



United States
Department of
Agriculture

Forest Service
Deschutes
National
Forest

Bend-Ft. Rock Ranger District
63095 Deschutes Market Road
Bend, OR 97701

Date: 9 December 2011
To: The Record
Re: Invasive Plant Risk Assessment for Kapka Sno-Park Project
From: Charmane Powers

Summary of Finding: The action alternatives for the Kapka Sno-park project have a HIGH risk of introducing noxious weeds into the project area. (See pages 11-12 for a discussion of ranking/project effects and this page for mitigations designed to reduce the risk of noxious weed introduction.)

MITIGATIONS

1. Clean all equipment before entering National Forest System lands. Remove mud, dirt, and plant parts from project equipment before moving it into the project area.
2. Prior to project initiation, monitor the portion of Road 45 that is adjacent to the project and treat any weeds located. At the same time, check the proposed sno-park and entrance areas for any new weeds that may have entered it and treat any weeds found.
3. All fill material brought into the project will be examined by the district botanist or her designee for the presence of invasive plants.
4. Because there will not be a gate at the parking areas during the summer snow-free period, informational materials about invasive plants will be posted at the kiosk board at the parking area.

Forest Service Manual (FSM) direction requires that Noxious Weed Risk Assessments be prepared for all projects involving ground-disturbing activities. For projects that have a moderate to high risk of introducing or spreading noxious weeds, Forest Service policy requires that decision documents must identify noxious weed control measures that will be undertaken during project implementation (FSM 2081.03).

Aggressive non-native plants, or noxious weeds, can invade and displace native plant communities causing long-lasting management problems. Noxious weeds can displace native vegetation, increase

fire hazards, reduce the quality of recreational experiences, poison livestock, and replace wildlife forage. By simplifying complex plant communities, weeds reduce biological diversity and threaten rare habitats. Potential and known weeds for the Deschutes National Forest are listed in Appendix A.

In addition to noxious weeds, which are designated by the State, there is a group of non-native plants that are also aggressive though are not officially termed "noxious". These species are also considered in this assessment.

PROJECT DESCRIPTION

The project is located about 15 miles west of Bend and on the south side of the Cascade Lakes Highway in Township 18 South, Range 9 East, Section 26.

Alternatives Considered in Detail

The Forest Service developed three alternatives to the Proposed Action for a total of four alternatives, including the No Action. The No Action Alternative is used as a baseline to display consequences of a passive management scenario.

Alternative 1 No Action

Under the No Action alternative, no specific management actions would be authorized as a result of the analysis. There would be no change in current management direction or in the level of ongoing management activities within the project area.

No sno-park would be built and current parking conditions would continue. There would be no additional parking for winter recreationists, motorized or non-motorized. Winter trails and recreation opportunities would remain at the current locations and conditions.

Alternative 2 Proposed Action

Alternative 2 is the proposed action, which is to build a new snopark near Kapka Butte to provide more high-elevation parking for winter recreationists along an established snowplowing route. The proposed facility would provide for a mix of vehicle parking, including vehicles towing trailers and some slots designed for smaller vehicles. In addition, new trails would be built for a variety of users to safely access other areas or provide more recreation activities at Kapka Snopark itself.

The new snopark would be located between Kapka Butte and the junction of Forest Roads 46 (Cascade Lakes Highway) and 45 (Sunriver Cutoff) .

The intent of the proposed action is to give winter recreationists another option for parking at a suitable elevation and proximity to the Dutchman trails hub or others.

Alternative 2 management activities for providing high elevation parking that will enhance a variety of winter recreation opportunities near the Cascade Lakes Highway corridor and providing safe access to over-the-snow trail systems would include:

Parking lot and associated facilities: To provide more high elevation winter parking:

- 70 parking slots designed for larger vehicles and vehicles towing trailers
- 40 parking slots for passenger vehicles

- 7.5 acres disturbed area not including trail connectors; vegetation clearing
- Entrance road 40 x 350 feet =.32 acres
- Vegetation is mostly non-merchantable other than for biomass. Excess material may be hauled off or burned on site.
- 3 single vault toilets: 2 in the trailer parking area, and 1 in the passenger vehicle parking area.

