

The 2002 Guide to the Dinosaur Diamond Prehistoric Highway

Nominated as an All-American Road

Signed Limited Edition

Abstract

The area encompassed by the Dinosaur Diamond is one of the best places in the world to find dinosaur fossils and for the general public to see those fossils in the ground as uncovered by paleontologists. Museums along the route display many of these dinosaurs and also artifacts of the ancient Indians who once lived in the deep canyons, colorful deserts, and cool mountain valleys of this part of the American West.

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Date

State Concurrence:

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Date

Destination: Travelers' Directions to the Dinosaur Diamond Prehistoric Highway

Byway Location Uintah, Duchesne, Carbon, Emery, and Grand in Utah; and Mesa, Garfield, Rio Blanco, and Moffat in Colorado

**Getting to
the Byway** *From:* Salt Lake International Airport
Distance: 114.00 mi
Driving Time: 2 hours

From the airport, follow the signs to I-215 going south to Provo, UT. Follow that belt loop around for 10 miles until it intersects I-15. Follow southbound I-15 for 41 miles until exit 261. That is the intersection with U.S. Highway 6 which goes to Price, UT. 57 miles of eastward travel on U.S. 6 will bring you to Helper, UT and the roads of the Dinosaur Diamond.

From: Denver International Airport
Distance: 266.00 mi
Driving Time: 4 hrs

Follow the signs to I-70. Head west to Grand Junction/Fruita, CO.

From: Grand Junction, CO
Distance: 1.00 mi
Driving Time: 5 minutes

Grand Junction is part of the Dinosaur Diamond. Travelers can head north to drive the Diamond in a counterclockwise direction or head west to drive it in a clockwise fashion.

**Driving the
Byway**

Touring Time: 10 hours to 10 days
Length: 512.00 mi

Beginning from the (West???) portal, in the city of...From Grand Junction/ head west on I-70. Get off at exit 19 ((in Fruita??))and turn left over the interstate to head south. Just south of the McDonald's is the Museum of Western Colorado. Inside the modern building are life-sized robotic dinosaurs that spit, hiss, and roar. Real bones are also on display as is a working fossil preparation lab. Some of the material is from the Mygatt-Moore Quarry of western Colorado. To visit that site, get back on the interstate and head west. At exit 2 just east of the Utah-Colorado border turn right. An information kiosk, a trailer, and a hole in the ground mark the site of the quarry in the Jurassic-aged Morrison Formation. The area, known as Rabbit Valley, also has a self-guided discovery trail with brochures available at the start of the 1.5 mile long trail. Returning to the interstate and continuing on into Utah to exit 212, the eastern Cisco exit, turn left over the interstate. The road is on the south side of the interstate and goes through the ghost town of Cisco, UT. A mile and a half west of Cisco is the three-way junction with UT highway 128. Turn left and head south toward the Colorado River, Castle Valley, and Moab. After 8 miles, the road crosses the Colorado River on a modern bridge just downstream of the old Dewey Bridge, a swinging suspension type bridge that was used as late as 1980. The road is now in the red rock canyon of the Colorado River and will remain so until reaching Moab, UT. 7 miles after crossing the bridge, the Fisher Towers are visible to the left hand side of the road as is a magnificent view of the La Sal Mountains with peaks reaching elevations over 12,000 feet; some 8,000 feet higher than the road. Another 8 miles further along is an intersection with a paved road that goes up to the village of Castle Valley to the left. This road also provides access to the La Sal Mountains for those willing to drive on dirt roads. Dinosaur tracks are located 10-15 miles up this road also but it is best to get directions from the folks at the visitor information center in Moab before attempting to find them. Shortly after that intersection the eastern edge of Arches National Park is reached on the other side of the river. A couple hundred yards before UT 128 intersects with US 191 a small metal pipe with water flowing from it is visible sticking out of the sheer rock walls of the canyon. This is the "Marriage Spring" of local fame. More importantly, pterydactyl tracks are visible in the rock shelf to the right of the water pipe.

At the intersection with US 191, a turn to the left will take the driver and vehicle into the town of Moab, UT. Much valuable information on dinosaur and other fossil sites as well as archeological sites can be had at the visitor information center in the center of town at the intersection of Main and 100 North, US 191 being Main Street in Moab. Moab is also a main base for many river runners with a number of companies offering a variety of trips, short and long, whitewater and calm, for the beginner and the expert. Moab also has the Dan O'Laurie Canyon Country Museum with archeological, geological, and historical exhibits. This museum is a block and a half east of Main on Center Street, right across from the courthouse.

If, instead of turning left to enter Moab, the driver turned to the right, the Colorado River would soon be crossed. One mile later, on the left is the start of another Utah scenic byway, the Potash Road, or UT 279. 4.5 miles downstream along this paved road are a set of three-toed tracks probably left by an allosaur. These tracks are well marked as are the several petroglyph panels pecked into the walls of the canyon by prehistoric Indians.

Back on US 191 heading north, the entrance to Arches National Park is soon reached on the right hand side of the highway. The arch seen on Utah license

plates, Delicate Arch is located in this park along with many others.

Eight miles further to the north on US 191 is the intersection with UT 313 on the left. This paved road provides access to Dead Horse Point, a state park with a truly awesome view of the Colorado River in its canyon thousands of feet below. UT 313 also provides access to some of Canyonlands National Park including both Grand View Point and Upheaval Dome. This side trip would add 50 or 60 miles to the journey.

Two and a half miles north of the intersection of UT 313 and US 191 and on the left or west side of the highway is the start of a dirt road that can take visitors to the Mill Canyon Dinosaur Trail. This unique trail has dinosaur fossils and petrified wood left in their natural settings. Only a quarter mile long, it is an exciting encounter with life from 150 million years before us.

23 miles north of Moab and just half a mile past the large microwave tower on the ridge to the west of US 191 is a dirt road going to the east on the right hand side of the highway. Shortly after crossing the railroad tracks, stay to the right and follow the wooden signs for two miles to the Copper Ridge Track Site. The parking lot is only about 500 feet from the tracks of sauropods and theropods. The tracks preserved here record a sauropod making a right turn. Brochures provided by the BLM at the visitor registration box help make the site clear to visitors.

Ten miles further north on US 191 is Crescent Junction and I-70. Go west to the town of Green River, UT. Take exit 162 into town to visit the John Wesley Powell River History Museum located on the east bank of the Green River. In late summer and early fall locally grown melons of exceptionally good quality can be had in this town that celebrates Melon Days in mid-September.

Two miles west of Green River, UT turn north at exit 156 onto US 6/191 to head towards Price, UT. The highway has a bypass around Price with three exit ramps to enter the town. Take the first one, the East Price exit, into town. The road goes north and then swings west into the downtown area. At the third stoplight (Main and 300 East), turn right, following the signs for US 6 business loop. Go one block north to the stoplight at 100 North and 300 East and turn left. A block and a half later, on the south or left hand side of the street is a large marquee owned by Price City with current local events posted. It sits at the north end of a large parking lot that has the College of Eastern Utah's Prehistoric Museum at the south end. The Price City police station and fire station is also located on that parking lot. The statue of an allosaur with a camptosaur in its jaws gives some evidence of what is inside the museum. Jurassic and Cretaceous dinosaur skeletons, Pleistocene mammal mounts, and many fine examples of Indian artifacts discovered locally fill this wonderful museum. In the center of the building is the Castle Country Regional Information Center with hundreds of brochures on local attractions such as Nine Mile Canyon's thousands of petroglyph sites as well as live staff to answer questions. The main set of dinosaurs mounted in this museum came from the world famous Cleveland-Lloyd Dinosaur Quarry located just 30 miles south of Price. To visit this seasonally-open National Natural Landmark head south from Price on UT 10. Follow the signs that start 13 miles south of Price going through Elmo, UT where the pavement ends. 13 miles of well-maintained dirt road lead to the quarry's visitor center located in Emery County. Also in Emery County is the Museum of the San Rafael in Castle Dale, UT. Dinosaurs, Indian artifacts, and natural history items fill this fine museum.

From Price, head north and west on US6/191 through the town of Helper. The Western Mining and Railroad Museum at the corner of Main and 300 South in Helper has excellent displays on the railroads and coal mines that led to the settlement of Helper as well as on the variety of ethnic groups and the outlaws

that added spice to its history.

Four miles north of Helper is where US 6 & 191 split. Take the right hand turn onto US 191 that goes down and over the Price River and the railroad tracks and around the coal-fired power plant located right there. The next 44 miles are on a winding two lane paved road that goes up Willow Creek Canyon, up and over Reservation Ridge with a pass at just over 9,000 feet above sea level, and down through Indian Canyon to the town of Duchesne, UT in the Uintah Basin. A few blocks after crossing the Strawberry River, a stop sign divides US 191 from US 40. Turning to the right leaves the vehicle headed east on US 40 to the next major point of the Dinosaur Diamond, Vernal, UT and the Dinosaur National Monument.

The emerald green alfalfa fields in the bottomlands of the Duchesne River alongside US 40 are in stark contrast to the grays and gray-browns of the Uinta Formation shales that make up the steep hillside across the river to the north. The Eocene-aged set of rocks contains fossilized turtle shells and some of the large early mammals such as the uintatherium, a rhinoceros-like beast with several extra horns up front. Twenty-five miles and more beyond that gray slope is the dark green of the lodgepole and ponderosa pine and engelmann spruce forests of the Uinta Mountains. This longest of all east-west trending mountain ranges in the world is generally snowcapped 9 or 10 months of each year. Alpine glaciers carved the upper reaches of this range into a pristine landscape crowded with streams, lakes, U-shaped valleys, knife-edged aretes, and the highest point in Utah, Kings Peak at 13,528 feet above sea level. While still traveling through the floodplain of the Duchesne River, US 40 is joined by a road from the south signed "Sand Wash". This road provides access to other roads that go through the petroglyph-rich canyon called Nine Mile as well as leading to the Green River put-in and BLM ranger station at Sand Wash. This raft launch is the start point for river trips down the Green through Desolation and Gray Canyons. The paved nature of this road changes to dirt within 10 miles. No services are available going to or at Sand Wash and none are available going through Nine Mile Canyon until the road reaches civilization again at Wellington, UT on US 6/191 just east of Price, UT.

US 40 continues to the east passing through Myton at the Duchesne River bridge and then through Roosevelt, the largest town in Duchesne County. 8 miles east of Roosevelt and just south of the highway is Ft. Duchesne where most of the offices of the Ute Tribe are located. Most of the next 15 miles of the route is through the red, green, and beige rocks of the Oligocene-aged Wasatch Formation. Pinyon pine, Utah juniper, rabbit brush, and sagebrush are the dominant plants visible in this area. A few cottonwoods can be seen in some of the usually dry washes cut by the road.

The first view of the Ashley Valley containing Vernal, UT is obtained when the road crests on Asphalt Ridge 4 miles west of town. There is a view area with picnic tables there located on the right hand or south side of the highway. From the left going clockwise the dominant visible features are Ashley Gorge, a gash in the mountain front where Ashley Creek issues forth; Taylor Mountain, the broad green slope that is the flank of the mountain range; Rattlesnake Hills, the lower flat-lying layers of beige, purple, red, and gray that are sculpted into the rolling hills visible across the green tree-lined streets of Vernal town; Diamond Mountain on the skyline behind the Rattlesnake Hills; Split Mountain through which the Green River pours out of the heart of Dinosaur National Monument; Blue Mountain just to the south of there where every year a hang-gliding competition with a national draw is held; and filling the horizon to the right is the broad arc of Asphalt Ridge, so named because of the large deposits of tar sand it holds.

US 40 continues on into Vernal ending up on Main Street. The intersection of Main Street and Vernal Avenue in the heart of downtown Vernal is controlled by one of the half dozen stoplights in town. Red Fleet State Park and the dinosaur trackway discovered there by the shores of the reservoir in recent years are reached by turning to the left and following US 191 north towards the Uinta Mountains for 13 miles. The reservoir just 4 miles north of town is contained in Steinaker State Park.

Two and a half blocks east of the Main St. and Vernal Ave. intersection is the Utah Field House of Natural History. The skull of a diplodocus is suspended high over the front desk of this museum. The large room behind the desk is filled with the rest of this long-necked dinosaur's skeleton. Walking around/ underneath the giant creature rewards the visitor with a closeup look at an active paleontologic lab where the bones of dinosaurs, early mammals, and other fossilized creatures are being prepared out of the rock that has encased them for millions of years. More bones, mineral collections, Indian artifacts, pioneer legacies, and natural history displays of various sorts fill out the rest of the inside of the Field House. Outside of the building is the lush greenery of the Dinosaur Garden with life size fleshed out replicas of a number of prehistoric monsters.

Back on US 40 heading east for 12 miles, Jensen, UT is reached. A new visitor center is located at the junction of US 40 and UT 149. Turn left at the intersection and stop for a look at the visitor center or head north 6 miles along the banks of the Green River to Dinosaur National Monument. The quarry that supplied specimens to Pittsburgh's Carnegie Museum and New York City's American Museum of Natural History is today enclosed in 1960's era visitor center. Hundreds and hundreds of dinosaur bones are visible in the steeply tilted sandstone wall that forms on side of the building. Park Service paleontologists can often be seen working on fossils in the glassed-in prep lab also located in the building. A few miles further into the Monument brings visitors to the Green River campground and boat ramp. This is the takeout point for raft trips that started several days earlier upstream at the Gates of Lodore as well as for the one day trips through Whirlpool Canyon inside Split Mountain itself. Travel even deeper into the Monument on paved roads brings visitors to a number of petroglyph panels and to a box canyon containing the log cabin homestead of Josie Morris. Josie was an oft-married but very independent woman who lived here in the late 1800's and early 1900's.

Returning to US 40 in Jensen, turn left and head east across the bridge over the Green River. 10 miles travel and the town of Dinosaur, CO is reached. The headquarters offices of Dinosaur National Monument and access to more backcountry canyons, petroglyphs, viewpoints, and rivers is located 2 miles east of town on US 40. The headquarters building and visitor center is on the left hand or north side of the highway.

The intersection of US 40 and CO 64 in Dinosaur is a well marked T-intersection. Turning south onto this road leads the traveler further along the Dinosaur Diamond to the town of Rangely, CO. Just west of Rangely and before entering the town, the road passes through one of the oldest producing oil fields in America. The Rangely oil field has been producing oil and gas since just after WW II. One block east of the second stoplight on the right hand side of the road is the Rangely City Hall. This is a good place to find information on the many recreational opportunities available here and in the surrounding countryside. Continuing on CO 64 through Rangely takes one to the east side of town and the intersection with CO 139. Turn right at this T-intersection and head south through Canyon Pintado towards Douglas Pass and Loma, CO. Several petroglyph panels along the way have interpretive signs. The road

alongside Douglas Creek is a winding road through beautiful pinyon-juniper forest that turns to Douglas fir in the area of Douglas Pass. The oil shale visible in outcrops and road cuts of this area is well known for containing fossil leaves and insects. CO 139 continues on south and intersects US 6 half a mile north of I-70 in Loma, CO. Turning left or going on to the interstate before turning left will both return the traveler to Grand Junction, CO completing the loop of the Dinosaur Diamond Prehistoric Highway.

The Byway Story

Theme Dinosaur fossils in the ground and on display draw people from around the world to the Dinosaur Diamond.

Abstract The area encompassed by the Dinosaur Diamond is one of the best places in the world to find dinosaur fossils and for the general public to see those fossils in the ground as uncovered by paleontologists. Museums along the route display many of these dinosaurs and also artifacts of the ancient Indians who once lived in the deep canyons, colorful deserts, and cool mountain valleys of this part of the American West.

Desired Designation All-American Road
(Consider for National Scenic Byway if not eligible for All-American Road)

Destination Unto Itself The Dinosaur Diamond byway provides a unique and unparalleled opportunity for the general public to experience the thrilling story of dinosaurs and the science behind them. The route combines opportunities to see dinosaur bones still in the ground, dinosaur bones being prepared out by paleontologists and museums displaying the reconstructed skeletons and fleshed-out re-creations of those same dinosaurs. In between and sometimes overlapping the dinosaur sites are areas of major archeological interest. This two state byway on the northern edge of the Colorado Plateau is in the same country that was occupied by prehistoric Native Americans who saw the many rock cliffs of the area as ideal surfaces for their petroglyphs and pictographs. Some of the finest examples and densest concentrations of this art in North America are located along the byway corridor. For those who don't want the whole trip to be totally educational, there are many opportunities for play along the way. Hiking, camping, mountain

biking, fishing, and many other such activities can be enjoyed on the many acres of public lands in the corridor. River rafting and kayaking for all levels can be arranged on the great Mountain West rivers known as the Green and the Colorado. Horse-back riding, llama-assisted pack trips, and even mule and goat pack trips can also be arranged with private operators in the area. The many motels and restaurants in the main towns along the Diamond are experienced at assisting visitors to find local areas of interest. And then there are marvelously unique and unclassifiable events such as Fruita's annual celebration of the life of "Mike, the Headless Chicken" who survived without benefit of a head for two years back in the 1940's. Although the route can be driven by a person in a hurry in 10 hours, the many fascinating features, sites, events, and recreational opportunities along the way mean that folks can easily spend weeks along the route.

