

### Collaborative Proposed Action (Units) - January 8, 2007

Unit ID	Est. Acres	LRMP Mgmt. Area	Seral Stage	Silvicultural Prescription	Limited Op Period	Treatment System	Est. MBF	Notes	HELI
1	9.0	SHE	EM	FT	S, E	SKYLINE	65	good location for demonstration marking	
2	19.7	SHE, PR	MM	FT	S, E*	SKYLINE	60		
3	10.0	PR, RR	SH	FT	S, E*	HAND	0	no commercial value, do not use cable logging, endline where possible (see below), acreage is estimated.	
3	3.6	PR, RR	SH	FT	S	ENDLINE	0		
3	10.9	PR, RR	SH	FT	S, E*	HAND	0		
5	1.9	PR	LM	LT	S	ENDLINE	0		
5	8.3	PR	LM	LT	S	HAND	0		
6	0.4	PR	SH	FT	S	ENDLINE	0		
6	2.4	PR	SH	FT	S	HAND	0		
7	62.9	PR	SH PH	FT	S,B, WWOP	GROUND	380	new non-constructed landing only	
8	26.7	PR, RR	SH	FT	S	HAND	0		
9	11.1	PR	LM	LT	S	HAND	0		
9	3.4	PR	LM	FT	S	ENDLINE	10		
10	19.5	PR, RR	SH	FT	S	HAND	0		
11	3.7	PR	MM	FT	S,B, WWOP	GROUND	16		
12	13	PR, RR	MM	LT	S	HAND	0		
13	7.1	PR	MM	LT	S	HAND	0		
14	18.2	PR	SH	FT, ST	S,B,BS, WW	GROUND	100		
15	8.8	PR, RR	SH	LT	S	HAND	0		
16	11.7	PR	MH	LT	S	HAND	0		
17	12.0	PR	PH	FT	S,B, WWOP	HAND	0	no commercial value, do not use ground based logging, endline from existing road (see below), acreage is estimated	
17	8.9	PR, RR	SH, PH	FT	S,B WWOP	ENDLINE	0		
17	4	PR, RR	SH, PH	LT	S	HAND	0		
18	10.0	PR	SH	FT	S, B, WWOP	HAND	0	no commercial value, do not use ground based logging, endline from existing road (see below), acreage is estimated	
18	1.5	PR	SH	FT	S, B, WWOP	ENDLINE	0		
19	4.9	PR, RR	SH	LT	S,NSO* BS	HAND	0		
19	5	PR, RR	SH	FT	S,B,BS NSO	ENDLINE	13		
19	18	PR	SH	FT	S,B,BS, NSO	GROUND	47		
20	8.2	PR	SH	FT	S,BS NSO* V	HAND	0	no commercial value, do not use ground based logging, endline from existing road (see below), acreage is estimated	
20	1.0	PR	SH	FT	S,BS NSO* V	ENDLINE	0		
20	5.3	PR, RR	SH	FT	S, BS NSO*	HAND	0		
21	11.5	PR, RR	EH MM	LT	S	HAND	0		
21	20.6	PR	MM	FT	S, B WWOP	GROUND	25	verify that road is only on an existing alignment	

22	8.6	PR, RR	EH MM	LT	S, BS	HAND	0		
22	29.4	PR	EH MM	FT	S,B,BS WWOP	GROUND	40		
23	10.6	PR, RR	EH	LT	S	HAND	0	prioritize	
23	14.7	PR	EH	FT	S,B, WWOP	GROUND	45	prioritize	
24	2.1	PR	SH	FT	S, NSO* WWOP	HAND	0	logging	
24	0.8	PR, RR	SH	FT	S, NSO*	HAND	0		
25	12.0	PR	EH	FT	S, BS WWOP	HAND	0	no commercial value, do not use ground based logging, endline from existing road (see below), acreage is estimated	
