

HOGYAN JUTNAK ÁT A VADAK EGY ÁTJÁRÓ NÉLKÜLI AUTÓPÁLYÁN?

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ABSTRACT – How can the wildlife get accross highway without passage...?

There are habitat-conservational and wildlife management aspects must be taken into account at the planning of highways. We must achieve the exclusion of animals from the highway and simultaneously secure their getting out and their negotiation. In case of disfunction or complete lack of appropriate habitat corridors, only the exclusion realizes. It endangeres the stability of nearby populations and habitats, and so the safety of the traffic, by the obligate increasing number of attemptped breakthroughs. This study focuses on two main issues. By studying the effects of the wildlife fencing, we seek answer to the following question: "Do we need to expect increased wildlife presence and attemptps to break through alongside the wildlife-fencing, and if we do, what species come into question foremost?" The objects that secure the negotiation of animals, thus decrease the fragmentation of habitats, are missing mainly from the older highways. So the second issue of this study is to answer the next question: "Are the objects originally not designed to be wildlife passages, that intersect the track of the highways (cart-roads pipelines etc. over or underpasses) suitable for, or could these be transformed into wildlife passage, while keeping the original function?" We examined separately what species can be dangerous to the traffic, using these objects. We chose to study the segment from 29 to 43 km of the M3 highway. We studied five objects originally not designed to be wildlife-corridors, (two ditches, a stream, a cart-road underpass and a cart-road overpass) and also the wildlife-fencing, especially the segments next to forest areas. Our method was the collecting and documenting direct and indirect signs of wildlife (drop, footprint, track, hair, mastication marks). We also used a motion detector camera, and footprint-traps. The frequent observation of the fencing shows constant and obvious presence of wildlife, with countinous attempts and succesful breakthroughs. We prove the presence of roe deer, wild boar, fox, badger, and pheasant with photos. In this study we prove with examples that the objects not originally designed to be wildlife-passages, can serve as wildlife-passages. We summarize in a table that which species was percepted on which passages. The next species occured demonstrably: red deer, roe deer, fox, dog, cat, badger, otter, stone marten. By discussing the problems of "exclusion", "diversion or gude", "negotiation" we touch on the question of the necessity of ensuring the "geting out". Our main conclusion is, that the habitat-conversion and the traffic-security on the highways can only be achieved together: we must solve the problem of negotiation-exclusion-getting out all in one.

Kulcsszavak: autópálya, fragmentáció, átjárók, vadvilág, vonalas létesítmény

Keywords: highway, fragmentation, passages, wildlife, linear infrastructure