**Archaeological
Qualities
(primary)**

Ancient Indian petroglyph panels show up on cliff sides and rock surfaces throughout the area of the Dinosaur Diamond. There are panels in the Colorado National Monument near Grand Junction, CO. There are hundreds of rock surfaces in the Moab, UT area with rock art done by Fremont culture paleo-Indians. Between Moab and Price, UT are hundreds of additional panels at Thompson Springs, the mouth of Gray Canyon north of Green River, UT; all through the San Rafael Swell just west of US 6/191, and down in the canyon of the Price River east of Woodside, UT. Between Wellington on US 6 and Myton on US 40 is Nine Mile Canyon, the greatest concentration of rock art in the world and the premier site of the archaic culture known as the Fremont Indians. The Uinta Basin is rife with Fremont rock art in places like Dry Fork Canyon just northwest of Vernal and in the Dinosaur National Monument. And then coming around the final leg of the Diamond, from Rangely to Douglas Pass is Canyon Pintado with its share of thousands more examples of rock art. (CMP, section 8)

see supporting document D20064-1

**Natural
Qualities
(primary)**

The area encompassed by the Dinosaur Diamond Prehistoric Highway is the best place in the world for the general public to see dinosaurs on display in museums, dinosaur bones still in the ground at the sites where they were discovered, dinosaur bones currently being excavated by paleontologists, dinosaur trackways preserved in rocks that once again have risen to the surface of the Earth, and to be able to do it all in as little as a day if so desired. The only two enclosed dinosaur quarries in America are located on the Dinosaur Diamond; one at Dinosaur National Monument near Vernal, UT and the other at the Cleveland-Lloyd Dinosaur Quarry National Natural Landmark near Price, UT. The latter quarry is the densest concentration of Jurassic dinosaur bones in the world and has dinosaur mounts in more

museums around the world than any other in existence. The quarry at the Dinosaur Monument near Vernal has supplied the Carnegie Museum in Pittsburgh, PA and the American Museum of Natural History in New York City, NY with many of their original dinosaur mounts. With over 120 individual dinosaurs recovered from here, it is in the running for most prolific dinosaur quarry in the world.

Cultural Qualities

Gotta get Fruita's "Mike the Headless Chicken" celebration in here somewhere! Definitely a "one of a kind" feature. Also Vernal's pink "Dinah"s that line the main street, and one of the largest pro rodeos in the world - Outlaw Trail Rodeo. Butch Cassidy Days. Just thinking out loud...Moab's outdoor musci festival, Easter jeep safari, film and video festival, Black Diamond stampede rodeo in price, christmas electric light parade in Helper...

Historical Qualities

The Spanish expedition of Escalante-Dominguez in 1776 was the first recorded venture of Europeans into the area. They came from Sante Fe in New Mexico looking for a route to the Spanish colonies in California but never found one. They did however, cross the Green River near Jensen, UT and go as far west as Spanish Fork, UT before turning back south to return to Santa Fe.

French fur traders and American mountain men next came to the area with the first ever mountain man rendezvous being held north of Vernal on the north slope of the Uinta Mountains in 1825.

Although Mormon settlers made it to the Salt Lake valley in 1847 it wasn't until some 30 years later that they started settling in the Uinta Basin and Carbon and Emery counties. The railroad from Grand Junction through Price brought development of the coal resources in the two counties as well as an influx of some 18 different ethnic groups from across southern and eastern Europe and Asia to work the mines. The economic development also brought outlaws. The San Rafael Swell was a favorite hideout for the Butch Cassidy and the Sundance Kid and their gang. Matt Warner, an outlaw who went straight was elected marshall in Price for a number of years. The Outlaw Trail went from the wild country of Robber's Roost down by Hanksville, up through the San Rafael Swell and either Nine Mile Canyon or along the canyons of the Green River into the Uinta Basin and then either continuing along the Green or up and over the eastern Uintas to Brown's Park in the tristate area of Wyoming, Colorado, and Utah. The Outlaw Trail Festival is held every summer in Vernal.

Recreational Qualities

The variety and quality of the outdoor recreational activities available along the Diamond are unsurpassed anywhere in the world. River rafting on both calm water and white water rivers is available through companies out of Vernal, Moab, and Green River, UT as well as some based in Grand Junction, CO. The Green River in Desolation Canyon has cliffs higher than Grand Canyon in AZ. The white water in Cataract Canyon on the Colorado just below Moab is frightening even to experienced river runners during the high water levels of spring melt. And yet some stretches of both the Green

and the Colorado are flatwater enjoyable in canoes for days at a time. Hiking opportunities are everywhere. From alpine hiking in the Uinta and La Sal Mountains, to desert hiking near Moab to look for dinosaur trackways numbering in the thousands, the variety and scope of hiking opportunities are as varied as they get. Outfitters are available all along the Diamond for those who want guides, horses, or even llamas to help with the load. Moab and increasingly Fruita have world famous mountain biking trails to challenge the expert and lure the beginner. In appropriate seasons, fishing and hunting opportunities are available to those looking to catch the "big one" or bring home some venison for the dinner table. And of course, winter sports opportunities abound. Snowshoeing, cross-country skiing, snowmobiling, and ice fishing in the high country and desert hiking without the summer heat in the low.

Scenic Qualities Vistas that can include features over a hundred miles away. Canyons with walls of red, green, beige, purple, and white; forested mountain passes; regional-scale cliffs with thousands of feet in relief extending from Grand Junction, CO to Price, UT; flowing rivers in desert settings; two National Parks, two National Monuments, several National Forests spread over two snow-capped mountain ranges and two high plateaus, and millions of acres of BLM-administered public lands with more cliffs, canyons, colors, and vistas. The view is fantastic!

Continuity of Traveler Experience The Dinosaur Diamond Prehistoric Highway is a very scenic route in itself but that is not the basis for our application for national recognition as an All-American Highway. The route is more like a charm bracelet connecting numerous world-class dinosaur sites and archeological sites. Many of the rocks exposed at the Earth's surface along the route are fossil-bearing and decorated with ancient rock art. As travelers proceed along the route they will be learning to see with the eyes of paleontologists and archeologists. Driving between the numerous points of interest perceptive travelers will be wondering what unseen animals are preserved in the rocks around them or what traces can be found of ancient Americans. Interpretive signs and kiosks placed at many points along the route and other methods of outreach to visitors will aim at educating them to what is there and how best to enjoy it and still preserve it for future generations. Having completed much of the work necessary to establish a firmer footing for the partnership, discussions at recent meetings are now focusing much more on promotional and interpretive tools. A single, distinctive graphic design common to all DD signs, panels, brochures

and other items is being developed. Our copyrighted logo will most likely be part of that but we are also looking to develop a unifying graphic of some sort. Plans are being discussed to develop audio-cassettes and guidebooks to accompany the travelers as they drive around the Diamond. The Diamond is a wonderful opportunity for a classic educational family vacation.

The Rest of the Story

¶ The Dinosaur Diamond partnership incorporated in Utah as a non-profit, is seeking All American Road status from the FHWA as an aid in the recognition, protection, promotion, interpretation, and general management of the unique paleontological and archeological resources of our bi-state area. Although local commitment does vary some as different people take over different jobs in the 40 different entities that make up the partnership, general support is still strong. The partnership was built from the ground up. Local support for the idea of a Dinosaur Diamond route came first. By combining into an entity with it's own identity, we hope to support our many parts and the overlapping (not identical) goals that we have. Chambers of commerce are obviously more interested in increased visitation and a better business climate while the Bureau of Land Management is more interested in education, interpretation, and protection of the paleontological and archeological resources present on public lands that cover much of the Diamond. Working together within an umbrella group such as the Dinosaur Diamond Partnership allows win/win situations to be the outcome much more than adversarial outcomes. Designation as part of the National Scenic Byway System is a natural goal of the group. It would make available to the group many tools we do not currently have or enhance ones we do. National recognition would result in increased visitation to the area which would mean more money and interest available to invest in resource protection, scientific research and interpretation. Designation by the FHWA would strengthen the Dinosaur Diamond Partnership by reaffirming its validity as an effective group. And given the rivalry between our ski industries, it is a good thing when Coloradans and Utahns can work together for mutual benefit. The Dinosaur Diamond Partnership does not seek to diminish others but rather to enhance appreciation of our resources and ensure that they are available for future generations.

Portrait of the Dinosaur Diamond Prehistoric Highway

Slides

Label	Caption	Description
S20064-1	Mount Elliot from afar	View from 20 miles distance of Mount Elliot, a highpoint along the line of the Book Cliffs that stretch from Price, UT to east of Grand Junction, CO. This view can be seen by heading south and east from Price on US 6 to the intersection with I-70.
S20064-2	Mount Elliot from due west	This is a view of Mount Elliot from due west on US 6 at a distance of about 4 miles. The cliff face is over 2,000 feet tall at this point.
S20064-3	Fossil preparator	This is a picture of one of the volunteer fossil preparators working on dinosaur bones at the Museum of Western Colorado in Fruita, CO.
S20064-4	Out of Colorado National Monument	View from a high point inside Colorado NM looking northward at the Grand Valley of the Colorado River near Fruita, CO.
S20064-5	CEU allosaur, camptosaur sculpture	Specially commissioned for the College of Eastern Utah's Prehistoric Museum, this sculpture is prominently displayed outside the north entrance to the museum. Skeletal mounts of the allosaur and camptosaur depicted here can be seen inside the museum.
S20064-6	Utahraptor	Discovered by paleontologists working at the Prehistoric Museum's Yellow Cat quarry in 1992, this monster raptor was discovered at the same time the first "Jurassic Park" movie was being filmed and demonstrates that truth is stranger than fiction. It is even bigger than the fierce creatures of that movie who were themselves enlarged versions of what was then known to science.
S20064-7	Dinosaur National Monument sign	Entrance sign to the quarry side of Dinosaur National Monument. Split Mountain, through which the Green River has cut a deep canyon, is visible in the background.
S20064-8	Bones at Dinosaur NM	This shot shows just a portion of the bones visible in the quarry face housed inside the visitor center at Dinosaur National Monument. With approximately 2,000 bones exposed on that face, it is truly an impressive sight. Photography does not adequately give the viewer the feel and scope of the experience.

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Label	Caption	Description
S20064-9	Cliff Ridge of Blue Mountain	Dinosaur NM has some pretty dramatic landscapes as well as a fabulous bone deposit. This is a view of the 2,500 foot high Cliff Ridge side of Blue Mountain on the south border of the monument as seen from Musket Shot Springs overlook on US 40 east of Jensen, UT.
S20064-10	Canyon Pintado pictograph	A horned figure painted on the walls of Canyon Pintado on CO SR 139. This pictograph is hundreds of years old.
S20064-11	Geometric figures in Canyon Pintado	Circles, spirals, and other geometric designs as well as people and animals were the subject of the rock art painted in Canyon Pintado along CO SR 139.
S20064-12	Cleveland-Lloyd allosaur mount	The small but information-packed visitor center at the BLM-managed Cleveland-Lloyd Dinosaur Quarry is dominated by a juvenile example of the 44 allosaurs who left their bones in this deposit. Many real bones are available for the visitors to touch and heft at this visitor center.
S20064-13	Bones in ground at CLDQ	Bones still in the ground are visible to visitors to the quarry buildings at Cleveland-Lloyd. Some visitors report getting goosebumps upon experiencing this visit.
S20064-14	Mural at CLDQ	This dramatic mural is a favorite of kids visiting Cleveland-Lloyd. While not quite technically accurate in all details, it is an excellent teaching aid for school groups and general visitors alike.
S20064-15	Petroglyphs in Nine Mile Canyon	An example of the rock art chipped into the desert varnish-covered walls of Nine Mile Canyon.
S20064-16	Petroglyphs in Nine Mile Canyon	An example of the rock art chipped into the desert varnish-covered walls of Nine Mile Canyon.
S20064-17	Petroglyphs in Nine Mile Canyon	An example of the rock art chipped into the desert varnish-covered walls of Nine Mile Canyon, Utah.
S20064-18	View south in Indian Canyon	This is a view from US 191 SB approaching the headwaters region of and mountain pass out of Indian Canyon south of Duchesne, UT. The 3,000 foot climb will take the traveler from sagebrush and cottonwoods, through pinyon pines and junipers, to a forest of aspens and Douglas firs in less than 10 miles.
S20064-19	Indian Canyon cliffs	This shot, taken near the north end of Indian Canyon shows cliffs rising hundreds of feet at roadside along US 191 just south of Duchesne, UT.

* Use slide S20064-6 for the America's Byways Map

Maps

Label	Name	Description
M20064-1	UTAH State Highway Map	Official road map put out by the Utah Department of Transportation.
M20064-2	COLORADO State Highway Map	Official road map put out by the Colorado Department of Transportation.
M20064-3	Dinosaur Diamond Discovery Map (brochure)	The flip side of the main Dinosaur Diamond brochure is a map of the corridor with many of the points of interest marked on it.
M20064-4	Mapquest.com map of Fruita, CO area	Printout of Mapquest.com product showing roads in Fruita, CO area in some detail.

Brochures

Label	Name	Description
B20064-1	Colorado Canyons National Conservation Area MAP & GUIDE	Map of the Colorado Canyons NCA identifying access points, trails, canyons, river corridor and points of interest. Brochure, published by the Grand Junction BLM office, has regulations and rules of conduct for the area. Also identifies areas by major recreation activity, such as mountain biking or wilderness hiking/camping or day hiking or horseback riding.
B20064-2	ARCHES Official Map and Guide	Park Service brochure describing park attractions, trails, rules, and some of the history. Includes map of park and further informational contact points.
B20064-3	Mill Canyon Dinosaur Trail	Brochure for self-guided 0.25 mile-long hike along sandstone ledges containing dinosaur fossils from the Jurassic period (allosaur, stegosaur, camarasaur, camptosaur) and some fossilized wood.
B20064-4	John Wesley Powell River History Museum	Describes attractions, amenities, and contact information for the museum. Primarily focussed on Powell's post-Civil War explorations of the Green/Colorado River systems, it also includes info and artifacts from more recent river runners, displays on area prehistory, and very nice art galleries.

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Label	Name	Description
B20064-5	Recreation Guide to the San Rafael Area	BLM brochure identifying some of the highlights of the San Rafael Swell, safety tips for those unfamiliar with the area, best practices for enjoying the area while still preserving its character for future visitors, geologic information, a map of the area, and contact information for more information.
B20064-6	Cleveland-Lloyd Dinosaur Quarry	BLM product informing visitors of some of the facts and amenities associated with this mysterious Jurassic dinosaur bone deposit. Includes a map of how to get there, hours of operation, and fee schedule.
B20064-7	9 Mile Canyon A Guide	Produced by Utah's Castle County Travel Region in cooperation with the Nine Mile Canyon Coalition, this informative brochure answers some of the more common questions asked of the site (for example; why is a 40 mile long canyon called 9 mile?) and provides a road log enabling visitors to spot many of the petroglyphs and pictographs contained in the canyon.
B20064-8	Dinosaur Diamond Western Facet	An informational map, brief descriptions, hours of operation, and contact information for the College of Eastern Utah's Prehistoric Museum, Emery County's Museum of the San Rafael, and the BLM's Cleveland-Lloyd Dinosaur Quarry National Natural Landmark.
B20064-9	Finding Time CEU Prehistoric Museum	Brief description of the museum's paleontological and archeological attractions, its hours of operation, and contact information.
B20064-10	DINOSAUR DIAMOND Utah/ Colorado Prehistoric Byway Discovery Map	Inclusive listing of museum and visitor information contacts. Inclusive map of the Diamond's field sites, museums, towns, roads, and topography.
B20064-11	UTAH FIELD HOUSE of NATURAL HISTORY Museum and Dinosaur Garden	Descriptions of attractions, hours of operation, and contact information for the Field House. Also gives interesting details of local history and other nearby attractions.
B20064-12	DINOSAUR National Monument Colorado/Utah	Brief summary of the Monument's geology, paleontology, prehistory, history, and current attractions. Rules, recommendations, hours of operation, and contact information as well as a detailed map of the monument.
B20064-13	Rangely	Chamber of commerce product describing the many attractions of the local area. Includes a good map

Label	Name	Description
		of the local area with those attractions located on it. Very handy for viewing the local petroglyphs and pictographs.
B20064-14	The Rock Art of Canyon Pintado	BLM brochure giving a brief synopsis of the archeological value and meanings of the rock art as well as some of the history and prehistory of the canyon. Town of Rangely and BLM contact information is also included.
B20064-15	COLORADO National Monument Official Map and Guide	Park Service product describing geology, ecology, history, natural history, and activities and attractions of this monument designated in 1911.
B20064-16	Headless Chicken	Fruita, CO annual celebration of Mike the Headless Chicken, a real chicken that survived headless for two years in the 1940's. Contact information for this and other Fruita city festivals is given.

