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1950 Maps & Master Plan of Development as a National Monument for Dinosaur National Monument

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON 25, D. C.

In reply refer to:
L2415 DINO

Patent 4/11
McLain 4-17
Lynde 4-17

APR 4 - 1950

*Dinosaur
Nat'l Monument
600-03*

April 4, 1950

Memorandum

To: Regional Director, Region Three
From: Chief, Land Planning Branch
Subject: Statement on Dinosaur National Monument

Herewith are five copies of a statement on development of Dinosaur National Monument as distributed to those attending the Hearing on April 3.

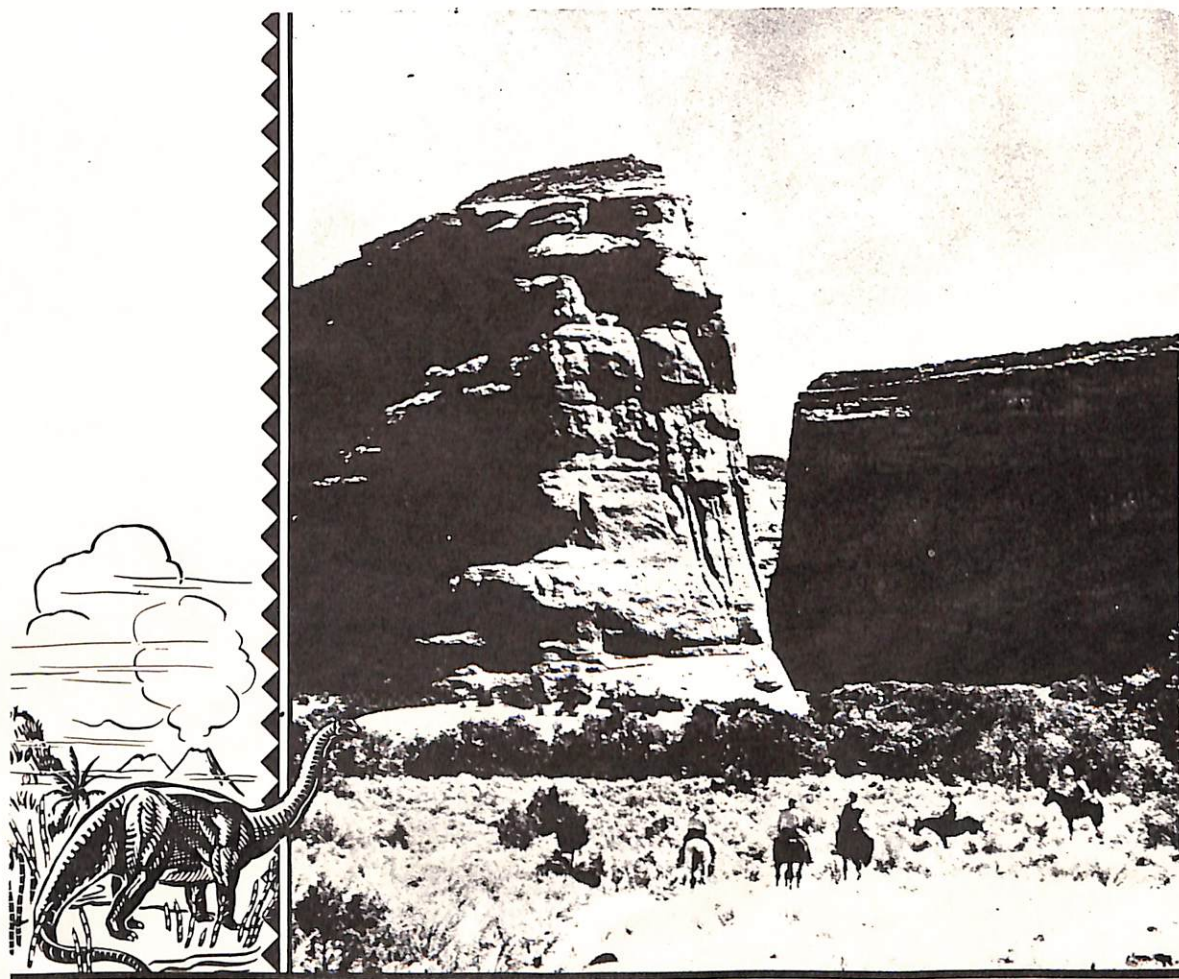
Leo J. Diederich
Leo J. Diederich
Chief, Land Planning Branch

