

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

**LOK SABHA
UNSTARRED QUESTION No. 2204
ANSWERED ON 12th FEBRUARY, 2026**

**REDUCTION OF ROW FROM MALAPARAMBA TO VELLIMADUKUNNU
SECTION OF NH-766**

2204. SHRI M.K. RAGHAVAN

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

(a) whether the Ministry is aware that the State Government has reduced the Right of Way (RoW) from 30 metres to 24 metres for the Malaparamba to Vellimadukunnu stretch of National Highway (NH)-766 in Kozhikode, which was entrusted to the State Government for implementation;

(b) if so, the details thereof including the reaction of the Ministry in this regard;

(c) whether the Ministry has found any issues arising from the reduction of the RoW on the Malaparamba to Vellimadukunnu stretch, considering that the remaining stretch of NH-766 from Vellimadukunnu to Kollegel is planned to be constructed with a 30-metre RoW; and

(d) if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d): Yes Sir. The Government in the Ministry of Road Transport & Highways has received a proposal from the Government of Kerala regarding handing over of NH-766 stretch from km 5.175 to km

8.425 (Mananchira–Vellimadukunnu) to the Kerala Road Fund Board (KRFB) for implementation under the Kozhikode City Road Improvement Project within land acquired by the Government of Kerala.

The Government of Kerala has informed that the necessary land in a width of 24 meters has already been acquired for four-laning of the said stretch. Considering the same, No Objection Certificate (NOC) has been granted to the State Government for execution of the work by KRFB for the said stretch, subject to following conditions:

- i. The entire cost of land acquisition and civil works shall be borne by the State Government;**
- ii. The work shall be executed strictly as per the Ministry's specifications for Road and Bridge Works for National Highways;**
- iii. The project shall be implemented with an approved typical cross-section, including rebuilding of crust, use of Reclaimed Asphalt Pavement (RAP) and Stone Matrix Asphalt, and provision of necessary junction improvements, precast drains, traffic signals and safety measures, in order to address environmental concerns, economy of the project and safety of road users;**
- iv. The implementing agency of the State Government shall coordinate with the Regional Office of the Ministry, to ensure that principal design elements are vetted before the project is put to bid, and the mode of execution shall be on Engineering, Procurement & Construction (EPC) mode.**