25	0.7	PR	EH	FT	S, BS WWOP	ENDLINE	0		
26	7.6	PR, RR	MM	LT	S, BS	HAND	0		
26	27.8	PR	EH MM	FT	S,B,BS WWOP	GROUND	100		
27	24.8	PR, RR	EH	LT	S	HELI	0	Analyze for helicopter treatment	24.8
28	30.4	PR, R, RR	EM MH	LT	S	HELI	0	Analyze for helicopter treatment	30.4
29	15	PR, RR	SH	LT	S	HAND	0		
30	11.9	PR	EM LM	LT	S	HAND	0	prioritize	
31	24.9	PR	EM	LT	S	HAND	0		
32	5.7	PR	EM	FT	S	HELI	50	Drop proposed road, analyze for helicopter tx	5.7
32	47.8	PR	EM	FT	S	HELI	450	Drop proposed road, analyze for helicopter tx	47.8
34	24.7	PR	LM	LT, VC	S	GROUND	25	horse logging/ATV unit (specify in EIS); 6-8 visual corridor trees, review proposed landing (prioritize)	
35	2.4	SHE, RR	EH MM	LT	S, E	HAND	0	prioritize	
36	2.4	SHE, R	EH	LT	S, E	HAND	0	prioritize	
37	3.9	R, RR	EH	LT	S	HAND	0	prioritize	
38	5.5	R, RR	EM MH	LT	S	HELI	0	Analyze for helicopter treatment	5.5
41	11.4	PR, RR	SH	LT	S, E*	HAND	0		
42	4	PR	SH PH	FT	S	ENDLINE	0		
42	12.1	PR, RR	SH PH	FT	S	HAND	0		
43	9.3	SHE, PR	MM	LT	S, E*	HAND	0		
44	6.1	SHE	EM MM	LT	S, E	HAND	0		
45	15.3	PR, RR	SH	FT	S	HAND	0		
46	25.4	PR, RR	MH MM	LT, VC	S	HAND	0		
47	2.1	PR	PH	LT	S	HAND	0		
48	16.3	PR	MH MM	FT	S, B, WWOP	GROUND	100		
49	3.4	PR	MH	LT	S	HAND	0		
50	3.2	PR	EM	FT	S, B, WWOP	HAND	0	no ground or endline treatment	
51	5.3	PR, RR	MM	LT, VC	S, BS	HAND	0		
51	3.5	PR	MM, LM	FT	S, BS	SKYLINE	35		
52	6.7	PR	LM	LT	S	HAND	0		
53	1.5	PR	MM	FT	S, B, WWOP	GROUND	15		
54	5.5	PR	MM	FT	S, WWOP	ENDLINE	30	drop proposed road, endline from above road and from unit 12	
100	19.7	GF	SH	LT	BS	HAND	0		
101	14.4	GF	SH	LT	BS	HAND	0		
102	5	GF	SH	LT	BS	HAND	0		
103	4	GF, PR	SH	FT, ST	B, BS WWOP	GROUND	15		

104	12.7	GF	SH	LT	BS	HAND	0		
104	1.9	GF	SH	FT	B, BS WWOP	ENDLINE	5		
105	17.7	GF	SH	LT	BS	HAND	0		
106	26.4	GF	LM	LT	S	HAND	0		
107	2.3	GF, RR	SH	LT	BS	HAND	0		
107	0.6	GF, RR	SH	FT	B,BS, WWOP	ENDLINE	3		
107	6	GF	SH	FT	B, BS WWOP	GROUND	30		
108	22.2	GF, RR	PH, OG	LT		HAND	0		
109	10.3	GF, RR	SH	CS, UB	BS	HAND	0		
110	14	GF, RR	SH	FT, CS, JB	BS	HAND	0		
111	8	GF, RR	SH, PH	LT; CS, JB	BS	HAND	0		
112	3.1	GF, RR	PH	LT	BS	HAND	0		
112	2.7	GF, RR	PH	FT	B,BS, WWOP	ENDLINE	6		
112	7.3	GF	PH	FT, ST	B,BS, WWOP	GROUND	34		
113	4.6	GF, RR	SH	LT	BS	HAND	0		
114	12.2	GF, SHP RR	SH, LH	LT	BS	HAND	0		
115	4.7	GF, SHP RR	SH	LT; CS		HAND	0		