Other Supporting Documents

Label	Name	Description
D20064-1	Corridor Management Plan	Professionally-prepared document identifying many of the resources of the Dinosaur Diamond corridor, the history and goals of the Dinosaur Diamond Partnership, and suggestions for future planning efforts in the areas of promotion, preservation, interpretation, and education.

Exploring the Dinosaur Diamond Prehistoric Highway

Route Segments

Segment	Type	Length	Details
US-6	National Highway System	12.80 mi	<i>Start Terminus</i> Grand Junction, CO, west junction of I-70 and US-6
			<i>End Terminus</i> Mack, CO
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Marsh, Plateau, Urban
			<i>Land Management</i>
11 road (county blacktop)	Other Local	0.50 mi	<i>Start Terminus</i> Mack, CO
			<i>End Terminus</i> WB entrance ramp to I-70
			<i>Average Speed</i> 35.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Desert, Plateau, Urban
			<i>Land Management</i>
I-70	Interstate	28.30 mi	<i>Start Terminus</i> Exit 11 on I-70 in Colorado
			<i>End Terminus</i> Exit 212 of I-70 in Utah
			<i>Average Speed</i> 75.0 mph
			<i>Counties</i> Mesa, CO and Grand, UT

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Segment	Type	Length	Details
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
Cisco blacktop	Other Local	8.20 mi	<i>Start Terminus</i> I-70 Exit 212
			<i>End Terminus</i> junction of Cisco blacktop and UT SR-128
			<i>Average Speed</i> 40.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Urban
			<i>Land Management</i>
UT SR-128	Other State	41.50 mi	<i>Start Terminus</i> Junction of Cisco blacktop and SR-128
			<i>End Terminus</i> junction of SR-128 and US-191 at Moab, UT
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Marsh, Plateau, Riverside, Urban
			<i>Land Management</i>
US-191	National Highway System	29.80 mi	<i>Start Terminus</i> junction of SR-128 and US-191 at Moab, UT
			<i>End Terminus</i> junction of US-191 and I-70 at Crescent Junction, UT

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Segment	Type	Length	Details
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside
			<i>Land Management</i>
I-70	Interstate	17.30 mi	<i>Start Terminus</i> junction of US-191 and I-70 at Crescent Junction, UT
			<i>End Terminus</i> Exit 162 to Green River, UT on I-70
			<i>Average Speed</i> 75.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
US-6	National Highway System	4.30 mi	<i>Start Terminus</i> Stop sign at base of offramp of east Green River I-70 exit
			<i>End Terminus</i> start of onramp of west Green River exit for I-70
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Grand and Emery
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Plateau, Riverside, Urban

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Segment	Type	Length	Details
			<i>Land Management</i>
I-70	Interstate	2.10 mi	<i>Start Terminus</i> west Green River exit of I-70
			<i>End Terminus</i> junction with US-6 NB to Price
			<i>Average Speed</i> 75.0 mph
			<i>Counties</i> Emery
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
US-6	National Highway System	70.00 mi	<i>Start Terminus</i> junction with I-70
			<i>End Terminus</i> junction with NB US-191 north of Helper, UT
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Emery and Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Plateau, Riverside, Urban
			<i>Land Management</i>
US-191	National Highway System	42.70 mi	<i>Start Terminus</i> junction with US-6 north of Helper, UT
			<i>End Terminus</i> junction with US-40 in Duchesne, UT
			<i>Average Speed</i> 60.0 mph
			<i>Counties</i> Carbon and Duchesne

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Segment	Type	Length	Details
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Forest, Mountain, Plateau, Riverside, Urban
			<i>Land Management</i>
US-40	National Highway System	89.80 mi	<i>Start Terminus</i> junction of US-191 and US-40 in Duchesne, UT
			<i>End Terminus</i> junction of US-40 and CO SR-64 in Dinosaur, CO
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Duchesne and Uintah in Utah and Moffat in Colorado
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Plateau, Riverside, Urban
			<i>Land Management</i>
SR-64	Other State	19.70 mi	<i>Start Terminus</i> junction of US-40 and CO SR-64 in Dinosaur, CO
			<i>End Terminus</i> junction of SR-64 and SR-139 east of Rangely, CO
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Moffat and Rio Blanco
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside, Urban
			<i>Land Management</i>

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Segment	Type	Length	Details
SR-139	Other State	70.80 mi	<i>Start Terminus</i> junction of SR-64 and SR-139 east of Rangely, CO
			<i>End Terminus</i> junction of SR-139 and US-6 in Loma, CO
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Rio Blanco, Garfield, and Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Forest, Mountain, Plateau, Riverside, Urban
			<i>Land Management</i>
C-1	Other Local	0.10 mi	<i>Start Terminus</i> Museum of Western Colorado, Dinosaur Journey in Fruita, CO
			<i>End Terminus</i> Stop sign at junction with NB CO 340
			<i>Average Speed</i> 25.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-2	Other State	0.50 mi	<i>Start Terminus</i> Museum of Western Colorado's entrance road jcnctn with NB CO 340
			<i>End Terminus</i> Stop sign at junction with WB US 6
			<i>Average Speed</i> 35.0 mph
			<i>Counties</i> Mesa

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Segment	Type	Length	Details
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-3	National Highway System	0.20 mi	<i>Start Terminus</i> Junction of CO 340 and US 6
			<i>End Terminus</i> Yield sign as mainstem of WB US 6 is joined
			<i>Average Speed</i> 25.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-4	National Highway System	0.30 mi	<i>Start Terminus</i> Yield sign as route from NB CO 340 is joined with WB US 6
			<i>End Terminus</i> speed limit sign on WB US 6 reading 55 mph
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-5	National Highway System	4.10 mi	<i>Start Terminus</i> Sign on WB US 6 reading 55 mph
			<i>End Terminus</i> Sign on WB US 6 reading 50 mph

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Segment	Type	Length	Details
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Farmland, Plateau
			<i>Land Management</i>
C-6	National Highway System	0.30 mi	<i>Start Terminus</i> Sign on WB US 6 reading 50 mph
			<i>End Terminus</i> Junction of US 6 and CO 139 in Loma, CO
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-7	National Highway System	0.10 mi	<i>Start Terminus</i> Junction of US 6 and CO 139
			<i>End Terminus</i> Sign on WB US 6 reading 55 mph
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>

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Segment	Type	Length	Details
C-8	National Highway System	2.80 mi	<i>Start Terminus</i> speed limit sign of 55 mph on WB US 6
			<i>End Terminus</i> speed limit sign of 45 mph on WB US 6 just east of Mack, CO
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Grassland, Plateau
			<i>Land Management</i>
C-9	National Highway System	0.20 mi	<i>Start Terminus</i> speed limit sign of 45 mph on WB US 6
			<i>End Terminus</i> speed limit sign of 35 mph on WB US 6
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-10	National Highway System	0.20 mi	<i>Start Terminus</i> speed limit sign of 35 mph on WB US 6 in town of Mack, CO
			<i>End Terminus</i> junction of US 6 with SB county road to I-70 interchange
			<i>Average Speed</i> 35.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt

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Segment	Type	Length	Details
			<i>Landscape Types</i> Plateau, Urban <i>Land Management</i>
C-11	Other Local	0.50 mi	<i>Start Terminus</i> junction of US 6 with SB county road to I-70 interchange <i>End Terminus</i> junction of county road with entrance ramp to WB I-70 <i>Average Speed</i> 35.0 mph <i>Counties</i> Mesa <i>Surface</i> Asphalt <i>Landscape Types</i> Desert, Grassland, Plateau, Urban <i>Land Management</i>
C-12	Interstate	28.30 mi	<i>Start Terminus</i> WB on-ramp to I-70 at Mack, CO <i>End Terminus</i> stop sign at base of off-ramp of Exit 212 to Cisco, UT <i>Average Speed</i> 75.0 mph <i>Counties</i> Mesa, CO and Grand, UT <i>Surface</i> Asphalt <i>Landscape Types</i> Canyon, Desert, Plateau <i>Land Management</i>
U-1	Other Local	8.20 mi	<i>Start Terminus</i> stop sign at base of off-ramp of Exit 212 to Cisco, UT <i>End Terminus</i> junction of Cisco road with UT 128

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Segment	Type	Length	Details
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Desert, Plateau, Urban
			<i>Land Management</i>
U-2	Other State	6.50 mi	<i>Start Terminus</i> junction of Cisco road and UT 128
			<i>End Terminus</i> speed limit sign of 45 mph on WB UT 128
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-3	Other State	10.70 mi	<i>Start Terminus</i> speed limit sign of 45 mph on WB UT 128
			<i>End Terminus</i> speed limit sign of 50 mph on WB UT 128
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside
			<i>Land Management</i>
U-4	Other State	9.30 mi	<i>Start Terminus</i> speed limit sign of 50 mph on WB UT 128

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Segment	Type	Length	Details
			<i>End Terminus</i> speed limit sign of 45 mph on WB UT 128
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Mountain, Plateau, Riverside
			<i>Land Management</i>
U-5	Other State	3.90 mi	<i>Start Terminus</i> speed limit sign of 45 mph on WB UT 128
			<i>End Terminus</i> speed limit sign of 35 mph on WB UT 128
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside
			<i>Land Management</i>
U-6	Other State	2.70 mi	<i>Start Terminus</i> speed limit sign of 35 mph on WB UT 128
			<i>End Terminus</i> speed limit sign of 45 mph on WB UT 128
			<i>Average Speed</i> 35.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside

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Segment	Type	Length	Details
			<i>Land Management</i>
U-7	Other State	8.40 mi	<i>Start Terminus</i> speed limit sign of 45 mph on WB UT 128
			<i>End Terminus</i> junction of UT 128 and US 191
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside
			<i>Land Management</i>
U-8a	National Highway System	0.90 mi	<i>Start Terminus</i> junction of UT 128 and SB US 191
			<i>End Terminus</i> speed limit sign of 35 mph on SB US 191
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Urban
			<i>Land Management</i>
U-8b	National Highway System	0.90 mi	<i>Start Terminus</i> speed limit sign of 35 mph on SB US 191
			<i>End Terminus</i> speed limit sign of 30 mph on SB US 191
			<i>Average Speed</i> 35.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt

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Segment	Type	Length	Details
			<i>Landscape Types</i> Canyon, Desert, Plateau, Urban
			<i>Land Management</i>
U-8c	National Highway System	0.70 mi	<i>Start Terminus</i> speed limit sign on SB US 191 reading 30 mph
			<i>End Terminus</i> junction of US 191 and Center Street, Moab. Info Center on left
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Urban
			<i>Land Management</i>
U-9	National Highway System	0.70 mi	<i>Start Terminus</i> junction of UT 128 and NB US 191
			<i>End Terminus</i> speed limit sign of 50 mph on NB US 191
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Marsh, Plateau, Riverside
			<i>Land Management</i>
U-10	National Highway System	0.90 mi	<i>Start Terminus</i> speed limit sign on NB US 191 reading 50 mph
			<i>End Terminus</i> junction with UT 279 WB (Potash Road)
			<i>Average Speed</i> 50.0 mph

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Segment	Type	Length	Details
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside
			<i>Land Management</i>
U-11	National Highway System	1.00 mi	<i>Start Terminus</i> junction of US 191 with UT 279
			<i>End Terminus</i> junction of NB US 191 and entrance road to Arches National Park
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-12	National Highway System	0.90 mi	<i>Start Terminus</i> junction of NB US 191 and entrance road to Arches National Park
			<i>End Terminus</i> speed limit sign of 65 mph on NB US 191
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>

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Segment	Type	Length	Details
U-13	National Highway System	5.00 mi	<i>Start Terminus</i> speed limit sign of 65 mph on NB US 191
			<i>End Terminus</i> junction of NB US 191 and UT 313, road to Deadhorse Point S.P.
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-14	National Highway System	4.40 mi	<i>Start Terminus</i> junction of NB US 191 and UT 313, road to Deadhorse Point S.P.
			<i>End Terminus</i> junction of NB US 191 and WB dirt road to Mill Canyon Dinosaur T
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-15	National Highway System	2.80 mi	<i>Start Terminus</i> junction of NB US 191 and WB dirt road to Mill Canyon Dinosaur T
			<i>End Terminus</i> junction of NB US 191 and entrance road to Moab airport on left
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Grand

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Segment	Type	Length	Details
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-16	National Highway System	4.70 mi	<i>Start Terminus</i> junction of NB US 191 and entrance road to Moab airport on left
			<i>End Terminus</i> junction of NB US 191 and road to Copper Ridge Dinosaur Trackway
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-17	National Highway System	8.60 mi	<i>Start Terminus</i> junction of NB US 191 and road to Copper Ridge Dinosaur Trackway
			<i>End Terminus</i> junction of US 191 and WB on ramp to I-70
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-18	Interstate	17.60 mi	<i>Start Terminus</i> junction of US 191 and WB on ramp to I-70

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Segment	Type	Length	Details
			<i>End Terminus</i> Stop sign at end of exit 162 off of WB I-70 to Green River, UT
			<i>Average Speed</i> 75.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-19	National Highway System	1.40 mi	<i>Start Terminus</i> Stop sign at end of exit 162 off of WB I-70 to Green River, UT
			<i>End Terminus</i> speed limit sign of 40 mph on WB US 6
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-20	National Highway System	0.30 mi	<i>Start Terminus</i> speed limit sign of 40 mph on WB US 6
			<i>End Terminus</i> junction of WB US 6 with entrance to John W. Powell River Museum
			<i>Average Speed</i> 40.0 mph
			<i>Counties</i> Grand
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside, Urban

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Segment	Type	Length	Details
			<i>Land Management</i>
U-21	National Highway System	2.00 mi	<i>Start Terminus</i> junction of WB US 6 with entrance to John W. Powell River Museum
			<i>End Terminus</i> speed limit sign on WB US 6 reading 55 mph
			<i>Average Speed</i> 40.0 mph
			<i>Counties</i> Grand and Emery
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Plateau, Riverside, Urban
			<i>Land Management</i>
U-22	National Highway System	0.70 mi	<i>Start Terminus</i> speed limit sign on WB US 6 reading 55 mph
			<i>End Terminus</i> On-ramp to WB I-70
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Emery
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Urban
			<i>Land Management</i>
U-23	Interstate	2.10 mi	<i>Start Terminus</i> On-ramp to WB I-70
			<i>End Terminus</i> Exit 156 off WB I-70 onto US 6/191
			<i>Average Speed</i> 75.0 mph
			<i>Counties</i> Emery

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Segment	Type	Length	Details
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-24	National Highway System	22.00 mi	<i>Start Terminus</i> Exit 156 off WB I-70 onto US 6/191
			<i>End Terminus</i> Price River at Woodside, UT
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Emery
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-25	National Highway System	12.10 mi	<i>Start Terminus</i> Price River at Woodside, UT
			<i>End Terminus</i> Scenic pullout on SW side of NB US 6/191
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Emery
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-26	National Highway System	7.80 mi	<i>Start Terminus</i> Scenic pullout on SW side of NB US 6/191
			<i>End Terminus</i> jnctn of NB US 6/191 and WB road to Cleveland-Lloyd Dino Quarry

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Segment	Type	Length	Details
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Emery and Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-27	National Highway System	2.50 mi	<i>Start Terminus</i> jnctn of NB US 6/191 and WB road to Cleveland-Lloyd Dino Quarry
			<i>End Terminus</i> junction of US 6/191 and UT 123 to East Carbon, UT
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-28	National Highway System	5.30 mi	<i>Start Terminus</i> junction of US 6/191 and UT 123 to East Carbon, UT
			<i>End Terminus</i> speed limit sign of 55 mph on WB US 6/191
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>

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Segment	Type	Length	Details
U-29	National Highway System	1.10 mi	<i>Start Terminus</i> speed limit sign of 55 mph on WB US 6/191
			<i>End Terminus</i> speed limit sign of 50 mph on WB US 6/191
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-30	National Highway System	0.20 mi	<i>Start Terminus</i> speed limit sign of 50 mph on WB US 6/191
			<i>End Terminus</i> junction of US 6/191 and BLM Backcountry Byway to Nine Mile Cyn
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-31	National Highway System	1.20 mi	<i>Start Terminus</i> junction of US 6/191 and BLM Backcountry Byway to Nine Mile Cyn
			<i>End Terminus</i> speed limit sign of 45 mph on WB US 6/191
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt

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Segment	Type	Length	Details
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-32	National Highway System	0.70 mi	<i>Start Terminus</i> speed limit sign of 45 mph on WB US 6/191
			<i>End Terminus</i> speed limit sign of 40 mph on WB US 6/191, east Wellington, UT
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-33	National Highway System	1.10 mi	<i>Start Terminus</i> speed limit sign of 40 mph on WB US 6/191, east Wellington, UT
			<i>End Terminus</i> speed limit sign of 60 mph at west end of Wellington on US 6/191
			<i>Average Speed</i> 40.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-34	National Highway System	3.60 mi	<i>Start Terminus</i> speed limit sign of 60 mph at west end of Wellington on US 6/191
			<i>End Terminus</i> WB US 6/191 E.Price exit to CEU Prehistoric Museum

