The Old Spanish National Historic Trail

Recreation and Development Strategy

Emery County, Utah
March 2017
Note to the Reader

National Historic Trails

National Historic Trails are trails that have a historic significance to the nation and can only be designated by an act of Congress. There are currently 19 in the United States.

In 1968, the National Trails System Act opened the door to federal involvement in all types of trails. Today, the Bureau of Land Management, along with the National Park Service (NPS), the National Forest Service, and the US Fish and Wildlife Service are responsible for the administration and management of National Historic Trails.

Purpose

The purpose of this document is to guide decision makers in bringing the Old Spanish National Historic Trail (NHT) to life in Emery County so that it becomes a valuable educational and recreational asset for residents and visitors alike. It is not a decisional document, but a guiding document for future efforts to mark, improve, interpret, and utilize the trail.

In order to accomplish this goal, professionals and private parties from various backgrounds have met to discuss and visit the trail and identify a recreation route through Emery County. A public meeting was held on July 19, 2016, where draft maps were presented and feedback was collected. On August 30th, 2016, SITLA, OSTA, National Park Service, Emery County, and partners met for a field visit to the sites along the trail.

Although the recreation route in some cases is not the exact path traveled by traders and pioneers, it follows the route as closely as possible. Prime locations along this route were identified for the addition of trailheads, waysides, overlooks, and kiosks. The addition of these elements will make the trail accessible to the public and provide opportunities to interact with and learn about the Old Spanish NHT. As the only NHT in the county, the OST serves as an artery which also highlights other historic and cultural sites and events in its proximity. This strategy includes sites that illuminate local history and add to the overall recreational experience for the public.
Explanation of Document Sections

Summary of the Process

The Project Overview section gives background information about the trail and defines project boundaries. It describes typical trail elements, as well as the range of alternative development, from primitive to rustic to developed. It also illustrates how the portion of the trail running through Emery County is divided into two zones.

The Zone 1 and Zone 2 sections of the document study each trail segment individually. Each segment is shown on a map and then described in detail. Existing and proposed trail elements, such as inscriptions, trailheads, and waysides, are shown. Connections to other recreational and cultural resources in close proximity to the trail are also identified.

The Appendix section contains a trail chart and a sign plan example for reference.

Photo: Old Spanish NHT overlook at Walker Flat
Project Historical Context

Today, the Old Spanish NHT is widely known as the "longest, most arduous, and crookedest pack mule route in America."

From 1829 to 1848, the 2,700-mile trail was known as the most feasible path between Los Angeles and Santa Fe for traveling Mexican caravans.

The trail provided a trade route for quality woolen goods produced in New Mexico, traded for a surplus supply of horses and mules raised on California's ranchos. Trade with American Indians was also prominent, including an extensive slave trade of American Indian women and children who were forced to become domestic servants for ranchers in New Mexico and California.

The route was established along a loose network of American Indian footpaths that crossed the wide expanse of the Colorado Plateau and the Mojave Desert.

Photo: Montage of historic and modern day uses of the trail
Old Spanish NHT Overview Map
The project area was divided into two zones and subsequent segments for mapping and scale ease of analysis. The overview map does not include all trails within each project area; it highlights the major motorized recreational routes.

Segment markers signify the beginning or end of a project segment.

* As designated in the 2002 OSNHT Feasibility Study
Typical Trail Elements and Alternatives

The following typical trail elements can help bring the trail to life. There are five categories that the elements fall under: **trailheads**, **waysides/overlooks**, **campgrounds**, **kiosks/interpretive structures**, and **visitor centers/museums**. All of these elements help make the trail and its history accessible, enabling people to explore the Old Spanish NHT and the surrounding landscape. The graphics represent what a typical facility may look like when labeled on a map, not what would be built at each location specifically.

