

# Uintah County Off Highway Vehicle (OHV) Plan 2020

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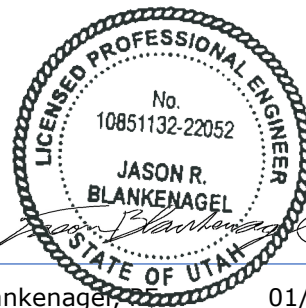
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# 1 EXECUTIVE SUMMARY

The Uintah County Off-Highway Vehicle Plan reflects the goals, vision, and priorities of the off-highway vehicle (OHV) users in the county. The plan aims to organize these goals and priorities in conjunction with other trails plans in Uintah County and surrounding areas. This plan was spurred by the Uintah Riders All-Terrain (URAT), a volunteer group that has historically facilitated the Outlaw ATV Jamboree in Uintah County. In 2018 the group began organizing into a coalition and started meeting on a regular basis. The URAT is traditionally a group interested in ATV's and side by sides, but for the coalition, they elected to have representatives for all motorized off-road uses in the county. The URAT Coalition expressed concern about preserving access to existing trails on public lands, providing a way for users to identify the trails, and identifying new trail projects that promote responsible OHV use within the county. The coalition worked with Uintah County and Utah State Parks to form an agreement to fund this plan as a roadmap to meet those needs in coordination with the Uintah County Trails Master Plan.

The plan outlines the vision of the coalition and the goals of all motorized trails user groups in Uintah County. The user groups are divided by all-terrain vehicles (ATV or 4-wheeler) & side by sides (SxS), snowmobiles, motorcycles (dirt bikes), and 4x4/jeeps/rock crawlers. Each user group had met formally or informally since the beginning of this process to put together priority lists and goals of what their respective needs are in the county. The goals for these groups include mapping & signing existing trails in the county, preserving trails access, and identifying new trail projects that would benefit the users and the community. The plan also provides a roadmap for the coalition to work with the US Forest Service, BLM, and the State Trust Lands since most of the uses reside within these three jurisdictions. This roadmap will direct OHV users, local governments, and public lands agencies on forming solutions for OHV needs on public lands in Uintah County.

## 2 INTRODUCTION/BACKGROUND

### 2.1 Introduction

The Uintah County OHV Plan is to work along with the Uintah County Trails Master Plan in supplementing the planned future of outdoor recreation within Uintah County. The Uintah County OHV plan was funded in May 2019 with a grant from Utah State Parks and the general fund and in-kind volunteer hours from Uintah County. The plan is administered by the Uintah County planning department in coordination with the URAT Coalition. Sunrise Engineering was contracted by Uintah county in July 2019 to complete the OHV plan.

### 2.2 Definitions

**All-Terrain Vehicle (ATV)** - A wheeled vehicle other than a snowmobile, which is defined as having a wheelbase and chassis of 50 inches in width or less, handlebars for steering, generally a dry weight of 800 pounds or less, three or more low-pressure tires, and a seat designed to be straddled by the operator.

**Utility Type Vehicle (SxS or UTV)** – A type of off-highway vehicle that travels on 4 or more low-pressure tires, has a steering wheel or tiller, provides side-by-side seating, and is of various widths.

**Snowmobile** - Any motor vehicle designed for travel on snow or ice and steered and supported in whole or in part by skis, belts, cleats, runners or low-pressure tires.

**Motorcycle** - Every motor vehicle having a saddle for the use of the operator and designed to travel on not more than two (2) tires.

**4x4/Rock Crawler** – A full size high clearance vehicle such as Jeeps or SUV's that may or may not be highway legal.

**Single Track Trail** – Trails that are wide enough for just one motorcycle or mountain bike at a time, with a maximum tread width of 24 inches.

**Trail** – A path or route used to connect one or more other routes or destinations that would not be commonly used by highway only vehicles.

**USFS** – United States Forest Service

**BLM** – United States Bureau of Land Management

**SITLA** – Utah State Institutional Trust Lands Association

**DWR** - Utah Division of Wildlife Resources.

**DNR** – Utah Department of Natural Resources; the state government arm that oversees Utah State Parks and the Utah OHV program

**NRA** – National Recreation Area

### 2.3 UINTAH RIDERS ALL-TERRAIN (URAT) OHV COALITION

In 2012 a Facebook group was started by local ATV enthusiasts with hopes of sharing trails, destinations, and photos of the trails in Uintah County. The group called themselves the Uintah Riders all-terrain or URAT. Over the years the following for this group grew and it became a main source for locals and visitors to find ATV trails in the county. In 2016, the group worked with Uintah County Travel and

Tourism to put together an ATV jamboree. The group identified 27 different trail loops throughout the county on existing county, forest, and BLM roads that they could guide jamboree attendees on and promoted it as the Outlaw ATV Jamboree. Some of the more popular routes included the Josie Morris loop, Red Mountain, John Jarvie Loop, John Taylor Loop, and the night ride on Asphalt Ridge. The initial jamboree was a small event with approximately 70 participants. As time progressed, participation in the jamboree increased to 200 participants in 2017 and 300 participants in 2018.

In August 2018, the URAT group met to form a coalition for OHV use in Uintah County. Assignments were made within the coalition to have representatives for ATV's, UTV's, snowmobiles, dirt bikes, and rock crawlers. Additionally, the coalition assigned representatives to work with Uintah County, SITLA, BLM, USFS, and the cities.

## 2.4 OTHER TRAILS PLANS

Uintah County Trails Master Plan references to OHV use

Daggett County Trails Master Plan references to OHV use

Duchesne County Trails Master Plan references to OHV use close to Uintah County

## 2.5 PLAN NEED

In 2018, Uintah County adopted the new Uintah County Trails Master Plan which had only a few OHV projects listed in it. The OHV community was still in the beginning stages of organization and so it was difficult to deliver a full list of priorities for that trails master plan. For this purpose, the group came together to create this plan in hopes of organizing the priorities of the OHV community to be incorporated into the local and federal government travel management planning efforts and to supplement the existing plan as well.

# 3 PLAN GOALS & VISION

## 3.1 COALITION VISION

The URAT coalition vision is to pursue diverse, sustainable, and quality motorized recreation opportunities and experiences for all ages and skill levels through the use of off highway vehicles on public and private lands to promote sustainable access and connectivity in friendship, and with good stewardship, of our lands

## 3.2 PLAN GOALS

### 3.2.1 Database organization (GIS)

- Collect relevant trails and routes data from the local entities and land management agencies in Uintah County.
- Collect relevant trails and routes data from other agencies (such as the Utah Automated Geographic Reference Center (AGRC) and UDOT
- Gather public input on existing conditions through multiple input methods.
- Document existing roads for the feasibility of improvement regarding trails and OHV routes.

### 3.2.2 Mapping

- Identify Trail Complexes, loops, and destination routes that are currently used and have tourism potential
- Generate maps for the complexes, loops, and destination routes that can be printed or used electronically

### 3.2.3 Organize trail sign priorities and install signs where needed

- Organize the existing county roads and trails throughout Uintah County into loops and complexes
- Create a signage system that will start with complementing the OHV Jamboree routes and allow users to revisit those routes without a guide
- Establish a trail naming and/or numbering scheme that can be used by Uintah County, BLM, USFS, and SITLA in order to establish consistency throughout the county
- Identify the top trails to be signed and work with governing agencies to allow signing of trails or open ride areas in the county
- Establish directions for volunteers to install signs including where to begin signing and standards for sign installation

### 3.2.4 Prioritize user group projects and needs

- Evaluate Existing conditions for each user group and their relations with local and federal governing agencies
- Identify deficiencies in OHV trails throughout the county
- Identify destinations to be connected with OHV trails
- Propose projects or improvements to address deficiencies
- Evaluate and prioritize projects based on public input, connectivity, and feasibility
- Create clearly defined implementation plans for top prioritized projects

### 3.2.5 Outline a path of coordination with public lands and other user groups

- From the proposed projects or improvements, evaluate how Uintah County and URAT can coordinate with other user groups to reduce conflict or establish multi use trails, trailheads, and systems
- Identify the goals of the USFS, BLM, SITLA, and local entities for travel management and OHV travel restrictions
- Establish a list of administrative priorities directed towards public lands agencies regarding OHV trails and travel restrictions.

### 3.2.6 Connectivity with other counties – Daggett, Duchesne, Grand, and Rio Blanco

- Reference trail plans and priorities that come in close proximity to or connect to Uintah County OHV Trails
- Identify connections that would benefit surrounding counties and allow OHV travel across county and state lines

## 4 EXISTING CONDITIONS

As a starting point for this plan, the current conditions of trails were inventoried to identify existing trail conditions, trail use issues, and signage needs. Additionally, existing policies within the county for public lands and other governing entities were examined to determine the state of OHV use related to each respective agency.

### 4.1 ATV/SxS TRAILS

#### 4.1.1 Trails With 50" Width or Less

Several of the existing designated OHV routes on the Ashley National Forest are designated 50" or less. Some of these routes include:

1. Outlaw ATV Trail (sections)
2. Carter Military Trail
3. Sheep Creek Lake Trail

This designation is antiquated in that it was created in 2008 when OHV use was essentially defined as four-wheelers. Side by sides which are typically wider than 50" had not been developed for off road use and thus were not incorporated into standards for trails on the Ashley National Forest. The 50" designation has been ignored by users who have in some cases gone around or destroyed barricades that keep wider vehicles off the trails. This activity is not condoned by the coalition or the county.

According to the USFS, trails wider than 60" are considered roads and would not be allowed within roadless areas. Some of the trails that are currently designated as 50" trails or less may be that way to accommodate the roadless area rules.

#### 4.1.2 Trails With 50" Width or Greater

Different from the 50" or less designation, the BLM does have designated motorized trails that are intended to accommodate four wheelers, side by sides and in some cases jeeps. Often these routes are designated as motorized trails and the actual trail defines what use can take place on that trail. For example, a motorized trail with tight corners through dense tree areas may not be ideal for a jeep but works well for a side by side. There are also existing motorized trails that have individual restrictions such as winter use only (snowmobile trails) or other specified use trails.

The BLM is currently updating their travel management plan throughout Uintah and Duchesne Counties in phases. This update may or may not include specific designations for motorized use trails. It is anticipated that at some point in the future, the Ashley National Forest will update their travel management plans and designations and may be revised to address specific and evolving motorized use in those areas that are revisited.

#### 4.1.3 Outlaw ATV Jamboree

The Outlaw ATV Jamboree is an event put on every year by Uintah County and URAT. It consists of three days of guided trails and events. The rides are mainly considered longer day rides and range in difficulty from beginning riders to experts. The rides take place on existing county, BLM, SITLA and USFS roads and trails. About half of the rides are guided every year with another half being labeled as self-guided. These trails have been mapped and an online map is available from the jamboree website: [www.outlawatvjam.com](http://www.outlawatvjam.com). While these rides are currently promoted by the county, they have not all been designated as trails with the BLM, SITLA, or USFS. The land management agencies have allowed the county to promote their use for the Jamboree, but do not recognize them as official trails. The URAT's

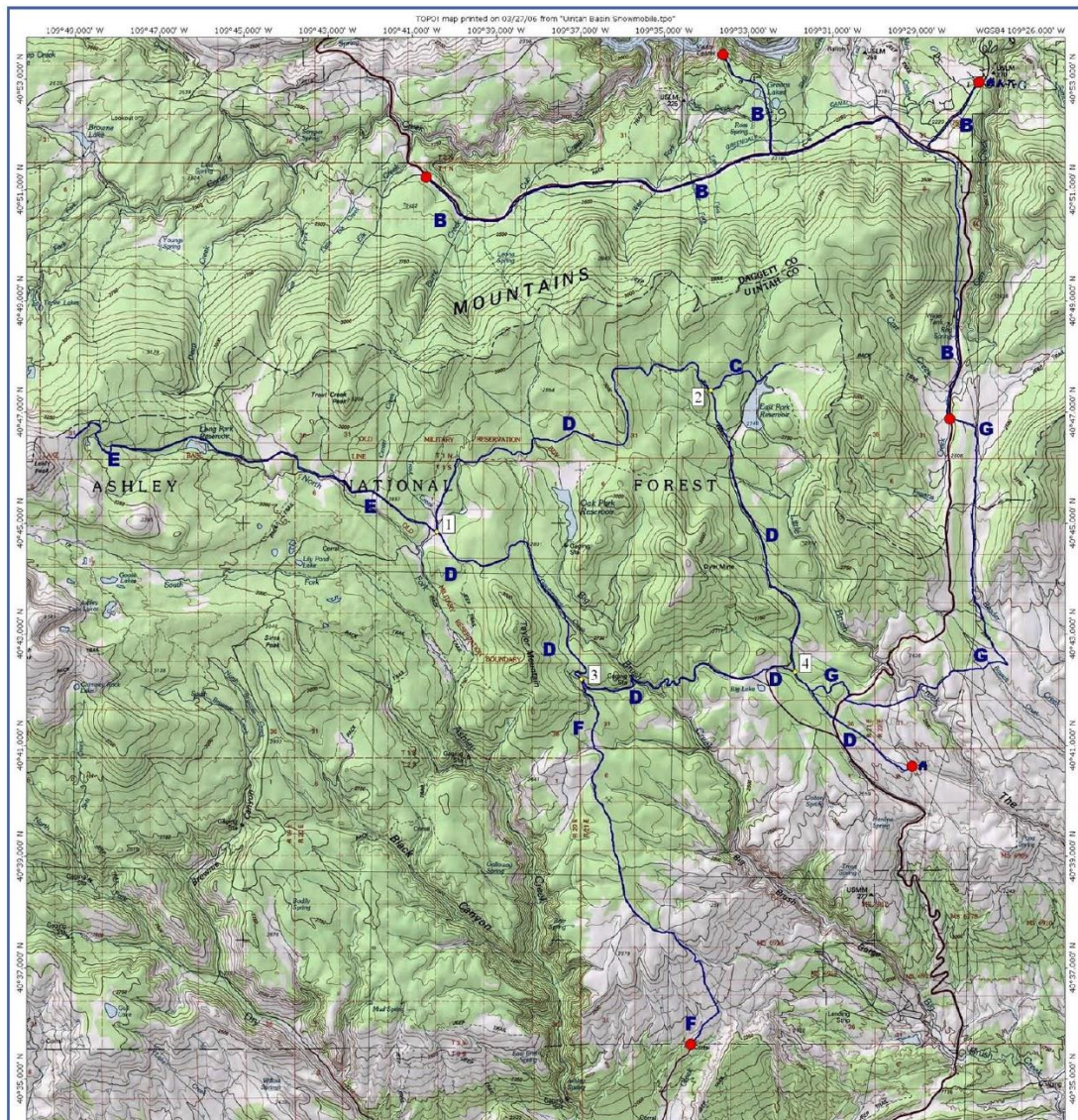
have been working with the agencies to designate the trails for OHV use so they can be established as a part of travel management and be promoted by the agencies as well.

## 4.2 SNOWMOBILING TRAILS

The Snow in Uintah County varies greatly from year to year. When the snow is deep enough, Utah State Parks has worked with Uintah County and the Forest Service in past years to groom the following trails as resources allow:

- Red Cloud Loop from the Dry Fork Trailhead to Highway 191
- Taylor Mountain Rd
- Trout Creek to Hacking Lake
- White Cloud Loop
- Bassett Springs from Highway 191 to the Range Study area
- Don Hatch Trail Along Highway 191
- Colton Guard Station





Grooming has not always been guaranteed due to weather conditions and equipment reliability. The local State Parks staff has trained individuals from the county and other volunteers to run the groomer in order to keep up with demands on heavier snow years.

### 4.3 DIRT BIKE TRAILS

No Singletrack Motorized designated routes exist in Uintah County. Singletrack users have created several routes that are used, but none are designated. Singletrack use also takes place on county roads and other ATV routes such as the Red Mountain Trail area.

### 4.4 4X4/JEEP TRAILS

As stated in section 4.1.2 above, the BLM has some designated trails that are intended to accommodate jeeps and 4X4 vehicles. however, not all the trails with the motorized designation are able to accommodate jeeps or large 4X4.

## 4.5 CITY/COUNTY OHV TRAVEL RESTRICTIONS

### 4.5.1 Vernal City

OHV use is restricted within Vernal City limits. However, coordination is currently under way for Vernal City adopting Utah Traffic Code and the Off-Highway Vehicle Act, which allows OHV use in public ROWs giving access to local trails and trailheads while still excluding access to national and state highways.

### 4.5.2 Naples City

OHV use is typically allowed in appropriate areas within Naples City with the exclusion of city parks.

### 4.5.3 Ballard

The City of Ballard has Implemented a transportation code that designates all streets within city limits as permissible routes for the use of OHV subject to all other rules and regulations. Ballard has adopted the majority of the Utah Traffic Code and the Off-Highway Vehicle Act.

### 4.5.4 Uintah County

Uintah County has adopted Utah Code related to Off Highway Vehicles. Most County Class B roads are open to street legal all-terrain vehicles and off highway vehicle use except roads with a posted speed of 45 mph or higher and other specified roadways. County Class D roads are open to off highway vehicle use within the guidelines that the state has recommended for OHV use on public ROW's.

## 4.6 Current Land Management Coordination

### 4.6.1 Bureau of Land Management

BLM processes for trails and route improvements are set by national policies that must be followed and may appear extremely cumbersome at times. The Vernal Field Office is willing to engage the BLM processes to develop new and current trails needs.

The Vernal Field Office currently employs two Recreation Planners that may be assigned to assist with trail and route efforts, or local supervisors could assign other staff to assist in development of trails.

The process of implementing a trail project with the BLM begins with a formal meeting between the BLM recreational staff and their managers along with representatives from the proposing committee or entity. In that meeting, the trail project is presented to the BLM and it is shown how it will benefit the community and public lands. An ideal project will have a clear purpose to benefit the public and BLM; will fulfill the goals and objectives of the committee/entity; and will provide public land access for hunting, fishing, and sightseeing. Once the trail project has been submitted to the BLM that meets their requirements, the BLM can begin their environmental assessment (EA). Upon completion of the environmental assessment, the BLM can provide letters of support for the project and assist in applying for funding to implement the trail. Upon completion of the trail, the BLM would then designate the trail and include it in their maps.

The BLM has expressed that the trails along existing open roads make the most sense for OHV use and would be the easiest to implement. Along existing roads, the EA's are more streamlined, and the projects are more likely to be eligible for categorical exclusions. Once routes are picked on existing roads, and the EA's are completed, the BLM can designate trails, include them in their maps, and add signage. There are currently restrictions for motorized use within 1/4-mile buffer on each side of the Green River as part of the river suitable wild and scenic area. Any motorized trail projects within this buffer are unlikely to be accepted by the BLM. Additionally, the BLM has expressed concern that in areas

where their land borders tribal land, people have often crossed that border with OHV's and trespassed on tribal lands. To avoid this conflict, the BLM has recommended that any OHV trail project proposed on their land avoid any potential connections onto neighboring tribal lands.