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Segment	Type	Length	Details
			<i>Average Speed</i> 60.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Farmland, Marsh, Plateau
			<i>Land Management</i>
U-35	National Highway System	1.00 mi	<i>Start Terminus</i> WB US 6/191 E.Price exit to CEU Prehistoric Museum
			<i>End Terminus</i> speed limit sign on WB US 6/191 reading 65 mph
			<i>Average Speed</i> 60.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-36	National Highway System	0.40 mi	<i>Start Terminus</i> speed limit sign of 65 mph on WB US 6/191
			<i>End Terminus</i> junction of US 6/191 and SB UT 10, the main route to C-L Dino Q.
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>

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Segment	Type	Length	Details
U-37	National Highway System	7.60 mi	<i>Start Terminus</i> junction of US 6/191 and SB UT 10, the main route to C-L Dino Q.
			<i>End Terminus</i> WB US 6/191 speed limit sign reading 55 mph at Helper, UT
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Urban
			<i>Land Management</i>
U-38	National Highway System	0.30 mi	<i>Start Terminus</i> WB US 6/191 speed limit sign reading 55 mph at Helper, UT
			<i>End Terminus</i> exit off US 6/191 to Helper and RR & Mining Museum
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Urban
			<i>Land Management</i>
U-39	National Highway System	3.50 mi	<i>Start Terminus</i> exit off US 6/191 to Helper and RR & Mining Museum
			<i>End Terminus</i> 30 mph sign and division of NB US 191 from WB US 6
			<i>Average Speed</i> 55.0 mph

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Segment	Type	Length	Details
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Urban
			<i>Land Management</i>
U-40	National Highway System	0.50 mi	<i>Start Terminus</i> 30 mph sign and division of NB US 191 from WB US 6
			<i>End Terminus</i> 40 mph sign on NB US 191
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside, Urban
			<i>Land Management</i>
U-41	National Highway System	0.90 mi	<i>Start Terminus</i> 40 mph sign on NB US 191
			<i>End Terminus</i> 50 mph sign on NB US 191
			<i>Average Speed</i> 40.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>

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Segment	Type	Length	Details
U-42	National Highway System	6.40 mi	<i>Start Terminus</i> 50 mph sign on NB US 191
			<i>End Terminus</i> 55 mph sign on NB US 191 and junction with Emma Park road
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Carbon
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside
			<i>Land Management</i>
U-43	National Highway System	3.80 mi	<i>Start Terminus</i> 55 mph sign on NB US 191 and junction with Emma Park road
			<i>End Terminus</i> 40 mph sign on NB US 191
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Carbon and Duchesne
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-44	National Highway System	4.10 mi	<i>Start Terminus</i> 40 mph sign on NB US 191
			<i>End Terminus</i> scenic overlook pullout off of US 191 at pass
			<i>Average Speed</i> 40.0 mph
			<i>Counties</i> Duchesne
			<i>Surface</i> Asphalt

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Segment	Type	Length	Details
			<i>Landscape Types</i> Canyon, Desert, Mountain, Plateau <i>Land Management</i>
U-45	National Highway System	2.70 mi	<i>Start Terminus</i> scenic overlook pullout off of US 191 at pass <i>End Terminus</i> 55 mph sign on NB US 191 <i>Average Speed</i> 40.0 mph <i>Counties</i> Duchesne <i>Surface</i> Asphalt <i>Landscape Types</i> Canyon, Desert, Forest, Mountain, Plateau <i>Land Management</i>
U-46	National Highway System	24.30 mi	<i>Start Terminus</i> 55 mph sign on NB US 191 <i>End Terminus</i> 40 mph sign on NB US 191 at Duchesne City limit <i>Average Speed</i> 55.0 mph <i>Counties</i> Duchesne <i>Surface</i> Asphalt <i>Landscape Types</i> Canyon, Desert, Plateau <i>Land Management</i>
U-47	National Highway System	0.60 mi	<i>Start Terminus</i> 40 mph sign on NB US 191 at Duchesne City limit <i>End Terminus</i> 30 mph sign on NB US 191 inside Duchesne, UT <i>Average Speed</i> 40.0 mph

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Segment	Type	Length	Details
			<i>Counties</i> Duchesne
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Plateau, Riverside, Urban
			<i>Land Management</i>
U-48	National Highway System	0.30 mi	<i>Start Terminus</i> 30 mph sign on NB US 191 inside Duchesne, UT
			<i>End Terminus</i> junction of NB US 191 and EB US 40
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Duchesne
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-49	National Highway System	0.60 mi	<i>Start Terminus</i> junction of NB US 191 and EB US 40
			<i>End Terminus</i> 40 mph sign on EB US 40/191
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Duchesne
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>

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Segment	Type	Length	Details
U-50	National Highway System	0.30 mi	<i>Start Terminus</i> 40 mph sign on EB US 40/191
			<i>End Terminus</i> 55 mph sign on EB US 40/191 at east end of Duchesne
			<i>Average Speed</i> 40.0 mph
			<i>Counties</i> Duchesne
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside, Urban
			<i>Land Management</i>
U-51	National Highway System	0.70 mi	<i>Start Terminus</i> 55 mph sign on EB US 40/191 at east end of Duchesne
			<i>End Terminus</i> 65 mph sign on EB US 40/191 east of Duchesne
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Duchesne
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Plateau
			<i>Land Management</i>
U-52	National Highway System	15.70 mi	<i>Start Terminus</i> 65 mph sign on EB US 40/191 east of Duchesne
			<i>End Terminus</i> junction of US 40/191 with SB road to Nine Mile Cnyn & Sand Wash
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Duchesne

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Segment	Type	Length	Details
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Marsh, Plateau, Riverside
			<i>Land Management</i>
U-53	National Highway System	1.10 mi	<i>Start Terminus</i> junction of US 40/191 with SB road to Nine Mile Cnyn & Sand Wash
			<i>End Terminus</i> 55 mph sign on EB US 40/191 at Myton, UT
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Duchesne
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Marsh, Plateau, Riverside
			<i>Land Management</i>
U-54	National Highway System	1.00 mi	<i>Start Terminus</i> 55 mph sign on EB US 40/191 at Myton, UT
			<i>End Terminus</i> 65 mph sign on EB US 40/191 north of Myton, UT
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Duchesne
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside, Urban
			<i>Land Management</i>

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Segment	Type	Length	Details
U-55	National Highway System	4.80 mi	<i>Start Terminus</i> 65 mph sign on EB US 40/191 north of Myton, UT
			<i>End Terminus</i> 55 mph sign on EB US 40/191 at west end of Roosevelt, UT
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Duchesne
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Urban
			<i>Land Management</i>
U-56	National Highway System	3.10 mi	<i>Start Terminus</i> 55 mph sign on EB US 40/191 at west end of Roosevelt, UT
			<i>End Terminus</i> 40 mph sign on EB US 40/191
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Duchesne
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Urban
			<i>Land Management</i>
U-57	National Highway System	0.40 mi	<i>Start Terminus</i> 40 mph sign on EB US 40/191
			<i>End Terminus</i> 30 mph sign on EB US 40/191
			<i>Average Speed</i> 40.0 mph
			<i>Counties</i> Duchesne
			<i>Surface</i> Asphalt

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Segment	Type	Length	Details
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-58	National Highway System	0.70 mi	<i>Start Terminus</i> 30 mph sign on EB US 40/191
			<i>End Terminus</i> junction of EB US 40/191 and UT 121
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Duchesne
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-59	National Highway System	0.90 mi	<i>Start Terminus</i> junction of EB US 40/191 and UT 121
			<i>End Terminus</i> 50 mph speed limit sign on EB US 40/191 near Union H.S.
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Duchesne and Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-60	National Highway System	1.10 mi	<i>Start Terminus</i> 50 mph speed limit sign on EB US 40/191 near Union H.S.
			<i>End Terminus</i> 60 mph sign on EB US 40/191
			<i>Average Speed</i> 50.0 mph

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Segment	Type	Length	Details
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Desert, Plateau, Urban
			<i>Land Management</i>
U-61	National Highway System	3.60 mi	<i>Start Terminus</i> 60 mph speed limit sign on EB US 40/191
			<i>End Terminus</i> 50 mph sign on EB US 40/191 at Bottle Hollow
			<i>Average Speed</i> 60.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-62	National Highway System	1.80 mi	<i>Start Terminus</i> 50 mph sign on EB US 40/191 at Bottle Hollow
			<i>End Terminus</i> 60 mph sign on EB US 40/191
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Desert, Farmland, Plateau, Riverside, Urban
			<i>Land Management</i>

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Segment	Type	Length	Details
U-63	National Highway System	2.00 mi	<i>Start Terminus</i> 60 mph sign on EB US 40/191 west of Gusher, UT
			<i>End Terminus</i> 65 mph sign on EB US 40/191 east of Gusher, UT
			<i>Average Speed</i> 60.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Desert, Plateau, Urban
			<i>Land Management</i>
U-64	National Highway System	6.50 mi	<i>Start Terminus</i> 65 mph sign on EB US 40/191 east of Gusher, UT
			<i>End Terminus</i> junction of US 40/191 and UT 88
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-65	National Highway System	9.60 mi	<i>Start Terminus</i> junction of US 40/191 and UT 88
			<i>End Terminus</i> Scenic overlook off US 40/191 of Ashley Valley, Uinta Mtns, etc.
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Uintah

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Segment	Type	Length	Details
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-66	National Highway System	0.80 mi	<i>Start Terminus</i> Scenic overlook off US 40/191 of Ashley Valley, Uinta Mtns, etc.
			<i>End Terminus</i> 50 mph sign on EB US 40/191
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Plateau
			<i>Land Management</i>
U-67	National Highway System	1.30 mi	<i>Start Terminus</i> 50 mph sign on EB US 40/191
			<i>End Terminus</i> 45 mph sign on EB US 40/191
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Desert, Farmland, Plateau
			<i>Land Management</i>
U-68	National Highway System	0.90 mi	<i>Start Terminus</i> 45 mph sign on EB US 40/191
			<i>End Terminus</i> 35 mph sign on EB US 40/191

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Segment	Type	Length	Details
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-69	National Highway System	0.70 mi	<i>Start Terminus</i> 35 mph sign on EB US 40/191
			<i>End Terminus</i> 30 mph sign on EB US 40/191
			<i>Average Speed</i> 35.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-70	National Highway System	0.60 mi	<i>Start Terminus</i> 30 mph sign on EB US 40/191
			<i>End Terminus</i> division of EB US 40 and NB US 191
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>

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Segment	Type	Length	Details
U-71	National Highway System	0.20 mi	<i>Start Terminus</i> division of EB US 40 and NB US 191
			<i>End Terminus</i> Utah Field House of Natural History on north side of EB US 40
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-72	National Highway System	0.70 mi	<i>Start Terminus</i> Utah Field House of Natural History on north side of EB US 40
			<i>End Terminus</i> 35 mph sign on EB US 40
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-73	National Highway System	0.90 mi	<i>Start Terminus</i> 35 mph sign on EB US 40
			<i>End Terminus</i> 45 mph sign on EB US 40
			<i>Average Speed</i> 35.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt

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Segment	Type	Length	Details
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-74	National Highway System	2.60 mi	<i>Start Terminus</i> 45 mph sign on EB US 40
			<i>End Terminus</i> 55 mph sign on EB US 40 half mile east of jctn of UT 45 & US 40
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
U-75	National Highway System	1.30 mi	<i>Start Terminus</i> 55 mph sign on EB US 40 half mile east of jctn of UT 45 & US 40
			<i>End Terminus</i> 65 mph sign on EB US 40
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Desert, Plateau, Urban
			<i>Land Management</i>
U-76	National Highway System	5.20 mi	<i>Start Terminus</i> 65 mph sign on EB US 40
			<i>End Terminus</i> 55 mph sign on EB US 40 about a mile west of Jensen, UT
			<i>Average Speed</i> 65.0 mph

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Segment	Type	Length	Details
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-77	National Highway System	1.60 mi	<i>Start Terminus</i> 55 mph sign on EB US 40 about a mile west of Jensen, UT
			<i>End Terminus</i> 50 mph sign on EB US 40 in Jensen, UT
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Plateau, Urban
			<i>Land Management</i>
U-78	National Highway System	0.30 mi	<i>Start Terminus</i> 50 mph sign on EB US 40 in Jensen, UT
			<i>End Terminus</i> junction of US 40 and UT 149 to dinosaur quarry of Dinosaur N.M.
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Desert, Farmland, Plateau, Urban
			<i>Land Management</i>

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Segment	Type	Length	Details
U-79	National Highway System	0.80 mi	<i>Start Terminus</i> unction of US 40 and UT 149 to dinosaur quarry of Dinosaur N.M.
			<i>End Terminus</i> 65 mph sign on EB US 40, 0.3 mile east of the Green River
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Plateau, Riverside, Urban
			<i>Land Management</i>
U-80	National Highway System	6.40 mi	<i>Start Terminus</i> 65 mph sign on EB US 40, 0.3 mile east of the Green River
			<i>End Terminus</i> Musket Shot Springs scenic turnout on N side of EB US 40
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
U-81	National Highway System	10.30 mi	<i>Start Terminus</i> Musket Shot Springs scenic turnout on N side of EB US 40
			<i>End Terminus</i> Utah/Colorado state line
			<i>Average Speed</i> 65.0 mph

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Segment	Type	Length	Details
			<i>Counties</i> Uintah
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
C-13	National Highway System	1.80 mi	<i>Start Terminus</i> Utah/Colorado state line
			<i>End Terminus</i> 55 mph sign on EB US 40
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Moffat
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
C-14	National Highway System	1.80 mi	<i>Start Terminus</i> 55 mph sign on EB US 40
			<i>End Terminus</i> 40 mph sign on EB US 40 on west side of Dinosaur, CO
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Moffat
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>

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Segment	Type	Length	Details
C-15	National Highway System	0.50 mi	<i>Start Terminus</i> 40 mph sign on EB US 40 at west edge of Dinosaur, CO
			<i>End Terminus</i> junction of US 40 and SB CO 64
			<i>Average Speed</i> 40.0 mph
			<i>Counties</i> Moffat
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Urban
			<i>Land Management</i>
C-16	Other State	0.30 mi	<i>Start Terminus</i> junction of US 40 and SB CO 64
			<i>End Terminus</i> 40 mph sign on SB CO 64
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Moffat
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-17	Other State	0.30 mi	<i>Start Terminus</i> 40 mph sign on SB CO 64
			<i>End Terminus</i> 60 mph sign on SB CO 64
			<i>Average Speed</i> 40.0 mph
			<i>Counties</i> Moffat
			<i>Surface</i> Asphalt

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Segment	Type	Length	Details
			<i>Landscape Types</i> Desert, Plateau, Urban
			<i>Land Management</i>
C-18	Other State	16.50 mi	<i>Start Terminus</i> 60 mph sign on SB CO 64
			<i>End Terminus</i> 50 mph sign on SB CO 64 N of Rangely, CO
			<i>Average Speed</i> 60.0 mph
			<i>Counties</i> Moffat and Rio Blanco
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
C-19	Other State	0.40 mi	<i>Start Terminus</i> 50 mph sign on SB CO 64 N of Rangely, CO
			<i>End Terminus</i> 40 mph sign on SB CO 64 on S side of White River
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Rio Blanco
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Desert, Plateau, Riverside, Urban
			<i>Land Management</i>
C-20	Other State	0.20 mi	<i>Start Terminus</i> 40 mph sign on SB CO 64 south of the White River
			<i>End Terminus</i> 30 mph sign on EB CO 64 in Rangely, CO
			<i>Average Speed</i> 40.0 mph

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Segment	Type	Length	Details
			<i>Counties</i> Rio Blanco
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-21	Other State	1.50 mi	<i>Start Terminus</i> 30 mph sign on EB CO 64 in Rangely, CO
			<i>End Terminus</i> junction of EB CO 64 and entrance road to Rangely Museum
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Rio Blanco
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-22	Other State	0.30 mi	<i>Start Terminus</i> junction of EB CO 64 and entrance road to Rangely Museum
			<i>End Terminus</i> 45 mph sign on EB CO 64 on east side of Rangely, CO
			<i>Average Speed</i> 30.0 mph
			<i>Counties</i> Rio Blanco
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>

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Segment	Type	Length	Details
C-23	Other State	0.20 mi	<i>Start Terminus</i> 45 mph sign on EB CO 64 on east side of Rangely, CO
			<i>End Terminus</i> junction of EB CO 64 and SB CO 139
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Rio Blanco
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Desert, Plateau
			<i>Land Management</i>
C-24, Canyon Pintado	Other State	19.60 mi	<i>Start Terminus</i> junction of EB CO 64 and SB CO 139
			<i>End Terminus</i> road sign indicating end of Cnyn Pintado Nat'l Historic District
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Rio Blanco
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside
			<i>Land Management</i>
C-25	Other State	1.70 mi	<i>Start Terminus</i> road sign indicating end of Cnyn Pintado Nat'l Historic District
			<i>End Terminus</i> 55 mph sign on SB CO 139
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Rio Blanco
			<i>Surface</i> Asphalt