**Trailheads**

Trailheads are placed at the beginning of a trail. They typically include parking, restrooms, and directional signage. They may also include staging areas, interpretive structures, shade structures, benches, picnic tables, etc. Trailheads differ depending on the type and usage frequency of the trail they are built for.

For the Old Spanish NHT in Emery County, trailheads should be placed at points along the trail where someone could park their vehicle and then experience the trail by hiking, biking, OHV riding, on horseback, etc.

**Waysides and Overlooks**

Waysides and overlooks are places along the trail where people can stop and learn about trail history or get information that will help them find and follow the trail.

The Old Spanish NHT has a unique and interesting history, and waysides and overlooks provide an opportunity to share this history with the public in the setting where the events took place.

Waysides/overlooks should be placed at locations that are easy to access from the main route of travel. Ideally, they should be placed at locations where the vantage point relates to the story included on the exhibits. They can be as simple as a parking spot and a sign, or may be more of a day-use area and include other elements such as restrooms, picnic tables, shade structures, etc.
Campgrounds and Day Use Areas

Campgrounds provide the opportunity to stay at a location overnight. They may be very simple—a designated area without amenities, or more established—with benches, fire-pits, tent pads, water, restrooms, picnic tables, etc.

There are several locations along the Old Spanish NHT in Emery County where campgrounds could be established. These could be tied into the proposed recreational route of the trail.

Kiosks and Interpretive Structures

Kiosks and interpretive structures provide the opportunity to educate people about history and the landscape that they are experiencing.

The Old Spanish NHT has a unique history that creates many opportunities to bring the trail to life through interpretation and kiosks.

These may be placed anywhere along the trail individually, or as features of trailheads, waysides, overlooks and campgrounds. Ideally, they interpret a visible resource.
Visitor Centers, Museums and Rest Stops

Visitor Centers and Museums along the Old Spanish NHT in Emery County give travelers access to historic collections and detailed trail information. There are several museums and visitor centers in Emery County that could act as excellent information sources and travel hubs.

Museum of the San Rafael, Castle Dale, Utah

The John Wesley Powell River History Museum, Green River, Utah

Buckhorn Wash Information Center, Green River, Utah

Town of Emery Rest Stop

Trail Element Alternatives

If development of a trail element is planned, each of the typical trail elements could have three levels of development: primitive, rustic, or developed. The following graphics show possible concepts for this range of development. Factors that could drive the level of development include the usage and location of the trail elements.

Trailhead Alternatives

Primitive

Rustic

Developed
Trail Element Alternatives continued

Wayside Alternatives

- Primitive
- Rustic
- Developed

Kiosks and Interpretive Structures Alternatives

- Primitive
- Rustic
- Developed

Campground Alternatives

- Primitive
- Rustic
- Developed

Visitor Centers and Museums Alternatives

- Primitive
- Rustic
- Developed
Zone 1

Trail Segment Details
Most of the waysides in Segment A are centered around the towns that the trail pass by. Each community has the opportunity to engage with its local history and interpretation of the Old Spanish NHT’s significance in the area. Ideas for potential installations/exhibits in each town include: a kiosk or sign, a mural, sculpture, or other public artwork.

Segment A provides the opportunity to develop trailheads in connection with towns that the trail passes near by. Trail trace exists in proximity to many towns so collaboration with local organizations could be made to build the trailheads and provide educational opportunities.

The Museum of the San Rafael in Castle Dale is an excellent source for trail information, history, and for people to connect with the local community.
Travelers along the Old Spanish NHT used Gilson Valley to move across the land from east to west and vice versa. Modern travelers driving along Highway 10 can vicariously experience the trail travelers' journey through the landscape's open views and visual connections to landmarks in both directions. At this site, a wayside interpreting the significance of this area could be developed. Also, silhouette sculptures could be placed on either side of the highway to remind modern day highway travelers of the trail at the approximate location the trail route would have crossed the highway.

