



beadesert-boonah road upgrade case study

Beadesert-Boonah Road Upgrade

June 2008 – July 2008

With the Beadesert-Boonah Road running through the inundation area of the proposed Wyalong Dam, realignment of a section of the road is required. Realignment required the production of an Environmental Management Plan (EMP). frc environmental provided an accurate aquatic ecology sub-plan, supporting both engineering design and effective environmental management.

Project requirements overview

The EMP for the detailed design of the Beadesert-Boonah Road provides a system and procedures to ensure the design engineers and client develop and maintain best practice design principles to manage potential environmental impacts during the operation of the project.

frc environmental was required to contribute to the EMP by assessing the likely impacts of the proposed road on aquatic fauna, and to recommend how identified impacts could be avoided, minimized or effectively mitigated.



The view upstream at a waterway to be crossed by the Beadesert-Boonah Road



Existing fauna crossing on the highway – it's important to assess every detail!

Project Performance

- Effective and synergistic collaboration with the Project's design engineers
- Provision of practical and cost-effective options to avoid, minimize and mitigate impacts
- Completion on schedule and on budget
- Flagging of issues relating to the decommissioning of the old road (beyond the scope of our commission)

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Viewed down slope through wetland on proposed road



View up and downslope at a minor ephemeral drainage to be crossed by the Beadesert-Boonah Road

Our tailored approach and methodology

The proposed Beadesert-Boonah Road would cross several drainages and had the potential to impact aquatic fauna movement. Fish and turtles move widely throughout creeks and rivers to breed, feed, escape predators or drying riverbeds, and to disperse to new habitats. Our studies focused on how the proposed realignment may affect fauna movement.

We surveyed and described all 29 sites where the realignment would cross aquatic habitat. We also provided extensive comment on likely impacts and design measures to avoid, minimize or mitigate identified impacts; and on recommended construction-phase management measures.

We provided advice regarding the design of waterway crossings for a number of ephemeral streams and ponds, reviewed work undertaken for the Environmental Impact Statement (EIS), visually assessed each crossing, and reviewed and interpreted fisheries design guidelines based on our assessment of these sites.

Our detailed and scientifically rigorous report was underpinned by a user-friendly table summarizing key issues for each crossing, recommended responses and key performance indicators, and residual impacts.

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