116	4.3	GF, RR	PH	LT; CS, JB	BS	HAND	0		
117	4.8	GF, RR	SH	JB	BS	HAND	0		
118	16.4	GF, SHP RR	PH	LT; JB	BS, NSO*	HAND	0		
119	3.9	GF, SHP RR	SH	LT	BS, NSO	HAND	0		
120	2.5	SHP, RR	SH	LT	BS, NSO*	HAND	0		
120	2.6	SHP	SH	FT; LT	B,BS, NSO*	GROUND	10		
121	0.3	GF, RR	PH	LT	BS	HAND	0		
121	1.3	GF, RR	PH	FT, ST	B,BS WWOP	ENDLINE	5		
121	3.9	GF	PH	FT, ST	B,BS, WWOP	GROUND	12		
122	8.4	SHP	SH	FT	BS	HAND	0		
123	5.9	SHP	PH	LT	BS, NSO*	HAND	0		
123	5	SHP	PH	LT; FT, ST	B,BS, NSO*	GROUND	15		
124	1.2	SHP	PH	LT	BS	HAND	0		
124	6.9	GF, SHP	PH	FT, ST	B,BS, WWOP	GROUND	10		
125	8.9	GF,SHP,RR	PH, EH	LT; FT	BS	HAND	0		
126	3.8	GF	SH	LT	BS	HAND	0		
127	0.5	SHP,RR	PH	FT, ST	B, BS,WWOP	ENDLINE	1		
127	9.9	SHP	PH	FT, ST	B, BS,WWOP	GROUND	15		
128	4.3	GF	MM	FT	B, BS,WWOP	HAND	12	can be ground, but must designate skid trails, preferably east-side stays hand thin	
129	1.2	GF, SHP	PH	FT, ST	B, BS,WWOP	ENDLINE	5		
129	8.3	GF, SHP	PH	FT, ST	B, BS,WWOP	GROUND	30		
130	13.1	GF	PH	JB,CS	WWOP	HAND	0		
131	1.5	GF	PH	CS,UB	WWOP	HAND	0	no commercial value, do not use ground based logging	
132	4.3	GF,RR	PH	LT;CS,JB	BS	HAND	0		
133	12.8	GF,RR	PH	CS,JB	BS	HAND	0		
134	13.9	GF,RR	PH	LT	BS	HAND	0		

135	4.2	GF	PH	LT		HAND	0		
135	5.4	GF	PH	LT	B,WWOP	GROUND	13		
136	13.2	GF,SHP,RR	PH	LT	BS	HAND	0		
136	2.6	GF,RR	Ph	FT,JB	B, BS,WWOP	ENDLINE	10		
136	10.8	GF	PH	FT,JB	B, BS,WWOP	GROUND	50		
138	1.1	PR,SHP,RR	PH	LT	BS	ENDLINE	0		
139	29.2	GF,PR,RR	PH,MH	LT	BS	HAND	0		
140	1.4	SHP,PR,RR	PH	LT	BS	ENDLINE	0		
140	2.5	SHP,PR,	PH	FT	B,BS,WWOp	GROUND	15		
141	38.1	GF,RR	PH	LT;JB,CS	BS	HAND	0		
142	2.2	GF,RR	LH	LT	BS	HAND	0		prioritize treatment and burning
142	42.7	GF	LH	FT,ST,UB	B,BS,WWOp	GROUND	180		prioritize treatment and burning
143	2.2	GF,RR	LH	LT	BS	HAND	0		
143	6.8	GF,PR	LH	LT,FT,UB	B,BS,WWOP	GROUND	32		
144	6.0	GF,RR	PH	LT	BS	HAND	0		
145	51.6	GF,PR,RR	PH	JB;LT,CS	BS	HAND	0		
146	1.4	GF,RR	LH	LT	BS	HAND	0		30" upper diameter limit, 70% canopy target
146	112.4	GF	LH	LT,FT,UB	B,BS,WWOp	GROUND	450		
147	17.8	GF,PR	LH	LT,FT,UB	B,BS,WWOp	GROUND	175		
149	35.5	PR	MM	FT,JB,UB	B,BS,WWOp	GROUND	200		Use existing alignment, drop new extension and landing
150	4.2	PR,RR	LM	LT		HAND	0		Keep road on existing alignment, drop proposed extension and landing. Endline from road, pile in openings along skid trails.