The Rochester Rock Art Panel is three miles east of the town of Emery. It displays a large number of petroglyphs unique to the area. Much of the artwork is prehistoric, probably of the Fremont culture. There are also inscriptions of more recent origin.

Traders on the Old Spanish NHT crossed the Muddy Creek on their way to and from Gilson Valley. A proposed wayside at an overlook of the Muddy Creek could provide interpretation about the crossing. Silhouette sculptures could also be installed to create a view reminiscent of the path that the traders took. The overlook would be located on a graded road about 2.5 miles east of Emery, which also provides access to the Rochester Rock Art Panel.
The proposed Walker Flat trail would follow trail trace across the open landscape east of UT-10 and south of the town of Emery. Currently, a constraint to this development would be access to private property that the trail crosses through.

The proposed wayside at Ferron Creek would interpret the creek crossing undertaken by Old Spanish NHT travelers.

This castle-like formation was referred to in Old Spanish NHT travel journals as ‘El Morro,’ presumably used as a landmark as the mule trains headed toward Gilson Valley.

Early pioneers near Emery, Utah, needed a canal to carry water onto the flats south and west of the Muddy Creek. In 1886, 58 men began building a tunnel through a hill which would shorten the canal several miles and also enable irrigation of much more land. The tunnel was completed in 1888 and the water ran through onto the townsite.
The Old Spanish NHT trace is in close proximity to the towns of Emery, Ferron, and Clawson. Each town has the opportunity to develop a wayside to share the history of the trail with residents and visitors. Examples of projects include murals, sculptures, and interpretive signs.

**Emery**

Emery has an established information kiosk where more interpretation of the Old Spanish NHT could be added. A community-supported mural could also add a vibrant depiction of the trail on a building adjacent to the kiosk, like the Emery Town Office.

**Ferron**

Ferron’s town park could become linked to the Old Spanish NHT interpretation through a public art installation, like a stone sculpture or an information kiosk like the already established kiosk in Emery.

**Clawson**

The town of Clawson could also take part in the trail through a sculptural installation, like the metal sculptures created by Ricardo Breceda in Borrego Springs, California.

**Castle Dale**

As home to the Museum of the San Rafael, Castle Dale has a great opportunity to create an informative and creative hub for residents and visitors to learn about the trail. Castle Dale could install an interpretive sign outside of the museum to give general trail information and encourage passersby to come into the museum and learn more through its exhibits.
Located one block off of Main Street in Castle Dale, the Museum of the San Rafael could act as an important information hub for visitors to the Old Spanish NHT.

Currently, the museum features dioramas of many of the San Rafael Country’s wildlife in lifelike poses, American Indian artifacts, area rock and minerals that fluoresce in an ultraviolet room, a unique depiction of the geologic layers that comprise the San Rafael Swell, numerous dinosaur footprints preserved and recovered from local coal, reconstructed dinosaur skeletons, and a cast of a Tyrannosaurus skull. These exhibits give visitors a sense of the varied natural and cultural history of the San Rafael Country.

The museum also hosts an existing exhibit featuring the Old Spanish NHT. This exhibit could be expanded in partnership with the museum to highlight the history of the trail in Emery County. There is a staffed visitor information center at the entrance to the museum where maps of recreation opportunities along the trail could be stocked. This would serve visitors interested in engaging in a vicarious experience of the trail, as well as providing a place to collect valuable information before setting out on their journey.
These trailheads between the town of Castle Dale and the Buckhorn Information Center would offer hikers and OHV riders an opportunity to view trail trace and immerse themselves in the desert environment.

The Buckhorn Information Center is an existing site with ample opportunities for Old Spanish NHT interpretation and educational opportunities.