Attachments 5

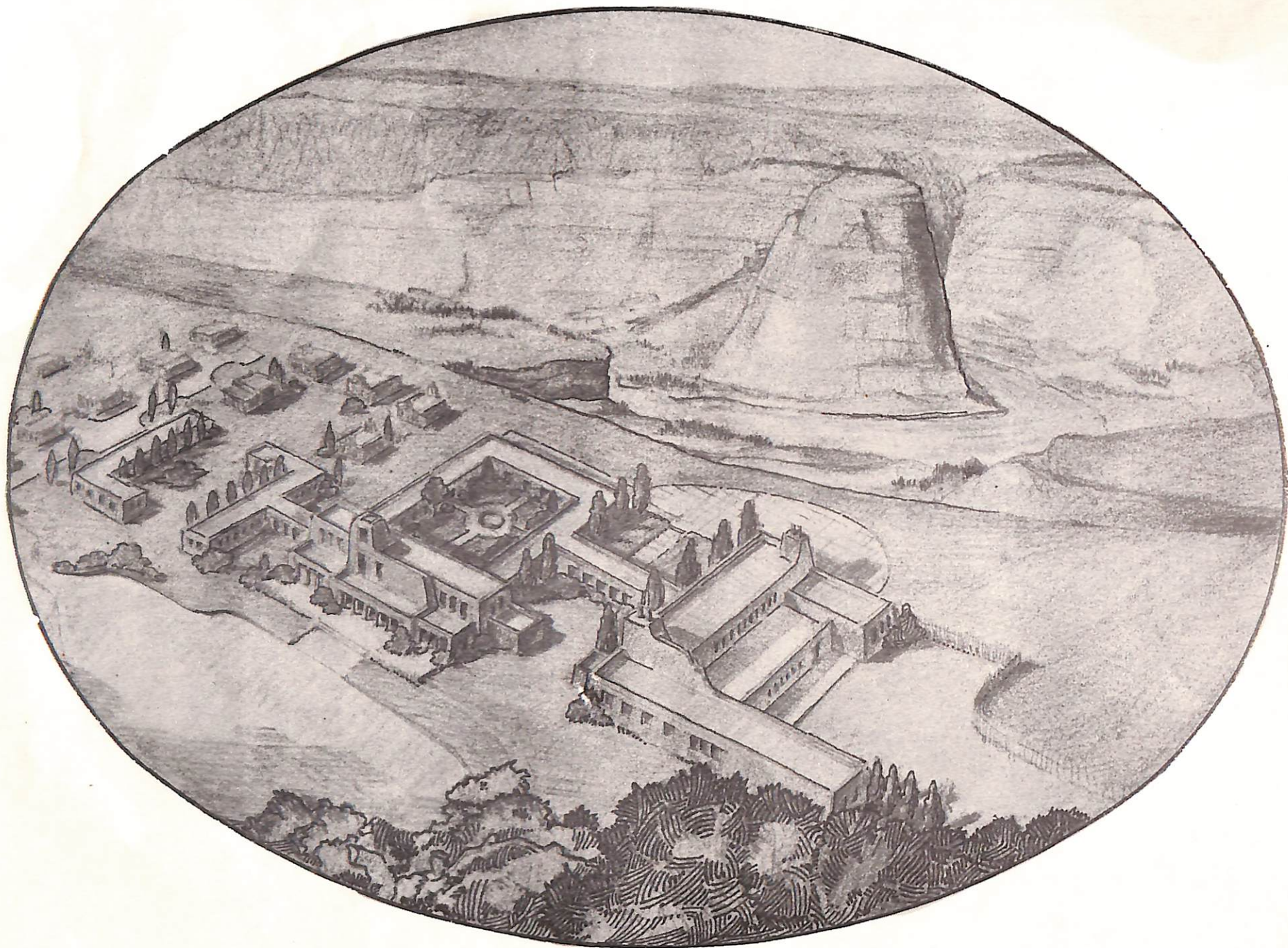
*One copy sent to Clifford Willson
✓ ✓ retained for Ch. 9 B data book
One copy - retained in Lands. 4/11/50*