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Segment	Type	Length	Details
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside
			<i>Land Management</i>
C-26	Other State	5.00 mi	<i>Start Terminus</i> 55 mph sign on SB CO 139
			<i>End Terminus</i> 45 mph sign on SB CO 139
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Rio Blanco
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside
			<i>Land Management</i>
C-27	Other State	1.30 mi	<i>Start Terminus</i> 45 mph sign on SB CO 139
			<i>End Terminus</i> 65 mph sign on SB CO 139
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Rio Blanco
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau, Riverside
			<i>Land Management</i>
C-28	Other State	4.30 mi	<i>Start Terminus</i> 65 mph sign on SB CO 139
			<i>End Terminus</i> 55 mph sign on SB CO 139
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Rio Blanco and Garfield

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Segment	Type	Length	Details
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
C-29	Other State	0.30 mi	<i>Start Terminus</i> 55 mph sign on SB CO 139
			<i>End Terminus</i> 45 mph sign on SB CO 139
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Garfield
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
C-30	Other State	0.70 mi	<i>Start Terminus</i> 45 mph sign on SB CO 139
			<i>End Terminus</i> 35 mph sign on SB CO 139
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Garfield
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Forest, Mountain, Plateau
			<i>Land Management</i>
C-31	Other State	1.70 mi	<i>Start Terminus</i> 35 mph sign on SB CO 139
			<i>End Terminus</i> 25 mph sign on SB CO 139
			<i>Average Speed</i> 35.0 mph

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Segment	Type	Length	Details
			<i>Counties</i> Rio Blanco
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Forest, Mountain, Plateau
			<i>Land Management</i>
C-32	Other State	7.00 mi	<i>Start Terminus</i> 25 mph sign on SB CO 139 N of Douglas Pass
			<i>End Terminus</i> 40 mph sign on SB CO 139 S of Douglas Pass
			<i>Average Speed</i> 25.0 mph
			<i>Counties</i> Garfield
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Forest, Mountain, Plateau
			<i>Land Management</i>
C-33	Other State	2.00 mi	<i>Start Terminus</i> 40 mph sign on SB CO 139 S of Douglas Pass
			<i>End Terminus</i> 55 mph sign on SB CO 139
			<i>Average Speed</i> 40.0 mph
			<i>Counties</i> Garfield
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Forest, Plateau
			<i>Land Management</i>
C-34	Other State	3.00 mi	<i>Start Terminus</i> 55 mph sign on SB CO 139
			<i>End Terminus</i> 65 mph sign on SB CO 139

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Segment	Type	Length	Details
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Garfield
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Plateau
			<i>Land Management</i>
C-35	Other State	19.00 mi	<i>Start Terminus</i> 65 mph sign on SB CO 139
			<i>End Terminus</i> 50 mph sign on SB CO 139
			<i>Average Speed</i> 65.0 mph
			<i>Counties</i> Garfield and Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Plateau
			<i>Land Management</i>
C-36	Other State	4.50 mi	<i>Start Terminus</i> 50 mph sign on SB CO 139
			<i>End Terminus</i> 35 mph sign on SB CO 139 on N side of Loma, CO
			<i>Average Speed</i> 50.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Canyon, Desert, Farmland, Plateau
			<i>Land Management</i>

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Segment	Type	Length	Details
C-37	Other State	0.70 mi	<i>Start Terminus</i> 35 mph sign on SB CO 139 on N side of Loma, CO
			<i>End Terminus</i> junction of CO 139 and US 6
			<i>Average Speed</i> 35.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-38	National Highway System	4.40 mi	<i>Start Terminus</i> junction of CO 139 and US 6
			<i>End Terminus</i> 45 mph sign on EB US 6 inside city limits of Fruita, CO
			<i>Average Speed</i> 55.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Desert, Farmland, Plateau, Urban
			<i>Land Management</i>
C-39	National Highway System	0.10 mi	<i>Start Terminus</i> 45 mph sign on EB US 6 inside city limits of Fruita, CO
			<i>End Terminus</i> 35 mph sign on EB US 6
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt

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Segment	Type	Length	Details
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-40	National Highway System	0.60 mi	<i>Start Terminus</i> 35 mph sign on EB US 6 in Fruita, CO
			<i>End Terminus</i> 45 mph sign on EB US 6 in eastern Fruita, CO
			<i>Average Speed</i> 35.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-41	National Highway System	1.00 mi	<i>Start Terminus</i> 45 mph sign on EB US 6 in eastern Fruita, CO
			<i>End Terminus</i> 55 mph sign on EB US 6 on east side of Fruita, CO
			<i>Average Speed</i> 45.0 mph
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Plateau, Urban
			<i>Land Management</i>
C-42	National Highway System	3.10 mi	<i>Start Terminus</i> 55 mph sign on EB US 6 on east side of Fruita, CO
			<i>End Terminus</i> junction of US 6 and I-70 on west side of Grand Junction, CO
			<i>Average Speed</i> 55.0 mph

Segment	Type	Length	Details
			<i>Counties</i> Mesa
			<i>Surface</i> Asphalt
			<i>Landscape Types</i> Farmland, Plateau, Urban
			<i>Land Management</i>

Access and Usage Information

Passenger Vehicles

All roads designated as part of the Dinosaur Diamond Prehistoric Highway are paved state or federal highways that safely and conveniently accommodate two-wheel-drive automobiles with standard clearances. Many of the features that we include in our corridor are serviced by the same type of roads. The Mill Canyon Dinosaur Trail and Copper Ridge Dinosaur Trackway are each reached by a couple miles of dirt road that is accessible to two-wheel-drive automobiles in good weather but are not advisable for the same in wet conditions. Cleveland-Lloyd Dinosaur Quarry is at the end of 13 miles of gravel road that is accessible to family sedans in all weather except deep snow when the place is not open to the public anyway.

Tour Buses

Tour buses currently drive the Dinosaur Diamond route with no trouble and routinely visit all the listed features except for Mill Canyon Dinosaur Trail and the Copper Ridge Dinosaur Tracksite. Cleveland-Lloyd Dinosaur Quarry usually gets a couple or more tour buses each season as well as a larger number of school buses.

Bicycles and Pedestrians

Bicycle: The Kokopelli trail is designed and built for mountain bike travel between Moab and Fruita. The rest of the Dinosaur Diamond route can accommodate bicyclists and does but the route is not ideal bicycling country.
Pedestrian: Foot travel along the route is certainly possible but would be difficult. Hiking for recreation or solitude or sight-seeing in the area of the Dinosaur Diamond is one thing. Hiking for transportation purposes along the route is something else entirely.

Seasonal Limitations

Although a large number of the points of interest along the Diamond are museums and hence climate-controlled, most of the significance of the route lies in its close ties to the land and so is subject to the whims of Nature. One whim that seems to come along every year is winter. All points along the Diamond are subject to snowfall with snowcover lasting longer in the northern and higher elevation areas than in the lower elevation and southern

portions. The mountain passes at Reservation Ridge on US 191 in Utah and Douglas Pass on CO 139 in Colorado can be treacherous during winter storms. These roads are rarely, if ever, officially closed but sometimes a few hours delay would be prudent.

The Cleveland-Lloyd Dinosaur Quarry is currently closed during the winter months. That is based on BLM funding decisions though and accommodations to increased visitation would be made.

Dinosaur trackways are difficult if not impossible to see under snowcover.

User Facilities All of the towns along the route currently have many businesses dependent upon tourism. Lodging and food services are available in all these towns. It is true that there are long distances between towns where no services are available, but that is one of the attractions of the American West. Historical markers, developed overlooks, and informational kiosks do exist all along the route with more being developed all the time.

Points of Interest

No.	Name & Description	Details			
1	<p>Museum of Western Colorado</p> <p>Modern museum with animated life-like mechanical dinosaur replicas by Dinamation. An active paleontological research program is also based at this museum and offers visitors opportunities to watch fossil preparators at work in the museum. A limited amount of actual digging for dinosaur fossils under the close supervision of qualified paleontologists can be arranged through this museum.</p>	<p><i>Route</i> C-1</p> <table border="1" data-bbox="919 1058 1425 1142"> <tr> <td data-bbox="919 1058 1170 1142"><i>Distance Along Route</i> 0.00 mi</td> <td data-bbox="1170 1058 1425 1142"><i>Distance Off Route</i> 0.10 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Interpretive Signs; Kiosks; Videos; Guidebooks; Books; Maps; Other</p> <p><i>Visitor Services</i> Drinking Water; Gas, Food, Lodging; Parking; Phone; Restrooms; Scenic View</p> <p><i>Accessibility</i> Public areas of museum are all on ground floor with no impediments to people with disabilities.</p>		<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.10 mi
<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.10 mi				
2	<p>Dinosaur Hill</p> <p>Field site where 2/3 of the Apatosaurus (Brontosaurus) excelsus on display at the Field Museum in Chicago was excavated. This was done in 1901 by Elmer Riggs and his crew.</p>	<p><i>Route</i> C-1</p> <table border="1" data-bbox="919 1659 1425 1743"> <tr> <td data-bbox="919 1659 1170 1743"><i>Distance Along Route</i> 1.40 mi</td> <td data-bbox="1170 1659 1425 1743"><i>Distance Off Route</i> 1.30 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Interpretive Signs; Historical Markers; Kiosks; Maps</p>		<i>Distance Along Route</i> 1.40 mi	<i>Distance Off Route</i> 1.30 mi
<i>Distance Along Route</i> 1.40 mi	<i>Distance Off Route</i> 1.30 mi				

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No.	Name & Description	Details	
		<i>Visitor Services</i> Parking; Picnic Area; Overlook; Scenic View; Walking Trail	
		<i>Accessibility</i> This site is not accessible to disabled persons.	
3	Riggs Hill Field site where Elmer Riggs of the Field Museum in Chicago had a crew excavate a <i>Brachiosaurus altithorax</i> in 1900.	<i>Route</i> C-1	
		<i>Distance Along Route</i> 8.60 mi	<i>Distance Off Route</i> 8.50 mi
		<i>Interpretive Materials</i> Historical Markers; Kiosks	
		<i>Visitor Services</i> Parking; Overlook; Scenic View; Walking Trail	
		<i>Accessibility</i> This site is not accessible to disabled persons.	
4	Mygatt-Moore Quarry Actual dinosaur quarry currently being investigated by cooperative agreement between the BLM and the Museum of Western Colorado.	<i>Route</i> C-12	
		<i>Distance Along Route</i> 19.60 mi	<i>Distance Off Route</i> 0.40 mi
		<i>Interpretive Materials</i> Interpretive Signs; Kiosks; Other	
		<i>Visitor Services</i> Parking; Restrooms; Scenic View; Walking Trail	
		<i>Accessibility</i> This site is not accessible to disabled persons.	
5	Colorado Canyons National Conservation Area Newly-created national conservation area (2001) including canyons, archeological sites, paleontological sites, and desert lands along the Colorado River corridor west of the Colorado National Monument outside of Grand Junction, CO. - see brochure B20064-1	<i>Route</i> C-12	
		<i>Distance Along Route</i> 20.00 mi	<i>Distance Off Route</i> 0.40 mi
		<i>Interpretive Materials</i> Brochures; Kiosks	
		<i>Visitor Services</i> Camping; Parking; Scenic View; Other	
		<i>Accessibility</i> This site is not accessible to disabled persons.	

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No.	Name & Description	Details	
6	<p>Westwater</p> <p>BLM Ranger Station and river put-in for 1 and 2 day whitewater rafting trips on the Colorado River.</p>	<p><i>Route</i></p> <p>C-12</p>	
		<p><i>Distance Along Route</i></p> <p>23.70 mi</p>	<p><i>Distance Off Route</i></p> <p>8.50 mi</p>
		<p><i>Interpretive Materials</i></p> <p>Kiosks; Guidebooks</p>	
		<p><i>Visitor Services</i></p> <p>Drinking Water; Parking; Recreation Facilities; Restrooms; Scenic View; Other</p>	
		<p><i>Accessibility</i></p> <p>This site is not accessible to disabled persons.</p>	
7	<p>Cisco, UT</p> <p>Ghost town</p>	<p><i>Route</i></p> <p>U-1</p>	
		<p><i>Distance Along Route</i></p> <p>5.50 mi</p>	<p><i>Distance Off Route</i></p> <p>0.00 mi</p>
		<p><i>Interpretive Materials</i></p> <p>Other</p>	
		<p><i>Visitor Services</i></p> <p>Scenic View</p>	
		<p><i>Accessibility</i></p> <p>This site is not accessible to disabled persons.</p>	
8	<p>Fisher Towers</p> <p>Several red rock towers soaring up to 900 feet high. Have been used as backgrounds in over two dozen Hollywood films including Wagon Master, Rio Grande, Ten Who Dared, Rio Conchos, and Against a Crooked Sky.</p>	<p><i>Route</i></p> <p>U-4</p>	
		<p><i>Distance Along Route</i></p> <p>8.40 mi</p>	<p><i>Distance Off Route</i></p> <p>5.00 mi</p>
		<p><i>Interpretive Materials</i></p> <p>Brochures; Kiosks</p>	
		<p><i>Visitor Services</i></p> <p>Camping; Parking; Picnic Area; Restrooms; Scenic View; Walking Trail; Other</p>	
		<p><i>Accessibility</i></p> <p>This site is not accessible to disabled persons.</p>	
9	<p>Matrimony Springs Pterosaur Tracks</p> <p>Just west of the pipe gushing water (Matrimony Spring) is a low bench in the sandstone wall</p>	<p><i>Route</i></p> <p>U-7</p>	
		<p><i>Distance Along Route</i></p> <p>8.20 mi</p>	<p><i>Distance Off Route</i></p> <p>0.00 mi</p>

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No.	Name & Description	Details			
	with at least half a dozen pterosaur tracks preserved in it.	<p><i>Interpretive Materials</i></p> <hr/> <p><i>Visitor Services</i> Drinking Water; Parking; Scenic View</p> <hr/> <p><i>Accessibility</i> This site is not accessible to disabled persons.</p>			
10	<p>Moab, UT</p> <p>The town is the center of a major outdoor recreation area. World class mountain-biking trails, whitewater rafting, 4-wheel drive trails, world class scenery in Arches National Park and Canyonlands National Park, prehistoric Indian rock art panels, dinosaur megatrack sites, and several dinosaur bone sites being actively investigated by paleontologist at the current time. The Moab Information Center located at Main and Center Streets in the middle of town is a great place to inquire locally.</p>	<p><i>Route</i> U-8c</p> <hr/> <table border="1" data-bbox="919 642 1427 726"> <tr> <td data-bbox="919 642 1170 726"><i>Distance Along Route</i> 0.70 mi</td> <td data-bbox="1170 642 1427 726"><i>Distance Off Route</i> 0.00 mi</td> </tr> </table> <hr/> <p><i>Interpretive Materials</i> Brochures; Interpretive Signs; Historical Markers; Kiosks; Videos; Audio Tapes; Guidebooks; Books; Maps; Other</p> <hr/> <p><i>Visitor Services</i> Camping; Drinking Water; Gas, Food, Lodging; Parking; Phone; Picnic Area; Recreation Facilities; RV Services; Restrooms; Overlook; Scenic View; Visitor's Center; Walking Trail; Other</p> <hr/> <p><i>Accessibility</i> This site is not accessible to disabled persons.</p>		<i>Distance Along Route</i> 0.70 mi	<i>Distance Off Route</i> 0.00 mi
<i>Distance Along Route</i> 0.70 mi	<i>Distance Off Route</i> 0.00 mi				
11	<p>Potash Road</p> <p>UT 279 is a state highway running alongside the Colorado River for 15 miles with red rock walls hundreds of feet high on both banks. There are numerous prehistoric Indian rock art panels roadside, some with modern-day signs pointing them out. There is also a nice set of dinosaur tracks (probably allosaur) 6 miles from the intersection with US 191 that are well marked.</p>	<p><i>Route</i> U-10</p> <hr/> <table border="1" data-bbox="919 1335 1427 1419"> <tr> <td data-bbox="919 1335 1170 1419"><i>Distance Along Route</i> 0.90 mi</td> <td data-bbox="1170 1335 1427 1419"><i>Distance Off Route</i> 0.00 mi</td> </tr> </table> <hr/> <p><i>Interpretive Materials</i> Interpretive Signs; Kiosks</p> <hr/> <p><i>Visitor Services</i> Camping; Parking; Picnic Area; Scenic View; Other</p> <hr/> <p><i>Accessibility</i> This site is not accessible to disabled persons.</p>		<i>Distance Along Route</i> 0.90 mi	<i>Distance Off Route</i> 0.00 mi
<i>Distance Along Route</i> 0.90 mi	<i>Distance Off Route</i> 0.00 mi				
12	<p>Arches National Park</p> <p>National park preserving the greatest concentration of natural arches in the world.</p>	<p><i>Route</i> U-12</p> <hr/> <table border="1" data-bbox="919 1808 1427 1881"> <tr> <td data-bbox="919 1808 1170 1881"><i>Distance Along Route</i> 0.00 mi</td> <td data-bbox="1170 1808 1427 1881"><i>Distance Off Route</i> 0.10 mi</td> </tr> </table>		<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.10 mi
<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.10 mi				