The wayside in Castle Dale could be located outside of the Museum of the San Rafael Swell, drawing travelers into the museum to learn more about the trail through museum exhibits. It could also be located elsewhere in town and take the form of a mural, public art piece, etc.
Wilsonville Overlook

Just outside of Castle Dale, the Wilsonville Overlook offers a stunning view of the route taken by Old Spanish NHT travelers across the San Rafael Country. From the overlook, the old townsite of Wilsonville is visible, as well as close to 50 miles of the route of the Old Spanish NHT. The area could include an interpretive sign, giving automobile and OHV travelers an opportunity to learn more about the area's history and offering an excellent vantage point.

Buckhorn Information Center

The Buckhorn Information Center is comprised of several structures built by the county. The main building has information about local recreation areas and trails. More opportunity at the site exists for interpretation of the Old Spanish NHT. The site could also include displays of proposed trailheads and information for visitors about discovering the trail and its cultural sites. The main building also has space to accommodate a volunteer who can direct travelers to recreation opportunities and provide information about trails, local history, and the surrounding area.

The center has a large parking area, which could be used as a staging area for horseback riders, OHV riders, and the like.

Across from the information center, existing silhouettes reminiscent of Old Spanish NHT travelers draw the eye to the vast surrounding landscape and the formations of Cedar Mountain on the horizon. The sculptures awaken the imagination and invite viewers to consider the arduous journey undertaken by both voluntary and enslaved people across the trail.
The Huntington Creek Crossing is noted as the northernmost portion of the entire Old Spanish NHT. From this location, the trail changes direction. The proposed wayside at this crossing would provide a map and interpretation of the site for visitors.

The Red Seeps Staging Area can be used as a staging area for multiple uses, and could possibly be developed for camping in the future. For this plan, this staging area would be a good place for a wayside with Old Spanish Trail information to provide a stop along the auto tour route. This staging area could also act as a large trailhead and would serve as a good place to offload an OHV and begin exploring the nearby trails. The main purpose of this staging area would potentially be for use as a beginning point for a re-enactment type adventure to follow trail trace for either a day hike or multi-day hike. Equestrian users would also be interested in using this as a trailhead for a re-enactment experience along the Old Spanish National Historic Trail.

The Black Hills OHV Loop is a short recreational OHV loop that provides the public with a good idea and experience of what the Black Hills terrain is like and why it is called the Black Hills.
This viewpoint provides a vantage point to observe the Old Spanish Trail and understand its route. From this viewpoint, visitors can see all of the canyons that were avoided and easily comprehend why the OST route was the easiest to follow.

The Cottonwood Creek trailhead would be targeted toward non-motorized users. This trailhead would begin halfway along the re-trace trail and would make for a great spot to either start or end a day hike re-enactment experience. There is a main road that goes directly from the trailhead into the town of Castle Dale, so it would also provide a great opportunity to connect with that community. This would also be a good area to provide another wayside about the history of Castle Dale, or the history behind the creek crossing.
Zone 2

Trail Segment Details
Chimney Rock OHV Trailhead
Cottonwood Wash Rd

Buckhorn Draw
Big Hole Wash

Spirit Railroad Complex
The Spirit Railroad Complex is one of several sites in Emery County where remnants of the unfinished Rio Grande Railway can be viewed.

Joe’s Hole
Big Hole
Little Hole

Trailheads
Box Flat OHV Trail
Chimney Rock OHV Trailhead

This trailhead is at a major intersection of the auto tour route with 4WD, OHV, hiking, and horseback riding opportunities.

Big Hole Intersection
Big Hole Wash
Swell Cure OHV Trail

Big Hole Intersection provides access to the Big Hole spring site.
Buckhorn Draw Wayside

Buckhorn Draw is the main northern gateway to the San Rafael Swell. The wayside can provide information about the canyon’s geologic, historic, and cultural features to visitors along the trail.

Buckhorn Draw Rock Art Panel
Buckhorn Draw rock art includes pictographs and petroglyphs made by prehistoric cultures.

