

Date submitted (UTC-11): 9/23/2019 12:00:00 AM

First name: Rodger and Patricia

Last name: Miller

Organization:

Title:

Comments:

The following comments are applicable to both Piquett Creek and Mud Creek Projects. Statements herein complement my previous comments on the Piquett Creek Project.

Expectation for the Mud Creek project is, adherence to an end result which is aesthetically pleasing, with a wide diversity of tree variety and size with emphasis on retaining the largest diameter trees for posterity. It is my hope that representatives of our Bitterroot National Forest inspect efforts of logging units, to insure that protection of, and saving of, largest diameter trees is adhered to and complied with.

It is also my hope that our Bitterroot National Forest representatives inspect project areas to ensure that end results are free from excessive amounts of unburned slash litter, unburned logs, and results that generally detract from the beauty of the forest. Previous areas of forest work, along the Baker Lake Road and Baker-Lloyd Road, contain certain areas of poor end results. These are areas of extreme post project log litter and destruction of meadows of wild flower beauty. Equal distantly spaced trees of little size variation and void of aesthetic imagination in over presentation, lessen our National Forest.

Another concern within both project areas is the spread of invasive weeds by machinery, during project execution. The ridge crown of the central Piquett Creek Project is pervaded by spotted Knapweed left by prior logging operations.

An example of more recent fuel reduction, and logging operations shortcomings is found on a spur of the Baker-Lloyd Road; designated gated road 5629A. Knapweed is pervasive along the entire roadway. Every effort should be made to ensure that machinery doesn't spread invasive weeds.

Perhaps some revenue derived from log sales, from both projects, could be contributed to enhance police patrols in areas of Darby and West Fork, which will face an increase in mechanized and human traffic.

Thank You,

Rodger F. Miller

Patricia C. Miller