	completed
9	139+202	1 x 2.00 x 2.00	Box Culvert	completed
10	139+492	1 x 2.00 x 2.00	Box Culvert	completed
11	139+852	1 x 2.00 x 2.00	Box Culvert	completed
12	140+231	1 x 2.00 x 2.00	Box Culvert	completed
13	140+421	1 x 3.00 x 2.00	Box Culvert	completed
14	140+657	1 x 3.00 x 2.00	Box Culvert	completed
15	141+128	1 x 2.00 x 2.00	Box Culvert	completed
17	141+830	1 x 2.00 x 2.00	Box Culvert	completed
18	142+128	1 x 3.00 x 2.00	Box Culvert	completed
19	142+458	1 x 3.00 x 2.00	Box Culvert	completed
20	142+591	1 x 2.00 x 2.00	Box Culvert	completed
21	143+049	1 x 2.00 x 2.00	Box Culvert	completed
22	143+450	1 x 3.00 x 2.00	Box Culvert	completed
23	143+900	1 x 2.00 x 2.00	Box Culvert	completed
24	144+757	1 x 2.00 x 2.00	Box Culvert	completed
25	145+160	1 x 2.00 x 2.00	Box Culvert	completed
26	146+400	1 x 2.00 x 2.00	Box Culvert	completed
27	146+597	1 x 2.00 x 2.00	Box Culvert	completed

<b>28</b>	<b>146+797</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>29</b>	<b>146+997</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>30</b>	<b>147+457</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>31</b>	<b>147+617</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>32</b>	<b>147+997</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>33</b>	<b>148+000</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>34</b>	<b>148+200</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>35</b>	<b>148+400</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>36</b>	<b>148+600</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>37</b>	<b>149+747</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>38</b>	<b>149+947</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>39</b>	<b>150+092</b>	<b>1 x 3.00 x 3.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>40</b>	<b>150+254</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>41</b>	<b>150+422</b>	<b>1 x 3.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>42</b>	<b>150+602</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>43</b>	<b>151+207</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>44</b>	<b>151+359</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>45</b>	<b>151+647</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>46</b>	<b>152+037</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>47</b>	<b>153+797</b>	<b>1 x 3.00 x 3.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>48</b>	<b>153+900</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>49</b>	<b>153+997</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>50</b>	<b>154+112</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>51</b>	<b>154+207</b>	<b>1 x 6.00 x 3.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>52</b>	<b>154+407</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>53</b>	<b>154+600</b>	<b>1 x 5.00 x 3.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>54</b>	<b>154+801</b>	<b>1 x 3.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>55</b>	<b>156+077</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>56</b>	<b>156+492</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>57</b>	<b>156+734</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>58</b>	<b>157+391</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>59</b>	<b>157+781</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>60</b>	<b>157+929</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>61</b>	<b>158+181</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>62</b>	<b>158+347</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>

<b>63</b>	<b>158+554</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>64</b>	<b>159+071</b>	<b>1 x 3.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>65</b>	<b>159+290</b>	<b>1 x 3.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>66</b>	<b>159+377</b>	<b>1 x 3.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>67</b>	<b>160+040</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>68</b>	<b>160+174</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>69</b>	<b>160+381</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>70</b>	<b>160+585</b>	<b>1 x 3.00 x 3.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>71</b>	<b>160+690</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>72</b>	<b>161+050</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>73</b>	<b>161+306</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>74</b>	<b>161+535</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>75</b>	<b>161+690</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>76</b>	<b>162+140</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>77</b>	<b>162+290</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>78</b>	<b>162+366</b>	<b>1 x 4.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>79</b>	<b>162+757</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>80</b>	<b>163+213</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>
<b>81</b>	<b>163+549</b>	<b>1 x 2.00 x 2.00</b>	<b>Box Culvert</b>	<b>completed</b>

\*\*\*\*\*