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No.	Name & Description	Details			
	<p>Dinosaur tracks and Indian rock art panels are also preserved within the park boundaries. - see brochure B20064-2</p>	<p><i>Interpretive Materials</i> Brochures; Interpretive Signs; Kiosks; Guidebooks; Books; Maps; Other</p> <p><i>Visitor Services</i> Camping; Drinking Water; Parking; Phone; Picnic Area; Restrooms; Overlook; Scenic View; Visitor's Center; Walking Trail; Other</p> <p><i>Accessibility</i> Visitor center is ADA compliant.</p>			
13	<p>Deadhorse Point State Park</p> <p>Magnificent view overlooking the canyon-contained Colorado River two thousand feet below. The final scene of the movie Thelma and Louise was shot here.</p>	<p><i>Route</i> U-14</p> <table border="1" data-bbox="919 737 1425 821"> <tr> <td data-bbox="919 737 1170 821"><i>Distance Along Route</i> 18.00 mi</td> <td data-bbox="1170 737 1425 821"><i>Distance Off Route</i> 18.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Interpretive Signs; Kiosks; Guidebooks; Books; Maps; Other</p> <p><i>Visitor Services</i> Camping; Drinking Water; Parking; Phone; Picnic Area; RV Services; Restrooms; Overlook; Scenic View; Visitor's Center; Walking Trail; Other</p> <p><i>Accessibility</i> One level construction of visitor center and recent remodeling meet ADA requirements.</p>		<i>Distance Along Route</i> 18.00 mi	<i>Distance Off Route</i> 18.00 mi
<i>Distance Along Route</i> 18.00 mi	<i>Distance Off Route</i> 18.00 mi				
14	<p>Canyonlands National Park, Island in the Sky District</p> <p>National park protecting desert lands and the magnificent canyons of the Green and Colorado Rivers in the area of their confluence. This point of interest concerns the northern portion of the park; specifically the scenic overlooks of Upheaval Dome and Grand View Point.</p>	<p><i>Route</i> U-14</p> <table border="1" data-bbox="919 1402 1425 1486"> <tr> <td data-bbox="919 1402 1170 1486"><i>Distance Along Route</i> 30.00 mi</td> <td data-bbox="1170 1402 1425 1486"><i>Distance Off Route</i> 30.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Interpretive Signs; Kiosks; Guidebooks; Maps; Other</p> <p><i>Visitor Services</i> Camping; Drinking Water; Parking; Picnic Area; Restrooms; Overlook; Scenic View; Visitor's Center; Walking Trail; Other</p> <p><i>Accessibility</i> This site is not accessible to disabled persons.</p>		<i>Distance Along Route</i> 30.00 mi	<i>Distance Off Route</i> 30.00 mi
<i>Distance Along Route</i> 30.00 mi	<i>Distance Off Route</i> 30.00 mi				

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No.	Name & Description	Details	
15	<p>Mill Canyon Dinosaur Trail</p> <p>Short trail to dinosaur bones visible in the bedrock. - see brochure B20064-3</p>	<p><i>Route</i> U-15</p>	
		<p><i>Distance Along Route</i> 1.80 mi</p>	<p><i>Distance Off Route</i> 1.80 mi</p>
		<p><i>Interpretive Materials</i> Brochures</p>	
		<p><i>Visitor Services</i> Parking; Scenic View; Walking Trail</p>	
		<p><i>Accessibility</i> This site is not accessible to disabled persons.</p>	
16	<p>Copper Ridge Dinosaur Trackway Site</p> <p>Dinosaur tracks preserved in sandstone show a sauropod making a right turn as well as meat-eating theropod tracks. This is a BLM site.</p>	<p><i>Route</i> U-17</p>	
		<p><i>Distance Along Route</i> 2.00 mi</p>	<p><i>Distance Off Route</i> 2.00 mi</p>
		<p><i>Interpretive Materials</i> Brochures; Interpretive Signs</p>	
		<p><i>Visitor Services</i> Parking; Scenic View; Walking Trail</p>	
		<p><i>Accessibility</i> This site is not accessible to disabled persons.</p>	
17	<p>Green River, UT</p> <p>Located on the banks of the Green River shortly after it emerges from the Book Cliffs into desert country, this little town has a number of attractions. It is the put-in point for flat water river trips down the Green through Labyrinth Canyon and the take-out point for many trips down the Green through Desolation and Gray Canyons. Green River State Park allows travelers a stay in green trees and grass as they journey across eastern Utah deserts. And the John Wesley Powell River History Museum is a modern showcase of artifacts and information about J.W. Powell's exploratory expeditions down the Green and Colorado Rivers shortly after the American Civil War. This town is also the last chance for supplies for westbound travelers headed into the San Rafael Swell. And except for Woodside (which isn't always open), it's also the last chance for supplies before Wellington, UT. - see brochure B20064-4 - see brochure B20064-5</p>	<p><i>Route</i> U-21</p>	
		<p><i>Distance Along Route</i> 0.00 mi</p>	<p><i>Distance Off Route</i> 0.00 mi</p>
		<p><i>Interpretive Materials</i> Brochures; Historical Markers; Guidebooks; Books; Maps</p>	
		<p><i>Visitor Services</i> Camping; Drinking Water; Gas, Food, Lodging; Parking; Phone; Picnic Area; Recreation Facilities; RV Services; Restrooms; Scenic View; Other</p>	
		<p><i>Accessibility</i> The museum is ADA compliant and much of the town is also.</p>	

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No.	Name & Description	Details			
18	<p>Woodside</p> <p>This one gas station, one home, road side attraction is erratically open but interesting when it is. To the west is the eastern flank of the wild San Rafael Swell where much current research into paleontology goes on and many traces of prehistoric Indians can be found. To the east is the towering walls of the west end of the Book Cliffs that started way back east of Grand Junction and continue to delight the eye as far west as Price, UT. The Price River cuts a canyon through the wall just east of Woodside with a rough dirt road following it for half a dozen miles. Ancient Indian petroglyphs so old that they themselves are again colored with desert varnish can be found at the end of that road.</p> <p>- see brochure B20064-5</p>	<p><i>Route</i> U-25</p> <table border="1" data-bbox="919 331 1425 415"> <tr> <td><i>Distance Along Route</i> 0.00 mi</td> <td><i>Distance Off Route</i> 0.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Other</p> <p><i>Visitor Services</i> Parking; Scenic View; Other</p> <p><i>Accessibility</i> This site is not accessible to disabled persons.</p>		<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi
<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi				
19	<p>roadside scenic pullout</p> <p>Scenic pullout with excellent views of Book Cliffs to the east and the northeastern flank of the San Rafael Swell to the west. The rugged country to the west has Sugarloaf and Flattop Mountains in the foreground, Cedar Mountain in the middleground, and the eastern cliffs of the Wasatch Plateau visible over 35 miles away in the background. To the south Elliot Peak appears as a pyramid atop the Book Cliffs as they swing out of sight to the east.</p>	<p><i>Route</i> U-26</p> <table border="1" data-bbox="919 961 1425 1045"> <tr> <td><i>Distance Along Route</i> 0.00 mi</td> <td><i>Distance Off Route</i> 0.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i></p> <p><i>Visitor Services</i> Parking; Overlook; Scenic View</p> <p><i>Accessibility</i> Roadside pullout is flat with unobstructed views.</p>		<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi
<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi				
20	<p>Nine Mile Canyon</p> <p>One of the finest locations in the West (and the world for that matter) for viewing petroglyphs and pictographs left by the Fremont Culture of prehistoric Indians.</p> <p>- see brochure B20064-7</p>	<p><i>Route</i> U-31</p> <table border="1" data-bbox="919 1402 1425 1486"> <tr> <td><i>Distance Along Route</i> 0.00 mi</td> <td><i>Distance Off Route</i> 21.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Historical Markers; Kiosks; Guidebooks; Books; Maps; Other</p> <p><i>Visitor Services</i> Camping; Parking; Scenic View; Walking Trail; Other</p> <p><i>Accessibility</i> Many of the rock art panels are visible from inside vehicles.</p>		<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 21.00 mi
<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 21.00 mi				

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No.	Name & Description	Details			
21	<p>CEU Prehistoric Museum</p> <p>Impressive state-owned museum with a paleontology program in the forefront of excavation and research of Early Cretaceous dinosaurs. These are the folks who found and first displayed the Utahraptor, an animal bigger and more fierce than what Spielberg dreamed up for the original Jurassic Park movie. Half their current population of dinosaurs on display come from the nearby Cleveland-Lloyd Dinosaur Quarry. Displays include Pleistocene mammals (mammoth, giant ground sloth, sabertooth tiger, etc.) and many prehistoric Indian artifacts found locally. Castle Country Regional Information Center is also located in this building.</p> <ul style="list-style-type: none"> - see brochure B20064-8 - see brochure B20064-9 - see brochure B20064-10 	<p><i>Route</i> U-34</p> <table border="1" data-bbox="919 331 1425 415"> <tr> <td><i>Distance Along Route</i> 6.00 mi</td> <td><i>Distance Off Route</i> 2.40 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Interpretive Signs; Videos; Books; Other</p> <p><i>Visitor Services</i> Drinking Water; Parking; Restrooms; Other</p> <p><i>Accessibility</i> Building is ADA compliant, elevator for access to second floor.</p>		<i>Distance Along Route</i> 6.00 mi	<i>Distance Off Route</i> 2.40 mi
<i>Distance Along Route</i> 6.00 mi	<i>Distance Off Route</i> 2.40 mi				
22	<p>Museum of the San Rafael</p> <p>Emery County's Museum of the San Rafael has a very fine collection of locally collected Indian artifacts, good natural history displays, and separate hall devoted to dinosaurs including material from the nearby Cleveland-Lloyd Dinosaur Quarry.</p> <ul style="list-style-type: none"> - see brochure B20064-8 - see brochure B20064-10 	<p><i>Route</i> U-36</p> <table border="1" data-bbox="919 995 1425 1079"> <tr> <td><i>Distance Along Route</i> 0.40 mi</td> <td><i>Distance Off Route</i> 30.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Interpretive Signs; Kiosks; Other</p> <p><i>Visitor Services</i> Drinking Water; Parking; Restrooms; Other</p> <p><i>Accessibility</i> Ground floor is the only floor. Building is ADA compliant.</p>		<i>Distance Along Route</i> 0.40 mi	<i>Distance Off Route</i> 30.00 mi
<i>Distance Along Route</i> 0.40 mi	<i>Distance Off Route</i> 30.00 mi				
23	<p>Cleveland-Lloyd Dinosaur Quarry National Natural Landmark</p> <p>The densest concentration of Jurassic dinosaur bones ever found, this deposit has supplied dinosaur mounts to more museums globally than any other in the whole world. Still unexplained is how it got there and is once again being investigated by paleontologists from the University of Utah and coworkers from the Dinosaur Provincial Park and the Royal Tyrell Museum in Alberta, Canada. At least 44 allosaurs of varying sizes/ages left their</p>	<p><i>Route</i> U-36</p> <table border="1" data-bbox="919 1465 1425 1549"> <tr> <td><i>Distance Along Route</i> 30.40 mi</td> <td><i>Distance Off Route</i> 30.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Interpretive Signs; Maps; Other</p> <p><i>Visitor Services</i> Drinking Water; Parking; Picnic Area; Restrooms; Overlook; Scenic View; Visitor's Center; Walking Trail; Other</p>		<i>Distance Along Route</i> 30.40 mi	<i>Distance Off Route</i> 30.00 mi
<i>Distance Along Route</i> 30.40 mi	<i>Distance Off Route</i> 30.00 mi				

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	<p>bones here. - see brochure B20064-5 - see brochure B20064-6 - see brochure B20064-8 - see brochure B20064-10</p>	<p><i>Accessibility</i> Visitor center, restrooms, and picnic area are ADA compliant. Quarry building access doesn't quite meet the mark but is visited by wheelchairs anyway.</p>			
24	<p>Western Mining and Railroad Museum</p> <p>Locally-supported museum preserving the area's coal-mining and railroading heritage. Located at the south end of downtown Helper, UT, itself a National Historic District.</p>	<p><i>Route</i> U-39</p> <table border="1" data-bbox="919 541 1427 625"> <tr> <td><i>Distance Along Route</i> 0.20 mi</td> <td><i>Distance Off Route</i> 0.20 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Interpretive Signs; Other</p> <p><i>Visitor Services</i> Drinking Water; Gas, Food, Lodging; Parking; Phone; Restrooms; Scenic View; Other</p> <p><i>Accessibility</i> This site is not accessible to disabled persons.</p>		<i>Distance Along Route</i> 0.20 mi	<i>Distance Off Route</i> 0.20 mi
<i>Distance Along Route</i> 0.20 mi	<i>Distance Off Route</i> 0.20 mi				
25	<p>Indian Canyon summit scenic pullout</p> <p>At 9,000 feet of elevation this roadside pullout offers views of the some of the rugged forested lands drained by the Strawberry River. The several hundred feet of drop at the edge of the pullout expands to several thousands of feet of relief over the 20 and 30 mile vistas seen from the pullout.</p>	<p><i>Route</i> U-45</p> <table border="1" data-bbox="919 1045 1427 1129"> <tr> <td><i>Distance Along Route</i> 0.00 mi</td> <td><i>Distance Off Route</i> 0.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i></p> <p><i>Visitor Services</i> Parking; Overlook; Scenic View</p> <p><i>Accessibility</i> Vistas are visible from within vehicles.</p>		<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi
<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi				
26	<p>Ashley N.F. Duchesne Ranger Station</p> <p>U.S. Forest Service Ranger District office located in the town of Duchesne, UT has information on the many recreational and other opportunities of the Ashley National Forest in the Uinta Mountains visible to the north.</p>	<p><i>Route</i> U-49</p> <table border="1" data-bbox="919 1486 1427 1570"> <tr> <td><i>Distance Along Route</i> 0.00 mi</td> <td><i>Distance Off Route</i> 0.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Books; Maps; Other</p> <p><i>Visitor Services</i> Drinking Water; Parking; Phone; Restrooms; Scenic View; Visitor's Center; Other</p> <p><i>Accessibility</i> Visitor services at the district office are ADA compliant.</p>		<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi
<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi				

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27	<p>Nine Mile Canyon</p> <p>Another access point to Nine Mile Canyon (point of interest #20 of this application) one of the premier rock art viewing opportunities of the Mountain West. - see brochure B20064-7</p>	<p><i>Route</i> U-53</p> <table border="1" data-bbox="919 331 1425 415"> <tr> <td data-bbox="919 331 1170 415"><i>Distance Along Route</i> 31.00 mi</td> <td data-bbox="1170 331 1425 415"><i>Distance Off Route</i> 31.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Interpretive Signs; Historical Markers; Kiosks; Guidebooks; Books; Maps; Other</p> <p><i>Visitor Services</i> Camping; Parking; Scenic View; Walking Trail; Other</p> <p><i>Accessibility</i> Much of the rock art is visible from vehicles on the road.</p>		<i>Distance Along Route</i> 31.00 mi	<i>Distance Off Route</i> 31.00 mi
<i>Distance Along Route</i> 31.00 mi	<i>Distance Off Route</i> 31.00 mi				
28	<p>Roosevelt Ranger District office</p> <p>More information about the Uinta Mountains visible to the north.</p>	<p><i>Route</i> U-57</p> <table border="1" data-bbox="919 869 1425 953"> <tr> <td data-bbox="919 869 1170 953"><i>Distance Along Route</i> 0.20 mi</td> <td data-bbox="1170 869 1425 953"><i>Distance Off Route</i> 0.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Books; Maps; Other</p> <p><i>Visitor Services</i> Drinking Water; Parking; Restrooms; Scenic View; Visitor's Center; Other</p> <p><i>Accessibility</i> Vistor area is ADA compliant.</p>		<i>Distance Along Route</i> 0.20 mi	<i>Distance Off Route</i> 0.00 mi
<i>Distance Along Route</i> 0.20 mi	<i>Distance Off Route</i> 0.00 mi				
29	<p>Ouray National Wildlife Refuge</p> <p>Bottomlands along the Green River providing sanctuary for migratory birds, 14 species of nesting ducks, a variety of land animals and fish including several species of endangered fish that are being raised in hatchery ponds built there in the late 1990's. The public is allowed in the refuge with certain restrictions to honor the wildlife refuge status. A 9 mile self-guided auto tour is part of the experience.</p>	<p><i>Route</i> U-65</p> <table border="1" data-bbox="919 1339 1425 1423"> <tr> <td data-bbox="919 1339 1170 1423"><i>Distance Along Route</i> 15.00 mi</td> <td data-bbox="1170 1339 1425 1423"><i>Distance Off Route</i> 15.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Interpretive Signs; Kiosks; Maps; Other</p> <p><i>Visitor Services</i> Parking; Overlook; Scenic View; Walking Trail; Other</p> <p><i>Accessibility</i> Much is visible from within the visitor's vehicle.</p>		<i>Distance Along Route</i> 15.00 mi	<i>Distance Off Route</i> 15.00 mi
<i>Distance Along Route</i> 15.00 mi	<i>Distance Off Route</i> 15.00 mi				
30	<p>Asphalt Ridge scenic turnout</p>	<p><i>Route</i> U-66</p>			

