Worksheet
Determination of NEPA Adequacy (DNA)
U.S. Department of the Interior
Bureau of Land Management

OFFICE: Anchorage Field Office

TRACKING NUMBER: DOI-BLM-AK-A010-2011-0037-DNA

CASEFILE/PROJECT NUMBER: AA-092973

PROPOSED ACTION TITLE/TYPE: Campbell Tract Fuel Break Maintenance

LOCATION/LEGAL DESCRIPTION: See the attached map.

A. Description of the Proposed Action and any applicable mitigation measures

The proposed action is to implement the Campbell Tract Fuel Break Maintenance Project by removing hazardous fuels in a 200 ft wide corridor approximately two miles long, totaling approximately 50 acres, on and adjacent to Campbell Tract property. This fuel break facility begins at the Abbott Community Park on Elmore Street and ends at the Junction of Birch Knob and Viewpoint Trail on the Campbell Tract. (See the attached map) This project would maintain the fuel break that was constructed approximately seven years ago for the Campbell Tract Fuel Break and Defensible space project. An Environmental Assessment was completed for that project on July 30, 2001. The proposed action involves cutting, stacking, and burning fuel debris, and is described in more detail in the attached Statement of Work.

Fuels management prescription for this project includes the following:

1. Treat all dead and down spruce trees in the corridor including new spruce growth of one foot or higher; spruce trees greater than 8" dbh will remain and will be limbed 6'-8' up the trunk;
2. Dead and downed spruce trees on the edge of the corridor with in falling distance into the corridor will be treated as needed under direction of project leader;
3. Wildlife trees to remain in the corridor include specifically identified birch trees with nesting cavity activities and/or nesting cavity potential;
4. Riparian corridor mitigations include:
   a. No more than 1000 gallons of water per day will be taken from Little Campbell Creek,
   b. Treatment will not occur within fifty feet either side of flowing waterways within the fuel break corridor;
5. Moose Meadow Trail intersection with fuel break treatment will involve removal of downed vegetation only. All standing trees regardless of size or status within 50 feet either side of the trail corridor will remain, and only already downed trees and debris will be treated. The

exceptions with this are specific hazard trees that have been identified for removal as identified by the recreation specialist.

B. Conformance with the Land use Plan (LUP) and Consistency with Related Subordinate Implementation Plans

LUP Name: Alaska Southcentral Planning Area Management Framework Plan March 1980
LUP Name: A Management Plan for Public use and Resource Management on the Bureau of Land Management Campbell Tract Facility, June 1988

C. Identify applicable National Environmental Policy Act (NEPA) documents and other related documents that cover the proposed action.

- EA AK-040-01-EA-021, Campbell Tract Fuel Break and Defensible Space Construction
- Record of Decision and Finding of No Significant Impact for Campbell Tract Fuel Break and Defensible Space Construction.

D. NEPA Adequacy Criteria

1. Is the new proposed action a feature of, or essentially similar to, an alternative analyzed in the existing NEPA documents(s)? Is the project within the same analysis area, or if the project location is different, are the geographic and resource conditions sufficiently similar to those analyzed in the existing NEPA document(s)? If there are differences, can you explain why they are not substantial?

Yes. The Proposed Action is to implement the Campbell Tract Fuel Break Maintenance Project. The proposed action will maintain the fuel break that was originally constructed seven years ago for the Campbell Tract fuel break and defensible space project. The Environmental Assessment for this project was completed on July 30, 2001, and the Finding of No Significant Impact was signed on August 7, 2001. The original proposed Action was to create a defensible space around improvements on the Campbell Tract Facility and a fuel break along the property lines. The fuel break is located along the perimeter of Campbell Tract to encompass as much area as possible. The fuel break is not near established trails and will not detract from the wilderness experience for trail users. The current proposal is to re-thin the previously analyzed fuelbreak and dispose of the slash by pile burning within the same parameters as was originally analyzed in the 2001 EA.