150	1.0	PR	LM	FT	B,BS,WWOp	GROUND	10		
150	19.3	PR	LM	FT,JB,UB	WWOP	SKYLINE	190		
151	8.2	GF,PR	PH	LT	B,BS,WWOp	GROUND	0		
152	14.8	PR	MM	LT, FT UB	B, WWOP	GROUND	160		new landing requires tribal oversight, explain need for new landing
153	1.1	PR	PH	LT		HAND	0		
153	11.1	PR	PH	LT, FT	B, WWOP	GROUND	30		
154	3.7	PR, RR	LM	LT		HAND	0		
154	10.3	PR	LM	FT, JB, UB	B, WWOP	GROUND	35		
155	10.1	PR, SHP RR	PH, LM	LT		HAND	0		
155	20.7	PR	PH	FT, JB	B, WWOP	GROUND	120		
156	13.1	PR, RR	PH	LT		HAND	0		
157	6.4	PR, RR	MM, LM	LT		HAND	0		
157	0.8	PR	MM	FT, JB	B, WWOP	ENDLINE	10		
157	28.4	PR	MM	FT, JB	B,NSO*, WW	GROUND	300		drop western 1/2 acre landing
158	1.6	PR, RR	SH	LT		HAND	0		
158	1.9	PR, RR	SH	FT	B,WWOP	ENDLINE	5		
158	8.1	PR	SH	FT	B,WWOP	GROUND	30		
159	7.8	PR, RR	MM	LT, UB		HAND	0		
160	23.4	PR, RR	MM, MH	LT, UB	NSO	HAND	0		
161	11.8	PR, RR	MA	LT	NSO	HAND	0		

161	4.7	PR	MA	FT, JB	NSO	ENDLINE/HELI	50	endline on bottom convert the rest to hand or helicopter, acreage and volume are estimated	4.7
162	19.8	PR	LM	UB		HAND	0	No new road	
163	16.1	GF, RR	OG	LT		HAND	0		
164	4	SHP	PH	LT	BS	HAND	0		
165	5.5	SHP	PH	FT	B, BS WWOP	GROUND	0		
165	0.7	SHP, RR	PH	FT	B, BS, WWO	ENDLINE	0		
165	0.1	SHP, RR	PH	LT	BS	HAND	0		
166	14.5	PR, SHP, RR	LM	LT, UB	S	HAND	0	prioritize	
167	3.9	GF, RR	PH	CS, PT; LT	BS	HAND	0		
168	13.3	SHP, RR	MA, LM	LT, UB	S	HAND	0		
170	16.8	SHP, PR, R	MM, MA, LM	LT	S, B, NSO*, V	HAND	0		
171	4.4	PR, RR	LM	LT		HAND	0	prioritize due to continuous fuelbreak	
171	19	PR	LM	FT, JB	WWOP, NSO	HELI	0	drop proposed road; change to hand, prioritize due to continuous fuelbreak	19
172	29.3	PR	SH	FT; LT	B, BS WWOP	GROUND	110		
173	10	PR	LM	LT, UB		HAND	0	drop proposed road, change to hand, low priority	
174	10.7	PR	SH	JB, CS		HAND	0		
175	2.8	PR, RR	MM	LT		HAND	0		
175	10.9	PR	MM	LT	WWOP	HAND	0	drop proposed road, change to hand, low priority	
176	2.7	PR, RR	MM	LT		HAND	0		
177	12.7	PR, RR	EM	UB		HAND	0		
177	3.8	PR, RR	EM	LT, UB	WWOP	HAND	0	drop proposed road, change to hand.	