It is hoped that this plan will be referenced by the BLM during planning processes and indirectly through comments made by entities and individuals familiar with trails needs in Uintah County. The BLM is scheduled to update the Travel Management Plan for areas within Uintah County. The initial scoping and public comment periods of the Travel Management Plan update for the Diamond Mountain Area took place in the spring of 2018. Current indications are that the BLM will move to the other areas for travel management plan updates following completion of the prior area being updated.

#### 4.6.2 Utah State Parks

Utah State Parks has historically been very supportive of trails. State parks has plans to extend the red fleet trails system which could include OHV designated trails.

#### 4.6.3 Forest Service

The Ashley National Forest has been involved in the creation of this report and coordination has taken place at different levels to understand and identify general trails needs on Forest Service lands in Uintah County. Uintah County residents may influence, and in some ways assist, the Forest Service to maintain existing trails and to develop new trails, those programs and requirements are in place and operating within the Ashley National Forest within Uintah County. Coordination for trails improvement projects should take place through the Forest Service Recreation Planners, District Rangers and/or Forest Supervisor.

The Ashley National Forest is bound by their current travel management plan and NEPA. This plan should be referenced directly by the Forest Service during their planning processes and indirectly through comments made by entities and individuals familiar with trails needs in Uintah County.

#### 4.6.4 State of Utah School and Institutional Trust Lands Administration

SITLA manages thousands of acres of land scattered throughout Uintah County. The management of these lands may or may not be complementary to trails uses. Much of the SITLA land in Uintah County is used for mineral extraction purposes and associated uses are taking place on these parcels. Many existing county roads that cross SITLA Parcels and units are used as OHV trails by the various groups for recreation and hunting. Some of the more popularly used areas include:

- Docs Beach
- Asphalt Ridge
- Halfway Hollow/Little mountain
- Jensen Hills

SITLA currently receives \$1.50 for every OHV registration in Utah. This money can be used to develop OHV trails and trailheads on SITLA land if it fits within the most profitable and best use of the land. In other areas of the state, trails groups and organizations have been successful in designating and creating trails on SITLA property. In the La Sal Mountain block in 2014, a trail system was dedicated that features both ATV and motorized single-track trails. The success at this location can be a model to use to establish trails on SITLA land in Uintah County.



Coordination with SITLA will be key for any trails project that would cross SITLA lands. Recently the SITLA board has expressed a desire to work with trail users to possibly designate and maintain trails on SITLA land. If any user groups desire trails that are currently on SITLA land, coordination with the SITLA representative in the Basin is necessary.

#### 4.6.5 Utah Division of Natural Resources

The Utah Division of Natural Resources (DNR) manages thousands of acres in various locations in Uintah County for the purpose of Wildlife Management areas. In several of these managed areas, there is potential for coordinated efforts on trails and routes. Popular areas include Diamond Mountain around Matt Warner, Crouse, and Calder Reservoirs. The county roads that go through Crouse and Sears Canyons are currently used as trails for OHV users and are part of the Outlaw ATV Jamboree. Additional areas such as Rye Grass Draw may provide additional looping opportunities in this area.

#### 4.6.6 Non-motorized user groups

Coordination with nonmotorized groups is essential for OHV trails systems. Those relationships are easily made and maintained through Coordination with the DinoTrails Committee.

##### 4.6.6.1 Dino Trails

This committee was formed with the general purpose of completing trails projects in Uintah County and as was mentioned previously in this report, the committee has been accepted by Uintah County and Vernal City as a steering committee for trails projects. The BLM has also become a partner with the DinoTrails committee for community outreach efforts. The committee has other regular attendees from many organizations including local and county government officials, representatives from land management agencies including FS, SITLA, Dinosaur National Monument, and Utah State Parks, and other nonmotorized user groups.

The committee has also partnered with Charitable Friends of Ashley Valley, a local 501-C3 in order to apply and accept grant money for trails projects. This partnership has been proven in bringing \$182,000 for trail projects on BLM land near Red Fleet State Park. A partnership between the OHV user groups and the Dino Trails committee would allow more successful grant application and awards for the priority trails list developed in this master plan as well as any other new trails and needed trail improvements.

## 5 OHV USER GROUP PRIORITIES

### 5.1 ATV/SxS

ATV and SxS uses are the most popular OHV uses in the county. ATV and SxS trails are typically wide enough to accommodate other users including dirt bikers and in some cases snowmobiles. Where width restrictions are not present, ATV and SxS trails typically accommodate 4x4 users as well. That being said, the priorities of the ATV/SxS users overlap with priorities of other user groups in some cases. After public meetings and input from the varied user groups within Uintah County, the following priorities have been identified.

Designate and sign the Outlaw ATV Jamboree Trails
Connect State Parks with OHV Trails
Brush Creek Cave to Red Cloud Loop
50" Travel Restrictions
Red and White Cloud Loops – Allow ATV Traffic
Open the Don Hatch Snowmobile Trail for all OHV users
Little Mountain/Halfway Hollow Trails
Vernal City OHV Routes

#### 5.1.1 Designate the Outlaw ATV Jamboree Trails with Public Lands and Sign the Trails

The Outlaw ATV Jamboree provides 20 riding complexes for users to experience. While many of the rides are guided during the event, there are several rides that are self-guided. The riders that prefer to take the self-guided rides or that want to return to ride after the event are left on their own to find the trails on a concept map that is available from the jamboree web page and the county travel and tourism department. Most of the trails do not have signs making it difficult at times to follow the routes shown on the maps. The coalition and the county have set promoting these trails as a high priority promoting, but many of the trails cross SITLA, BLM, and USFS lands. The action in this priority is to have these land management agencies designate the jamboree trails as OHV trails and allow the county to add signs to the trails that correlate with the Outlaw ATV Jamboree.

The following trail complexes would be included in that designation project, with a number created for reference and a phasing priority based upon use and difficulty in obtaining designation:

<b>Trail Complex Name</b>	<b>Complex Number</b>	<b>Jurisdiction</b>	<b>Miles</b>	<b>Signing Phase</b>
DIAMOND MOUNTAIN	2	BLM, PRIVATE, ANF, DWR, UINTAH COUNTY	66.3	1
BASSETT SPRING	4	BLM, PRIVATE, SITLA, BOR, UINTAH COUNTY	41.7	1
RED CLOUD	6	BLM, PRIVATE, SITLA, ANF, UINTAH COUNTY	86.1	1
RED MOUNTAIN	10	BLM, BOR, PRIVATE, SITLA, UINTAH COUNTY	33.1	1
DIAMOND MNT RIM	12	BLM, PRIVATE, SITLA, DNM, UINTAH COUNTY	49.0	1
COAL MINE BASIN	14	BLM, PRIVATE, SITLA, UINTAH COUNTY	41.3	1
BUCKSKIN MNT	15	BLM, PRIVATE, SITLA, UINTAH COUNTY	57.9	1
ASPHALT RIDGE	16	BLM, PRIVATE, SITLA, UINTAH COUNTY	56.8	1
BLUE MOUNTAIN	17	BLM, PRIVATE, SITLA, DNM, UINTAH COUNTY	55.0	1

MUSKET SHOT	18	BLM, PRIVATE, SITLA, UINTAH COUNTY	65.0	1
COWBOY CANYON	20	PRIVATE, SITLA, UTE TRIBE, UINTAH COUNTY	31.0	1
UTELAND BUTTE	21	BLM, SITLA, UINTAH COUNTY	23.5	2
FANTSY CANYON	22	BLM, SITLA, PRIVATE, UINTAH COUNTY	68.1	2
WRINKLES	23	BLM, SITLA, UTE TRIBE, UINTAH COUNTY	45.4	2
ASPHALT WASH	24	BLM, PRIVATE, SITLA, UINTAH COUNTY	24.0	2
DRAGON	25	BLM, SITLA, UTE TRIBE, UINTAH COUNTY	112.1	1
SAND WASH	26	BLM, PRIVATE, SITLA, UINTAH COUNTY	23.3	2
BITTER CREEK	29	BLM, PRIVATE, SITLA, DWR, UTE TRIBE, UINTAH COUNTY	80.4	2
AGENCY	30	BLM, PRIVATE, SITLA, DWR, UINTAH COUNTY	50.9	2
SEEP RIDGE	31	BLM, PRIVATE, SITLA, UTE TRIBE, DWR, UINTAH COUNTY	65.1	2

### 5.1.2 State Parks Connections

The Steinaker State Park has allowed OHV users to connect from the campground to the adjacent Docs Beach trails and the Red Mountain Trail. There are other areas of interest that are close to Steinaker that do not have good connections including Red Fleet State Park and the Honda Hills open ride area. If these areas were connected with OHV trails, it would allow users to connect from Diamond Mountain to Red Mountain. To connect to the Honda Hills open ride area, there is a proposed route that users would cross Highway 191 from the state park entrance road and head East along an existing county road just north of the state park entrance. This road is on private property, so the private property owner would need to be consulted to determine the best way to protect from trespassing. Another connection would need to be made between the Red Fleet Campground and the Honda Hills Riding area. Parts of these routes could follow existing utility ROW's, but the utility owners would need to be contacted to identify the best route options.

Additionally, the state park is planning on adding another campground closer to the beach. Along with those plans, the state park manager has expressed interest in creating an ATV trail from that campground to connect users to the Docs Beach trails easier than the current route. This would keep users from going down wrong routes or creating illegal trails between the park and the trails. The state parks managers have expressed interest in developing parts of the park south of the campground to allow OHV access and recreation and are open to identifying possible routes.

### 5.1.3 Renew access to the Brush Creek Cave from the Red Cloud Loop

The Brush Creek Cave is a popular attraction along the Red Cloud Loop as well as the Outlaw ATV Trail. historically there has been a trail access to the red cloud loop near the Brush Creek Cave. This access was recently closed off administratively by the USFS forcing OHV users to take a longer and more dangerous route to get to or from the cave. Additionally, users have created a greater disturbance to get around the forest barricades to access the route. It is highly recommended that the USFS reopen that section of the trail and allow OHV travel on that section of the Rec Cloud Loop. As of the writing of this report, the USFS is working to accomplish this goal and provide a safe route and parking at the cave.

### 5.1.4 Eliminate 50-inch travel width restrictions on the Ashely National Forest

There are many OHV trails on the Ashley National Forest that have been designated for OHV's that are 50-inches wide or less. This limits the travel to ATV's and motorcycles only. The 50-inch designation

was a part of the USFS travel management plan decisions made in 2009. About this same time, SxS vehicles that are typically wider than 50-inches were just coming into the market and didn't have much sway on travel management decisions. Today, SxS vehicles are the most common among all OHV's seen on forest roads. According to Utah State Parks, SxS use has grown into a multi-billion dollar industry in Utah alone. While many trails are designated as 50-inches or less, several users have been ignoring the designations and have created greater disturbance to get around width barricades. To reduce damages and to accommodate the more current use of SxS vehicles, it is a high priority that the USFS eliminate the 50-inch trail designations in the Ashley National Forest where possible and make these same trails inclusive to SxS's.

#### 5.1.5 Allow OHV travel on the Red Cloud Loop on the Ashley National Forest

There is a section of the Red Cloud Loop (FR 018) between the Iron Springs Campground and Kaler Hollow that has been designated for highway legal vehicles only. This is a section of road that many users have asked about and have desired to ride on. This section has been designated as highway legal only as part of forest travel management decisions based upon the road alignment, sight distances and posted speed limit. The USFS is currently working on improving the section of the Outlaw ATV trail parallel to this section of roadway, but a reevaluation of this section of the Red Cloud Loop should be requested.

#### 5.1.6 Open the Don Hatch Snowmobile Trail for summer use to provide connection to Daggett County

Between Uintah and Daggett Counties, there are only a few possible routes to ride that connect the two counties. Users are limited to the difficult Carter Military trail to connect to the Elk Park area of Daggett County and Sears and Crouse canyons to connect to the Browns Park Area. Currently these areas do not connect to any populated areas of Daggett County, or are dead ends. The Don Hatch Memorial Trail is an existing snowmobile trail that has been sporadically maintained that runs parallel to Highway 191 and Highway 44 in Daggett and Uintah Counties. This trail connects snowmobilers from Grizzly Ridge in Uintah County to the Deep Creek turnoff and the Flaming Gorge Resort in Daggett County. The trail also connects users at the Red Canyon Lodge. This trail is currently closed to motorized use outside of snowmobiling and it crosses through a designated roadless area of the Forest. Since it is not maintained for summertime use, fallen trees and rocks in the trail make the trail often impassible for snowmobiles unless deep snow conditions exist. It is recommended that the trail be opened up for all OHV uses to provide the connections to Daggett County, keep riders off the highway, and to help keep the trail clear for winter use.

#### 5.1.7 Create advanced difficulty trails in the Little Mountain, Asphalt Ridge, and Halfway Hollow areas of the county

The area just west of Vernal and Ashley Valley contains some of the most rugged terrain and fantastic views of the county. From the sand washes and slick rock at the base of Halfway Hollow to the forests and meadows on top of Little Mountain, there are stunning views and exhilarating rides for every ability. This area has mixed interest as well from mountain bikers and hikers to OHV and equestrian users. The area is also under mixed management with BLM, SITLA, and private land scattered throughout the region. Many OHV users ride along county roads through these areas that take users along Asphalt Ridge and Little Mountain. The Little Mountain Trail begins on Highway 121 in the east side of Halfway Hollow and wraps around Halfway Hollow to the north and ends again on Highway 121 west of Halfway Hollow. This leaves an open loop that users either must ride backwards on or ride on the highway to get back to the beginning. There are also county Class D roads that go part way up Halfway Hollow and dead end at the base of the steep terrain on top of which the Little Mountain Trail is located.

The terrain of the draws in Halfway Hollow is ideal for challenging trails meant for experienced riders. There are only a few ATV trails in Uintah County that cater to the more experienced riders and many visitors have asked for them. It is recommended that there be a system of trails off the existing dead-end roads that connect to the Little Mountain Loop and provide challenging trail options for experienced riders. While there is also interest in the area from other users it is recommended that a multiple use trailhead be established to facilitate hikers, mountain bikers, motorized single track, and equestrian users as well. This would provide an opportunity to educate users on the locations of motorized and non-motorized trails in the area.

#### 5.1.8 Open Vernal City Streets to allow OHV travel for non-street legal vehicles

This priority is to work with Vernal City to identify ways to allow OHV users that are not street-legal to travel along the city streets to connect users between businesses and residences to the surrounding trails on public lands. Visitors that trailer their OHV's into town and stay at motels would like to be able to leave their vehicles with trailers parked at the motels and use their OHV's to get around town to restaurants and to the trailheads so they don't have to deal with the hassle of going to those places with their trailers. Additionally, residents in Vernal have expressed interest in being able to connect to the trailheads without having to trailer their OHV's. It has been proposed that the city change their current ordinances to allow OHV use on all city streets apart from the state highways in accordance to the state code for OHV travel on public roads. This proposal has been presented to the city for consideration and the public safety committee has been in the process of reviewing the proposal.

### 5.2 SNOWMOBILE

Snowmobiling in Uintah County is for the most part limited to the Ashley National Forest between Flaming Gorge and Vernal. While everything within the Forest outside of the wilderness area is considered open for overland snowmobile travel, there are existing snowmobile trails and trailheads that connect users to different areas and destinations within the Forest. While some of the trails are groomed, there is a need to map, sign, and promote the following trails and routes:

Leidy Peak to Chepeta Walk up Lakes
Ashley Twins Lake Shore Trail
Blanchet Park to Marsh Bench road
Johnson Creek Trail
Paradise Park to Deadman Lake via Blanchet Park
Ashley Twins Road
Marsh Bench Road
Marsh peak to Gabro Pass ridge line Trail
Marsh Peak Trail
Carter Military Yurt to Leidy Peak
John Taylor Loop
White Cloud to Anderson Creek Smelter
Carter Military trail
Walk Up Lake to Spirit Lake
North Leidy Peak trail
Birthday Bowl Trail



### 5.3 DIRT BIKE

Since there are no designated motorized single-track trails in Uintah County, dirt bike users have expressed a desire to have exclusive designated motorized single-track trails. While dirt bike users are able to use many of the same trails as other OHV users, their footprint is smaller than ATV's and SxS's and they are typically able to traverse a wider range of terrain. Motorized single track trails can also be shared with other non-motorized users such as hikers, mountain bikers, and equestrian users. Some areas that the motorcycle community has outlined that would be ideal for single track trails are:

Brain Rock/Blue Mountain Trails
Red Mountain Single Track
Anderson Creek/Dyer Mountain
Marsh Bench to Paradise Reservoir
Donkey Flat/Diamond Mountain
Asphalt Ridge/Halfway Hollow

Additionally, the dirt bike community has expressed a great interest in developing and maintaining the Buckskin Hills motocross track to improve safety conditions and to facilitate race events. Facilitating this will require a water connection; obtaining fill materials such as manure, sawdust, and sand; and repairing the fences around the track. Many local businesses and members of the Buckskin Hills Motocross club have offered to volunteer to help construct and maintain the track once the materials and water have been secured. Uintah County (Planning and Zoning Department) is currently developing a plan for the Buckskin Hills Complex and the priorities for the track can also be found in that plan.