2. Is the range of alternatives analyzed in the existing NEPA documents(s) appropriate with respect to the new proposed action, given current environmental concerns, interests, and resource values?

Yes. The EA analyzed an appropriate range of alternatives given the purpose and need for the project. There were two alternatives to the proposed action analyzed; (1) Alternative #1, Viewpoint Trail Fuel Break and (2) Alternative #2, No Action. The Viewpoint Trail Fuel Break alternative placed the fuel break along the Viewpoint Trail which would exclude a large portion of the Campbell Tract to the fuel break and impact trail users. The No Action alternative leaves

Campbell Tract with no fuel breaks and no defensible space cleared around the administrative facilities. There have been no significant changes to environmental or resource values since the original EA was published.

3. Is the existing analysis valid in light of any new information or circumstances (such as, range and health standard assessment, recent endangered species listings, updated lists of BLM-sensitive species)? Can you reasonably conclude that new information and new circumstances would not substantially change the analysis of the new proposed action?
Yes. No new information or circumstances have arisen since the EA was published in 2001 that would affect the adequacy of the analysis.

4. Are the direct, indirect, and cumulative effects that would result from implementation of the new proposed action similar (both quantitatively and qualitatively) to those analyzed in the existing NEPA document?
Yes. Resource concerns and impacts are substantially the same as those addressed in the 2001 EA.

One new environmental concern is the presence of non-native invasive species now found on the Campbell Tract and adjoining properties. This concern will be mitigated by implementing Best Management Practices (BMPs) to prevent the inadvertent introduction and spread of non-native invasive species into the project area. These BMPs are an integral component of Alaska fire crew work that has evolved over the past five years to address such concerns.

5. Are the public involvement and interagency review associated with existing NEPA document(s) adequate for the current proposed action?
Yes. There will be signs posted at trailheads as well as press releases/information on the radio.

E. Persons /Agencies/BLM Staff Consulted

Name	Resource Represented
Laurie Thorpe	Vegetation
Geoff Beyersdorf	Subsistence
Jenny Blanchard	Cultural Resources
Jorjena Daly	Recreation & Visual Resources
Merlyn Schelske	Fisheries
Bruce Seppi	Wildlife
Paxton McClurg	Graphics/Illustration
Ben Seifert	Vegetation/Forestry

Note: Refer to the EA/EIS for a complete list of the team members participating in the preparation of the existing environmental analysis or planning documents.