178	1	PR, RR	SH	LT	B, BS, WWO	ENDLINE	0		
178	2.2	PR, RR	SH	LT		HAND	0		
178	8.7	PR	SH	FT	B, BS, WWO	GROUND	10	drop proposed road, keep ground treatment	
179	4.5	PR, RR	MM	LT, UB	S	HAND	0		
180	14.0	PR	MM	UB	S	HAND	0		
181	5.3	PR	SH	LT	S, BS	HAND	0	prioritize due to tanoaks	
181	33.2	PR	SH	FT, UB	S, B, BS, WWOP	GROUND	140		
182	1.2	PR	MM	FT, JB	S	GROUND	10		
183	9.8	PR, RR	SH	LT; JB		HAND	0		
184	13.0	PR, RR	EH	LT, UB; UB		HAND	0		
185	7.7	PR	SH	FT, JB; LT	S, BS	SKYLINE	10		
186	0.1	PR, RR	EH	LT	S	HAND	0		
186	14.3	PR, R, RR	EH, MM	FT, JB, UB	S, WWOP	SKYLINE	115		
187	6.7	PR, RR	SH, EH	LT	S	HAND	0		
188	0.7	PR, RR	SH	FT, JB	S, B, WWOP	ENDLINE	2		
188	7.6	PR	SH	FT, JB	S, B, WWOP	GROUND	20		
189	3.5	PR, RR	SH	LT	S	HAND	0		
190	12.5	PR	MH	FT, JB	S, B, WWOP	HELI	0	Drop proposed road and landing.	12.5
191	13.7	PR	SH	LT; JB	S	HAND	0	Drop proposed road and landing.	
192	3.2	PR	LH	LT, UB	S	HAND	0		
193	3.1	PR	SH, LH	LT	S, BS	HAND	0		
194	1.3	PR	MM	UB	S	HAND	0		

194	1.1	PR	MM	FT, JB	S,B,BS, WW	GROUND	10		
195	17.0	PR	MH	FT, JB, UB	S	SKYLINE	120		
196	10.3	PR, RR	EM, MM	LT, UB	S	HELI	0	drop proposed road, analyze for helicopter tx	10.3
196	36.4	PR	EM'MM	FT, JB, UB	S, WWOP	HELI	300	drop proposed road, analyze for helicopter tx	36.4
197	7.3	PR, RR	LM	LT, UB	S	HELI	0		7.3
197	0.8	PR	LM	FT, UB	S, WWOP	HELI	0	drop proposed road, change units to hand, prioritize	0.8
198	6.2	PR, RR	MM	LT, VC, UB	S	HAND	0		
198	1.1	PR	MM	FT, JB	S	ENDLINE	10		
199	41.1	PR, R, RR	EM, MM	LT, VC, UB	S	HELI	0	drop proposed road, analyze for helicopter tx	41.1
200	7	PR, RR	SH	FT, LT		HAND	0		
201	21	R	EM, LM	FT, JB	B, WWOP	GROUND	150	Drop proposed road, keep treatment as proposed, keep proposed landing on existing road	
202	11.5	R	MM	FT,JB,UB; FT,	B, WWOP	HELI	100	Drop proposed road and landing. Analyze for helicopter treatment.	11.5
203	40.7	R	MH	FT, JB, UB	B, WWOP	GROUND	250		
204	5.2	R	MM	FT, JB, UB	S	SKYLINE	50		
205	12.1	R	EH	FT	B, WWOP	GROUND	25		
206	4.5	R	LM	FT, JB, UB	B, WWOP	GROUND	10		
207	4.3	R	MH	FT, JB	S,B, WWOP	GROUND	30		
207	13	R	MH	FT	S, WWOP	SKYLINE	90		
208	22	R, RR	PH	LT	S	HAND	0		
209	0.9	PR	SN	JB, JB	S	HAND	0		
210	4.8	PR	MM	FT, UB	S,B,BS, WW	GROUND	20		