### 5.4 4X4/JEEP

The rock crawling community in the county has expressed an interest in developing a few areas for jeep trails and rock crawling trial areas. Jeep trails are more to provide loops for users that connect destinations and/or provide a recreational opportunity by themselves. Crawling trial areas are more like open ride areas in that there may not be a loop, but a concentrated group of obstacles that users can access from different approaches. Some of the trial areas that have been proposed include:

Docs Beach
Black Knolls
Bobcat Gulch (East Red Mountain)

The jeep trails/loops that have been proposed include:

Red Fleet Trails
Halfway Hollow Trails
Red Mountain Cutoff Trail

### 5.5 PUBLIC INPUT

A public meeting for this trails plan was held at the Uintah County building on September 19<sup>th</sup>, 2019. The meeting was advertised in the Vernal Express and with Flyers around town at all the local ATV dealerships as well as on Facebook. There were 16 people in attendance at the meeting who provided input on the proposed trails projects. Attendees were asked to fill out a poll of their top 5 trail projects among the list of projects mentioned in Section 5 of this report. The poll was also made available for 5 days on the URAT Facebook page for those that were unable to attend the meeting. The proposed projects

on the plan were presented to the attendees as well as the purpose and status of the plan. The attendees were invited to share any ideas or comments on comment forms or on maps that were provided for public input. With the information compiled prior to and then presented in the meeting, very few new projects were introduced at the meeting. Those in attendance voted in the meeting and several also voted through Facebook after the meeting. The results of the polls prioritizing the listed projects are as follows:

## **ATV/SXS**

<b>Proposed Projects:</b>	<b>Vote</b>
Designate and sign the Jamboree Trails	12
Connect State Parks with OHV Trails	10
Little Mountain/Halfway Hollow Trails	10
Don Hatch Trail	10
Red and White Cloud Loops – Allow ATV Traffic	8
Brush Creek Cave to Red Cloud Loop	8
50" Travel Restrictions	7
Vernal City OHV Routes	6

## **Snowmobile**

<b>Proposed Trail Projects:</b>	<b>Vote</b>
Leidy Peak to Chepeta Walk up Lakes	5
Ashley Twins Lake Shore Trail	4
Ashley Twins Road	2
Marsh peak to Gabro Pass ridge line Trail	2
Yurt to Leidy Peak	1
Walk Up Lake to Spirit Lake	1
Blanchet Park to Marsh Bench road	
Johnson Creek Trail	
Paradise Park to Deadman Lake via Blanchet Park	
Marsh Bench Road	
Marsh Peak Trail	
John Taylor Loop	
White Cloud to Smelter	
Carter trail	
North Leidy Peak trail	
Birthday Bowl Trail	

## **Dirt Bike**

<b>Proposed Projects:</b>	<b>Vote</b>
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Little Mountain/Halfway Hollow Trails	8
Red Mountain Single Track	5
Brain Rock/Blue Mountain Trails	3
Anderson Creek/dyer Mt Trail	2
Diamond Mountain Single Track	2
Buckskin Hills Moto-X track Improvements	1
Mosby to Paradise Single Track	

## Jeep/4x4

Designate the following as open trial areas:	Vote
Docs Beach	4
Black Knolls	2
Bobcat Gulch (East Red Mountain)	3
Steinaker South	
Create/designate the following trails:	
Red Fleet Trails	4
Red Mountain Cutoff Trail	3
Halfway Hollow Jeep Trail	4

## 6 General Implementation

### 6.1 Project Priorities

The Trail improvement projects that have been proposed through scoping with stakeholders and the public have been evaluated according to public input, cost, and connectivity. For public input, the votes for each project were counted in favor of the project. For the cost factor of each project, the cost was divided into 3 levels of costs.

1. -1 point for projects that require little to no cost such as designating and signing existing established trails
2. -2 points for projects that would require a NEPA or other environmental clearance along an existing disturbance or trail. These may also be simple improvement projects that would require very little as far as construction costs go.
3. -3 points for trail projects that would require large amounts of earthwork or designating entire areas as open ride where the project would face landowner or environmental challenges.

For connectivity, the trails were scored on three levels based on connecting to communities, trail system, or forming loops. Trails that provided more connections were given 3 points and trail projects that provided little to no connections were given 1 point

Along with the project evaluation, when the same project was proposed by multiple user groups, the projects were combined as one project. Additionally, the snowmobiling trails were all grouped together as one project since the project is to designate and sign all the existing snowmobile trails.

Based upon the criteria listed above, the trails were grouped and ranked into the following list of priorities:

Rank	Project	Use
1	Designate and sign the Jamboree Trails	ATV
2	Connect State Parks with OHV Trails	ATV
3	Don Hatch Trail	ATV
4	Little Mountain/Halfway Hollow Trails Little Mountain/Halfway Hollow Trails Halfway Hollow Jeep Trail	ATV
		Dirt Bike
		Jeep
5	Brush Creek Cave to Red Cloud Loop	ATV
6	Vernal City OHV Routes	ATV
7	50" Travel Restrictions	ATV
8	Red and White Cloud Loops – Allow ATV Traffic	ATV
9	Designate and sign the following trails: Leidy Peak to Chepeta Walk up Lakes, Ashley Twins Lake Shore Trail, Ashley Twins Road, Marsh peak to Gabro Pass ridge line Trail, Yurt to Leidy Peak, Walk Up Lake to Spirit Lake, Blanchet Park to Marsh Bench road, Johnson Creek Trail, Paradise Park to Deadman Lake via Blanchet Park, Marsh Bench Road Marsh Peak Trail, John Taylor Loop, White Cloud to Smelter, Carter trail, North Leidy Peak trail, and the Birthday Bowl Trail.	Snowmobile
10	Red Mountain Single Track	Dirt Bike

11	Docs Beach	Jeep
12	Red Fleet Trails	Jeep
13	Red Mountain Cutoff Trail	Jeep
14	Anderson Creek/dyer Mt Trail	Dirt Bike
15	Diamond Mountain Single Track	Dirt Bike
16	Buckskin Hills Moto-X track Improvements	Dirt Bike
17	Bobcat Gulch (East Red Mountain)	Jeep
18	Brain Rock/Blue Mountain Trails	Dirt Bike
19	Black Knolls	Jeep
20	Grasshopper Flat Overlooks Loop	Jeep
21	Galloway Springs Trail Re-open	ATV
22	Mosby to Paradise Single Track	Dirt Bike
23	Steinaker South	Jeep

## 6.2 Project Implementation

With the priorities of the coalition and users in the county outlined in this plan, implementation of the priority projects is the next step. The coalition will be responsible for keeping up with the priority list and coordinating their progress with land managers and user groups. While unique and individual requirements will exist depending on the project, the land agency(s), and the funding sources; in general terms, the following steps will need to be taken in order to implement the priorities in this plan.

1. Develop the concept to a preliminary design. Define the limits of the project such as beginning and ending locations, potential disturbance area, and alternative routes. Determine an estimated cost of the project and how it could be funded. Also work with land management agencies and other user groups and stakeholders that could be affected by the trail such as grazing permit holders, the Dinotrails Committee, utilities, the county roads department, or others to resolve potential problems in the beginning.
2. Obtain letters of support from local businesses, governing agencies, and other stakeholders to show the community need and support for the project. (This step will be required for most funding applications as well.)
3. Provide the preliminary design, cost estimates, and letters of support to the governing land agency(s) to begin the Environmental Assessment (EA) process and obtain approvals.
4. Continually follow up and coordinate with the land agencies/owners to keep the process moving and resolve concerns. It may be necessary at this point to enter a partnership agreement with the governing land agency in order to ensure the sustainability (including long term maintenance) of the project.
5. Upon approval, apply for applicable grants and secure funding for the project. Funding agencies usually require a governing agency or a non-profit organization to be the applicant for the grants. If the coalition does not obtain 501-C3 status, they may pursue grants with the help of the county, transportation district, the Charitable Friends of Ashley Valley, or other non-profit clubs or organizations. With the cost estimate for the project, identify which specific parts of the project each grant would fund. Also identify

- local funding sources that could match the grants such as SITLA OHV funds, Transportation District trail funds, and community donations (cash and in-kind).
6. Once funding has been secured for the project, the next step will be to organize the construction and/or volunteer efforts for the project. Specific instructions will be given for each grant on how to manage and track in-kind time and materials donations. Ensure the project is completed within the time restraints set by the funding agencies and communicate the progress of each project regularly to the funding agencies.
  7. Upon completion of the project ensure that maintenance and/or partnership agreements are upheld to keep the system in good condition and ensure the success of future projects.

## 6.3 LOCAL GOVERNMENT

### 6.3.1 STATE INSTITUTIONAL TRUST LANDS ASSOCIATION (SITLA)

SITLA lands are scattered throughout Uintah County and coordination with SITLA when a trail crosses one of these parcels will always be required. The SITLA board and staff are required by statute to find and pursue the “highest and best use” for each SITLA parcel in the state. Many of the parcels in Uintah County have mineral development potential and thus the highest and best use for these parcels will be mineral development. Recreation cannot preclude the future mineral development of any parcel. There are also many more parcels that do not currently appear to have mineral development potential. Many of these parcels currently only have grazing rights associated with them.

Recently the SITLA board has directed SITLA staff to explore options of working with Recreation Users to provide and monetize recreation opportunities on SITLA parcels. This could happen in varied ways which are currently being explored. As these discussions continue, specifically in the Halfway Hollow area, but also anywhere else in the county, a process is intended to be developed to define how recreation use happens on SITLA lands. SITLA receives \$1.50 off every OHV registration in the state. The moneys that they receive must be used for OHV recreation such as trails, trailheads, education, and safety. Many of the funds are used to purchase road ROW's to allow OHV use along many county Class D roadways. The funds could also be used to match grants and secure funding for proposed trail projects on SITLA ground. Uintah County should be involved in these discussions at both the local and state level.

### 6.3.2 UTAH DIVISION OF NATURAL RESOURCES AND STATE PARKS

The Utah Division of Natural Resources (UDNR) has been supportive of the efforts being made by Uintah County in Trail Development. UDNR land holdings and management in Uintah County vary and thus have differing purposes and needs. Utah State Parks in Uintah County with OHV development potential include Steinaker State Park and Red Fleet State Park which both have the potential to develop additional OHV infrastructure and could act as trailheads and access points to nearby public lands. These two facilities are owned by the United States Bureau of Reclamation and the Recreation Facilities are managed by Utah State Parks and UDNR. State Parks has been supportive and encouraging of ideas for trails development and creating more OHV friendly campgrounds and access facilities. These opportunities can be supported locally in Uintah County and coordination take place to improve OHV trails infrastructure.

In addition to managing the State Parks in Uintah County, the UDNR also assists in grooming snowmobile trails, working with Federal land management entities on trails and other recreation opportunities. There is great potential for further development of OHV trails through coordination efforts with UDNR. This will not just be on UDNR owned and managed lands, but throughout Uintah

County. The UDNR also administers the Recreational Trails Program (RTP) and OHV Fiscal Incentive (FIG) Grants that use federal and registration funds respectively to develop outdoor recreation for OHV users. The RTP grant is offered as a match to other non-federal funding sources such as local match money and in kind as well as state grants like the FIG grant or the Utah Outdoor Recreation Grant. The RTP grant is opened to applicants yearly using federal highway funds for trail projects and can provide up to \$150,000 in match money towards a project. The FIG grant is opened for applicants quarterly and uses OHV registration funds to improve trails and OHV opportunities throughout the state. This grant can provide up to \$12,500 in match money.

### 6.3.3 UINTAH COUNTY

The county has been active in promoting trails including the Outlaw ATV Jamboree trails, Docs Beach, Honda Hills, Jensen Hills, and destinations that can be reached by OHV's. Additionally, Uintah County manages the Buckskin Hills Complex east of Vernal where the motocross track resides, and OHV events and races are often held. Uintah County also has a Grant Writing Position who is dedicated to securing grants and funding for capital improvement projects within the County. Until the coalition obtains a non-profit tax-exempt status, it makes sense to use Uintah County as a resource to apply for funding for trail projects.

### 6.3.4 VERNAL CITY

Vernal City is currently supportive of OHV-friendly ordinances and access. There may be additional ordinance and regulatory coordination that can take place to improve access and regulation which will benefit users and Vernal City.

### 6.3.5 NAPLES CITY

Naples City has been very supportive of OHV use and coordinating events and use where appropriate. As use and access to public lands improves, coordination with Naples City should continue to happen and be mutually beneficial.

## 6.4 FEDERAL GOVERNMENT

### 6.4.1 UNITED STATES FOREST SERVICE (USFS)

As a Federal Agency, the United States Forest Service has in place processes and compliance they must be followed with existing and new projects and infrastructure. The USFS is required to follow travel management plans, forest plans and NEPA requirements for all actions. Other processes may also apply depending on a project type and scope. The most important thing to remember when priority projects are desired on USFS lands is to involve the FS early in the process. Early coordination will help to identify any issues that need to be addressed before progress can be made and in some instances where the FS and user group priorities align, the FS may already be progressing a project or could have it planned for in the coming years.

Coordinating priorities, understanding processes and managing expectations that align with FS processes will lead to successful projects coordinated with the USFS in Uintah County.

### 6.4.2 BUREAU OF LAND MANAGEMENT (BLM)

Similar to the USFS processes, the Bureau of Land Management must also follow protocols and procedures already set in place by the Federal Government. The BLM also has travel management plans, general plans and must comply with NEPA on all actions. Also similar to the FS, a successful project will most likely include early discussion and interaction with the BLM staff if BLM lands are to be involved in any way.

The BLM does have a community outreach program which requests public input and locally the DinoTrails committee has been asked to vet community requests concerning trails in Uintah County. It would naturally follow that URAT could fill this same role for motorized uses in the Uintah Basin. Coordination with the BLM Recreation Planners would be a starting place for those discussions.

Coordinating priorities, understanding processes and managing expectations that align with BLM processes will lead to successful projects coordinated with the BLM in Uintah County and the Uintah Basin.

#### 6.4.3 BUREAU OF INDIAN AFFAIRS (BIA)

The current stance for motorized trail use on Tribal lands in the Uintah Basin is that off-road vehicles are not allowed on Tribal lands. This policy is enforced on a local level. This policy is defined by the UTE Tribe Business committee who is the policy-making body for the Tribe.

Should any discussion or coordination with the Tribe be desired, the Tribe Recreation Department would be the likely place to start those discussions and although the answer will likely continue to be that OHV use on tribal lands is prohibited, any additional discussion is likely to include the Business Committee and staff, who would likely defer to the recreation department to look for recommendations, etc.

#### 6.5 Non-motorized coordination – Dinotrails Committee

Although the DinoTrails Committee is a non-motorized trails group, there will be projects that will overlap and be mutually beneficial to combine efforts to accomplish. Examples of these types of projects would include Halfway Hollow and Moonshine Arch, possibly even trails projects with the State Parks.

Most of the grants that can help fund the priority projects listed in this report will also require letters of support from other local groups and governments. Coordinating with DinoTrails could assist with this requirement.

It is suggested that URAT build a working relationship with DinoTrails to apply for grants and build a good relationship with nonmotorized user groups through DinoTrails.



## 7 TRAILS MAPPING

Trails mapping in Uintah County has been limited to the Outlaw ATV trail map that Utah State parks produced and the online maps for the Outlaw ATV Jamboree. In 2017, Uintah County also produced a hard copy of the jamboree map for tourists that had county-wide view of all the trails but was not trail specific. Since then the county has stopped printing that map due to high printing costs.

The forest service also carries a motorized use map that they distribute to the public free of charge. The motorized use maps show some boundaries and all the motorized roadways and trails on the Ashley National Forest. They do not however show any trail names or topography and their reference to roadways off forest land is very limited.

The BLM Vernal Field Office does not carry OHV maps for the Vernal District. Beyond most of the jamboree trails being on BLM land, there are several designated open ride areas and trailheads on BLM ground that are in need of mapping. This comes as a major setback for visiting users that are wanting to recreate on BLM land in Uintah County because they don't know where they can recreate, and they typically are unaware of where to find maps.

Mapping the OHV trails in the county needs to be consolidated and uniform. It is the desire of the OHV coalition and the county to include all OHV trails on a map or set of maps that contain trail names and markers that correlate with signs on the trails. Additionally, the mapping needs to be readily available for the public with hard copies as well as online maps that can be downloaded and programmed into GPS devices. The As new trails are added to the system it will also be imperative that those trails are added to the map and online. Ideally links to the online maps will be on the Uintah County and Utah State Parks websites. For this plan, the trail map has been revised and is attached in Appendix A.

## 8 TRAILS SIGNING PLAN

### 8.1 Methodology

One of the main goals of this plan is to direct efforts to sign existing trails in Uintah County in a way that keeps users from getting lost and from traveling across illegal user created trails and provides the best experience. Many people that move to or visit Uintah County are currently unaware of what trails exist, where they can ride, and how to stay on course while on the trail. On a long-term basis, the goal of the coalition is to install signs along every trail in Uintah County. That being said, almost every county, BLM, and Forest road could be considered a trail, so having signs along all roads would be overwhelming, unsustainable, and confusing to users. It is important to narrow the scope of the signed trails in the county to the trails that would be most beneficial to the users in the community, visitors, and the land management agencies.

One of the highest priorities in this master plan is to designate and sign the ATV trails that have been identified as trails by the Uintah Riders All-Terrain for their annual jamboree. There are several trails on that list that often cross each other or share the same trail for overlapping sections. Additionally, not all the trails on the list are guided every year but they are always listed as self-guided. Each of the trails on the list were grouped into trail complexes. A complex typically consists of a main loop that may have several spurs or cut-off trails. Trails that would connect to the same main loop but may be too short to form their own complex were grouped into the larger adjacent complex. Those complexes can be found in Section 5.1.1. Within these complexes, the trails were evaluated to determine what the signing needs are at each trail. The signing needs were organized into 3 phases:

1. **Phase 1 Signing:** Popular trails and trails providing vital connections to other existing trail systems/ These include ATV routes along maintained county roads as well as the routes that are guided every year as part of the Outlaw ATV Jamboree.
2. **Phase 2 Signing:**
  - a. Existing trails that need signs replaced or added. This could include adding kiosks at trailheads, boundary markers in open ride areas, or existing trails that need more signs
  - b. Wayfinding signs that point users from Ashley Valley to trailheads and riding areas.
  - c. Routes that are connected to Phase 1 but not as popular as the guided routes.
3. **Phase 3 Signing:** Trails that are not highly used or are isolated from the main trail system. These may also be along more primitive routes (two track trails with no clear sign of earthwork).