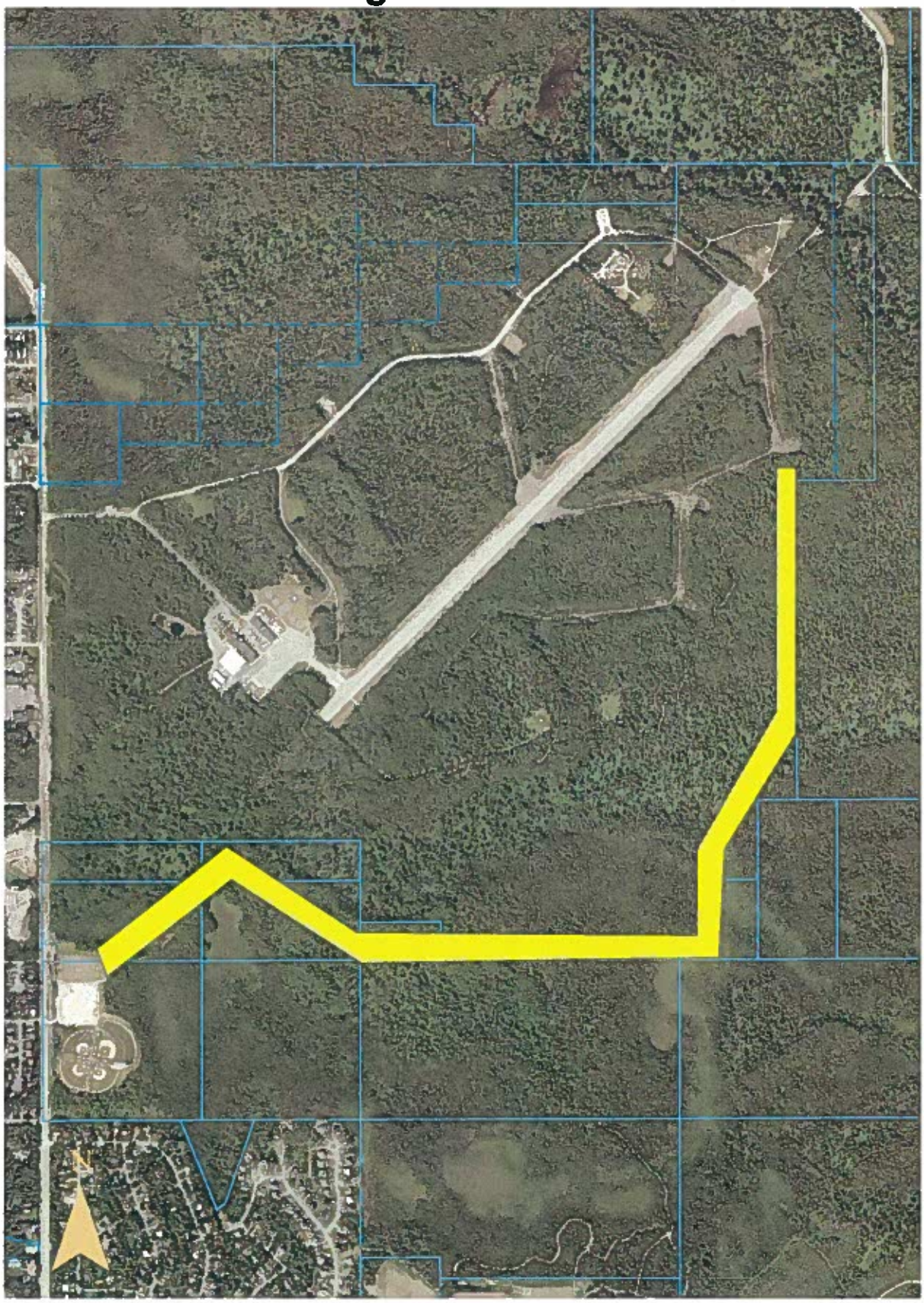
Conclusion

Based on the review documented above, I conclude that this proposal conforms to the applicable land use plan and that the NEPA documentation fully covers the proposed action and constitutes BLM's compliance with the requirements of the NEPA.

7/29/2011

Anchorage Field Office Manager **Date**

Fuel Break Maintenance
Far North Bicentennial - Campbell Tract
August 2011



Statement of Work
Campbell Tract Fuel Break Maintenance 2011

Project Name:
Fuel Break Maintenance, Campbell Tract Property, Anchorage

Background Information:
Approximately seven years ago, a collaborative effort with the Bureau of Land Management, the Municipality of Anchorage, and private property owners in the Campbell Tract vicinity resulted in the construction of a "fuel break". This project removed hazardous fuels, namely all spruce trees in a 200-ft wide corridor approximately two miles long, totaling approximately 50 acres on and adjacent to Campbell Tract property. The area is anchored by a road on one end, and a significant trail corridor on the other. Work crews successfully cut, stacked, and then returned in the winter to burn the debris in the fuel break corridor. If a wildland fire were to occur on either side of this fuel break, the fire would be compartmentalized thereby reducing the continuous burnable vegetation. The fuel break also enhances firefighter access into a naturally closed type forest allowing for a quicker response of ground resources. New spruce growth and significant wind-thrown trees have accumulated in this corridor, compromising the functionality of the fuel break and requiring maintenance.

