

serve the recreation bound traveler. This traveler very probably has a boat or trailer behind his car as he looks for a change in pace. Recreation travel has been an increasingly large feature of American life. This form of pleasure was clearly outlined in the scenic road study of 1966. The availability of a trip on the river road for recreation is shown in that 979,000 people live within one hours driving time and 2,173,000 people live within two hours of driving time of the river road located in Iowa. This number of people is based on the 1960 population census and does not consider the completion of our proposed Freeway and Expressway System.

The criteria for the Great River Road should include partial or complete control of access as needed to preserve the route. The protection of the scenic corridor should be either through purchase or scenic easement. The integrated development of scenic, historical, recreational, and geographical resources that exist along the corridor by the responsible agencies. This development should include facilities for the interpretation of these features and other public useful facilities as necessary. The proximity to the river should be close for visual viewing most of the time. The proximity for physical use to be available in adequate amount. The geometrics should be such as to discourage commercial travel. This can be accomplished by the design speed selected. A design speed should be lower than presently used on a primary or farm to market system. This means sharper horizontal curves and steeper grades. There should be a sufficient number of turn-outs and scenic overlooks to encourage the drivers to stop frequently and enjoy the view. The surface should be paved. The discouragement of truck travel could result in a lower type pavement being perfectly adequate for the passenger cars.

The presently designated Great River Road obviously does not function in this manner. There are, however, selected portions that can serve with some further development. There are also portions of the present designation which could function as connectors. These portions of the presently designated river road are scattered on the primary and county road systems. The purpose of the connectors is readily apparent with an example. The connection of the rural portion of the river road from north of Dubuque to the rural portion south of Dubuque requires a connector through this urban area. These connectors obviously cannot function as a scenic road but they are still a vital part and provide a service to the system. The identification of these segments will take much more study. The results to be expected from these studies can be briefly illustrated by taking one county for an analysis.

The location of the presently designated river road in Allamakee County is shown on the attached map. This route begins at the Minnesota State line in New Albin and follows Iowa 82 into Lansing. This route of Iowa 82 is satisfactorily located to be included into the river road system. The river road at Lansing leaves the primary system and travels on a county road near the river for about 2 miles and then turns inland and stays away from the river until it is about two and one half miles north of Harpers Ferry where it again comes back near the river. The route follows close to the river until it joins Iowa 364 in Harpers Ferry and follows Iowa 364 to a point approximately three quarters mile north of the junction of Iowa 13. At this point the route follows the county road for a short distance to the bluffs above the river and then joins Iowa 13 about 2 miles north of the entrance of Effigy Mound National Monument.

The Bureau of Public Roads report in 1963 proposed a route along the river from New Albin to Harpers Ferry. This route then followed Iowa 364 to about three quarters of a mile north of Iowa 13 junction and then turns to the bluffs overlooking the river to just north of Effigy Mound National Monument where it joins Iowa 13. The location in the Bureau Report is shown on the attached map.

The location proposed by the Planning Division of the Iowa State Highway Commission is a composite of the above two. The route from New Albin to two miles south of Lansing is compatible with the other two studies. The route then climbs from the inland side of the bluffs to the top and basically stays on top of the bluffs for three miles. The route drops down to cross small drainage areas that split the bluffs. These could be crossed in some cases by an arch or by some other aesthetically pleasing structure. The route then comes down to near the river and follows the route proposed by the Bureau of Public Roads to the Effigy Mound entrance.

The presently designated route is impassable at some locations for much of the year. The route also of limited scenic value for a river road when it is located inland two or three miles. The county road north of Harpers Ferry needs complete reconstruction. The Bureau of Public Roads proposal along the river offers limited opportunity to view broad reaches of the river. The route does not offer