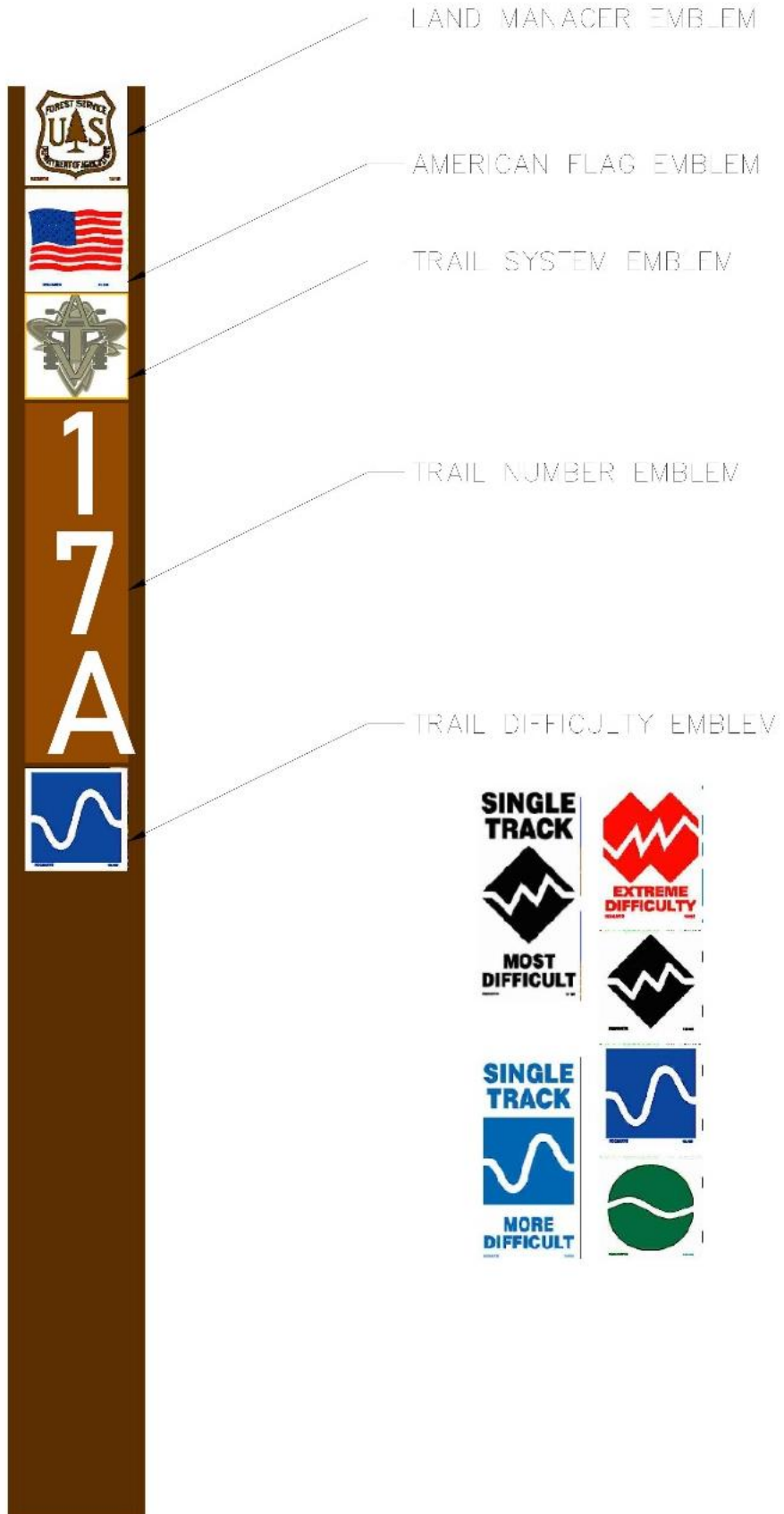
Signing trails that are on maintained roads is much simpler to get cleared with governing agencies vs signing primitive trails. Primitive trails may be user created and may not be on any inventory. In order to designate these trails as routes and sign them, the BLM and forest service would each have to go through an environmental assessment (EA) before designating them and allowing them to be signed.

Priority for signing is given to trails that are regularly used including the jamboree guided loops and those that would not require an EA. All those trails were grouped into a Phase I signing plan.

Existing trails and open ride areas were evaluated with the help of the BLM and Forest Service recreation planners to identify places that need additional or replacement signs. These were also added to the phase I signing plan.

Additionally, after consulting with the county, forest, and BLM, the signing of routes will be standardized throughout the county to match the same theme. Each Sign will have the following:

- Land Manager Emblem
  - Forest
  - BLM
  - SITLA
  - Uintah County
- American Flag
- Outlaw Trail System emblem
- Trail Number (See signing maps)
- Difficulty (Including Single Track Designation where applicable)
  - Easy (Green Circle)
  - More Difficult (Blue Square)
  - Most Difficult (Black Diamond)
  - Extreme Difficulty (Double Red Diamond)
- Destination Stickers Where Applicable (view areas, petroglyphs, etc.)



## APPENDIX A:

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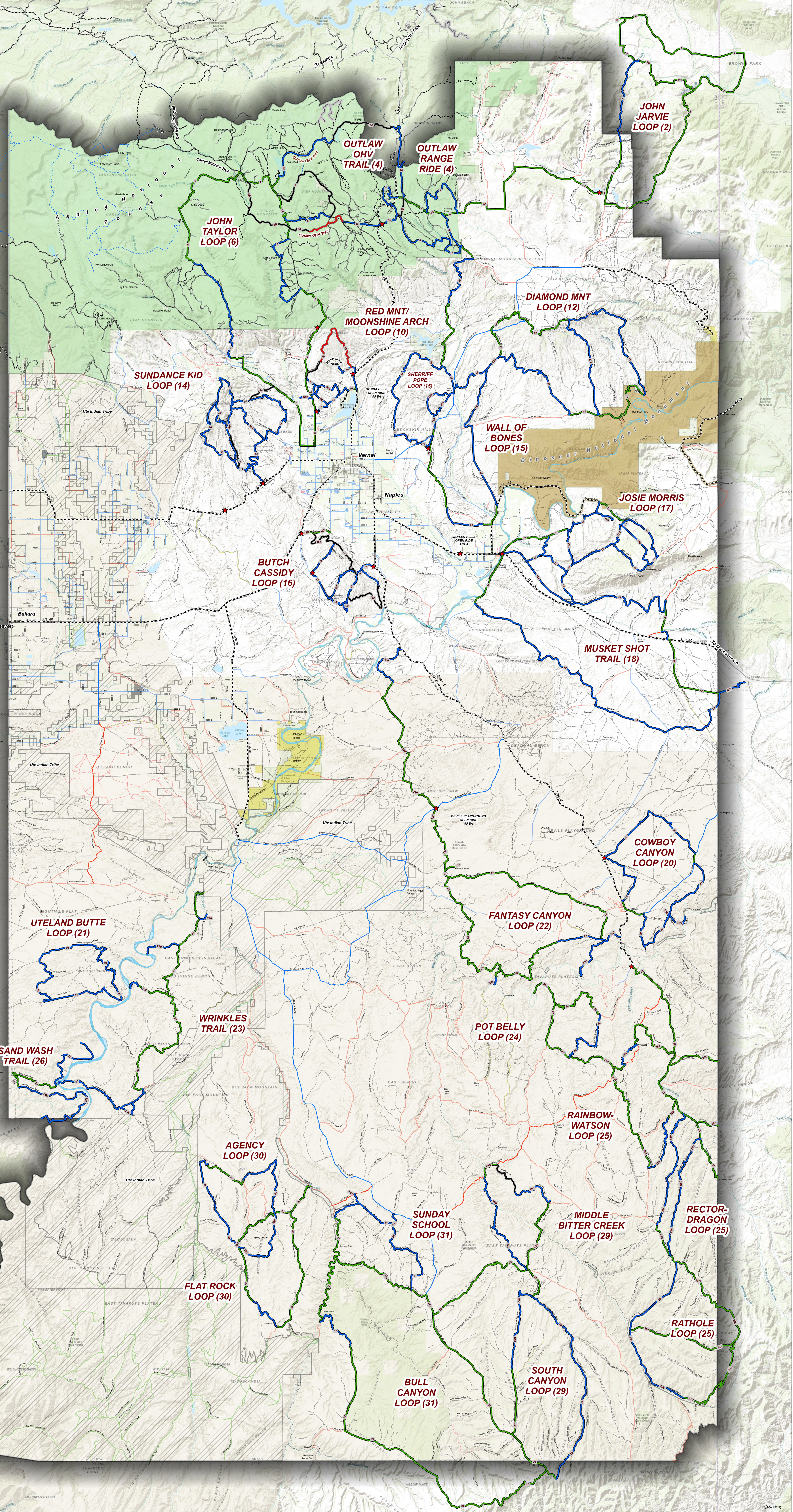
### Uintah County Trails Maps





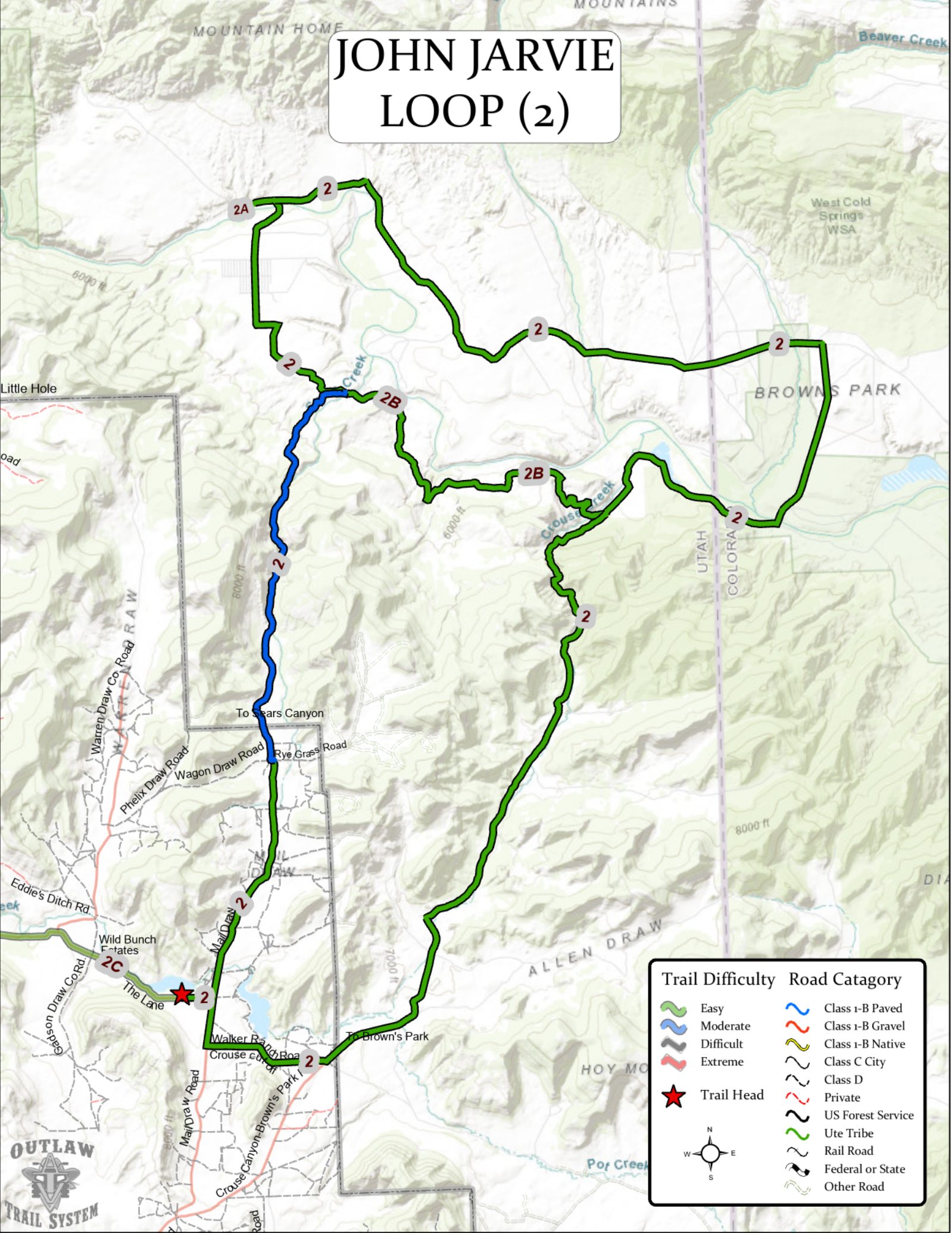
# OUTLAW OHV TRAIL SYSTEM

- ★ Trail Head
- Trail Difficulty
  - Easy
  - Moderate
  - Difficult
  - Extreme
- Road Catagory
  - Class 1-B Paved
  - Class 1-B Gravel
  - Class 1-B Native
  - Class C City
  - Class D
  - Private
  - US Forest Service
  - Ute Tribe
  - Rail Road
  - Federal or State
  - Other Road
- Other Trails
  - Snowmobile Trail





# JOHN JARVIE LOOP (2)



### Trail Difficulty

- Easy
- Moderate
- Difficult
- Extreme
- Trail Head

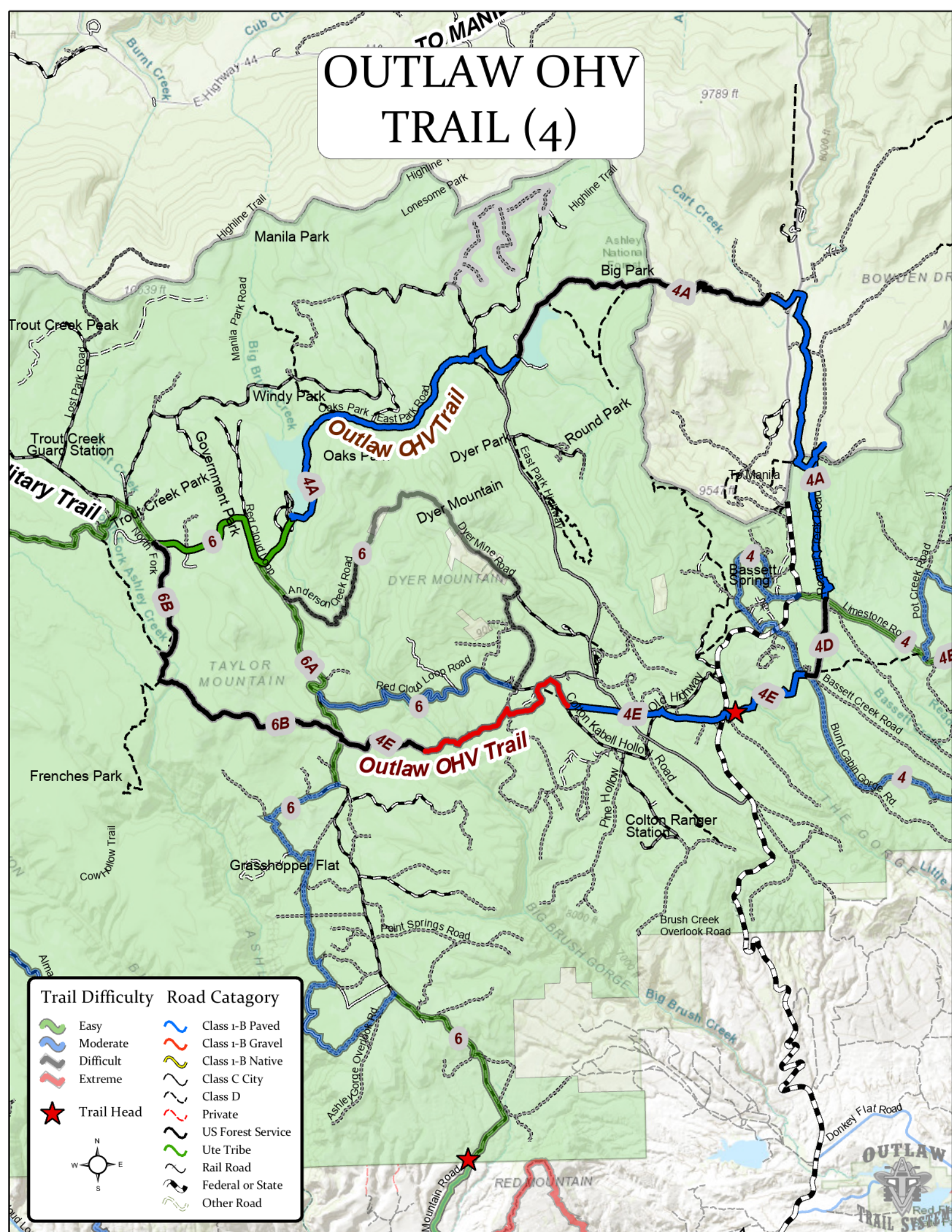
### Road Category

- Class 1-B Paved
- Class 1-B Gravel
- Class 1-B Native
- Class C City
- Class D
- Private
- US Forest Service
- Ute Tribe
- Rail Road
- Federal or State
- Other Road





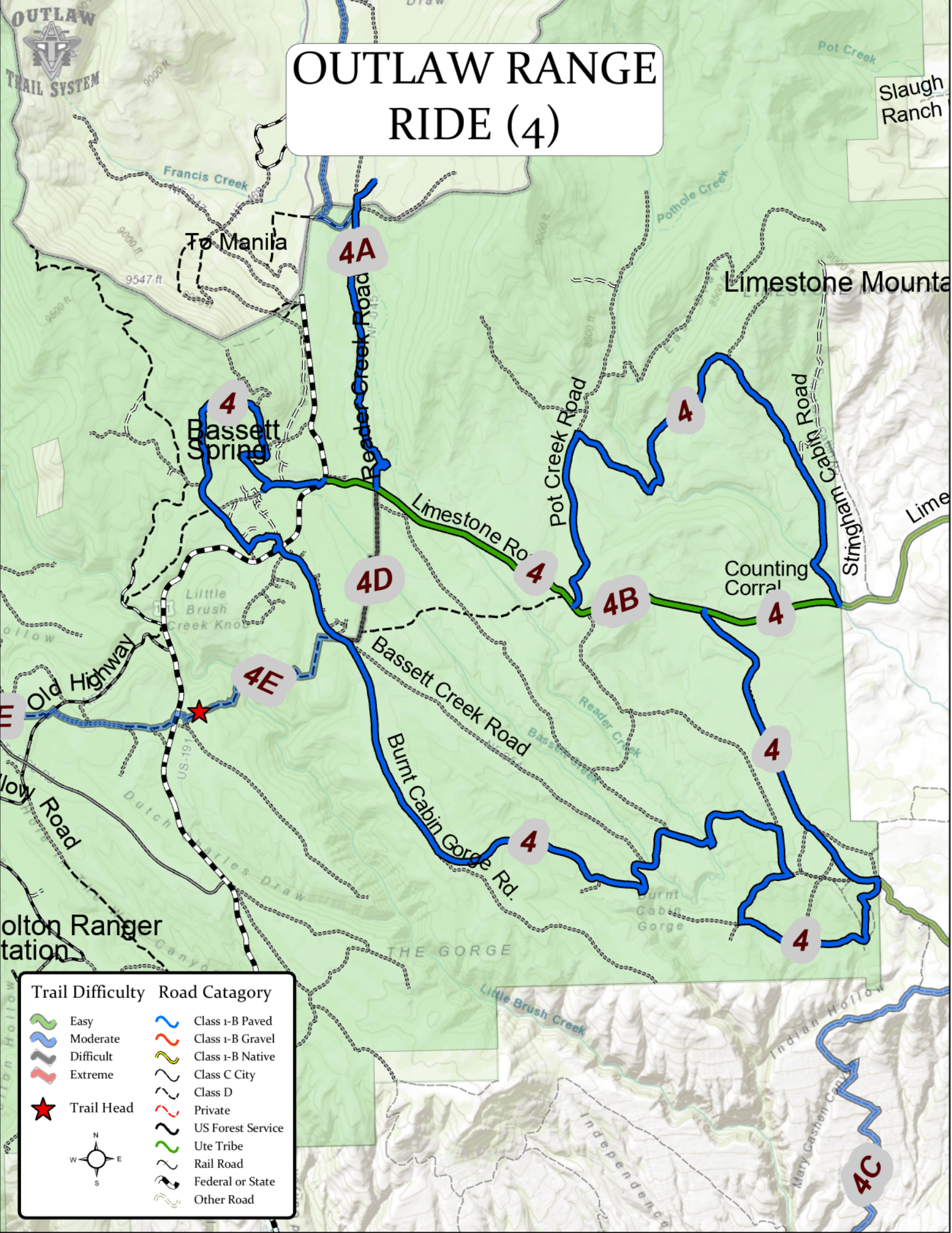
OUTLAW OHV  
TRAIL (4)