Chimney Rock OHV Trailhead

The Chimney Rock OHV Trailhead is at a major intersection of the auto tour route with 4WD, OHV, hiking, and horseback riding opportunities on the Green River Cut-off Road. It serves as an important connection to the Cottonwood Wash and Canyon, which houses many cultural sites along the Old Spanish NHT.
Spirit Railroad Complex

The Spirit Railroad Complex is 35 miles east of Castle Dale on the Utah School and Institutional Trust Lands Administration’s (SITLA) 31,000-acre Cedar Mountain block. The site has recently been improved with rail fencing and a kiosk to provide historic interpretation for visitors.

This section is part of a railroad line that was never completed. In 1880, the Denver and Rio Grande Railway began building a narrow-gauge rail line through the Rocky Mountains from Colorado to Utah. The remains of the route can be traced across Buckhorn Flat and down Cottonwood Wash. At the Spirit Railroad Complex site, remnants of the efforts include stone buildings, chimneys and dugouts.
These trailheads would both be great areas on SITLA land to provide information about the OST, and the recreation opportunities that exist. Both of these areas would be a good place to offload an OHV and begin an adventure.

Big Hole was a crucial water source along the Old Spanish NHT. The trail to Big Hole is currently used by OHV riders and is proposed as a multi-use trail. The proposed trailhead would offer interpretation and information about the trail leading to the watering hole.
Head Rock was an important landmark for the Gunnison Expedition, which followed portions of the Old Spanish NHT route. The railroad grade from the unfinished transcontinental railroad can also be seen from this wayside.

The Green River Cutoff trailhead provides access to Cottonwood Wash Road and the Old Spanish Trail Loop (see page 74).

The proposed group campground is near the northern terminus of the Lost Spring Road and would offer dispersed campsites.
Head Rock was an important landmark for the Gunnison Expedition. The Gunnison Expedition took place only five years after the end of the official period of significance. The explorers noted that they were following the Old Spanish NHT through the area.

Wade Allinson of Emery County made the connection between this rock formation and a sketch of its form made during Gunnison's time on the trail.

The proposed wayside could be developed in a location that would provide a view of the formation comparable to that represented by the sketch.

Exposed stone culvert

This is a fully exposed stone culvert along the historic Rio Grand Railroad Grade. This stone culvert was built by hand and because it is fully exposed rather than buried, visitors can appreciate the hard work that was put into constructing these historic culverts. The wayside could offer interpretation of the Rio Grande Railroad's history and construction.
**Segment E Trail Elements**

- **Waysides**
  - Railroad Grade

  This wayside could interpret the history of the railroad grade in Emery County.

- **Idol Rock**

  Idol Rock was an important landmark for the Gunnison Expedition.

- **Smith Cabin**

  Smith Cabin is an old ranching homestead and water source.

- **Information Kiosk**

  The information kiosk would provide trail and travel details for visitors.

- **OST Route 6 Wayside**

- **South End Staging Area**

**Trailheads**

- **Cottonwood Canyon**

  The Cottonwood Canyon trail follows Old Spanish NHT trace and offers hikers the opportunity to view rock art.

- **Upper Cottonwood Wash**

  The Upper Cottonwood Wash trail hosts many intact historical inscriptions.

- **Old Highway Trailhead**
Smith Cabin is an old ranching cabin built in the 1930s by Wayne and Betty Smith. A wayside could be developed at this site to interpret its history.

Idol Rock was an important landmark for the Gunnison Expedition. Wade Allinson of Emery County made the connection between this rock formation and a sketch of its form made during Gunnison’s time on the trail.

The proposed wayside could be developed in a location that would provide a view of the formation comparable to that represented by the sketch.

The Cottonwood Canyon trail follows Old Spanish NHT trace and offers hikers the opportunity to view rock art and a beautiful canyon.
Axle grease inscriptions can be seen along the rock walls on the Upper Cottonwood Wash trail.
Segment F Trail Elements

- **Waysides**
  - Lost Spring and Culvert
  - The Trail Spring Draw segment is rich with pioneer road construction, dugways, cairns, and culverts.

