

## Best Management Practice for Improved Travel Lanes (“ORANGE” LAND USE)

DRAFT: 01/15/2020

### Purpose:

To provide design guidance for the installation, maintenance, and removal of improved travel lanes on the preserved premises in a way that allows for current or proposed agricultural uses while minimizing the potential negative impacts on the soil. The intent is to offer standards for a functional, durable surface that reduces erosion potential and allows infiltration but that is also readily removed and restored to pre-installation conditions with only the use of standard agricultural equipment, understanding that economic and agricultural interests may require a change in land use in the future.

### Definitions:

“Field moisture capacity” means the amount of water retained in a soil after it has been saturated and has drained freely. It is usually expressed as a percentage of the oven dry weight of the soil.

“Improved travel lane” means a travel lane meeting the design criteria set forth in this standard.

“Travel lane” means a generally linear feature on a farm primarily used for the conveyance of vehicles, pedestrians, livestock, and/or equipment that is not more than 10 feet wide for one-way traffic or 16 feet wide for two-way traffic, measured from the outside of the tire tracks with an additional 2 foot allowance per side for a shoulder.<sup>1</sup>

### Where Practice Applies:

Improved travel lanes are generally moderate to regular-use travel areas between agricultural infrastructure or in other areas of the farm where unimproved travel lanes are not sufficient to meet the needs of the farmer. Examples include but are not limited to: travel lanes between greenhouses or hoop houses; lanes to access stables or paddocks; access paths within areas of intensive nursery production; gravel driveways used to access the farmstead complex; and fixed route farm roads for vehicular travel. Driving lanes within or adjoining parking areas should follow the Improved Parking Area BMP.

### Design Standards to Qualify for BMP Certification:<sup>2</sup>

The use of improved travel lanes shall be in accordance with a farm conservation plan approved by the local soil conservation district and otherwise be compliant with the deed of easement and applicable local and state regulations.

---

<sup>1</sup> Width based on NRCS-NJ Field Office Technical Guide standards for Access Road (Code 560).

<sup>2</sup> Adapted from: Standards for Soil Erosion and Sediment Control in New Jersey Standard for Stabilized Construction Access (January 2014); Wisconsin Department of Natural Resources Conservation Practice Standard Stone Tracking Pad and Tire Washing No. 1057 (August 2003); Massachusetts Erosion and Sediment Control Guidelines for Urban and Suburban Areas, Construction Entrance and Construction Road Stabilization (May 2003); Natural Resource Conservation Service Conservation Practice Standard, New Jersey, Access Road, Code 560 (September 2014).

1. The number of improved travel lanes required to service the agricultural areas of the farm shall be minimized to the maximum extent practicable.
2. A scaled plan-view map shall be prepared and submitted to SADC showing the layout of all proposed and existing lanes, designating their status as permanent, improved, or unimproved.
3. The total acreage of soil disturbance related to travel lanes shall be included in the map and the size and location of proposed topsoil stockpile areas clearly designated.
4. All relevant construction details shall be supplied with the plan including but not limited to: notes about limiting soil compaction, a typical cross-section of the lane, and material specifications.
5. Construction shall not begin until the plans have been approved by the SADC and any other relevant local, state, or federal agencies.
6. To avoid adverse impacts to the premises, all new lanes shall be constructed in compliance with the NJ Stormwater Best Management Practices Manual.
7. Prior to installation, organic material and the entire topsoil layer (the O and A horizons), shall be removed, stockpiled, and stabilized according to the stockpiling standard. At no time shall the topsoil be removed from the premises or mixed with the underlying subsoil.
8. Production lanes excavated or mechanically disturbed more than the depth of the plow layer shall be considered land grading and will be subject to the Soil Protection Rules.
9. When moving topsoil, care shall be taken to avoid overhandling and compaction.
10. Low-ground-pressure equipment and ground protection mats shall be used during construction.
11. No vehicular traffic shall be allowed on the subsoil during construction. All placement of surface material, grading, and other work necessary to construct the road shall take place from existing travel lanes or from temporary constructions roads utilizing ground protection mats.
12. All work shall be completed while soil moisture is at or below field moisture capacity.
13. Mechanical soil compaction (e.g. with a sheep-foot compactor or vibratory compactor, or similar) prior to and during installation is not eligible for BMP certification.
14. Travel lanes shall follow the contour of the natural terrain to the maximum extent practicable.
15. The lane width shall be the minimum required to achieve agricultural objectives but not to exceed the width of two (2) travel lanes or 16 feet, plus a 2-foot vegetated shoulder on each side.
16. Production lanes shall be underlain with as suitable woven or non-woven geotextile fabric to prevent base or surface material from becoming embedded into native soil. Fabric shall be permeable to water and must extend sufficiently beyond the gravel to ensure native soil/surface material separation. The fabric shall be installed per manufacturer's guidelines.
17. Additional layers of pressure-distributing material (i.e. geogrids) may be added.
18. At least 6 inches of 1-3 inch clean, angular gravel shall be installed as a subbase to properly distribute loads into the subsoil. Other subbase may be acceptable if specified by a professional engineer as being suitable for distributing the design load without compaction of the subsoil.
19. Additional surfacing above the subbase may be added as necessary.
20. Additional road surfacing may include gravel, crushed concrete, cinders, shells or sand more than 2 inches thick, soil, pavers, bricks, blocks, or a mix of synthetic material and soil.
21. The use of poured concrete, asphalt, asphalt millings, porous asphalt or porous concrete shall be considered a permanent travel lane and is not eligible for BMP certification.

**Maintenance:**

For the duration of the life of the improved travel lane, a separation shall be maintained between the gravel surface and the native subsoil. There are no particular requirements to keep the lane surface free of sediment. Care shall be taken to avoid contamination of the subsoil with high concentrations of fuel, agricultural chemicals, or other toxic substances that might affect future farming ability.

**Restoration:**

If restoration of the area is desired, the restoration standards set forth in the Soil Protection Rules shall be followed.

DRAFT