Trails: To connect to existing Nordic and motorized system and to provide new opportunities:

- 0.2 mile snowmobile trail link to trail #45,
- 0.6 mile Nordic trail connecting the Nordic system and Vista Butte Snopark north of the Cascade Lakes Highway
- 0.8 mile un-groomed snowshoe trail to the top of Kapka Butte
- 7.2 miles of groomed trails for dogs off-leash (6.2 miles non-motorized and 1 mile shared with snowmobile Trail #40)
- Realign snowmobile Trail #5 to remove sharp turns and improve sight distances

The 0.2 mile snowmobile trail would link the proposed snopark to the existing trail #45 which links to the Edison system to the southwest, the Wanoga system to the southeast, and the Dutchman and Moon Mtn. area to the north. The typical snowmobile trail would be 20 feet wide.

The 0.6 Nordic trail links Kapka Snopark to the Nordic system to the north of the Cascade Lakes Highway. Visitors may access Swampy Lakes, Meissner, Tumalo, and other back-country destinations. The typical Nordic trail is 10-15 feet wide.

The 0.8 mile snowshoe trail would be an un-groomed, marked trail, with brush and lower limbs removed. Snowshoe trails generally require no tree cutting, just bucking logs and removing brush and limbs.

The 6.2 miles groomed non-motorized trail would target users that prefer to have dogs off leash but prefer a groomed trail experience. The loops of the trail would be tied together with one mile of the existing snowmobile Trail #40. Approximately 90 % of the route is on existing, old roads. These trails would be cleared to 20 feet wide for full width grooming.

Snowmobile Trail #5 would be realigned to remove some of the sharp turns and improve the sight distance. These improvements would accommodate increased use and improve the safety of the trail. The typical snowmobile trail would be 20 feet wide. Realignment would occur outside of the Bend Watershed Inventoried Roadless Area; therefore no trees would be removed for realignment within the inventoried roadless areas.

Winter trails would be constructed with material left on the ground, since snow will fall and cover the material to create a groomable surface. Material would lie within 1-2 feet off the ground.

All trail vegetation would be left on site, lopped and scattered within and adjacent to the new trails. Parking lot vegetation removal would be utilized or hauled off or burned on site.

Alternative 3

Though the Proposed Action provides additional parking for winter recreationists, extensive public comments concerning Dutchman Snopark demonstrate that it does not go far enough in alleviating the parking congestion at Dutchman Snopark. Dutchman Snopark would continue to reach capacity on holidays and weekends as winter recreationists continue to compete over the snopark's limited parking.

Alternative 3 differs from the management activities proposed in Alternative 2 in that the parking area would be smaller; and the snowshoe and the dog-friendly trails would not be constructed. Additionally, to reduce social conflict between motorized and non-motorized users on Dutchman Flat, Trail #7 would be relocated to the west edge of the flat; the snowmobile play-area would be relocated to the north end of the flat. The northern section of Dutchman Loop Nordic trail would be re-routed around the play-area, and a small Nordic connector trail from Mt. Bachelor's Dutchman Loop to USFS Dutchman Loop would be created.

To address congestion and increase parking capacity, Alternative 3 would also include a seasonal parking restriction to vehicles and vehicle-trailer combinations over 24 feet long within Dutchman Snopark during the core winter season (generally expected between January 1 and March 1). The seasonal restriction would be based on snow conditions at Kapka Snopark and would be managed year to year with signing and media. When snow accumulation at Kapka reached a level determined to be sufficient for motorized use, vehicles and vehicle-trailer combinations over than 24 feet long would not be permitted to park at Dutchman Snopark. When snow accumulation at Kapka falls below the threshold (generally expected before January 1 and after March 1) parking at Dutchman Snopark would be open to all vehicles.

Alternative 3 management activities would include the following:

Parking lot and associated facilities: To provide more high elevation winter parking:

- 50 parking slots designed for larger vehicles and those towing trailers
- Parking lot construction; 5.5 acres disturbed area not including trail connectors.
- Entrance road 40 x 350 feet ; or approximately 0.32 acres;
- 5,300 cubic yards of soil moved.
- Vegetation would be mostly non- merchantable other than for biomass. Excess material would be hauled off or burned on site.
- 2 single vault toilets; located within the island of the parking area

Trails: To connect to existing Nordic and motorized system and to provide new recreational opportunities:

- A 0.2 mile snowmobile trail link to trail #45
- A 0.6 Nordic trail connecting the Nordic system and Vista Butte Snopark to the north of the Cascade Lakes Highway
- 0.5 miles of Trail #7 relocated to the west edge of Dutchman Flat
- Realign snowmobile Trail #5 to remove sharp turns and improve sight distances
- Relocation of the 16.6 acre snowmobile play-area from its current location (at the southern end of Dutchman Flat) to the northern edge of Dutchman Flat. The new location would be about 0.4 miles farther from Dutchman Snopark via Snowmobile Trail #7.

