

Controlled Traffic Farming

Virginia Conservation Practice Job Sheet

Definition

Confining all traffic from equipment (and in some cases, foot traffic) to specific lanes in crop fields.

Criteria

For agronomic crop fields with mechanical operations only (i.e., no foot traffic):

Limit wheel/track traffic to designated traffic lanes or zones making up a total of no more than 33 percent (33%) of the field area. The remainder of the ground (67% or more of the field area) consists of grow zones that will never receive wheel/track traffic.

The designated traffic zones must be used for all traffic (i.e., once the traffic pattern is established, no traffic is allowed on grow zones). The requirement to use designated traffic zones applies regardless of axle loads or wheel loads. It applies to all operators and implements, including custom applicators.

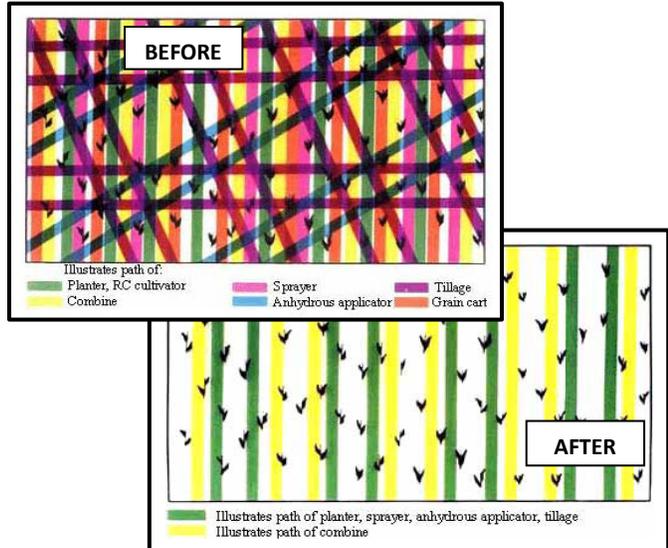
Crops may be grown in traffic zones (and those crops may receive traffic). But designated grow zones may never receive traffic.

For fields in which horticultural and/or high-value crops are grown using (a) hand harvest and/or extensive foot traffic and (b) one or more wide drive lanes is not planted to the primary cash crop and is designated for hauling product out of the field:

Limit wheel/foot traffic to designated traffic lanes or zones making up a total of no more than 50 percent (50%) of the field area. The remainder of the ground (50% or more of the field area) consists of grow zones that will never receive wheel or foot traffic.

The designated traffic zones must be used for all traffic (i.e., once the traffic pattern is established, no traffic is allowed on grow zones). The requirement to use designated traffic zones applies regardless of axle loads or wheel loads. It applies to all operators and implements, including custom applicators.

Crops may be grown in traffic zones (and those crops may receive traffic). But designated grow zones may never receive traffic.



Additional criteria applicable to all fields:

Design and use controlled traffic lanes a manner that avoids concentrated flow and gully erosion.

Ideally, all tire and/or track widths will be narrow enough to fit in-between crop rows (i.e., no crop rows are trafficked). If this is not possible, then some crop rows may receive traffic, but the ground occupied by those rows is counted as part of the traffic zone.

To minimize compaction and maximize vehicle traction and flotation, keep tire- or track-to-soil contact pressure as low as possible. For wheeled vehicles, this means minimizing tire inflation pressure (follow manufacturer recommendations).

If harvested crops are grown in traffic zones, inflation pressures for tires that run over crops should be set below 18 psi to reduce potential damage to the crop.

Once the traffic pattern is established, do not routinely till deeper than 4 inches. Deeper tillage for targeted agronomic purposes, such as under-row ripping, may be acceptable on a case-by-case basis.

NOTE: This summary does not address all purposes, requirements, and considerations in the VA Controlled Traffic Standard (VA-334). Consult Standard for further details.

General Information

Client: _____	County: _____
Field Office: _____	Contract #: _____
Farm #: _____	Tract #: _____
Field # and acreage: _____	

Client’s Purpose

Improve soil health by limiting traffic compaction to designated traffic lanes

Description / Name of Scenario or Alternative (benchmark, improved, etc.)
USE SEPARATE JOBSHEET TO DOCUMENT EACH SCENARIO

Practice Specifications

Follow all specifications and recommendations below (Refer to attachments as needed).

1. Use Controlled Traffic Data Collection Sheet (see next page) to list details for each implement that crosses or will cross the field (attach supplemental sheets as needed).

2. Attach diagram showing field layout of planned traffic and grow zones (based on the above specs)

Check box if required diagram is attached

3. Attach photos of each piece of equipment in the planned system to illustrate OW, WS, etc.

Check box if required photos are attached

4. Total theoretical percentage of the field area in traffic and grow zones (calculated based on the data collection sheet and diagram referenced above; sum must equal 100%)

Total percentage of field in TRAFFIC zones:	%	Total percentage of field in GROW zones:	%
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5. Description of technologies and strategies, such as GPS-linked guidance systems and employee communication plans that will be used to help maintain the planned traffic pattern.

6. Additional site-specific recommendations

List any additional recommendations related to controlled traffic or complementary practices (conservation tillage, cover crop, etc.) to achieve conservation objectives. Refer to attachments as needed.

Operation & Maintenance (O&M)

Carry out the following to ensure that the planned controlled traffic practice functions as intended after initial implementation.

Minimum O&M Requirements:

1. Maintain the traffic system according to the above plan, specifications, and diagram(s) – in particular, never traffic designated grow zones.
2. Communicate the requirements of the controlled traffic system to all new employees and custom applicators/harvesters.
3. Amend the above plan, specs, and diagram(s) as new crops and/or implements are added to the system.
4. Strive to continually reduce the percentage of field trafficked as implements are traded or purchased.

Additional O&M Recommendations

Provide any additional practical guidance for actions to ensure the long-term effectiveness of practice.

Planner Certification

The controlled traffic farming practice planned in this job sheet fulfills minimum requirements of Virginia NRCS Conservation Practice Standard 334.

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Signature

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Title

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Date

Certification of Practice Completion

The controlled traffic farming practice planned in this job sheet has been completed according to NRCS specifications (indicate in Specifications any changes to planned activities and acreage).

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Signature

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Title

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Date