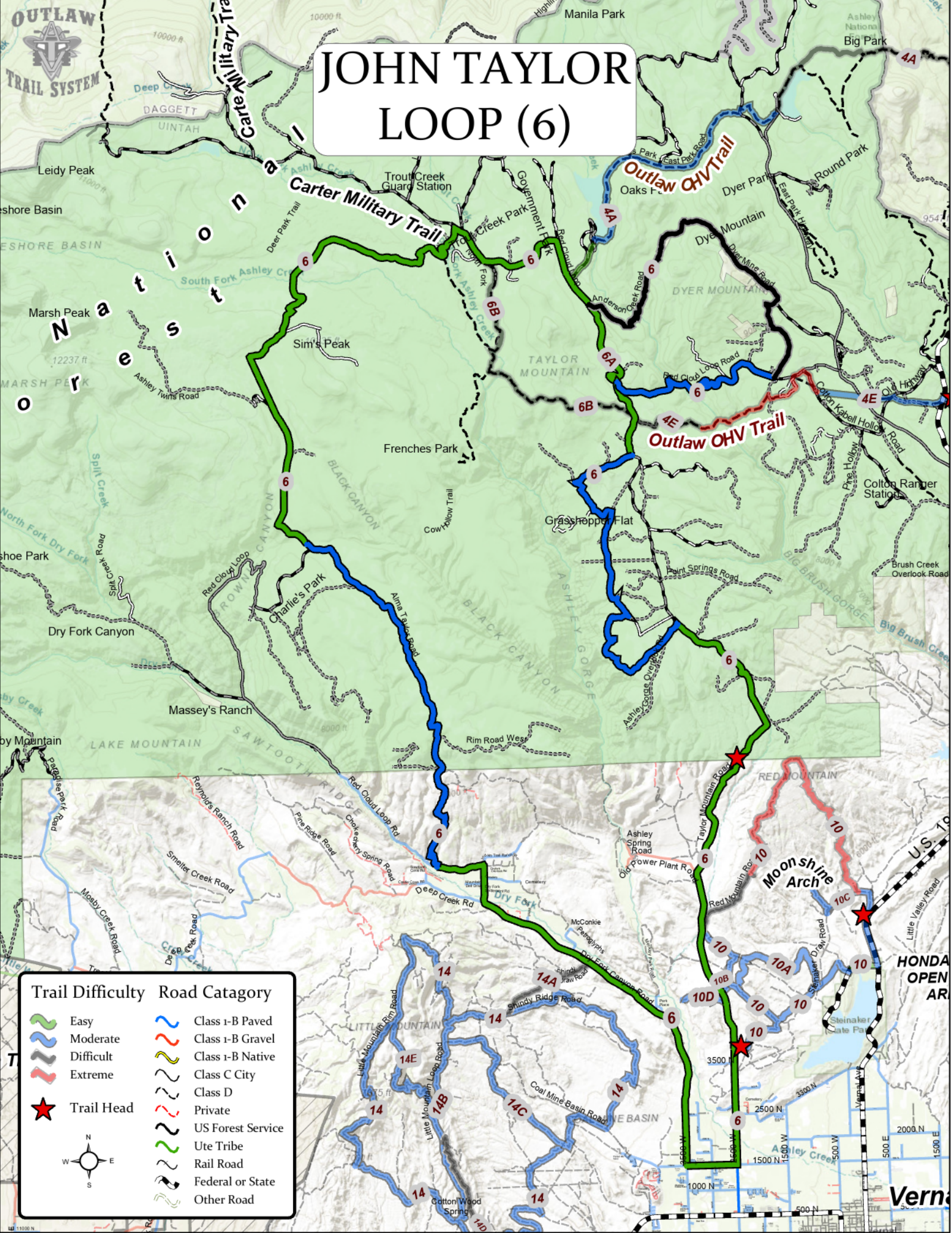
# OUTLAW RANGE RIDE (4)










# JOHN TAYLOR LOOP (6)





Trail Difficulty

 Easy


 Moderate


 Difficult


 Extreme


 Trail Head


Road Category


 Class 1-B Paved


 Class 1-B Gravel


 Class 1-B Native


 Class C City


 Class D

 Private

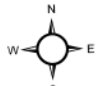
 US Forest Service

 Ute Tribe

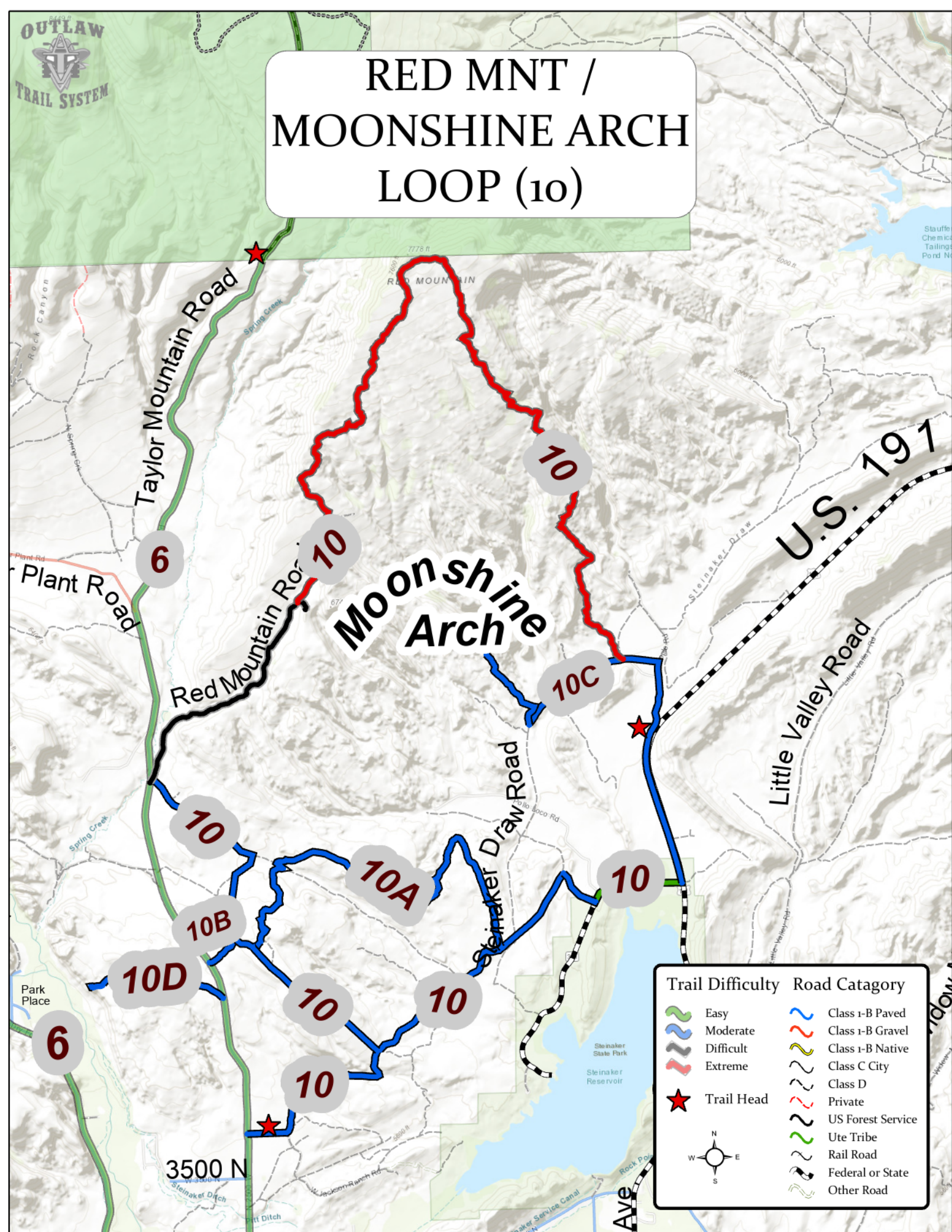
 Rail Road

 Federal or State

 Other Road

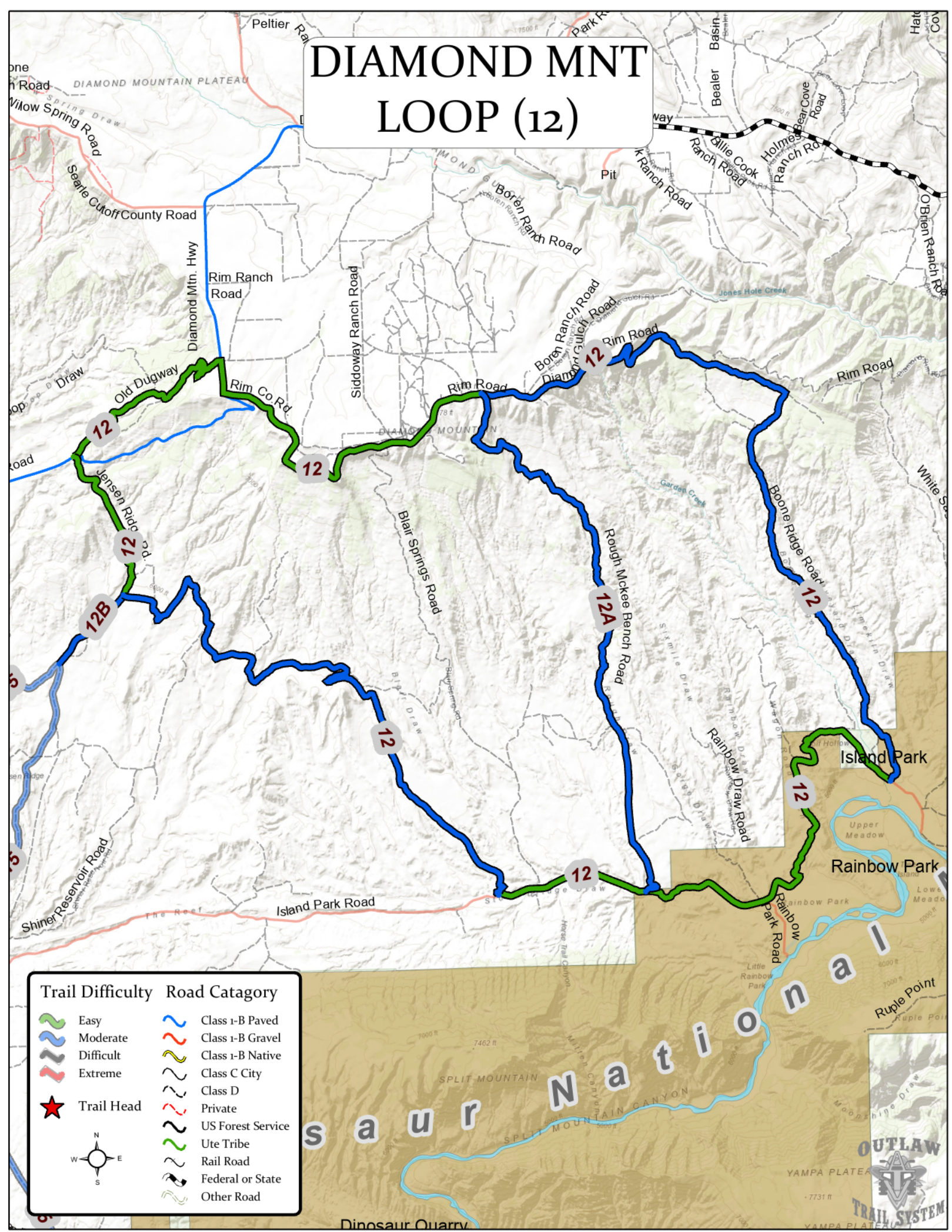








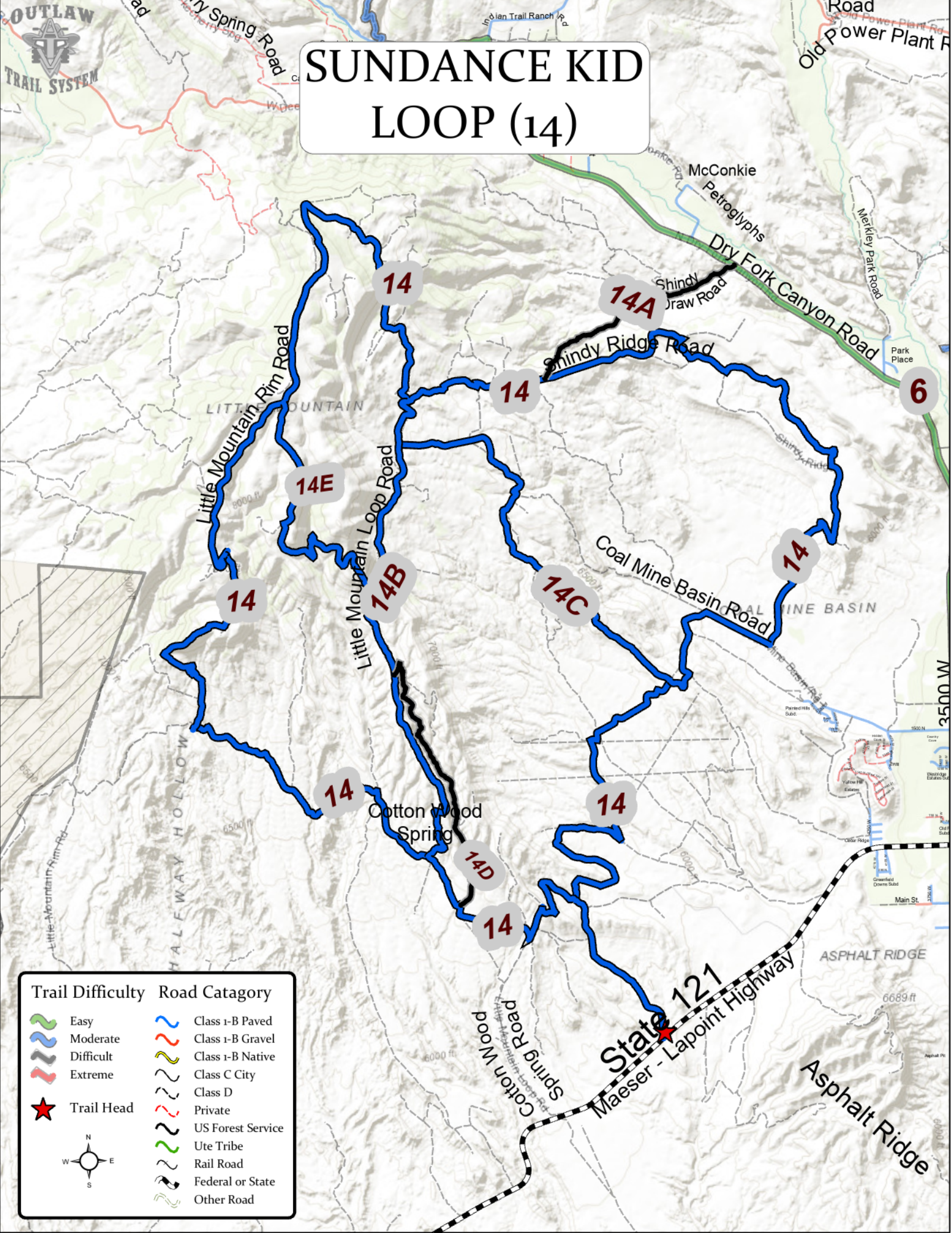
# DIAMOND MNT LOOP (12)







# SUNDANCE KID LOOP (14)



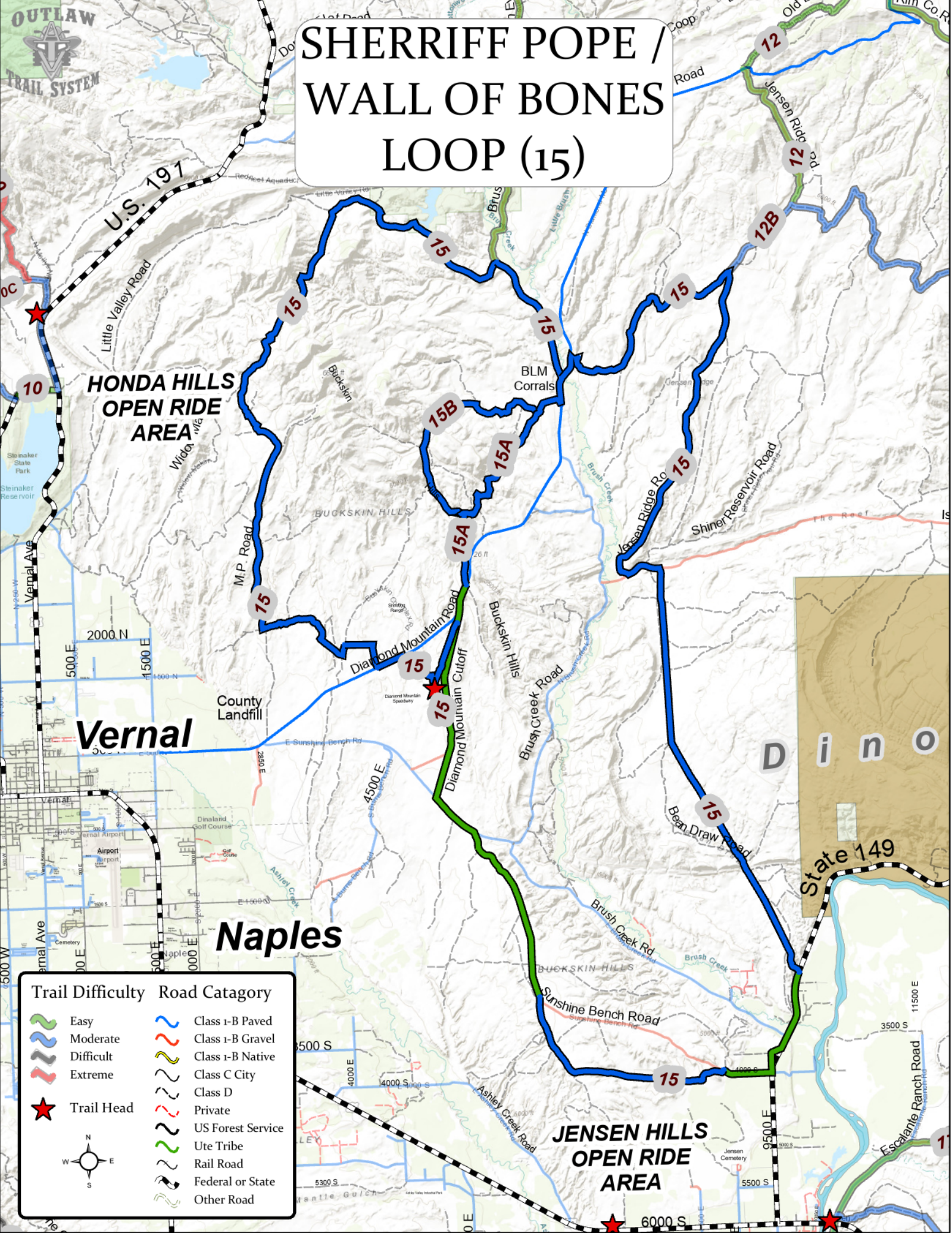
## Trail Difficulty Road Category

- |  |            |  |                   |
|--|------------|--|-------------------|
|  | Easy       |  | Class 1-B Paved   |
|  | Moderate   |  | Class 1-B Gravel  |
|  | Difficult  |  | Class 1-B Native  |
|  | Extreme    |  | Class C City      |
|  | Trail Head |  | Class D           |
|  |            |  | Private           |
|  |            |  | US Forest Service |
|  |            |  | Ute Tribe         |
|  |            |  | Rail Road         |
|  |            |  | Federal or State  |
|  |            |  | Other Road        |





