ZM Pilot Project

Rational

Recognizing the political realities and rapidly approaching spring boating season, a small scale feasibility exercise would serve to identify logistical challenges, gauge public reaction and establish functional cost estimates for potential full scale comprehensive Douglas County ZM Containment and Eradication Program.

Program Outline

Zebra Mussel containment must include three interdependent strategies:

1. Mandatory Boat/ Trailer inspection and remote decontamination utilizing GPS surveillance
2. Public information campaign is published in the Echo Press and on local radio.

 b) Concrete barricades with chain link gates would be installed at the boat ramp, oriented to prevent lake access except through chain gate. Signs are posted at the access instructing patrons of the hours of operation, costs, penalties and benefits of participating in the ZM Pilot Program.

 c) ZM Ramp is staffed by paid personal, knowledgeable in the Colorado inspection protocol and equipped with credit card swipe cell phones, digital cameras and clip boards. Each ramp would be staffed with a minimum of two inspectors in order to cover lunch breaks and extend hours of operation at least 8 hours per day.

 d) Upon Staff arrival, the chain is unlocked and access is open to the public. Boat 1 arrives and the owner is instructed that launching from Ramp A requires participation in the Douglas County ZM Pilot Project. Should the boat owner decline to participate, Staff would direct Boat 1 to launch from other ramps on the chain. While the ZM Staff 1 is interviewing Boat 1, ZM Staff 2 is inspecting Boat 1.

 e) Should Boat 1 agree to participate, Staff 1 and Staff 2 quickly inspect Boat 1 for signs of AIS infestation. Boat is allowed to launch and the trailer is parked at the boat ramp parking area.

 f) Returning to Ramp, Boat 1 is loaded onto trailer and drain plug is pulled.

g) GPS unit with built in battery box is chained through boat steering wheel.

h) Boat Owner is required to deposit $100 via credit card. Owner is informed that deposit will be fully refunded if GPS data is clean and after Remote Decontamination (RD) . Boat 1 is directed to Decontamination Station (Squeaky Clean?). Staff 3 is stationed at RD, sole responsibility is to perform Colorado Decontamination and clear GPS memory after determining that Boat 1 traveled directly from Ramp to RD site. Staff 3 removes GPS from boat upon completion. As a gesture of appreciation, Staff 3 offers to wash Boat 1 tow vehicle if Boat owner agrees and additional GPS Boats are not waiting for decontamination service. Staff 3 transports GPS units to Ramp when notified by Staff1 that no boats are incoming to RD.

 i) Douglas County would purchase commercial wash pass from Squeaky Clean.

i) Repeat until Chain gate is locked at the end of day.

1. Service provider training and localized storage of lake shore equipment
2. Lake Equipment Service Providers would be asked to participate if launching from Ramp.
3. Service Provider Barge would be equipped with GPS when launched, card swipe deposit would be required.
4. Should County decide to enforce AIS transport ban, Dock/Lift removed from lake would be GPS equipped. Lake Equipment Service Providers would transport Dock/Lift to Squeaky clean for decontamination.
5. Should County decide not to enforce AIS ban (could be calendar based decision), Lake Equipment Service Providers would deliver Dock/Lift to remote storage and submit Barge for decontamination at the end of each day.
6. Spot Treatment
7. Initial discoveries of ZM would result in zoned spot treatment with potassium chloride. Treatment Zone would begin at .5 acre and expand depending upon follow up inspections.
8. Spot treatment could use water curtains to maintain effective concentration levels.
9. Treatment application process would replicate Virginia Quarry protocol.
10. Potassium Chloride would be replaced with Zequanox once commercial quantities were available and pending effectiveness of potassium chloride treatments.