- **Trailheads**
  - Trail Spring
  - Mid-Cottonwood Wash
  - The Mid-Cottonwood Wash trail follows Old Spanish NHT trace to the Upper Cottonwood Wash. The Lost Spring Wash trail begins at the Lost Spring Junction and follows the wash to Upper Lost Spring Trailhead.

Dugway built from Juniper trees on Lost Springs Road.
Lost Spring Wayside

The proposed wayside could offer interpretation of the culverts found along Lost Springs Road.

Lost Spring Junction

Lost Spring Junction is a convergence of OHV, motorcycle, and hiking trails. It connects these trails to opportunities on Lost Springs Road to view historic dugways and Old Spanish NHT trace.
Segment G Trail Elements

Waysides

Dugway

Historic dugways built to traverse the difficult terrain of the San Rafael Country.

Overlook

This overlook offers a striking view of the rugged country that the Old Spanish NHT travelers crossed.

Trailheads

Upper Lost Spring

The Upper Lost Spring trail begins on Lost Springs Road and connects to Cottonwood Wash.

Campgrounds

Group Campground

The group campground would accommodate camping for large groups off of Green River Cut off Road

Overlook Campground

The overlook campground would offer dispersed camping and an overlook of both Cottonwood and Lost Spring washes.
Upper Lost Spring Trailhead

The Upper Lost Spring Trailhead begins off of Lost Springs Road and connects to Cottonwood Wash Road. It is currently open to ATV and motorcycle travel.

Overlook and Group Campground

The proposed Overlook Campground would provide dispersed camping and act as a launching point for hikers, OHV riders, etc to begin their exploration of the trail. The campground would also offer a view of both Cottonwood Wash and Lost Spring Wash where Old Spanish Trail travelers crossed.

The group campground could provide camping areas that accommodate larger camping parties with group sites.
At the junction of Highway 6, the Green River Cutoff wayside will give information about the Old Spanish NHT and direct visitors to the trail’s opportunities. The Green River State Park could act as an interpretation site and staging area. The Green River crossing wayside could interpret the trail crossing at Green River.

The John Wesley Powell River History Museum is an excellent partner for bringing the Old Spanish NHT to life through exhibits and travel information.
Green River State Park/Golf Course could act as a staging area for exploration of the Old Spanish NHT. It has a large parking area and campground with tall, shady cottonwood trees. Located along the Green River, it also offers recreational opportunities including boating, golfing, and fishing. The park is the put-in point for the 120-mile float through Labyrinth and Stillwater Canyons.

The Green River has catfish, carp, and four unique native fish that are threatened with extinction and protected: Colorado Pike Minnow (Squawfish), Razorback Sucker, Humpback Chub, and Bonytail Chub.

The John Wesley Powell River History Museum (in Green River, Utah, connects people and communities to the significance of river history by celebrating the landscapes and cultures in the Colorado Plateau. Located on the banks of the Green River, the museum currently offers a unique opportunity to supplement personal experience on the Green and Colorado rivers by accessing the cultural history and regional context of the Colorado Plateau via artifacts, interpretive exhibits, and museum programming. River runners and commercial passengers visit the museum to learn about their history, and they leave having gained personal knowledge about their heritage. Through the work of the museum, travelers leave more prepared to have meaningful experiences on the river. This same opportunity is available for tourists on the Old Spanish NHT, and the museum is uniquely poised to deliver it.
As an organization that seeks to highlight the history and the unique landscapes of the Colorado Plateau, the museum views the Old Spanish NHT as a substantial chapter in that story. The Gunnison Valley was an important stretch of the trail, and the only place where travelers were able to cross the Green River safely. A deep history of power, control, and access developed in the region, all based around the ability to cross the river. This reality as a crossing point is still an important part of the history and shared identity for the residents of Green River, and an important element to the historical narrative of the region.