211	5.5	PR, RR	SN EH	JB; UB	S	HAND	0		
212	3	PR, RR	MH	LT, UB	S	HAND	0		
213	3.5	PR, RR	SH, EM	LT, JB, UB	S	HAND	0		
214	15.6	PR	MA, LM	FT, JB, UB	B, NSO* WW	HAND/HELI	0	Drop proposed road, change unit to hand or helicopter	15.6
215	6.6	PR	EM, LM	FT, JB, UB	S, B, WWOP	HELI	80	drop proposed road, analyze for helicopter treatment	6.6
216	7.8	PR	MH	LT, UB	S	HAND	0		
217	27.7	PR, R, RR	LM	LT, UB		HAND	0	Drop proposed road	
218	7.8	R	MM	LT, UB	B, WWOP	GROUND	0		
218	0.9	R, RR	MM	LT, UB		HAND	0		
219	17.6	R, RR	MM	LT	NSO*	HAND	0		
219	2.5	R	MM	FT, JB	NSO*	ENDLINE	15		
219	24.5	R	MM	FT, JB; LT, UB	NSO* WWOP	HELI	150	Drop proposed roads and landings, endline where possible, analyze remainder of unit for helicopter treatment	24.5
220	22.8	SHP	LM	LT, UB	S,B, WWOP	HAND	0	logging	
220	5.2	SHP, RR	LM	LT, UB	S	HAND	0		
221	12.1	GF, RR	SH	JB		HAND	0		
222	2.1	PR, RR	EM	FT, JB	S	ENDLINE	25		
222	10.3	PR	EM, LM	FT, JB	S	SKYLINE	80		
223	0.4	PR, RR	MM	LT, UB		HAND	0	Road T6 not existing, but OK.	

223	29.9	PR, RR	MM	FT, JB, UB; LT	WWOP	SKYLINE	300	Road T6 not existing, but OK; explain skyline technique for all portions of unit	
224	5.0	PR	MM	FT, JB, UB	B, WWOP	GROUND	50	Road T6 not existing, but OK.	
225	11	PR, RR	MM	LT, UB		HAND	0		
226	6	GF	OG	LT, UB	B, WWOP	HAND	0	logging	
226	3.1	GF, RR	OG	LT, UB		HAND	0		
227	2.6	PR	MM	LT, UB	S	HAND	0		
228	3.1	PR	MM	FT, JB, UB	S, B, WWOP	ENDLINE	15		
229	9.3	PR	EM, LM	LT, UB	S,B, WWOP	HAND	0	No commercial value, do not use ground-based logging; do not damage hardwoods	
230	1.3	R, RR	EM, MM	LT		HAND	0		
231	12.3	R, RR	MM, LM	LT, UB		HAND	0		
232	10.5	PR, SHP RR	MA, LM	LT, UB	S	HAND	0		
233	4.3	SHP	MA	FT, JB, UB	S	HAND	0		
234	0.8	PR, RR	EH	FT	S, B, WWOP	HAND	2	drop proposed road	
234	4.8	PR	EH	FT	S, B, WWOP	HAND	8	drop proposed road	
235	0.8	PR	LM	FT, JB, UB	S, B, WWOP	GROUND	10	no large trees taken out for corridor or landing	
235	5.5	PR	LM	FT, JB, UB	S	HAND	0		
236	9.8	R	MH	LT, UB	S	HAND	0		
236	12.4	R	MH	FT, UB	S, B, WWOP	GROUND	75		
237	7.3	PR	MH	FT, JB, UB	S	SKYLINE	50		
238	2.8	PR, RR	MM	LT, UB	S	HAND	0		
238	6.6	PR	MH, MM	FT, JB, UB	S	SKYLINE	40		
239	3.7	PR	MH, MM	LT, UB	S	HAND	0	prioritize	
TOTAL	2722.7						6361		304.5