The 0.2 mile snowmobile trail links the proposed Kapka Snopark to the existing snowmobile trail #45 which links to the Edison system to the southwest, the Wanoga system to the southeast, and the Dutchman and Moon Mtn. area to the north.

The 0.6 mile Nordic trail links Kapka Snopark to the Nordic system north of the Cascade Lakes Highway. Visitors may access Swampy Lakes, Meissner, Tumalo, and other back-country destinations. The typical Nordic trail is 10-15 feet wide.

The 0.5 mile relocation of snowmobile Trail #7 to the west edge of Dutchman Flat would maintain the existing connection from snowmobile Trail #5 to the snowmobile play-area and the snowmobile trail system north of Dutchman. The snowmobile trails would be 20 feet wide.

Snowmobile Trail #5 would be realigned to remove some of the sharp turns and improve the sight distance. These improvements would accommodate increased use and improve the safety of the trail. The typical snowmobile trail would be 20 feet wide. Realignment would occur outside of the Bend Watershed Inventoried Roadless Area; therefore no trees would be removed for realignment within the inventoried roadless areas, approximately 0.5 acres of vegetation would be removed outside of the IRA.

The 16.6 acre snowmobile play-area would be relocated to the northern edge of Dutchman Flat. Relocation of the snowmobile trail and play-area would take advantage of openings and be outside of the tree lines.

Winter trails are constructed with material left on the ground, so snow can fall and cover it, creating a groomable surface, where necessary. Material lies within 1-2 feet off the ground. All trail vegetation would be left on site, lopped, and scattered within and adjacent to the new trails. Parking lot vegetation removal would be utilized or hauled off or burned on site.

Alternative 4

Though the Proposed Action provides additional parking for winter recreationists, it does not go far enough in alleviating the parking congestion at Dutchman Snopark. Dutchman Snopark would continue to reach capacity on holidays and weekends as winter recreationists continue to compete over the snopark's limited parking.

Alternative 4 includes all of the Kapka Butte Snopark management activities proposed in Alternative 2. Additionally, to reduce social conflict between motorized and non-motorized users on Dutchman Flat, Trail #7 would be relocated to the west edge of the flat and the snowmobile play area would be relocated to the north end of the flat.

Alternative 4 management activities would include the following:

Parking lot and associated facilities: To provide more high elevation winter parking:

- 70 parking slots designed for larger vehicles and vehicles towing trailers
- 40 slots designed for passenger vehicles
- Parking lot construction: 7.5 acres disturbed area not including trail connectors: vegetation clearing
- Entrance road 40 x 350 feet or approximately 0.32 acres;

- Vegetation would be mostly non- merchantable other than for biomass. Excess material would be hauled off or burned on site.
- 3 single vault toilets: 2 in the trailer parking area and 1 in the passenger vehicle area.

Trails: To connect to existing Nordic and motorized systems and to provide new recreational opportunities:

- A 0.2 mile snowmobile trail link to trail #45
- A 0.6 Nordic trail connecting the Nordic system and Vista Butte Snopark to the north of the Cascade Lakes Highway
- A 0.8 mile un-groomed snowshoe trail to the top of Kapka Butte
- 7.2 miles of groomed trails for dogs off-leash (6.2 miles new, non-motorized and 1 mile shared with snowmobile Trail #40)
- Relocation of 0.5 miles of Trail #7 to the western edge of Dutchman Flat
- Realine snowmobile Trail #5 to remove sharp turns and improve sight distances
- Relocation of the 16.6 acre snowmobile play-area from its current location to the northern edge of Dutchman Flat. The new location would be 0.4 miles farther from Dutchman Snopark via Trail #7.

The 0.2 mile snowmobile trail would link the proposed Kapka Snopark to the existing snowmobile trail #45 which links to the Edison system to the southwest, the Wanoga system to the southeast, and the Dutchman and Moon Mountain areas to the north.

The 0.6 mile Nordic trail would link Kapka Snopark to the Nordic system north of the Cascade Lakes Highway. Visitors may access Swampy Lakes, Meissner, Tumalo, and other back-country destinations. The typical Nordic trail is 10-15 feet wide.

The 0.8 mile snowshoe trail would be an un-groomed, marked trail, with brush and lower limbs removed. Snowshoe trails are generally about 6 to 8 feet wide.

