SOIL PROTECTION STANDARDS

Summary of Draft Proposal
<table>
<thead>
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<th>Degree of Reversibility</th>
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Soil Movement Below the Plow Layer

Permanent Travel Lanes

Permanent Parking Areas

Permanent Buildings/Structures

Perm. Dist. - Limited to 8%/6 ac. (whichever is greater)
Semi-Perm. Dist. - Additional 5% if Following BMPs
Temporary Disturbance - Unlimited if Following BMPs

Geotextiles

Hoophouses

Solar Panels

Unimproved Travel Lanes
SOIL PROTECTION STANDARDS

Best Management Practices (BMPs)
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Geotextiles & Geomembranes
Permeable Geotextile Use that Follows BMPs

- Example use: intensive nursery production
- Fabric must be:
  - Over uncompacted native soil
  - Permeable to water
Impermeable Geomembrane Use that Follow BMPs

- Examples include liners for:
  - Manure lagoons
  - Irrigation ponds
  - Tailwater recovery systems
- Must be designed and sized as part of a conservation plan
- Must follow NRCS standards
Temporary Impermeable Geomembrane Use that Follows BMPs

- Example use: intensive field crop production, silage wraps
- Geomembrane must be:
  - Fully removed at the end of its life
  - Installed to minimize erosion

Proagproducts.co.nz
Geotextile Use Not Following BMPs

- Compacted subsoil
- Underlain by gravel
Temporary Geomembrane Use Not Following BMPs

- Improper disposal
- Excessive erosion
Is the lane width less than 16 feet?

YES → Is grading deeper than the plow layer?
                  YES → Permanent Travel Lane
                  NO → Permanent Travel Lane

NO → During construction was compaction minimized per standards?
                  YES → Permanent Travel Lane
                  NO → Permanent Travel Lane

Permanent Travel Lane

Was material added to the surface of the soil?

YES → Mulch/organic material, sand, shells, less than 2 inches?
              YES → Unimproved Travel Lane
              NO → Gravel, crushed concrete, cinders, pavers, bricks?
                           YES → Permanent Travel Lane
                           NO → Permanent Travel Lane

NO → Is the road surface managed by grading?
               YES → Improved Travel Lane
               NO → Improved Travel Lane

Improved Travel Lane

Were all of the BMPs being followed for construction and did SADC give certification?

YES → Unimproved Travel Lane
      NO → Is grading deeper than the plow layer?
                     YES → Permanent Travel Lane
                     NO → Permanent Travel Lane

Unimproved Travel Lane

Was material added to the surface of the soil?

YES → Mulch/organic material, sand, shells, less than 2 inches?
              YES → Unimproved Travel Lane
              NO → Gravel, crushed concrete, cinders, pavers, bricks?
                           YES → Permanent Travel Lane
                           NO → Permanent Travel Lane

NO → Is the road surface managed by grading?
               YES → Improved Travel Lane
               NO → Improved Travel Lane

Improved Travel Lane

Permanent Travel Lane

Were the BMPs followed?

YES → Improved Travel Lane
      NO → Permanent Travel Lane

Ag Production Area

Repair Erosion & Start Over

DRAFT: 01/09/2020
Ag. Production Lanes

• Low-use lane
• Native soil
• Greater than 50% vegetated
Unimproved Travel Lanes

- Low- to moderate- use lane
- Minimal width – less than 16 feet
- Made of native soil or shells
- Includes protected temporary access roads
Improved Travel Lanes

- Stockpile topsoil
- No deliberate soil compaction
- Separate base material from native soil
- Minimum 6 inches subbase to distribute loads

Example of geotextile separation
Travel Lanes Not Following BMPs

- Erosion could be remediated by following Improved Travel Lane BMP and modifying field practices
Permanent Travel Lanes

- Any lanes not following BMPs
- Any lanes surfaced with
  - Asphalt
  - Poured concrete
  - Asphalt millings
  - Porous pavement

Asphalt millings

Poured concrete

Asphalt

Porous pavement

Hoof grid