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	<p>Scenic turnout perched on Asphalt Ridge affording dramatic views of the Uinta Mountains to the north and northeast, the Ashley Valley in the foreground, Split and Blue Mountains of Dinosaur National Monument to the east, and the long line of Asphalt Ridge extending from the southeast to the northwest.</p>	<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.10 mi
		<i>Interpretive Materials</i> 	
		<i>Visitor Services</i> Parking; Picnic Area; Overlook; Scenic View	
		<i>Accessibility</i> Views are visible from the visitor's vehicle.	
31	<p>Red Fleet State Park</p> <p>State park centered on Red Fleet reservoir but also preserving dinosaur tracks discovered there after the reservoir was filled.</p>	<i>Route</i> U-71	
		<i>Distance Along Route</i> 14.10 mi	<i>Distance Off Route</i> 14.10 mi
		<i>Interpretive Materials</i> Brochures; Other	
		<i>Visitor Services</i> Camping; Drinking Water; Parking; Picnic Area; Recreation Facilities; Restrooms; Scenic View; Walking Trail; Other	
		<i>Accessibility</i> This site is not accessible to disabled persons.	
32	<p>Utah Field House of Natural History State Park</p> <p>Museum and dinosaur garden (18 life-size models of prehistoric creatures in an outdoor setting) as well as the Northeastern Utah Visitor Center are all right there in downtown Vernal, UT. Displays within the museum focus on geology, paleontology, archeology, and natural history of the Uinta Basin and Mountains. The Field House is associated with an active paleontology effort that recently discovered and excavated an exciting new sauropod dinosaur. The Field House will be moving to a new location soon as the state and federal governments cooperate in putting up a new jointly-operated museum and federal repository combining assets of Dinosaur National Monument and the Field House.</p> <p>- see brochure B20064-10 - see brochure B20064-11</p>	<i>Route</i> U-72	
		<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi
		<i>Interpretive Materials</i> Brochures; Interpretive Signs; Books; Maps; Other	
		<i>Visitor Services</i> Drinking Water; Gas, Food, Lodging; Parking; Phone; Picnic Area; Restrooms; Scenic View; Visitor's Center; Walking Trail; Other	
		<i>Accessibility</i> Almost everything is on the ground floor. A small part of the dinosaur garden involves steps and so cannot be considered accessible.	

No.	Name & Description	Details			
33	<p>Dinosaur Quarry of Dinosaur National Monument</p> <p>Thousands of dinosaur bones have been removed from this deposit yet hundreds remain and are exposed in high relief preserved in the sandstone ridge that forms one wall of the visitor center here. Discovered by Earl Douglass of the Carnegie Museum in Pittsburgh, PA in 1909, many of the bones from here are now on display at that museum. Although the focus of paleontological research has shifted to elsewhere in the monument (in order to preserve something for visitors to see in the visitor center), less than five years ago, a new species of allosaur was found in the original deposit.</p> <p>Other features of this side of the monument include a campground 3 miles further on by the banks of the Green River at Split Mountain, Indian petroglyphs along the Cub Creek Road, and the Josie Morris Cabin (Josie was an interesting woman who lived here at the turn of the last century).</p> <p>- see brochure B20064-10 - see brochure B20064-12</p>	<p><i>Route</i> U-79</p> <table border="1" data-bbox="919 331 1425 415"> <tr> <td><i>Distance Along Route</i> 7.00 mi</td> <td><i>Distance Off Route</i> 7.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Interpretive Signs; Historical Markers; Kiosks; Videos; Guidebooks; Books; Maps; Other</p> <p><i>Visitor Services</i> Drinking Water; Parking; Phone; Picnic Area; Restrooms; Overlook; Scenic View; Visitor's Center; Walking Trail; Other</p> <p><i>Accessibility</i> Quarry visitor center is ADA compliant.</p>		<i>Distance Along Route</i> 7.00 mi	<i>Distance Off Route</i> 7.00 mi
<i>Distance Along Route</i> 7.00 mi	<i>Distance Off Route</i> 7.00 mi				
34	<p>Utah Welcome Center and Visitor Information</p> <p>State of Utah welcome center. Live staff and hundreds of brochures of interest to visitors to the area.</p>	<p><i>Route</i> U-79</p> <table border="1" data-bbox="919 1188 1425 1272"> <tr> <td><i>Distance Along Route</i> 0.20 mi</td> <td><i>Distance Off Route</i> 0.10 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Guidebooks; Books; Maps; Other</p> <p><i>Visitor Services</i> Drinking Water; Parking; Phone; Restrooms; Scenic View; Visitor's Center; Other</p> <p><i>Accessibility</i> Newly constructed, this building is ADA compliant.</p>		<i>Distance Along Route</i> 0.20 mi	<i>Distance Off Route</i> 0.10 mi
<i>Distance Along Route</i> 0.20 mi	<i>Distance Off Route</i> 0.10 mi				
35	<p>Musket Shot Springs Scenic Overlook</p> <p>Roadside turnout affording views of the Cliff Ridge side of Blue Mountain in Dinosaur National Monument. BLM-maintained facility has kiosks describing the prehistory, history, and natural history of the area.</p>	<p><i>Route</i> U-81</p> <table border="1" data-bbox="919 1724 1425 1808"> <tr> <td><i>Distance Along Route</i> 0.10 mi</td> <td><i>Distance Off Route</i> 0.10 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Kiosks</p>		<i>Distance Along Route</i> 0.10 mi	<i>Distance Off Route</i> 0.10 mi
<i>Distance Along Route</i> 0.10 mi	<i>Distance Off Route</i> 0.10 mi				

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No.	Name & Description	Details	
		<i>Visitor Services</i> Parking; Overlook; Scenic View	
		<i>Accessibility</i> This site is not accessible to disabled persons.	
36	Dinosaur Welcome Center State of Colorado visitor information center in the town of Dinosaur, CO. Live staff and hundreds of brochures of interest to the visitors.	<i>Route</i> C-16	
		<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi
		<i>Interpretive Materials</i> Brochures; Guidebooks; Maps; Other	
		<i>Visitor Services</i> Drinking Water; Parking; Restrooms; Visitor's Center	
		<i>Accessibility</i> Ground floor construction with no impediments.	
37	Headquarters, Visitor Center, and canyon country side of Dino.NM Monument headquarters and visitor center for the monument with displays and brochures explaining the geologic history, natural history, and human history of the area. This side of the monument is referred to as the "canyon country" side because of the major canyons cut by the Green and Yampa Rivers. Harper's Corner is a magnificent viewpoint of their confluence at Echo Park. - see brochure B20064-10 - see brochure B20064-12	<i>Route</i> C-16	
		<i>Distance Along Route</i> 2.00 mi	<i>Distance Off Route</i> 2.00 mi
		<i>Interpretive Materials</i> Brochures; Interpretive Signs; Guidebooks; Books; Maps; Other	
		<i>Visitor Services</i> Drinking Water; Parking; Restrooms; Overlook; Scenic View; Visitor's Center; Walking Trail; Other	
		<i>Accessibility</i> Visitor center is ADA compliant.	
38	Rangely Museum Museum with displays on local history and prehistory. - see brochure B20064-10 - see brochure B20064-13	<i>Route</i> C-22	
		<i>Distance Along Route</i> 0.10 mi	<i>Distance Off Route</i> 0.10 mi
		<i>Interpretive Materials</i> Brochures; Interpretive Signs; Other	
		<i>Visitor Services</i> Drinking Water; Parking; Phone; Restrooms; Scenic View; Other	

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No.	Name & Description	Details											
		<i>Accessibility</i> This site is not accessible to disabled persons.											
39	Canyon Pintado The Canyon Pintado Historic District listed on the National Register of Historic Places has been occupied by humans for as long as 11,000 years. One culture that left a visible mark was that of the Fremont Indians. A number of rock art panels have road signs, parking areas, and interpretive panels. - see brochure B20064-10 - see brochure B20064-13 - see brochure B20064-14	<table border="1"> <tr> <td colspan="2" data-bbox="919 363 1170 443"><i>Route</i> C-24, Canyon Pintado</td> </tr> <tr> <td data-bbox="919 443 1170 525"><i>Distance Along Route</i> 0.00 mi</td> <td data-bbox="1170 443 1425 525"><i>Distance Off Route</i> 0.00 mi</td> </tr> <tr> <td colspan="2" data-bbox="919 525 1425 609"><i>Interpretive Materials</i> Brochures; Interpretive Signs; Maps</td> </tr> <tr> <td colspan="2" data-bbox="919 609 1425 693"><i>Visitor Services</i> Parking; Scenic View; Walking Trail</td> </tr> <tr> <td colspan="2" data-bbox="919 693 1425 804"><i>Accessibility</i> Some panels are visible from the parking areas.</td> </tr> </table>		<i>Route</i> C-24, Canyon Pintado		<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi	<i>Interpretive Materials</i> Brochures; Interpretive Signs; Maps		<i>Visitor Services</i> Parking; Scenic View; Walking Trail		<i>Accessibility</i> Some panels are visible from the parking areas.	
<i>Route</i> C-24, Canyon Pintado													
<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi												
<i>Interpretive Materials</i> Brochures; Interpretive Signs; Maps													
<i>Visitor Services</i> Parking; Scenic View; Walking Trail													
<i>Accessibility</i> Some panels are visible from the parking areas.													
40	Douglas Pass Mountain pass at 8,240 feet above sea level. Scenic pullout with views of the Grand Valley of the Colorado River 25 miles away, Colorado National Monument 30 miles away, and even of the La Sal Mountains 70 miles distant in Utah.	<table border="1"> <tr> <td colspan="2" data-bbox="919 804 1170 884"><i>Route</i> C-32</td> </tr> <tr> <td data-bbox="919 884 1170 966"><i>Distance Along Route</i> 2.80 mi</td> <td data-bbox="1170 884 1425 966"><i>Distance Off Route</i> 0.00 mi</td> </tr> <tr> <td colspan="2" data-bbox="919 966 1425 1050"><i>Interpretive Materials</i> Other</td> </tr> <tr> <td colspan="2" data-bbox="919 1050 1425 1134"><i>Visitor Services</i> Parking; Overlook; Scenic View</td> </tr> <tr> <td colspan="2" data-bbox="919 1134 1425 1245"><i>Accessibility</i> View is visible from inside the visitor's vehicle.</td> </tr> </table>		<i>Route</i> C-32		<i>Distance Along Route</i> 2.80 mi	<i>Distance Off Route</i> 0.00 mi	<i>Interpretive Materials</i> Other		<i>Visitor Services</i> Parking; Overlook; Scenic View		<i>Accessibility</i> View is visible from inside the visitor's vehicle.	
<i>Route</i> C-32													
<i>Distance Along Route</i> 2.80 mi	<i>Distance Off Route</i> 0.00 mi												
<i>Interpretive Materials</i> Other													
<i>Visitor Services</i> Parking; Overlook; Scenic View													
<i>Accessibility</i> View is visible from inside the visitor's vehicle.													
41	Colorado National Monument Majestic cliffs and canyons on the north end of the Uncompagthe Plateau. Some prehistoric Indian rock art is also preserved within the monument boundaries. - see brochure B20064-10 - see brochure B20064-15	<table border="1"> <tr> <td colspan="2" data-bbox="919 1245 1170 1325"><i>Route</i> C-1</td> </tr> <tr> <td data-bbox="919 1325 1170 1407"><i>Distance Along Route</i> 2.00 mi</td> <td data-bbox="1170 1325 1425 1407"><i>Distance Off Route</i> 2.00 mi</td> </tr> <tr> <td colspan="2" data-bbox="919 1407 1425 1554"><i>Interpretive Materials</i> Brochures; Interpretive Signs; Kiosks; Guidebooks; Books; Maps; Other</td> </tr> <tr> <td colspan="2" data-bbox="919 1554 1425 1764"><i>Visitor Services</i> Camping; Drinking Water; Parking; Phone; Picnic Area; Recreation Facilities; Restrooms; Overlook; Scenic View; Visitor's Center; Walking Trail</td> </tr> <tr> <td colspan="2" data-bbox="919 1764 1425 1900"><i>Accessibility</i> Some overlooks and facilities are ADA compliant. Inquire at visitor center.</td> </tr> </table>		<i>Route</i> C-1		<i>Distance Along Route</i> 2.00 mi	<i>Distance Off Route</i> 2.00 mi	<i>Interpretive Materials</i> Brochures; Interpretive Signs; Kiosks; Guidebooks; Books; Maps; Other		<i>Visitor Services</i> Camping; Drinking Water; Parking; Phone; Picnic Area; Recreation Facilities; Restrooms; Overlook; Scenic View; Visitor's Center; Walking Trail		<i>Accessibility</i> Some overlooks and facilities are ADA compliant. Inquire at visitor center.	
<i>Route</i> C-1													
<i>Distance Along Route</i> 2.00 mi	<i>Distance Off Route</i> 2.00 mi												
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<i>Accessibility</i> Some overlooks and facilities are ADA compliant. Inquire at visitor center.													

No.	Name & Description	Details			
42	<p>Fruita, CO</p> <p>Interesting town that annually celebrates the life of a chicken that grew up and grew headless here back in 1945. The chicken lived for two years and made it into the Guinness Book of World Records as well as Ripley's Believe It or Not.</p> <p>- see brochure B20064-10 - see brochure B20064-16</p>	<p><i>Route</i> C-38</p> <table border="1" data-bbox="919 331 1427 415"> <tr> <td data-bbox="919 331 1170 415"><i>Distance Along Route</i> 0.00 mi</td> <td data-bbox="1170 331 1427 415"><i>Distance Off Route</i> 0.00 mi</td> </tr> </table> <p><i>Interpretive Materials</i> Brochures; Kiosks; Books; Maps; Other</p> <p><i>Visitor Services</i> Camping; Drinking Water; Gas, Food, Lodging; Parking; Phone; Picnic Area; RV Services; Restrooms; Scenic View; Visitor's Center; Other</p> <p><i>Accessibility</i> Much of the area's facilities are ADA compliant.</p>		<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi
<i>Distance Along Route</i> 0.00 mi	<i>Distance Off Route</i> 0.00 mi				

Community Support

Existing Designations

No.	Agency	Designation Date	Designation Name	Coverage
1	Utah State Legislature	February 1998	Dinosaur Diamond Prehistoric Highway	Partial*
2	Colorado Transportation Commission	July 23, 1998	Dinosaur Diamond Scenic and Historic Byway	Partial*

*Details of Partial Designations

No.	Route Name	Designation Portion
1	I-70	<i>Start Terminus</i> Exit 11 on I-70 in Colorado
		<i>End Terminus</i> Exit 212 of I-70 in Utah
1	I-70	<i>Start Terminus</i> junction of US-191 and I-70 at Crescent Junction, UT
		<i>End Terminus</i> Exit 162 to Green River, UT on I-70

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No.	Route Name	Designation Portion
1	US-6	<i>Start Terminus</i> Stop sign at base of offramp of east Green River I-70 exit
		<i>End Terminus</i> start of onramp of west Green River exit for I-70
1	I-70	<i>Start Terminus</i> west Green River exit of I-70
		<i>End Terminus</i> junction with US-6 NB to Price
1	US-6	<i>Start Terminus</i> junction with I-70
		<i>End Terminus</i> junction with NB US-191 north of Helper, UT
1	US-191	<i>Start Terminus</i> junction with US-6 north of Helper, UT
		<i>End Terminus</i> junction with US-40 in Duchesne, UT
1	US-40	<i>Start Terminus</i> junction of US-191 and US-40 in Duchesne, UT
		<i>End Terminus</i> junction of US-40 and CO SR-64 in Dinosaur, CO
2	US-6	<i>Start Terminus</i> Grand Junction, CO, west junction of I-70 and US-6
		<i>End Terminus</i> Mack, CO
2	11 road (county blacktop)	<i>Start Terminus</i> Mack, CO
		<i>End Terminus</i> WB entrance ramp to I-70
2	I-70	<i>Start Terminus</i> Exit 11 on I-70 in Colorado
		<i>End Terminus</i> Exit 212 of I-70 in Utah
2	US-40	<i>Start Terminus</i> junction of US-191 and US-40 in Duchesne, UT
		<i>End Terminus</i> junction of US-40 and CO SR-64 in Dinosaur, CO
2	SR-64	<i>Start Terminus</i> junction of US-40 and CO SR-64 in Dinosaur, CO

No.	Route Name	Designation Portion
		<i>End Terminus</i> junction of SR-64 and SR-139 east of Rangely, CO
2	SR-139	<i>Start Terminus</i> junction of SR-64 and SR-139 east of Rangely, CO <i>End Terminus</i> junction of SR-139 and US-6 in Loma, CO

Community Involvement

The Dinosaur Diamond Prehistoric Highway concept was created by community involvement. The memorandum of understanding that formalized the Dinosaur Diamond Partnership was signed by representatives from almost all of the museums, counties, towns, chambers of commerce, travel bureaus, and federal land management agencies that are located along the route

(CMP pg 12). The partnership has held bimonthly meetings for the last five years with location alternating between sites in Colorado and Utah such that a meeting is held in each of the major towns or sites about once a year. All people with an interest in the partnership are welcome to attend. No meeting is really typical but usually there are 1 to 3 dozen people there with regular attendance by more than a half-dozen core members representing towns, museums, and federal agencies from both states.