DINOSAUR

NATIONAL MONUMENT

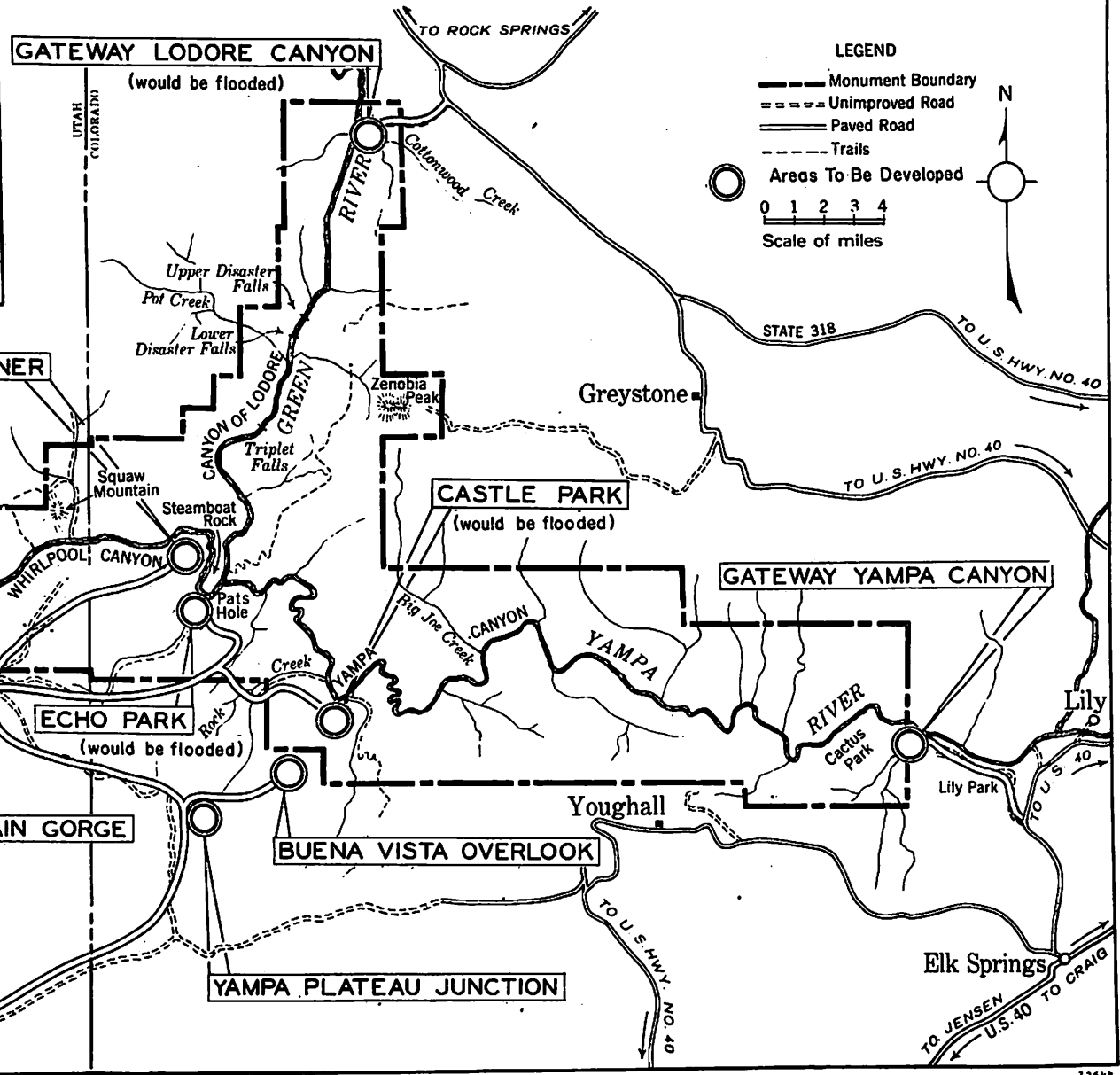
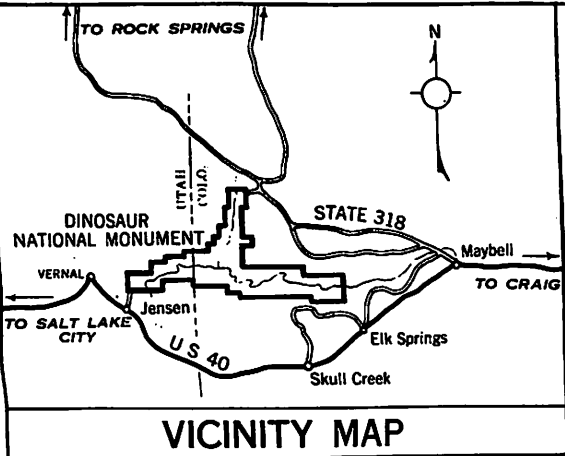