The 0.5 mile relocation of snowmobile Trail #7 to the west edge of Dutchman Flat would maintain the existing connection from snowmobile Trail #5 to the snowmobile play-area and the snowmobile trail system north of Dutchman. The snowmobile trails would be 20 feet wide.

Snowmobile Trail #5 would be realigned to remove some of the sharp turns and improve the sight distance. These improvements would accommodate increased use and improve the safety of the trail. The typical snowmobile trail would be 20 feet wide. Realignment would occur outside of the Bend Watershed Inventoried Roadless Area; therefore no trees would be removed for realignment within the inventoried roadless areas, approximately 0.5 acres of vegetation would be removed outside of the IRA.

The 16.6 acre snowmobile play-area would be relocated to the northern edge of Dutchman Flat. Relocation of the snowmobile trail and play-area would take advantage of openings and be outside of the tree lines.

Winter trails are constructed with material left on the ground, so snow can fall and cover it, creating a

groomable surface, where necessary. Material lies within 1-2 feet off the ground. All trail vegetation would be left on site, lopped, and scattered within and adjacent to the new trails. Parking lot vegetation removal would be utilized or hauled off or burned on site.

PREFIELD REVIEW

The sno-park area is dominated by a lodgepole pine/sedge-lupine plant association. The area proposed for the sno-park was hand-thinned in 1995, and the slash was treated in 1997. Soils are characterized by sandy volcanic ash and pumice over buried soils on glacial till, as well as sandy, pumiceous volcanic ash over sandy to loamy buried soils. The elevation is 5900'. The average annual precipitation measures about 35".

There are known weed sites in or adjacent to the project area. Currently, only hand-pulling is occurring along Rd. 45, while the Hwy 46 corridor and intersection with Rd. 45 has been treated with hand-pulling and with herbicides. The weeds are located at these sites:

1. *Road 45/46 junction.* A large population of spotted knapweed, one spot of dalmation toadflax. Site 611353CEBI2.
2. *Road 45 corridor.* This is an area where new weed populations are found every year. There are several small populations of spotted knapweed along this road, with one occurring in the area where the access road to the sno-park would be built. Additionally, with the recent realignment of this road, it is advisable to keep heightened monitoring for weed introductions here. Site 6110216CEBI2.

RISK RANKING

Factors considered in determining the level of risk for the introduction or spread of noxious weeds are:

X HIGH

Has to be a combination of the following three factors:

1. Known weeds in/adjacent to project area.
2. Any of vectors* #1-8 in project area.
3. Project operation in/adjacent to weed population.

MODERATE

1. Any of vectors #1-5 present in project area.

LOW

1. Any of vectors #6-8 present in project area.

OR

2. Known weeds in/adjacent to project area without vector presence.

***Vectors** (if contained in project proposal) ranked in order of weed introduction risk:

1. Heavy equipment (implied ground disturbance)
 2. Importing soil/cinders
 3. OHV's
 4. Grazing (long-term disturbance)
 5. Pack animals (short-term disturbance)
 6. Plant restoration
 7. Recreationists (hikers, mountain bikers)
 8. Forest Service project vehicles
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DISCUSSION OF RANKING

A risk ranking of HIGH is appropriate for this project because heavy equipment will be brought into the area (which brings a risk of importing weed seeds or parts with it), and there are known weed populations at and near the site. Also, by the nature of the project, vehicles of all types will be invited to come to the sno-park site, increasing the chances of noxious weed introductions and spread. Following the mitigations will address this issue and will reduce, but not eliminate, the risk. (See Mitigations, page one).

PROJECT EFFECTS

Alternative 2 (Proposed Action), 3, and 4:

Direct Effects: It is possible that the heavy equipment used to build the site will carry in noxious weed seeds or parts and introduce them to the site. Making sure that the equipment is cleaned prior to project entry (mitigation #1) reduces this concern, but does not eliminate the risk.

Indirect Effects: Because there will be no gate in these alternatives, there will be some level of vehicular use of the sno-park in the summer (snow-free) season. This increases the possibility of weeds being brought there on the tires or undercarriages of vehicles.

Cumulative effects: Because there will be no gate in these alternatives, there will be some level of vehicular use of the sno-park in the summer (snow-free) season. This increases the possibility of weeds being brought there on the tires or undercarriages of vehicles.

Actions that pose the greatest cause for potential for weed introductions has been and will remain activities associated with the road system. This includes the construction of the intersection of roads 46 and 45 within the last 15 years, as well as road maintenance activity (which currently includes new culvert installation and gravel import) occurring presently on the 46 road. The increase of vehicle use on both roads 46 and 45 provide another major vector for weed introduction. These road system activities can be expected to continue and thus so will the potential for weed introductions, especially at roadside.