# SHERRIFF POPE / WALL OF BONES LOOP (15)



Trail Difficulty

Easy

Moderate

Difficult

Extreme

Trail Head

Road Category

Class 1-B Paved

Class 1-B Gravel

Class 1-B Native

Class C City

Class D

Private

US Forest Service

Ute Tribe

Rail Road

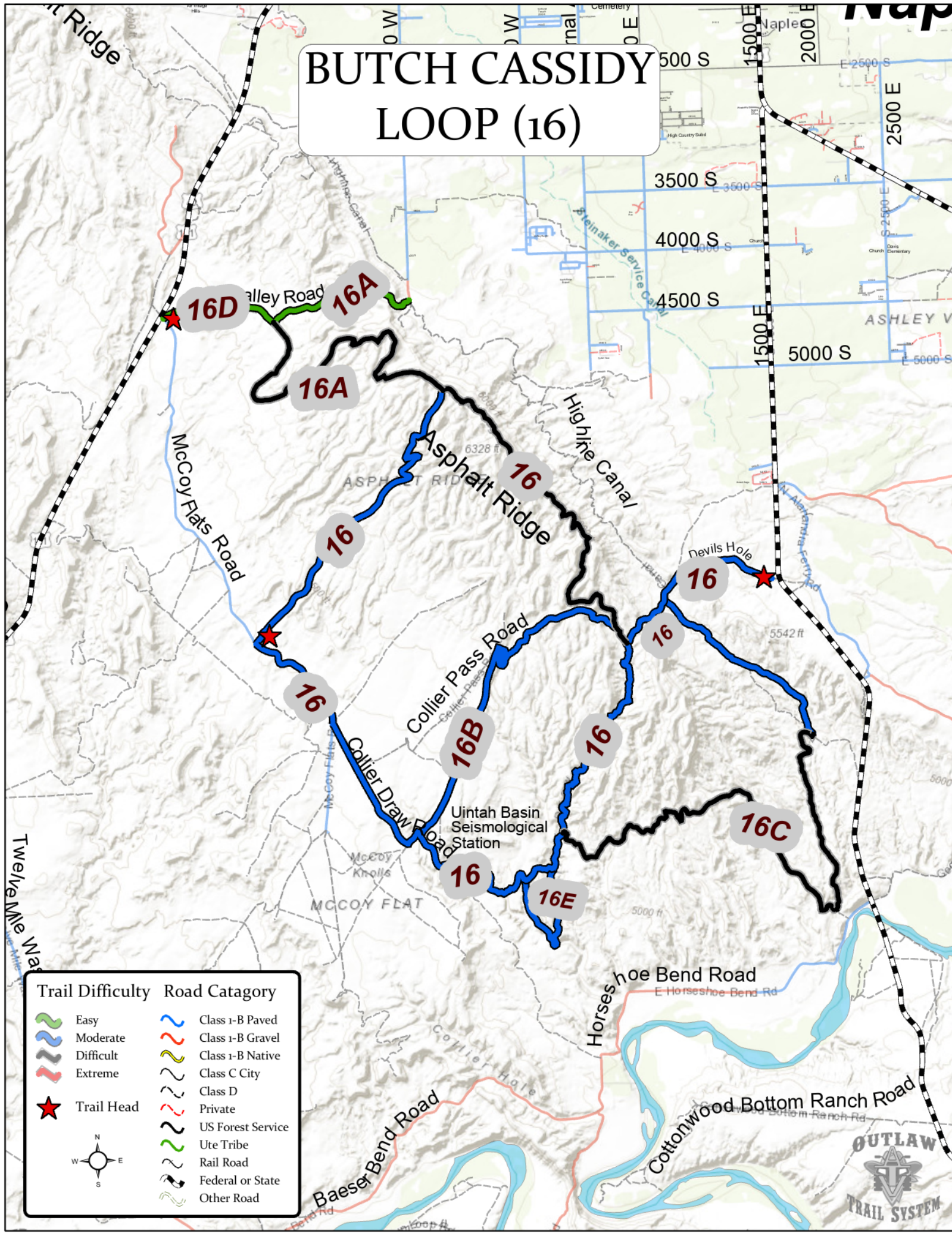
Federal or State

Other Road





# BUTCH CASSIDY LOOP (16)



## Trail Difficulty

- Easy
- Moderate
- Difficult
- Extreme

Trail Head

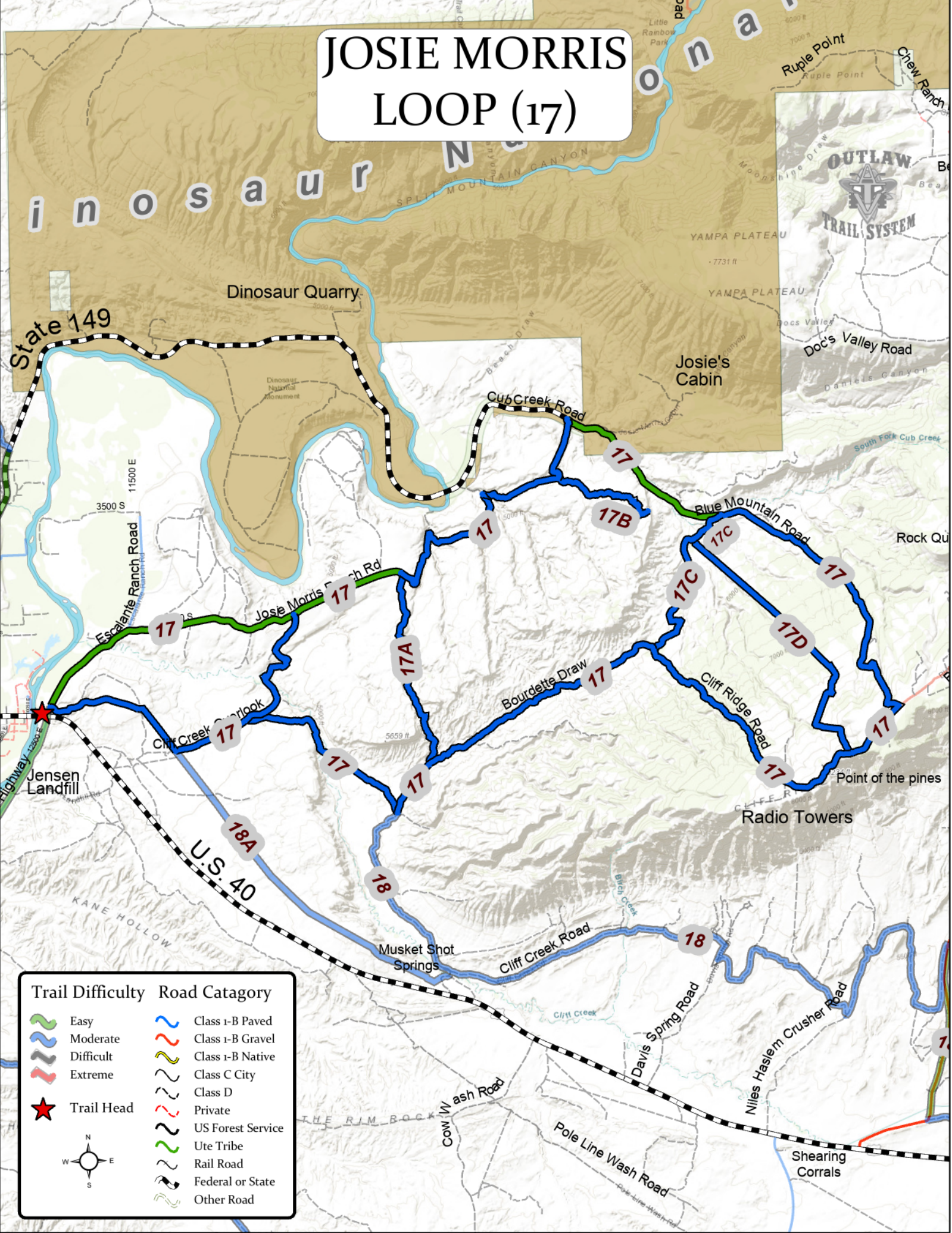
## Road Category

- Class 1-B Paved
- Class 1-B Gravel
- Class 1-B Native
- Class C City
- Class D
- Private
- US Forest Service
- Ute Tribe
- Rail Road
- Federal or State
- Other Road





# JOSIE MORRIS LOOP (17)



## Trail Difficulty

- Easy
- Moderate
- Difficult
- Extreme

## Trail Head

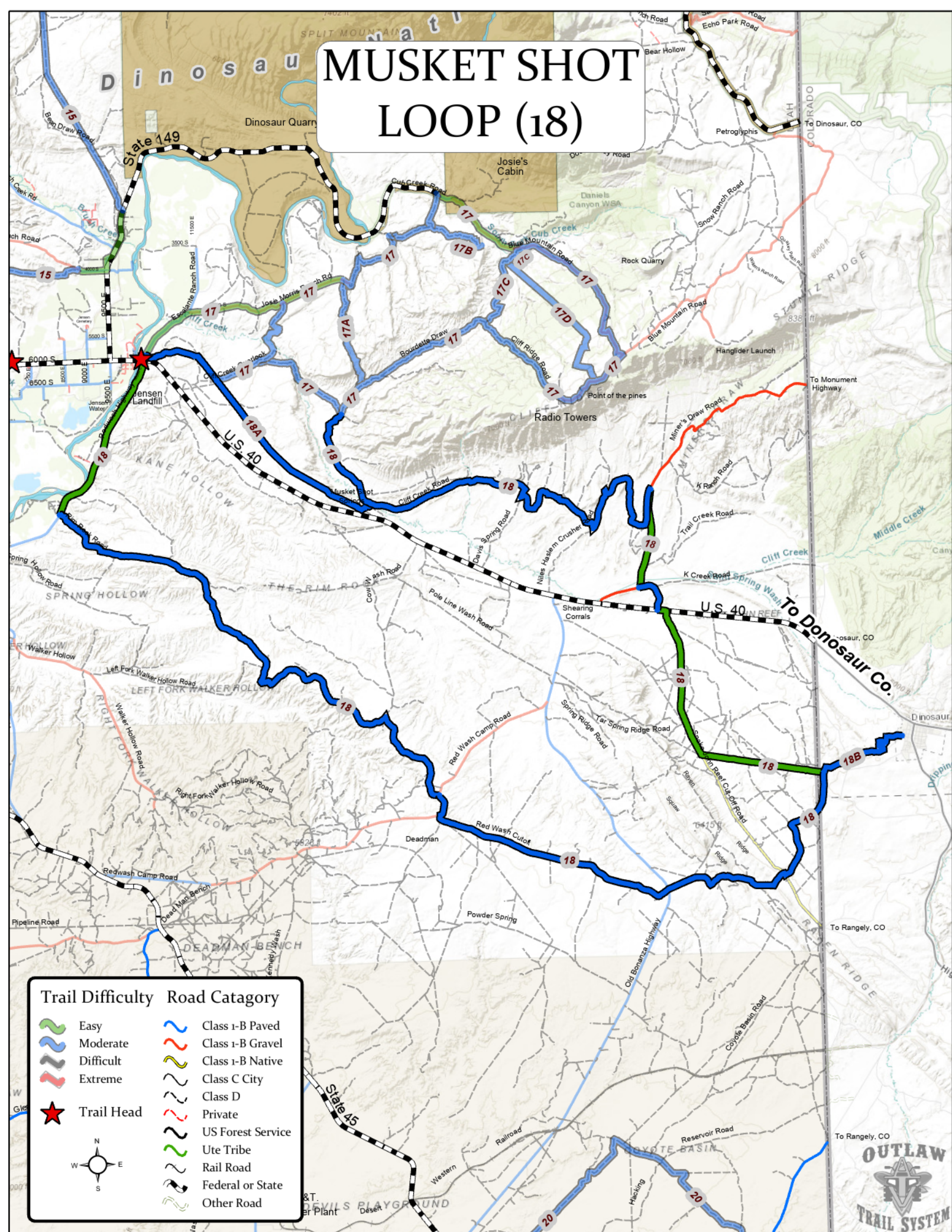


## Road Category

- Class 1-B Paved
- Class 1-B Gravel
- Class 1-B Native
- Class C City
- Class D
- Private
- US Forest Service
- Ute Tribe
- Rail Road
- Federal or State
- Other Road



# MUSKET SHOT LOOP (18)

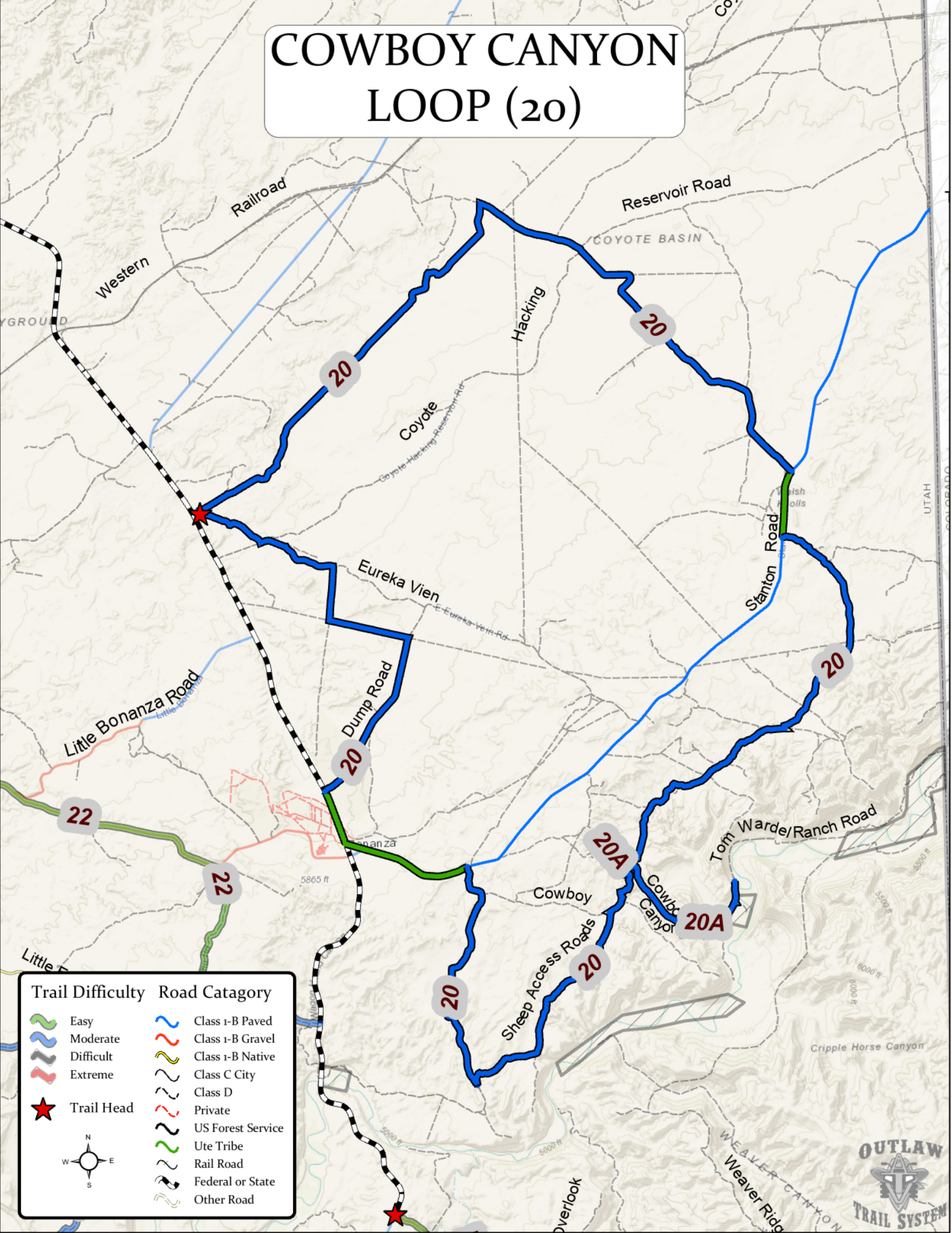


## Trail Difficulty Road Category

- |  |            |  |                   |
|--|------------|--|-------------------|
|  | Easy       |  | Class 1-B Paved   |
|  | Moderate   |  | Class 1-B Gravel  |
|  | Difficult  |  | Class 1-B Native  |
|  | Extreme    |  | Class C City      |
|  | Trail Head |  | Class D           |
|  |            |  | Private           |
|  |            |  | US Forest Service |
|  |            |  | Ute Tribe         |
|  |            |  | Rail Road         |
|  |            |  | Federal or State  |
|  |            |  | Other Road        |