John Wesley Powell River History Museum

With ample outdoor space for parking and wayside exhibits, and the capacity to house and care for historic artifacts, the museum is a natural partner for the Old Spanish NHT. The museum is one of few cultural institutions that sits on both the Old Spanish NHT and Interstate 70. It sees more than 25,000 visitors annually, and serves as an information center for the multitude of tourists in southeast Utah. It has the ability to provide broad interpretive messaging for the Old Spanish NHT to a large audience, and can introduce the history and national relevance of the trail to tourists in the region. As a potential official travel hub for the Old Spanish NHT, the museum hopes to do the same for the trail that it does for river runners in the Colorado Plateau. It can provide access to context, history, and programming, and serve as a resource for travelers who are prepared to embark on their own trail journey.

In some ways, the museum already has a head start. In recent years, the City of Green River has developed preliminary plans to improve the design and functionality of the museum’s grounds, and many of the ideas in that proposal would work seamlessly with the goals of the Old Spanish NHT Recreation and Development Strategy. Proposals for a small on-site nature trail with interpretive signage, or a simple river overlook that highlights the valley’s landscape and history, would create a perfect opportunity to bring the trail to life for visitors who are unable or unlikely to visit the trail in the backcountry.

Likewise, the museum is dedicated to place-based learning for local children, and the opportunity to teach the history of the region to young students who are not yet able to visit the trail immediately will be invaluable to the mission of the organization.

Improvements to the interpretive exhibits would likely be necessary, but the museum is an interested and willing partner who is already serving as a travel hub for the region (the organization offers interpretive exhibits on the Old Spanish NHT and passport stamps for collectors). With a vested interest in promoting the landscapes and cultural history of the region, and with institutional experience as an information center, the John Wesley Powell River History Museum is a model partner for bringing the Old Spanish NHT to life.
APPENDIX
## Trail Chart
### Non-motorized Hiking Trails

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Distance</th>
<th>Description</th>
<th>Difficulty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walker Flat Trail</td>
<td>Trailhead off of UT-10 south of Emery</td>
<td>4.5 miles one way</td>
<td>Trailhead and stream crossing</td>
<td>Easy</td>
</tr>
<tr>
<td>Big Hole Wash</td>
<td>Trailhead off of Cottonwood Wash Rd.</td>
<td>4 miles one way</td>
<td>Trailhead and Big Hole site</td>
<td>Moderate</td>
</tr>
<tr>
<td>Cottonwood Creek Trail</td>
<td>Trailhead off of Green River Cut-off Road</td>
<td>6.5 miles one way</td>
<td>Trailhead and hike</td>
<td>Moderate</td>
</tr>
<tr>
<td>Old Highway Trail</td>
<td>Trailhead west of Highway 6.</td>
<td>6.75 miles one way</td>
<td>Ends at the South End Staging Area</td>
<td>Difficult</td>
</tr>
<tr>
<td>Upper Cottonwood Wash Trail</td>
<td>Begins on Cottonwood Wash Rd.</td>
<td>6 miles one way</td>
<td>Ends at Big Hole Intersection</td>
<td>Moderate</td>
</tr>
<tr>
<td>Mid-Cottonwood Wash Trail</td>
<td>Begins at Mid-Cottonwood Wash Trailhead</td>
<td>8.75 miles one way</td>
<td>Ends at Upper Cottonwood Wash Trailhead</td>
<td>Difficult</td>
</tr>
<tr>
<td>Rochester Rock Art Panel</td>
<td>Trailhead off of UT-10. East of Emery.</td>
<td>1.4 miles one way</td>
<td>Short hike to the Rochester Rock Art Panel</td>
<td>Easy</td>
</tr>
<tr>
<td>Upper Ferron Creek Crossing</td>
<td>Trailhead off of UT-10. East of Ferron.</td>
<td>3 miles one way</td>
<td>Trailhead and hike along trail trace.</td>
<td>Moderate</td>
</tr>
<tr>
<td>Lower Ferron Creek Trailhead</td>
<td>Trailhead south of Cottonwood Creek Trailhead</td>
<td>6.5 miles one way</td>
<td>Hike along trail trace.</td>
<td>Moderate</td>
</tr>
<tr>
<td>Cottonwood Canyon Trailhead</td>
<td>Trailhead of Cottonwood Wash Rd.</td>
<td>1.5 miles one way</td>
<td>Hike along trail trace.</td>
<td>Easy</td>
</tr>
</tbody>
</table>