Comparison of Alternatives

From a weed standpoint, the No Action alternative provides the most protection from noxious weeds being introduced to the project area, because no heavy equipment and other vehicles would be brought in to build the site, and vehicles would not be driving into the parking area in the summer period. Less attractive are all action alternatives, which feature construction of the sno-parks and attendant concerns over weed spread/introductions. Adding to that concern, the action alternatives will not feature a gate that would close the sno-parks in the off-season, when weeds are most likely to be brought in.

PREVENTION STRATEGY

A Record of Decision for Preventing and Managing Invasive Plants was signed in October 2005, and incorporates its standards into the Forest Plan of the Deschutes National Forest. Two of those standards specifically address prevention of weed introductions (#'s 1, 2, and 7; see Appendix B) into projects of the type that the Kapka Butte Sno-park project represents. These standards obligate the Forest Service to incorporate weed prevention into its planning documents and implementation phase.

The following goals and guidelines, relative to timber harvest and recreation, are listed in the USDA Forest Service Guide to Noxious Weed Prevention Practices. This guide discusses weed prevention practices that support the 2/3/99 Executive Order on Invasive Species. Each of these items are followed by a description of what is being done relative to the Kapka Butte Sno-park Project.

Recreation

- Recreation 1. *Encourage public land users, before recreating on public lands, to inspect and clean motorized and mechanized trail vehicles of weeds and their seeds.*

Currently, educational noxious weed material is posted at off-highway vehicle trailheads, and are posted at non-motorized trailheads as well.

- Recreation 7. *Annually inspect all campgrounds, trailheads, and recreation areas that are open to public vehicle use for weeds; treat new infestations.*

Employees in the recreation department, as well as seasonal technicians hired to treat weeds, are aware of the issue and report the presence of and treat weeds as necessary. As populations are reported by other employees and the public, they are investigated and treated if practicable.

- Recreation 8. *Maintain trailheads, boat launches, outfitter and public camps, picnic areas, airstrips, roads leading to trailheads, and other areas of concentrated public use in a weed-free condition. Consider high use recreation areas as high priority for weed eradication.*

The same comments as for Recreation 7 apply here.

- Recreation 10. *In areas susceptible to weed infestation, limit vehicles to designated, maintained travel routes. Inspect and document inspections on travelways for weeds and treat as necessary.*

The Forest as a whole is currently involved in an Access Travel Management process, which will define for motorized users where they can recreate, and which areas are off-limits; however, currently, only certain areas of the Bend/Ft. Rock Ranger District are off-limits to off-road use. The main arterial roads on the district are monitored for weeds and most weed sites there are treated with herbicides, with follow-up manual treatments where needed.

- Recreation 11. *Post weed awareness messages and prevention practices at strategic locations such as trailheads, roads, boat launches, and forest portals.*

See discussion under Recreation 1.

- Recreation 12. *In weed-infested areas, post weed awareness messages and prevention practices at roadsides.*

Deschutes County has posted large weed prevention signs at various points, and weed awareness posters are at trailheads; but postings at other roadside sites could be done.



NOXIOUS and EXOTIC WEEDS OF CONCERN FOR THE PROJECT AREA

Spotted knapweed, *Centaurea biebersteinii*, is a very invasive plant that grows along most major highways in Central Oregon. It is a perennial forb in the sunflower family that lives for 3-5 years. It is very competitive on disturbed dry to mesic sites because it is able to germinate in a wide range of conditions and it grows early in spring before many native plants. Seeds may be dispersed on animals and humans, and by being caught up in vehicles.

Distribution over large areas is linked to transportation systems. Known sites along Highway 46 are, among other places, currently being treated under the Deschutes National Forest Noxious Weed Control Environmental Assessment (1998).

Dalmation toadflax (*Linaria dalmatica*) looks like bright yellow snapdragons with leathery leaves clasping the stem and grows easily in dry rangeland sites, gravel pits, and along roadsides. It is a perennial plant and stands 2-4 feet tall. One plant can produce up to 500,000 seeds per year, and they remain viable in the soil for up to 10 years. Pulling this plant will usually result in more plants sprouting from its root system, unless all root parts are removed from the soil, which is often difficult to do.