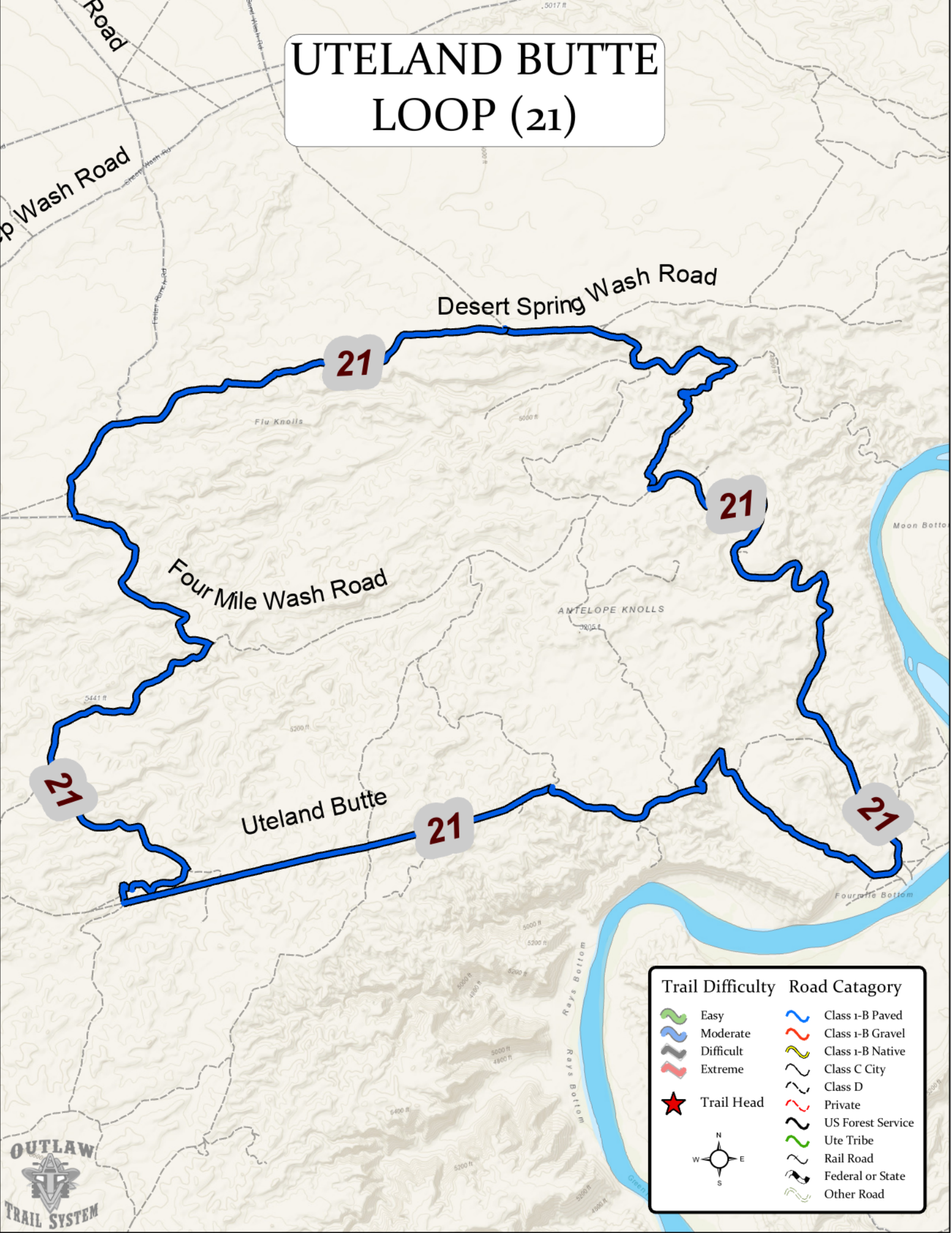


# COWBOY CANYON LOOP (20)





# UTELAND BUTTE LOOP (21)



Trail Difficulty		Road Category	
	Easy		Class 1-B Paved
	Moderate		Class 1-B Gravel
	Difficult		Class 1-B Native
	Extreme		Class C City
	Trail Head		Class D
			Private
			US Forest Service
			Ute Tribe
			Rail Road
			Federal or State
			Other Road



# FANTASY CANYON LOOP (22)



**DEVILS PLAYGROUND  
OPEN RIDE  
AREA**

D.G.&T.  
Power Plant

Uintah  
and Ouray  
Reservation

22A  
Fantasy Canyon

Shipeta Wells

Fidlar

Little Bonanza Road

Little Emma

Seven Sisters

TAVAPUTS PLATEAU

Impassable

## Trail Difficulty Road Category

- |  |            |  |                   |
|--|------------|--|-------------------|
|  | Easy       |  | Class 1-B Paved   |
|  | Moderate   |  | Class 1-B Gravel  |
|  | Difficult  |  | Class 1-B Native  |
|  | Extreme    |  | Class C City      |
|  | Trail Head |  | Class D           |
|  |            |  | Private           |
|  |            |  | US Forest Service |
|  |            |  | Ute Tribe         |
|  |            |  | Rail Road         |
|  |            |  | Federal or State  |
|  |            |  | Other Road        |

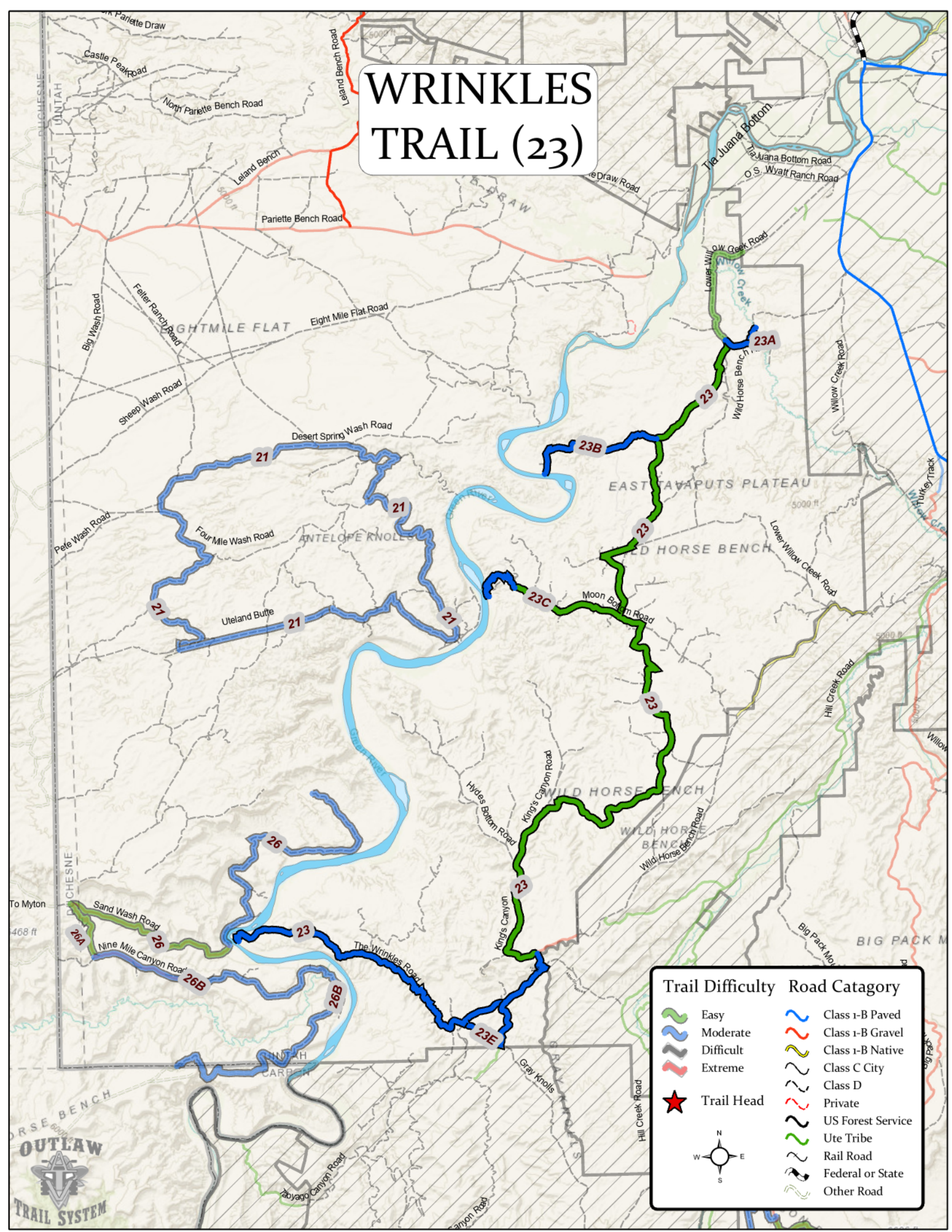
Southern Canyon Road

Pot Belly Road

Asphalt W



# WRINKLES TRAIL (23)



Trail Difficulty	Road Category		
	Easy		Class 1-B Paved
	Moderate		Class 1-B Gravel
	Difficult		Class 1-B Native
	Extreme		Class C City
	Trail Head		Class D
			Private
			US Forest Service
			Ute Tribe
			Rail Road
			Federal or State
			Other Road





# POT BELLY LOOP (24)



Trail Difficulty

Easy

Moderate

Difficult

Extreme

Trail Head

Road Category

Class 1-B Paved

Class 1-B Gravel

Class 1-B Native

Class C City

Class D

Private

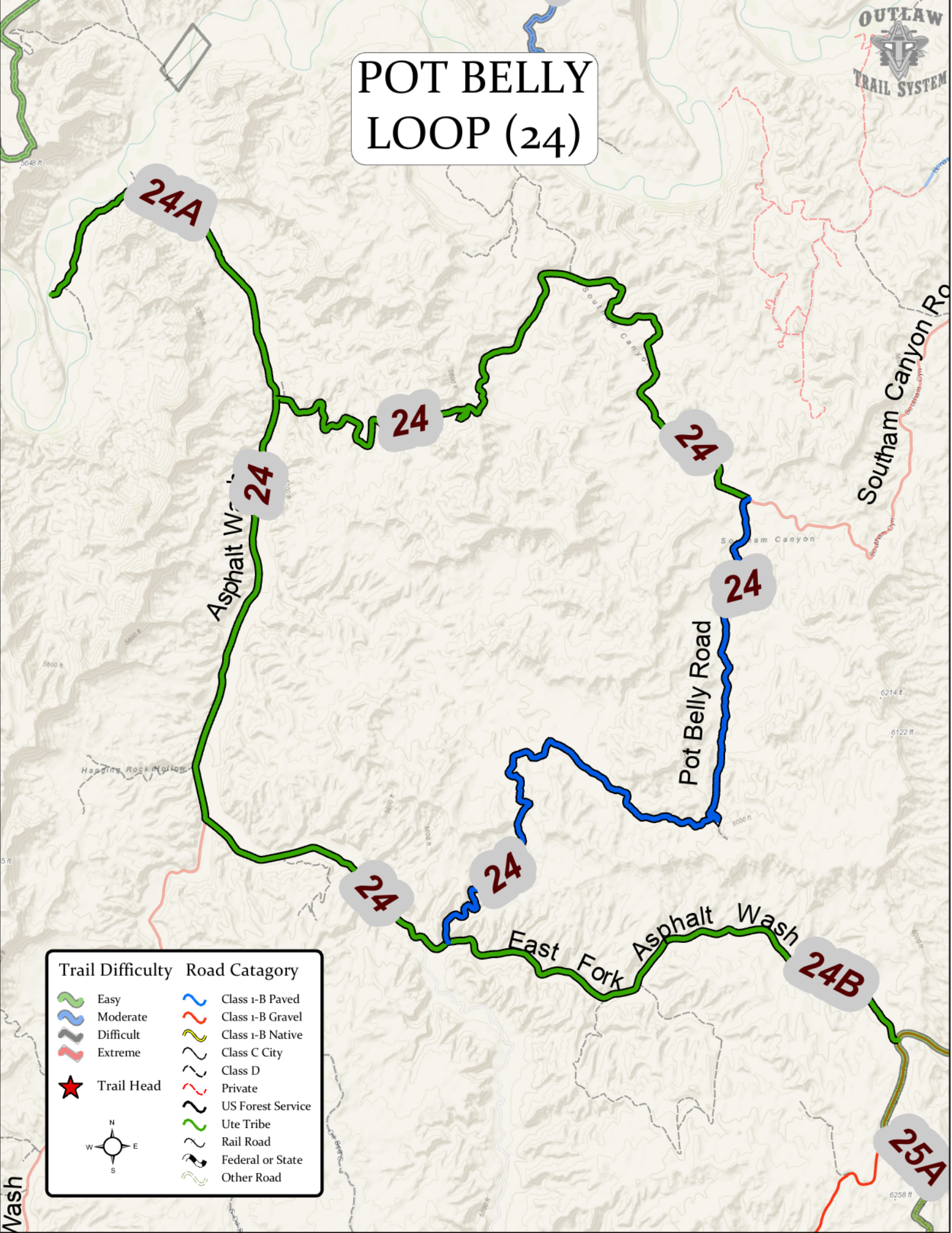
US Forest Service

Ute Tribe

Rail Road

Federal or State

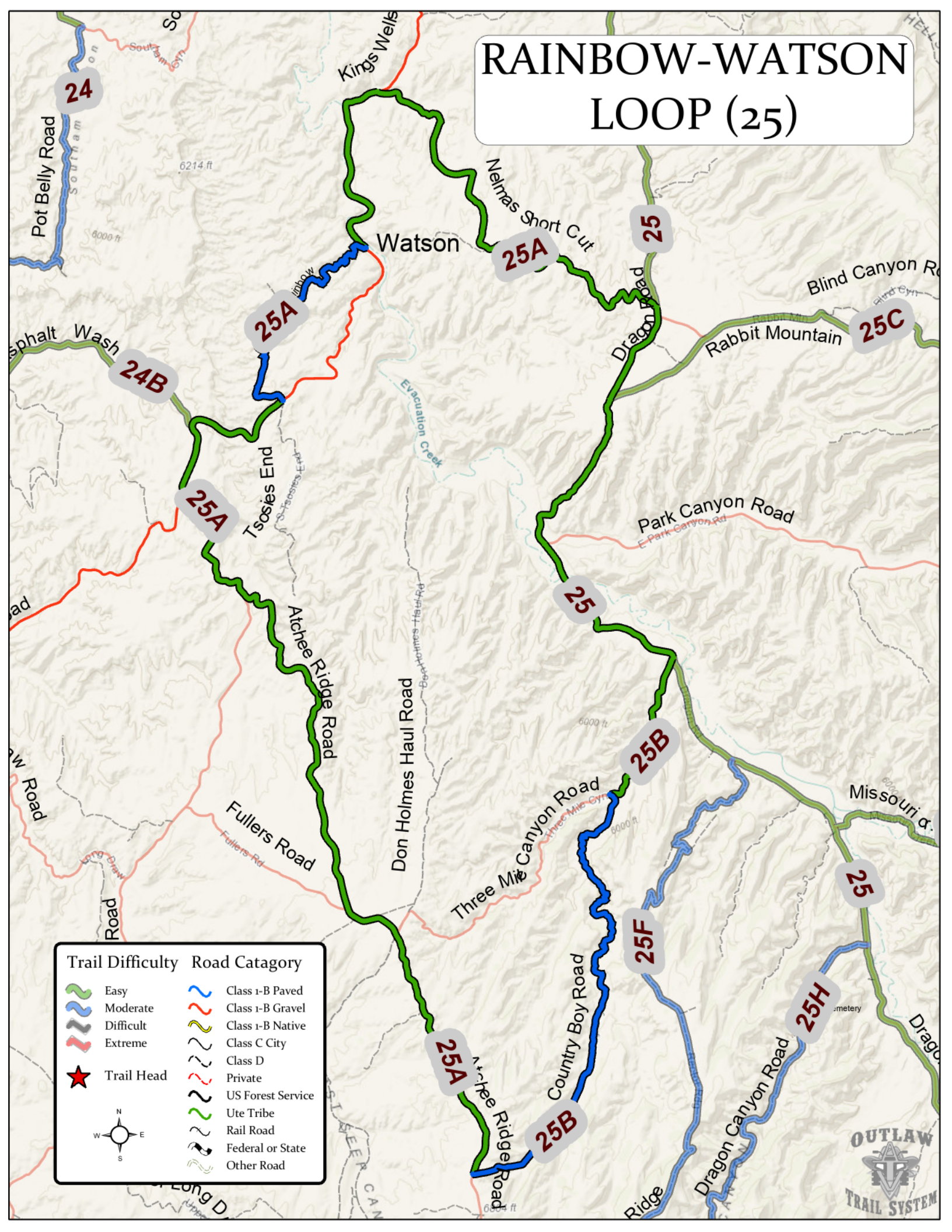
Other Road





# RAINBOW-WATSON LOOP (25)

Trail Difficulty	Road Category
Easy	Class 1-B Paved
Moderate	Class 1-B Gravel
Difficult	Class 1-B Native
Extreme	Class C City
Trail Head	Class D
	Private
	US Forest Service
	Ute Tribe
	Rail Road
	Federal or State
	Other Road





