

Green Roads for Water in LGEDs Road Network

Ten Reasons for Green Roads for Water in LGEDs Road Network

- 1** As water is a major cause for road failure and maintenance costs, Green Road for Water reduce the spending requirements in road maintenance – starting with improving road maintenance problem spots rather than just restoring these. This will help reduce the funding gap in maintenance.
- 2** Disaster risk reduction is greatly enhanced by systematically mainstreaming this in road design and asset management – by raising roads and create safe shelters and by flood protection: this is important as roads are lifelines during disaster .
- 3** By systematically using the extensive road infrastructure for water harvesting and supporting groundwater recharge the drought crisis in the Barind can be addressed.
- 4** By designing roads and overflows in the Haor, so that they help retain the reclining flood, the period of available soil moisture can be extended.
- 5** By bio-engineering and spring shed protection around roads, erosion can be controlled and the decline in spring discharges can be reversed in the Chittagong Hill Tracts.
- 6** By systematically remove the blockage of natural drainage by roads and bridge sills in Riverine Areas and Coastal Zone, water logging can be greatly reduced – bringing a large boost in production and a reduction of diseases.
- 7** By retrofitting too narrow ‘choking’ bridges in SW, tidal rivers can be salvaged
- 8** By systematically introducing gated culverts in rice growing areas water control can be enhanced for HYV Amon Paddy, which can double yields and shorten growing season, freeing land up for an additional crop.
- 9** By responsible sourcing, excess sediment in low lying areas can be put to good use for local road building – giving a boost to desilting
- 10** By tailoring culverts and other cross drainage structure to accommodate fish passage, fish capture can be enhanced importantly.