REFERENCES AND COMMUNICATIONS

USDA Forest Service, July 5, 2001, *Guide to Noxious Weed Prevention Practices*

Bend/Ft. Rock Ranger District Geographic Information Systems (GIS) layers

Forest Service Region 6 Record of Decision, *Preventing and Managing Invasive Plants*, Oct. 2005

Lang, Marv, Recreation Forester, Bend/Ft. Rock Ranger District

Tinderholt, Amy, Recreation Staff, Bend/Ft. Rock Ranger District

State of Oregon noxious weed list at website:

<http://oregon.gov/ODA/PLANT/WEEDS/statelist2.shtml>

APPENDIX A
DESCHUTES NATIONAL FOREST NOXIOUS WEED LIST
Updated 1/15/10

The following species are listed by the Oregon Department of Agriculture as noxious weeds. These are species designated by the Oregon State Weed Board as injurious to public health, agriculture, recreation, wildlife, or any public or private property. Those listed either occur or have occurred on the Deschutes National Forest, or have potential for occurrence.

<u>Scientific Name</u>	<u>Common Name</u>	<u>Presence</u>
<u>Agropyron repens</u>	Quackgrass	Documented
<u>Brachypodium sylvaticum</u>	False brome	Documented
<u>Cardaria (=Lepidium) draba</u>	Whitetop	Potential
<u>Carduus nutans</u>	Musk thistle	Potential
<u>Carduus pycnocephalus</u>	Italian thistle	Potential
<u>Centaurea diffusa</u>	Diffuse knapweed	Documented
<u>Centaurea stoebe</u>	Spotted knapweed	Documented
<u>Centaurea pratensis</u>	Meadow knapweed	Potential
<u>Centaurea repens</u>	Russian knapweed	Potential
<u>Centaurea solstitialis</u>	Yellow starthistle	Documented
<u>Centaurea virgata ssp. squarrosa</u>	Squarrose knapweed	Potential
<u>Chondrilla juncea</u>	Rush skeletonweed	Potential
<u>Cirsium arvense</u>	Canada thistle	Documented
<u>Cirsium vulgare</u>	Bull thistle	Documented
<u>Conium maculatum</u>	Poison hemlock	Potential
<u>Cynoglossum officinale</u>	Common houndstongue	Documented
<u>Cytisus scoparius</u>	Scotch broom	Documented
<u>Euphorbia esula</u>	Leafy spurge	Documented
<u>Hieracium aurantiacum</u>	Orange hawkweed	Documented
<u>Hypericum perforatum</u>	St. Johnswort	Documented
<u>Iris pseudacorus</u>	Yellow flag iris	Potential
<u>Isatis tinctoria</u>	Dyer's woad	Documented

<u>Kochia scoparia</u>	Kochia	Potential
<u>Lepidium latifolium</u>	Perennial pepperweed	Potential
<u>Linaria dalmatica</u>	Dalmation toadflax	Documented
<u>Linaria vulgaris</u>	Butter and eggs	Documented
<u>Lythrum salicaria</u>	Purple loosestrife	Documented
<u>Myriophyllum spicatum</u>	Eurasian watermilfoil	Documented
<u>Onopordum acanthium</u>	Scotch thistle	Documented
<u>Salvia aethiopsis</u>	Mediterranean sage	Documented
<u>Senecio jacobaea</u>	Tansy ragwort	Documented
<u>Tribulus terrestris</u>	Puncturevine	Potential
<u>Taeniatherum caput-medusae</u>	Medusahead	Documented

APPENDIX B

Standards applicable to the Kapka Butte Sno-park project from the Region Six Record of Decision, *Preventing and Managing Invasive Plants, Oct. 2005*

Standard #1

Prevention of invasive plant introduction, establishment and spread will be addressed in watershed analysis; roads analysis; fire and fuels management plans, Burned Area Emergency Recovery Plans; emergency wildland fire situation analysis; wildland fire implementation plans; grazing allotment management plans, recreation management plans, vegetation management plans, and other land management assessments.

Standard #2

Actions conducted or authorized by written permit by the Forest Service that will operate outside the limits of the road prism (including public works and service contracts), require the cleaning of all heavy equipment (bulldozers, skidders, graders, backhoes, dump trucks, etc.) prior to entering National Forest System Lands. This standard does not apply to initial attack of wildland fires, and other emergency situations where cleaning would delay response time.

Standard #7:

Inspect active gravel, fill, sand stockpiles, quarry sites, and borrow material for invasive plants before use and transport. Treat or require treatment of infested sources before any use of pit material. Use only gravel, fill, sand, and rock that is judged to be weed free by District or Forest weed specialists.