Community involvement is recognized as essential to the success of the partnership and we are

currently developing a presentation to generate new membership, especially from the private sector. The Dinosaur Diamond Prehistoric Highway has gone from an idea, to an MOU, to incorporation as a non-profit corporation based in Utah. We have a Corridor Management Plan that is and will be a guide to further develop promotional plans, interpretive plans, community outreach, etc.

The Dinosaur Diamond has received surprisingly little opposition. There was some opposition to it's designation in Utah based upon scenic values as the segment between Price and

Green River can be seen as barren rather than spacious and majestic (the gorgeous scenery in Utah considerably raises the standard by which locals judge scenery exceptional or not). Some in

Emery County would also rather see the route go down Utah SR 10 through Castle Dale, Ferron, and Emery and then back to Green River on I-70 through the San Rafael Swell rather than directly from Price to Green River along U.S. 6. They do not oppose the idea of the Dinosaur Diamond so much as just want to be a more integral part of it.

see supporting document D20064-1

Corridor Management Plan

A map identifying the corridor boundaries, location, intrinsic qualities, and land uses in the corridor.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (65-68)

This series of maps identifies the corridor boundaries, location, and land management status in each. Pg 65 shows location of Visitor Information Services. Pg 66 shows the location of Dinosaur and Archeological sites open to public visitation. Pg 67 shows where many of the Recreational Opportunities can be enjoyed. Pg 68 identifies just where the more prominent physical features or Geological and Natural Resources are located.

An assessment of the intrinsic qualities and their "context" (the areas surrounding them).

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (26-35)

These pages start with an overview that recognizes "Its world-class dinosaur, fossil and archeological resources, including rock art, are second to none." Pages 27 - 30 back up that statement in detail. Then detail on the recreational resources that draw people from around the world is gone into on Pg 31. The spectacular scenic resources are addressed in part by pointing out "...that two national parks and two national monuments embrace only some of them." Pg 32 lists more. Festivals, events, and museums focussing on cultural and historical resources are addressed on pages 33-35.

A strategy for maintaining and enhancing each of those intrinsic qualities.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (1)
see Planning documents of each signatory agency, bureau, or service (2)
see Dinosaur Diamond Partnership Memorandum of Understanding (2, 5)

One of the primary goals of the Dinosaur Diamond is protection of the resource. This is clearly stated in the vision statement on page 1 of the CMP and in the "purpose" paragraph that starts off the MOU that was signed by all the involved entities. "Protection of Resources" section of the MOU found on page 5 further states that all signatory partners agree to only make the resources available to the public if it can be done in such a fashion as to "...insure that public use, enjoyment, and safety as well as the resource base, is sustained over the long term." The wide variety of state, federal, and local groups signatory to the MOU makes a single detailed document difficult if not impossible to produce. In signing the MOU, the groups do demonstrate their intent to maintain and enhance the intrinsic qualities of the Dinosaur Diamond, particularly the paleontologic and archeological resources.

The agencies, groups, and individuals who are part of the team that will carry out the plan, including a list of their specific, individual responsibilities. Also, a schedule of when and how you'll review the degree to which those responsibilities are being met.

see Dinosaur Diamond Prehistoric Highway Corridor Management Plan (appendices C and D)

The Dinosaur Diamond Partnership has been meeting on a bimonthly schedule since 1996. The MOU was signed in 1998. Bylaws were drafted, revised, and approved by

spring of 1999. Incorporation as a non-profit corporation in the state of Utah was also completed that year with 501(c)3 status recognized by the IRS in spring of 2001. A steering committee is formed of 7 members, 3 from Colorado, 3 from Utah, and 1 chosen by the federal agencies involved. The towns of Grand Junction and Fruita each choose one representative while the two towns of Rangely and Dinosaur, CO choose one between them. The Utah side representation is based on travel council regions, i.e, 1 from the Uinta Basin, 1 from Carbon/Emery counties, and 1 from Grand/San Juan counties. The steering committee members must be ratified by the full membership. They are then responsible for picking two co-chairs, one from each state. The steering committee also chooses the treasurer and recording secretary. All choices are ratified by the full membership. Committees are formed as needed to accomplish various tasks. Review and assessment is a constant, ongoing process. The signatory agencies and groups are listed on page 1 of the CMP's appendix C.

A strategy of how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your byway.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (43-46)

Interpretation to the public is recognized as the key to greater appreciation of the resources and most effective way of protecting and preserving them. Enhancement of displays at existing museums is planned and encouraged. Development of more roadside kiosks is planned and being done. Development of interpretive displays and trails at the field sites is encouraged.

A plan for on-going public participation.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (48)

In the process of preparing the Corridor Management Plan "...a series of goal-setting workshops and focus meetings were held in Dinosaur Diamond communities." The groups involved in the partnership are in constant communication with the resident and the visiting publics. Membership in the partnership is open to any individual, group, or corporation with an interest in the goals of the partnership.

A general review of the road's safety record to locate hazards and poor design, and identify possible corrections.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (37-39 and appendix G)

Traffic counts and accident data for the various road segments along the Diamond are found on these pages with raw data found in the cited appendix. If an increase in safety problems occurs due to designation at the national level, it will be noted and addressed.

A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (39-40)

Current state and federal highway regulations already address this concern. Much of the infrastructure for keeping tourists safe while still allowing commercial traffic is already in place. Making sure the visitors are aware of the road hazards of the Diamond that may differ from their home areas is the primary method discussed for increased safety of

visitors.

A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (42-46)

An integrated interpretive scheme for the whole Diamond route is one of the goals talked about in this document and at our bimonthly meetings. (CMP, section 11, interpretive planning)

Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (39-41)

Section 10 of the CMP lists how the route is currently in compliance with all laws regarding outdoor advertising, directional, and informational signage. "If designated as a ...All-American Road, work with the FHWA in signing the byway..." with the goal to always be in compliance and a shining example of how to do it right.

A plan to make sure that the number and placement of highway signs will not get in the way of the scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (41-42)

Distinctive route markers with a Dinosaur Diamond logo/theme are planned for the whole route. Currently they are only erected along the Colorado portion of the Diamond. They are tastefully designed and implemented and do not get in the way of viewing the scenery. The logo is useful for those who do not speak English.

Plans of how the byway will be marketed and publicized.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (47-53)

The Dinosaur Diamond is already in existence and being marketed as such through the use of brochures, maps, a website, and word of mouth. The CMP talks about ways to refine and enhance those efforts. The chambers of commerce and travel bureaus that are in the partnership are always looking for ways to improve publicity. For example, when the Olympic Torch is brought into Utah prior to the 2002 Winter Olympics, it will stop in Grand Junction for a day and a welcoming festival will be held. The partnership will have one of our large Dinosaur Diamond banners prominently displayed over the Moab C. of C. booth with brochures available and staff members ready to answer questions.

Any proposals for modifying the roadway, including an evaluation about design standards and how proposed changes may affect the byway's intrinsic qualities.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (36)

Highway infrastructure is already in place and pretty good. UDOT does have plans to add some passing lanes in various spots on US 6/191 between Price and I-70. Widening it to 4 lanes in a couple areas is also in the plans for the next 5 years. None of this would detract from the intrinsic values of the Dinosaur Diamond and would actually help by

smoothing out traffic flow.

A description of what you plan to do to explain and interpret your byway's significant resources to visitors.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (43-46)

The resources of the Dinosaur Diamond are already explained and interpreted fairly well for visitors. National byway status would allow and encourage the standards to be raised.

A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (48-53)

Several features on the Dinosaur Diamond already have a world-wide draw. The Moab area is world-famous for its scenery and mountain-biking trails. Dinosaur National Monument near Vernal and to a lesser extent the Cleveland-Lloyd Dinosaur Quarry are known to dinosaur enthusiasts all over the world. Nine Mile Canyon is similarly of world-wide renown. Simply declaring that the Dinosaur Diamond exists to visitors to these already well-known sites goes a long way toward generating interest in it. The upcoming 2002 Winter Olympics in Salt Lake City will be used as more opportunity for getting the word out about the Diamond. Two of the 3 Utah travel regions along the Diamond have contracts with the state of Utah to operate the visitor welcome centers on US 40 at Jensen and on I-70 at Thompson Springs. These are and will continue to be great opportunities to get visitors involved with the Diamond. The Utah travel regions are active at fairs and conventions in Utah and across the country several times a year. Promotion of the Diamond as a destination is and will continue to take place there. Similarly, the visitor welcome centers of Colorado are already and will continue to carry Dinosaur Diamond brochures and other information. This gives the Diamond exposure to millions of visitors from both the USA and foreign lands. Signs along I-70 and US 40 do and will alert passing travelers to the presence of the Diamond. A key feature of the Diamond is that it is a partnership. Each site will carry information on the other sites along the route and encourage visitation to them also. Active paleontologic research takes place on the Diamond today. Press releases about new discoveries are another method of promotion. Guidebooks, audio-tour tapes, videos of the Diamond, and a set of themed brochures on various topics such as geology, ecosystems, archeology, etc. would all be used to promote the Diamond both while actually driving it and as keepsakes to take home and interest other people.

A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway's designation as an All-American Road.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (20-23)

Tourism is already a major factor in the economies of the communities along the Dinosaur Diamond. Over 6,000 motel/hotel/b&b rooms are currently available along the route with ample restaurants, gas stations, and other tourist facilities to serve visitors. Increased visitation would sooner or later be having demand exceed the supply. This being America, capitalism will step in and more facilities will be developed.

A plan for addressing multi-lingual information needs. Further, there must be a demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the corridor management plan.

see Dinosaur Diamond Prehistoric Highway, Corridor Management Plan (50 and 70-71)

Many of the sites along the Diamond do already draw thousands of visitors whose native language is not English. Programs to deal with them are in place at Arches National Park and Dinosaur National Monument and other sites make do with good will and hand signals. This is certainly an area where the Diamond has room for improvement. Even sites as remote as Cleveland-Lloyd Dinosaur Quarry receive several hundred foreign visitors each year. The upcoming 2002 Winter Olympics to be held in Salt Lake City, UT will provide more impetus to foreign language programs as well as giving us an opportunity to gain more experience in helping our foreign visitors. As far as "enforcement mechanisms" goes, we will probably focus more on monitoring and evaluation as discussed in section 16 of the CMP

Marketing

To what degree is the byway able to handle increased visitation? (Rate from 1 to 5, where 1 = Poor, 5 = Excellent)

4

Does your byway group agree that increased visitation is a goal for the nominated route?

We are already getting increased visitation. The partnership is not only an attempt to increase it even more, but to also enhance the visitor experience and to channel it so as to preserve and protect the resources for future generations. The byway's ability to handle increased visitation is pretty good. I would have said excellent but I don't like to brag. Also am hedging a bit. How much increased visitation?

Does the byway have a marketing plan?

Yes

Is the byway aware that, in the event of designation, it will become part of a national marketing campaign and brand-building strategy?

Yes

If designated, what form of marketing coordination and/or assistance would the nominated route find most beneficial?

Our 501(c)3 status with the IRS encourages us to think "promotion" rather than "marketing" plan. Just having the FHWA recognize the immense value of the resources along the Dinosaur Diamond by granting All-American Road status would be a tremendous beneficial effect. The name-brand value of that alone would help tremendously in educating the public to the resources. We would certainly welcome the opportunity to work with FHWA staff on further promotion plans given their experience with other byways across the country. We certainly love our area out here and may sometimes fail to see how folks from other parts of the country or the world see it.

Do you have contact with or are you directly connected with your state's tourism office or an active tourism organization?

Yes

If yes, summarize your relationships and activities with those tourism organizations:

Utah's tourism office divides the state into travel regions. 3 of those travel regions are signatories to the Dinosaur Diamond Partnership MOU. The Colorado offices of community development and scenic byways are also active with our group. Sally Pearce has been most helpful all along the way. All the rest of us deal with tourists all the time in our jobs.

Marketing Agency

Mike F. Leschin
manager of Cleveland-Lloyd Dinosaur Quarry NNL
Bureau of Land Management, Price Field Office
125 S. 600 W.
Price, UT 84501
Phone: 435-636-3619
Fax: 435-636-3657
E-mail: mleschin@castlenet.com

Byway and State Contacts

Byway Leader

Sue Ann Bilbey
Curator, Utah Field House of Natural History
State of Utah Division of Parks and Recreation
446 South 100 West
Vernal, UT 84078
Phone: 435-789-3799
Fax: 435-781-2977
E-mail: uinpaleo@easilink.com

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Nominated as an All-American Road

Byway Leader	Yvonne Piquette Tourism Coordinator Town of Fruita, CO 325 East Aspen Fruita, CO 81521 Phone: 970-858-3663 Fax: 970-858-0210 E-mail: yp@fruita.org
Byway Marketing Contact	Yvonne Piquette Tourism Coordinator City of Fruita 325 East Aspen Fruita, CO 81521 Phone: 970-858-3663 Fax: 970-858-0210 E-mail: yp@fruita.com
Byway Organization	Dinosaur Diamond Inc. P.O. Box 117 Vernal, UT 84078 Phone: 435-789-3799 Fax: 435-781-2977 E-mail: uinpaleo@easilink.com
Form Preparer	Mike F. Leschin Cleveland-Lloyd Dinosaur Quarry manager Bureau of Land Management / Price Field Office 125 S. 600 W. Price, UT 84501 Phone: 435-636-3619 Fax: 435-636-3657 E-mail: mleschin@castlenet.com
Marketing Agency	Mike F. Leschin manager of Cleveland-Lloyd Dinosaur Quarry NNL Bureau of Land Management, Price Field Office 125 S. 600 W. Price, UT 84501 Phone: 435-636-3619 Fax: 435-636-3657 E-mail: mleschin@castlenet.com
State Byways Agency Representative	Margaret Godfrey Interagency Programs Director Utah Travel Council 300 North State SLC, UT 84114 Phone: 801-538-1479 Fax: 801-538-1399 E-mail: margaret@utah.com

Congressional Members

Associated States

State	Senators
UT	Bennett, Robert Hatch, Orrin

State Representatives

State	District	Representative
UT	3	Cannon, Chris

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Slide	S20064-16	Petroglyphs in Nine Mile Canyon	<i>Copyright Date</i> 1/15/02
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Slide	S20064-18	View south in Indian Canyon	<i>Copyright Date</i> 1/15/02
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Attachment Checklist

Use the list below as a checklist when you prepare your nomination attachments for mailing to the state reviewer.

- Brochure: Colorado Canyons National Conservation Area MAP & GUIDE
- Brochure: ARCHES Official Map and Guide
- Brochure: Mill Canyon Dinosaur Trail
- Brochure: John Wesley Powell River History Museum
- Brochure: Recreation Guide to the San Rafael Area
- Brochure: Cleveland-Lloyd Dinosaur Quarry
- Brochure: 9 Mile Canyon A Guide
- Brochure: Dinosaur Diamond Western Facet
- Brochure: Finding Time CEU Prehistoric Museum
- Brochure: DINOSAUR DIAMOND Utah/Colorado Prehistoric Byway Discovery Map
- Brochure: UTAH FIELD HOUSE of NATURAL HISTORY Museum and Dinosaur Garden
- Brochure: DINOSAUR National Monument Colorado/Utah
- Brochure: Rangely
- Brochure: The Rock Art of Canyon Pintado
- Brochure: COLORADO National Monument Official Map and Guide
- Brochure: Headless Chicken
- Supporting Document: Corridor Management Plan
- Map: UTAH State Highway Map
- Map: COLORADO State Highway Map
- Map: Dinosaur Diamond Discovery Map (brochure)
- Map: Mapquest.com map of Fruita, CO area
- Slide: Mount Elliot from afar
- Slide: Mount Elliot from due west
- Slide: Fossil preparator
- Slide: Out of Colorado National Monument
- Slide: CEU allosaur, camptosaur sculpture
- Slide: Utahraptor
- Slide: Dinosaur National Monument sign
- Slide: Bones at Dinosaur NM
- Slide: Cliff Ridge of Blue Mountain
- Slide: Canyon Pintado pictograph
- Slide: Geometric figures in Canyon Pintado

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- Slide: Indian Canyon cliffs