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Comments: We totally support the project intent but are concerned that the recreational infrastructure in much of the areadoes not seem to be addressed at all in the EA. The motorized community has provided hundreds of thousands in direct grant funding forthe maintenance and improvement of the trail networks in the Rampart area and we wouldreally like to make sure that resource is not negatively impacted. This is probably thepremier moto destination on the Front Range. Rampart Range Moto Managementcommittee did some counts for accessing the area in partnership with the USFS andestimated that more than 250k vehicles accessed the area through just the two mainentrances last year. Simply educating that number of users on possible temporary closuresand coordinating with other areas where people may go will be a major effort. I amassuming parking lots will be used for headers for cutting efforts. Cant have a ton of peopletrying 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 tobe moved and or expanded, campsites moved, trails realigned etc. We would like to makesure everyone is on the same page with these topics when cutting begins. We areintimately familiar that even the most educated of cutters can easily lose track of a 36 inchwide dirt path when running a feller or skidder. I have attached a TAP and related mapsthat the Canyon Lakes RD did for a timber sale in 2014. The analysis of recreational issuesis far more extensive for an area that see far less recreational usage than Rampart. Evenwith 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 regionaltrails coordinators. I am also aware that the mtn bikers have some concerns aroundpossible impact to mtn bike trails in other portions of the proposal area.