## Auto Tour Routes

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Distance</th>
<th>Description</th>
<th>Difficulty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Castle Valley Auto Tour</td>
<td>Begins at the junction of I-70 and UT-10</td>
<td>38 miles</td>
<td>Paved highway</td>
<td>Easy</td>
</tr>
<tr>
<td>Castle Dale Auto Tour</td>
<td>Route from Castle Dale to the Highway 6 junction.</td>
<td>45 miles</td>
<td>Gravel road</td>
<td>Moderate</td>
</tr>
<tr>
<td>Route 6 Auto Tour</td>
<td>Route from the Green River Cut-off to Green River</td>
<td>22 miles</td>
<td>Paved highway</td>
<td>Easy</td>
</tr>
</tbody>
</table>

## Multiple Use Trails

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Distance</th>
<th>Description</th>
<th>Difficulty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilsonville Overlook</td>
<td>Begins off of UT-10 outside of Castle Dale</td>
<td>1.25 miles one way</td>
<td>Dirt road. Overlook of Wilsonville and OST</td>
<td>Moderate</td>
</tr>
<tr>
<td>Old Spanish Trail Loop</td>
<td>Begins and ends off of Green River Cut-off Rd.</td>
<td>30 miles round-trip</td>
<td>Dirt road. Loop trail. Access at Trail Spring and Green River Cut-off</td>
<td>Moderate to Hard</td>
</tr>
<tr>
<td>Upper Lost Spring Trail</td>
<td>Begins on Lost Springs Road</td>
<td>3 miles one way</td>
<td>Connects to Cottonwood Wash</td>
<td>Moderate</td>
</tr>
<tr>
<td>Trail Spring Trailhead</td>
<td>Begins at Mid-Cottonwood Wash</td>
<td>30 miles round-trip</td>
<td>Southern access to the Old Spanish Trail Loop</td>
<td>Moderate to Hard</td>
</tr>
<tr>
<td>Black Hills Trail</td>
<td>Begins between the town of Castle Dale and the Buckhorn Information Center</td>
<td>8 mile loop</td>
<td>Loop off of Green River Cut-off Road. East of Castle Dale</td>
<td>Easy</td>
</tr>
<tr>
<td>Red Seeps Trail</td>
<td>Begins off of Green River Cut-off Rd.</td>
<td>3.5 miles one way</td>
<td>Access to Little Cedar Mountain Overlook</td>
<td>Easy</td>
</tr>
<tr>
<td>Big Hole Intersection</td>
<td>Begins on Cottonwood Wash Rd. South of Green River Cut-off Rd.</td>
<td>3.25 miles one way</td>
<td>Dirt road to Big Hole spring site</td>
<td>Easy</td>
</tr>
<tr>
<td>Chimney Rock Trailhead</td>
<td>Begins on Green River Cut-off Rd.</td>
<td>30 miles round-trip</td>
<td>Northern access to the Old Spanish Trail Loop</td>
<td>Moderate to Hard</td>
</tr>
<tr>
<td>Box Flat Trail</td>
<td>Begins off of Green River Cut-off Rd.</td>
<td>14.5 miles round-trip</td>
<td>Loop off of Green River Cut-off Rd.</td>
<td>Moderate</td>
</tr>
</tbody>
</table>