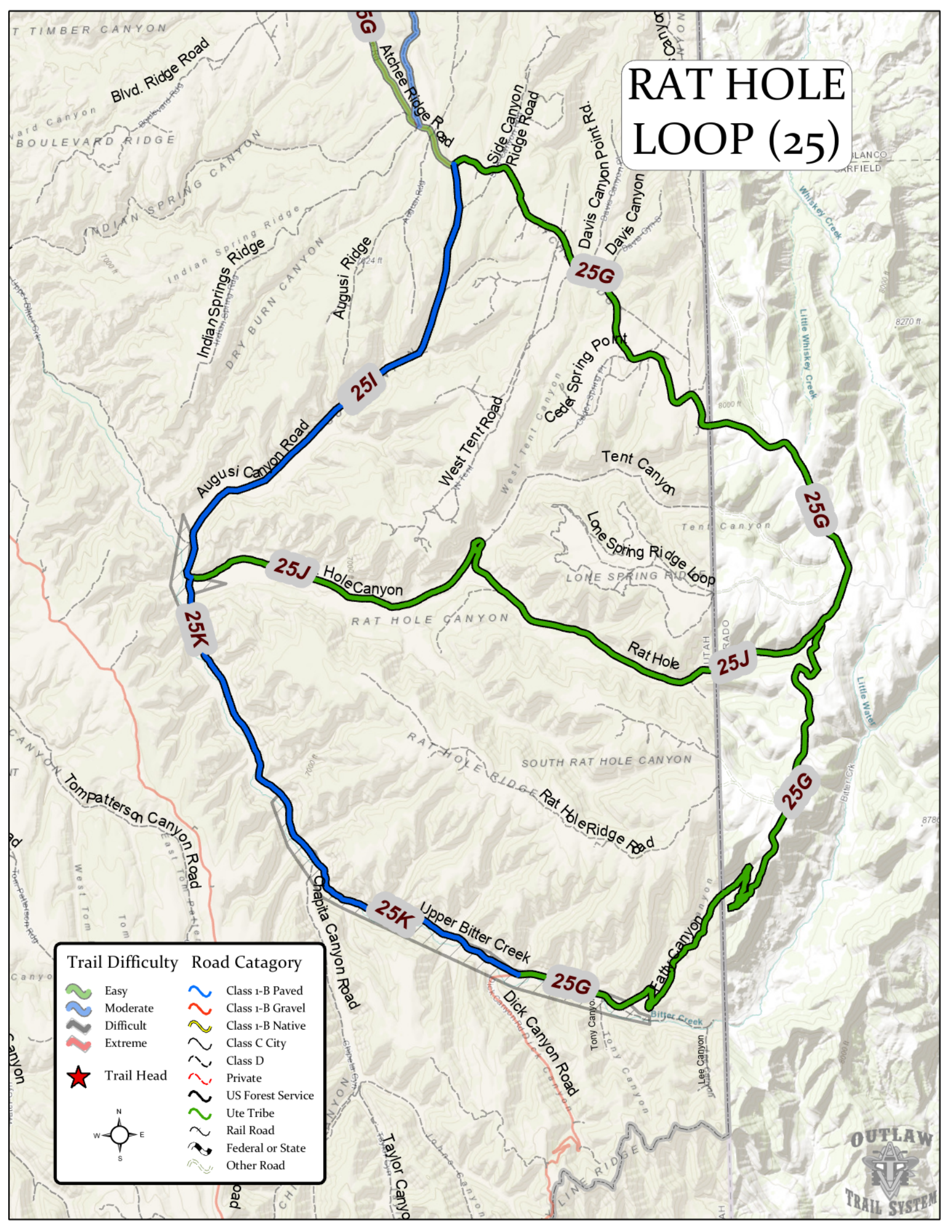
# RAT HOLE LOOP (25)

### Trail Difficulty

- Easy
- Moderate
- Difficult
- Extreme
- Trail Head

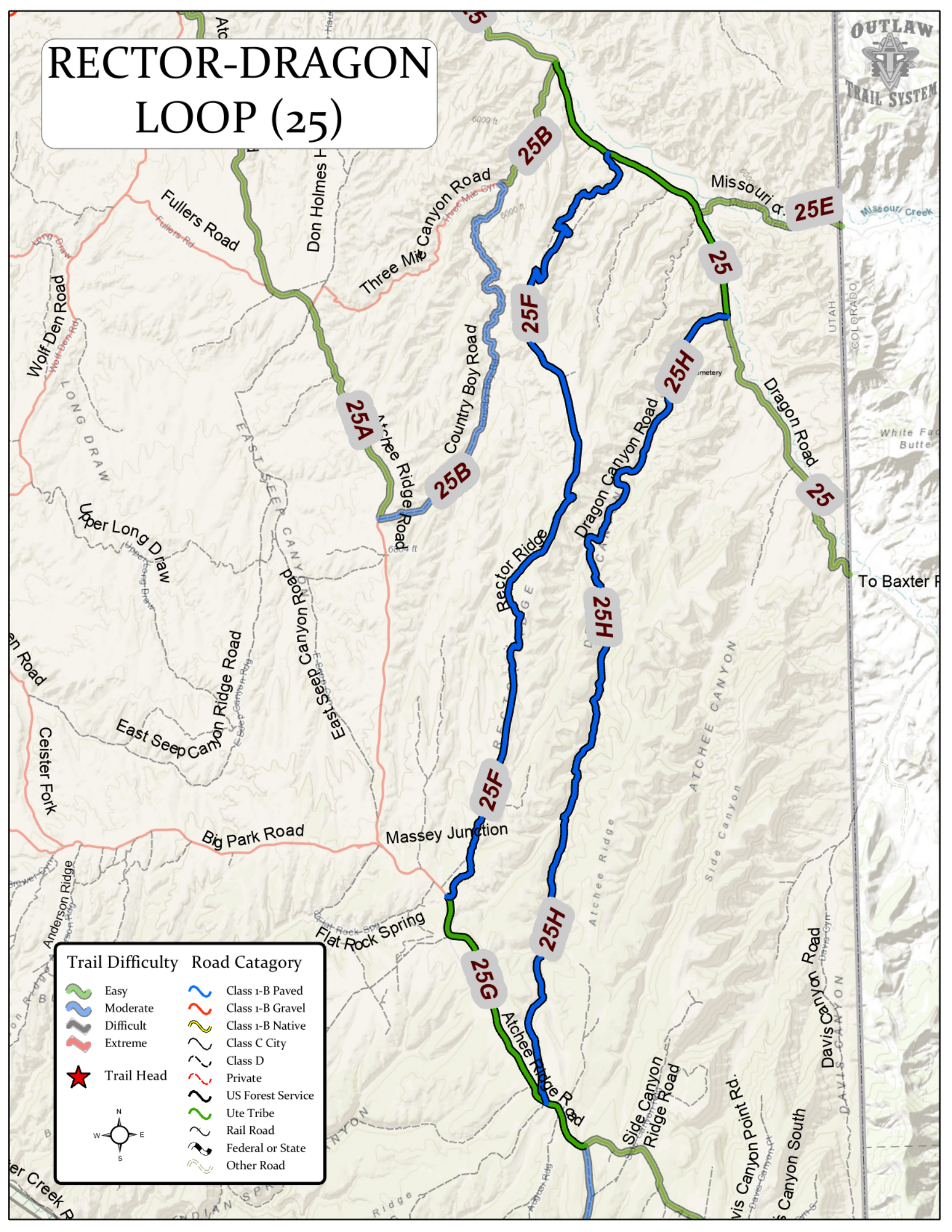
### Road Category

- Class 1-B Paved
- Class 1-B Gravel
- Class 1-B Native
- Class C City
- Class D
- Private
- US Forest Service
- Ute Tribe
- Rail Road
- Federal or State
- Other Road





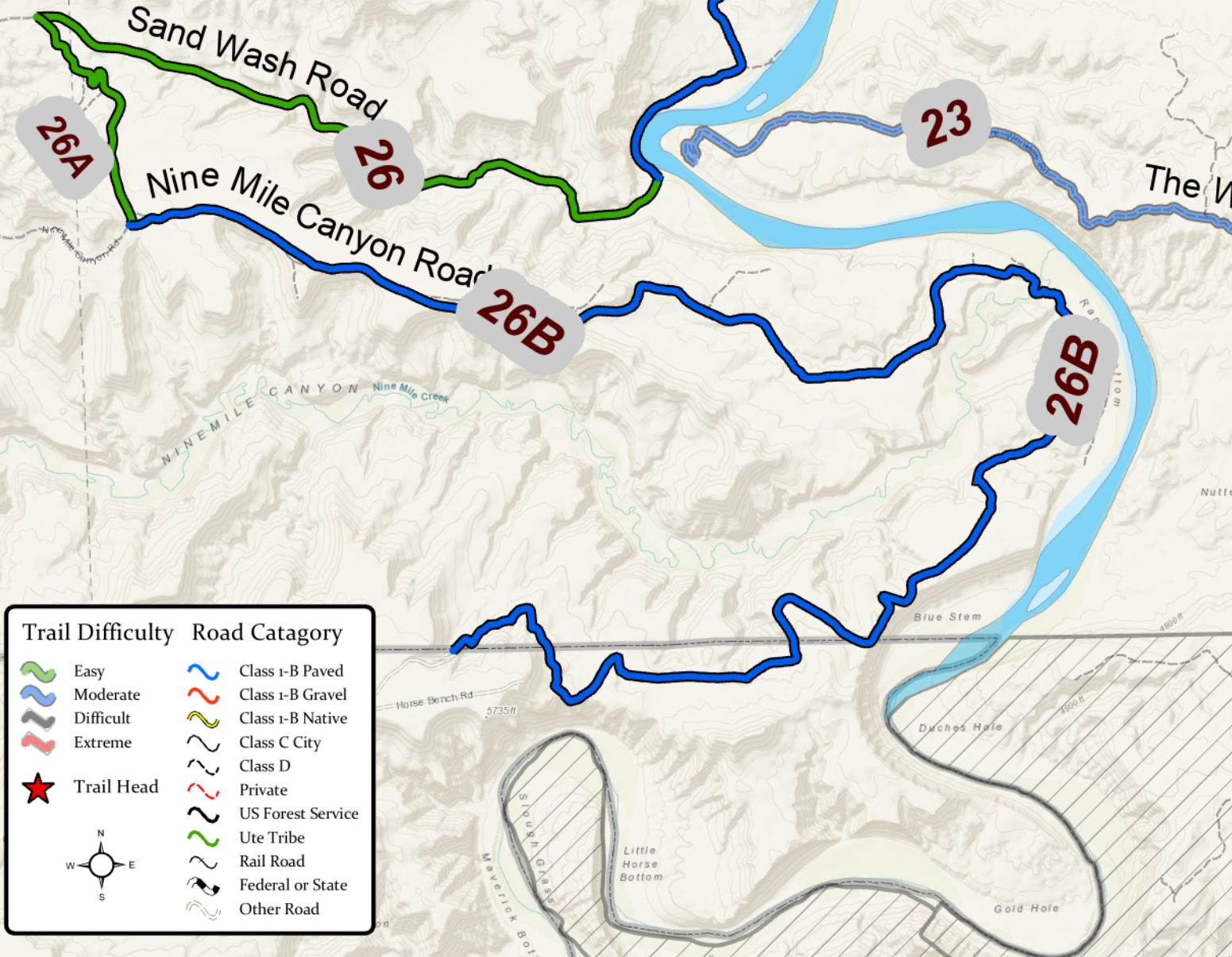
# RECTOR-DRAGON LOOP (25)



Trail Difficulty		Road Category	
	Easy		Class 1-B Paved
	Moderate		Class 1-B Gravel
	Difficult		Class 1-B Native
	Extreme		Class C City
	Trail Head		Class D
			Private
			US Forest Service
			Ute Tribe
			Rail Road
			Federal or State
			Other Road

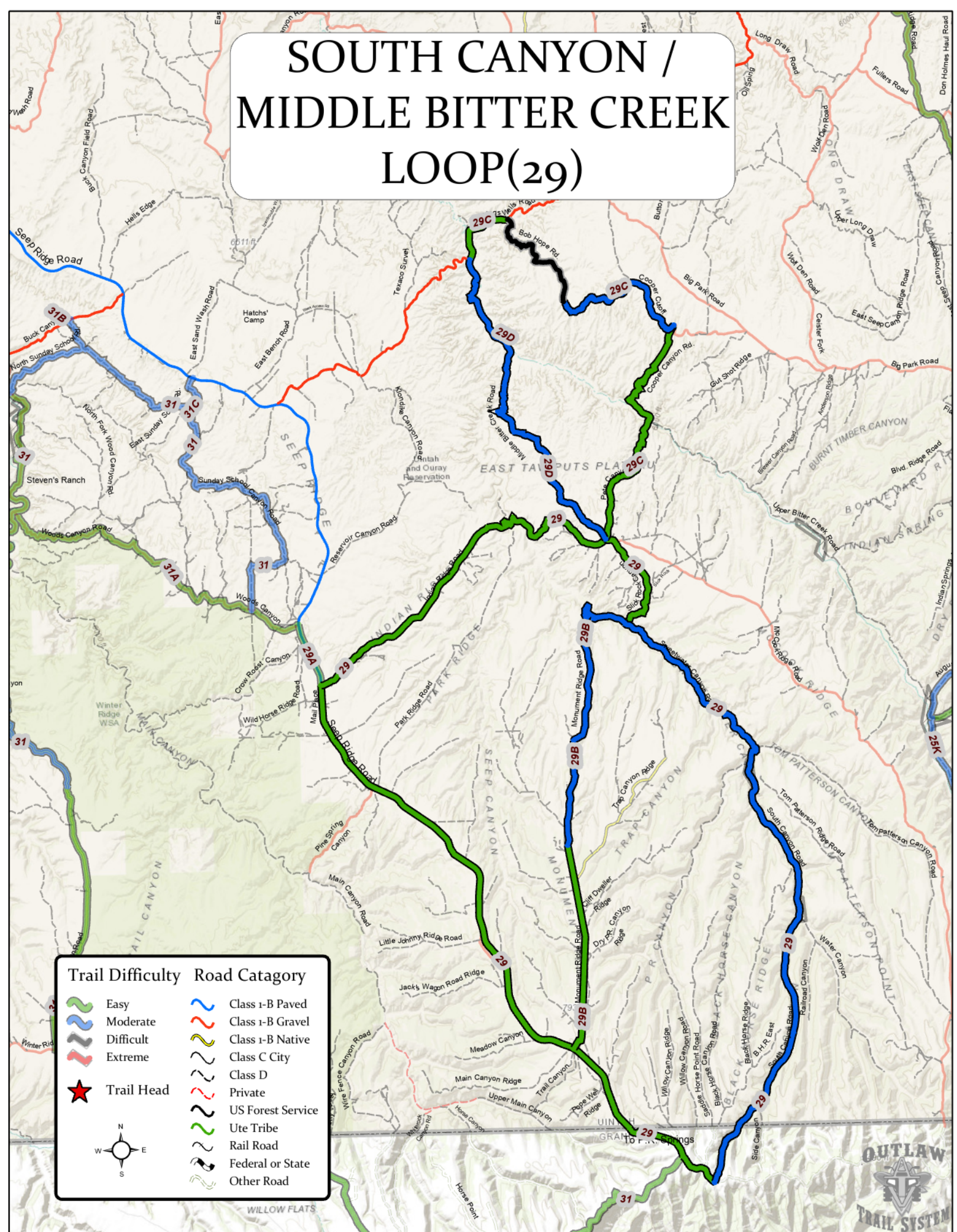


# SAND WASH TRAIL (26)





# SOUTH CANYON / MIDDLE BITTER CREEK LOOP(29)

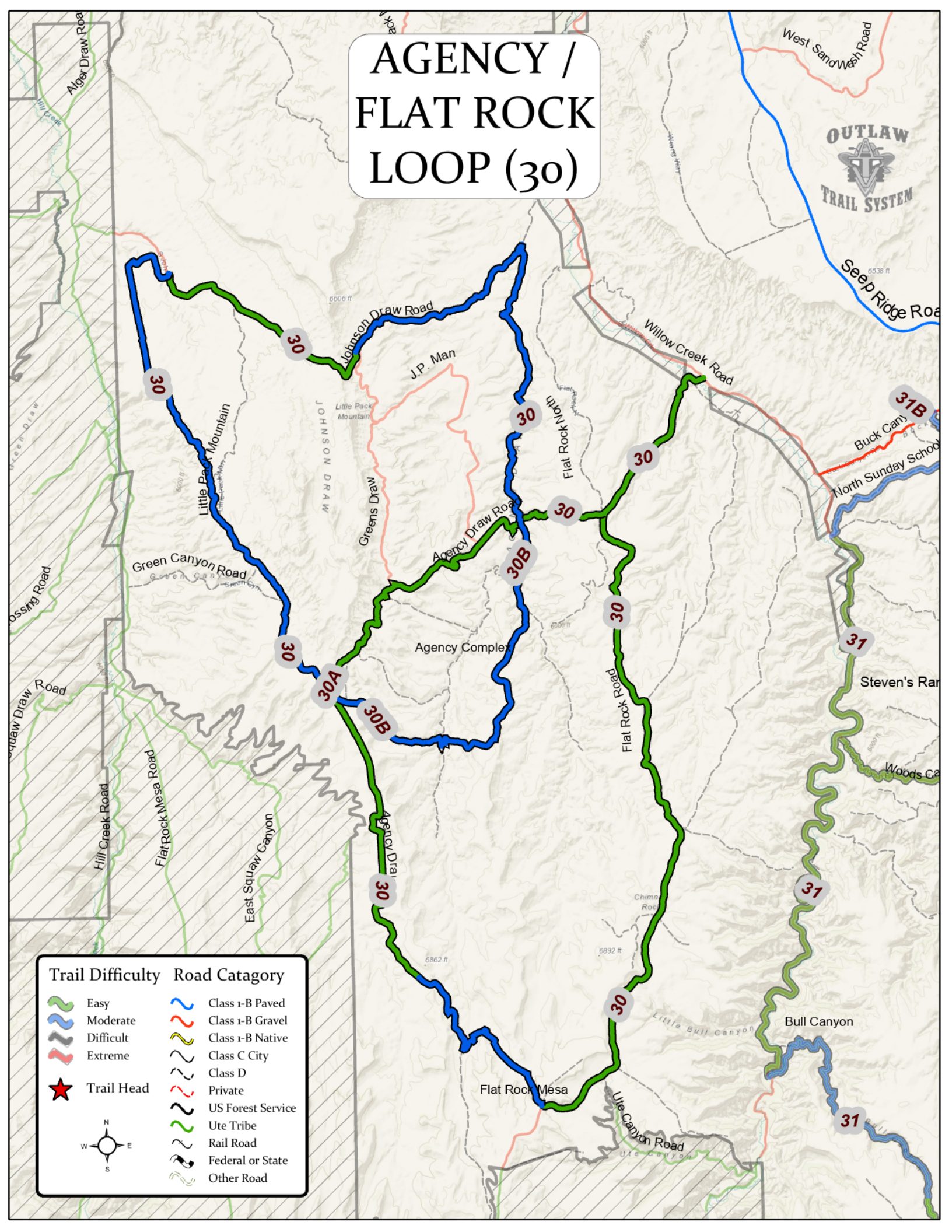




# AGENCY / FLAT ROCK LOOP (30)

OUTLAW  
TRAIL SYSTEM

Trail Difficulty		Road Category	
	Easy		Class 1-B Paved
	Moderate		Class 1-B Gravel
	Difficult		Class 1-B Native
	Extreme		Class C City
	Trail Head		Class D
			Private
			US Forest Service
			Ute Tribe
			Rail Road
			Federal or State
			Other Road



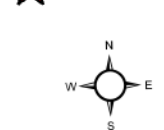


# BULL CANYON / SUNDAY SCHOOL LOOP (31)

## Trail Difficulty

-  Easy
-  Moderate
-  Difficult
-  Extreme

## Trail Head



## Road Category

-  Class 1-B Paved
-  Class 1-B Gravel
-  Class 1-B Native
-  Class C City
-  Class D
-  Private
-  US Forest Service
-  Ute Tribe
-  Rail Road
-  Federal or State
-  Other Road



## APPENDIX B:

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Trails signing index, map, and instructions



# OUTLAW OHV TRAIL SYSTEM SIGN LOCATIONS