PLAN OF DEVELOPMENT
AS A NATIONAL MONUMENT
BY THE NATIONAL PARK SERVICE



TYPICAL DEVELOPED AREA - ECHO PARK LODGE

DINOSAUR NATIONAL MONUMENT DEVELOPMENT SITES



MASTER PLAN DEVELOPMENT PROGRAM
FOR DINOSAUR NATIONAL MONUMENT

The National Park Service prepares and maintains a master plan of development for each area under its administration. The developments shown thereon are to make accessible the noteworthy features of the area and to provide facilities and accommodations for the visitors. The developments are carried out by the National Park Service as funds are made available to it by the Congress. Very few accomplishments have been made at Dinosaur National Monument due to the limited appropriations for construction during the past several years. However, the increased visitation to all areas in the national park system has emphasized the development needs and these needs are being recognized by the Bureau of the Budget and the Congress.

The master plan for Dinosaur National Monument includes a modern road system, an expanded trail system, several tourist centers and a headquarters area. These developments are briefly described as follows:

Road System

There will be constructed an entrance road from the proposed headquarters area on U. S. Highway No. 40 up Miner Draw, roughly along the present road location to the Yampa Plateau Junction. From there spur roads will be taken to Buena Vista Overlook and to Harpers Corner.

Taking off from the Harpers Corner Spur will be constructed a spectacular canyon road descending Iron Springs Wash to Pearl Park and Red Rock Bench, terminating at the Echo Park Lodge site which overlooks Steamboat Rock and Pats Hole. The roads mentioned will be high standard construction which will involve heavy construction in some instances. The roadsides will be landscaped to blend into the surrounding countryside. A lower standard road will lead from the Echo Park Lodge Site to a campground in Pats Hole and from there to Castle Park.

The entrance road into the Quarry Area will be improved and parking facilities constructed; also, minor service roads will be required. Entrance roads will also be constructed to the outlying areas of Split Mountain Gorge, Island Park, the Gateway to Lodore Canyon, and the gateway to Yampa Canyon which will terminate at picnicking and camping areas. Approximately 70 miles of roads are to be constructed at an estimated cost of \$5,620,000.

Trail System

It is ~~proposed~~ to construct a system of foot trails and a system of horse trails which will connect the various tourist centers and will extend to the points of interest to provide long or short trips

over most of the scenic sections of the Monument. The approximate length of this system will be 200 miles and is estimated to cost \$270,000. It is proposed to install self-operating ferries; one crossing the Yampa at Pats Hole; one near the eastern end of the Monument, and one across the Green at the north end which will allow for extended loop trips.

The Developed Areas

(Quarry Area)

The Quarry Area is detached from the balance of the development and is made accessible by road from Jensen, Utah. Temporary buildings at the site are now utilized for monument headquarters. The permanent development will consist of adequate parking within easy trail access of the quarry proper, ranger station, offices, and comfort station adjacent to the parking terminus, and a large museum structure housing the quarrying operations and exhibits in place as well as excavated materials. The museum will be accessible by service trail and walk. It is expected that the entire quarry operation will be housed under a large roofed structure probably temporary at least during preparation of the exhibits. A residential area will be provided to house permanent and temporary employees, and a small utility area for storage and servicing equipment in connection with year-round operation. The estimated cost of this development is \$490,000.

