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Comments: We totally support the project intent but are concerned that the recreational infrastructure in much of the area does not seem to be addressed at all in the EA. The motorized community has provided hundreds of thousands in direct grant funding for the maintenance and improvement of the trail networks in the Rampart area and we would really like to make sure that resource is not negatively impacted. This is probably the premier moto destination on the Front Range. Rampart Range Moto Management committee did some counts for accessing the area in partnership with the USFS and estimated that more than 250k vehicles accessed the area through just the two main entrances last year. Simply educating that number of users on possible temporary closures and coordinating with other areas where people may go will be a major effort. I am assuming parking lots will be used for headers for cutting efforts. Can't have a ton of people trying to park when timber is being cut and lot is unavailable. We are aware that after large timber sales often trails need to be rerouted, fencing needs to be moved and or expanded, campsites moved, trails realigned etc. We would like to make sure everyone is on the same page with these topics when cutting begins. We are intimately familiar that even the most educated of cutters can easily lose track of a 36 inch wide dirt path when running a feller or skidder. I have attached a TAP and related map that the Canyon Lakes RD did for a timber sale in 2014. The analysis of recreational issues is far more extensive for an area that see far less recreational usage than Rampart. Even with this level of detail in the thinning project there were impacts to recreational access. Thinking maybe we chat quickly and then pull in the local clubs and possibly CPW regional trails coordinators. I am also aware that the mtn bikers have some concerns around possible impact to mtn bike trails in other portions of the proposal area.