Purpose:
The purpose of this project is to enable trained wildland firefighters and sawyers to maintain the Campbell Tract area fuel break integrity by removing the new spruce growth component and wind-thrown trees that have increased the fuel loading in the corridor, posing an increased risk of fire spread to the area resources and properties.

Project Objective:
Conduct hazardous fuels removal in the Campbell Tract fuel break corridor to a condition that reduces fire spread and improves fire suppression capability by improving access for fire personnel.

Benefits:
1) The Bureau of Land Management will benefit from this project by having increased wildland fire protection for the administrative and educational facilities at the 730-acre Campbell Tract parcel. Hazardous fuels reduction will provide improved protection from the threat of wildland fire. In addition, the removal of new spruce growth and the wind-thrown trees in the fuel break corridor will allow for better, unobstructed access for wildland fire suppression activities if necessary. Another indirect benefit from this project will be enhanced wildlife habitat for moose on the Bureau land. The removal of the spruce component will provide more opportunity for deciduous tree and shrub growth, both of which provide moose browse.

2) A fire management crew will benefit from the practice and training opportunities for wildland hazardous fuels reduction activities involving rigorous field work and skills of hazardous tree removal, as well as conducting prescribed burning of the debris piles in the winter.

3) The area property owners, including the Municipality of Anchorage and private land owners will benefit from the fuel break maintenance project resulting in increased wildland fire protection. The Municipality of Anchorage will be involved only for project review, coordination with similar activities

on Municipal land in the vicinity, and informational needs. There will be no financial compensation, commitment or obligation with the Municipality of Anchorage to the BLM.

Project Management Plan:

This project involves cutting and hand pile construction and burning of fuels debris.

Debris hand piles will be constructed to 6' X 6' wide specification. Grant recipient will maintain close communications for logistical support and access needs with the Bureau of Land Management Project Officer and the Anchorage Fire Department Forester. Bureau of Land Management, in cooperation with the Municipality of Anchorage, will be responsible for activities, outreach and public involvement. Recipient will be responsible for all crew needs, tools, gear, fuel, housing, meals, transportation, safety, guidance and supervision for both the summer and winter phases of this project. Fire management crew leader, Branden Peterson, will assign crew tasks to complete work. Alaska Fire Service will be responsible for making sure crew accomplishes objectives in established time frames. Fire management crew and crew leader will walk entire project area to assess work to be completed within time frames established prior to cutting and stacking and burning activities. Crew leader will provide daily updates to Bureau of Land Management every day the crew is on site, working on the project, until project is completed no later than September 30, 2011.

Prior to field work implementation, party representatives (BLM, AFD, and Fire Crew) will review goals, objectives and logistics, review maps, access routes and training opportunities for crew members working on the project. An on-site field review will commence after the logistics meeting to review work to be done for each phase.

Pre-work meetings will address the following:

Safety
- Safety – Gear, trail guards, communications
- Emergency response plan – for escaped fire and/or medical emergency

Planning
- Project objectives
- Project schedule
- Pre-work site visit
- Trees to leave for wildlife
- Riparian area buffers
- Water drawn for fire extinguishing

Logistics
- Access
- Trailhead signs

Communications
- Trailhead signage informing users of ongoing fuel break maintenance activities

- Radios, phones
- Daily reports

Operations
- Project Implementation
- Specifications of what to cut, wildlife trees, riparian corridor buffers
- Burn Pile Specifications
- Prescribed Burn Plan

Overhead
- Expectations for involvement with BLM, AFD and Fire Crews
- Agency representatives

Length of project (1 -5 years):
1 year.

BLM Project Proponent:
Laurie Thorpe, Natural Resource Specialist
lthorpe@blm.gov, 907-267-1208, 907-723-0807

AFS Project Leader:
Branden Peterson, Alaska Smokejumpers Operations Specialist
bpeterson@blm.gov, 907-267-1451, 907-687-2568

Dates:
Completed no later than September 30, 2011