(Split Mountain Gorge)

A spur road now exists and will be improved from the Quarry Area to this scenic spot at the lower end of Split Mountain Gorge. A small picnic area exists which will be improved and enlarged and camping facilities provided to accommodate approximately 150 visitors. In addition, a cabin area development of 50 units will overlook the Gorge from the plateau above the campground. The cost of this development is estimated at \$492,000.

(Headquarters Area)

In this area provision will be made for all the primary administrative activities of the area on a year-round basis. It will be located at the junction of Highway No. 40 and the approach road. The location will provide a strategic position for making contact with and giving information to visitors. The climate is suitable for all year management and protection of the entire area, being closely adjacent to the monument, yet on a continually maintained highway route. An administration building will house the main park offices, ranger headquarters, information office, and comfort stations. A residential area will provide facilities for housing permanent and temporary personnel. A headquarters utility area will provide warehousing, storage and repair of equipment, central fire cache, etc. The construction cost for this development is estimated to be \$410,000.

(Yampa Plateau Junction)

This location provides a central contact point for visitors during the travel season. An information station and summer residence will constitute the development. The construction cost for this development is estimated to be \$28,000.

(Buena Vista Overlook)

This is one of the outstanding viewpoints from the south rim of Yampa Canyon. Adequate parking facilities will terminate the spur road with a short trail to a protected overlook structure. Enclosure of a portion of the overlook is desirable since high winds are prevalent. A short trail will lead from the overlook to a fire lookout station on Round Top where visitor interpretation will be provided. The construction cost for this development is estimated to be \$28,000.

(Harpers Corner)

Harpers Corner, being in the center of this scenic canyon area, provides the visitor with an easily accessible viewpoint from which the panorama is beyond description. The convergence of the Yamps and the Green Rivers, Steamboat Rock, and Pats Hole lie directly below with the other canyons stretching away in all directions to the horizon. The access road and parking area will stop approximately $1\frac{1}{2}$ miles from the extreme terminus. A foot trail on the final portion will provide viewpoints both to the right and left along the entire length of the narrow escarpment, climaxed by the most breathtaking views in the monument. The cost of this development is estimated to be \$16,000.

(Echo Park)

This is the primary developed area proposed for visitor use in the Canyon section of the monument. It is situated on a promontory looking through the Pool Creek Canyon gap which frames Echo Park and Steamboat Rock at the bottom of the Canyon. An extensive lodge, multiple cabins, stores, service station, and appurtenant facilities will accommodate 500 visitors. By low standard spur road through the lower end of Pool Creek Canyon, the river level will be reached where camping and picnic facilities will be provided for 150 visitors. The main trail terminus will be at this location. The Echo Park Lodge development and attendant facilities are estimated to cost \$2,500,000.

(Castle Park)

Castle Park is at the end of the canyon road system, accessible from Red Rock Bench by lower standard road through a narrow canyon to the Yampa River. The usable area is extensive and lends itself to

adequate development. Mantle Ranch is located here and is a well established oasis in a primeval setting. Campground facilities will be provided and, in addition, some overnight accommodations under canvas. A ranger station, small camper's supply structure, and comfort stations will be included. Facilities at this area will accommodate 250 visitors. The estimated cost of the development is \$175,000.

(Developments at the Gateways to the Lodore and Yampa Canyons)

It is planned at these locations to improve the existing roads and install campground and the attendant facilities to serve 50 to 100 visitors at each area. A new Ranger Station will be required at these locations. The estimated cost for these developments is \$70,000.

(Island Park)

An existing road into this isolated section of the monument will provide access after some improvement for a number of visitors. A small campground, ranger station, and comfort station will constitute the extent of facilities. The estimated cost for this development is \$17,500.

The estimated cost of developing Dinosaur National Monument to accommodate visitors for the next several years is approximately \$11,000,000. The tourist centers will be designed so they can be easily expanded to accommodate increased visitation if it becomes necessary to do so.

Based on a tourist season of five months' duration, the contemplated development at Dinosaur National Monument will provide accommodations for 180,000 visitor-nights and 450,000 day use visitors.

DINOSAUR NATIONAL MONUMENT UTAH - COLORADO

