

physical access to the river since it is on the side of the bluff and a railroad track is between the proposed road and the river. The narrow restricted area between the railroad tracks and the solid rock bluff provides limited opportunity for scenic turnouts or overlooks.

The route proposed by the Division of Planning provides the opportunity to view broad reaches of the river and several excellent areas for scenic turnouts and overlooks are also available. It more importantly provides a change of pace within itself. The change of pace proceeding from New Albin south is provided by being down along the river between the bluff and the railroad tracks, along the river in Lansing, and the next change is climbing to the top of the bluffs south of Lansing. The route then comes back down along the bottom of the bluff overlooking the pool above the Lynxville Dam (pool nine). The route then climbs to the top of the bluffs south of Harpers Ferry and back down to the entrance of the Effigy Mound National Monument.

The complete development of a scenic river road is certainly not the responsibility of the Highway Commission. The Highway Commission's responsibility is obviously limited to providing the roadway and the scenic easement related to the roadway. The development of the scenic overlook turnouts, historical sites, geological facts must be developed by other agencies. These agencies logically are the State Conservation Commission, the County Conservation Boards, and other agencies that are interested in the development of the river. The opportunities for the development of a scenic river road are getting fewer and fewer as the river is developed for other uses. The county selected for initial review, Allamakee, is of course relatively undeveloped, the further one proceeds south along the river the more intense becomes the industrial and commercial development. Thence more limited opportunities to protect the scenic corridor and provide a recreational type of road. The first step should be a complete study of the route, designating those portions of the primary and the county road systems that should be included in the river road and also designating the new portions that must be constructed.

The attached tables give a breakdown of costs and miles of various types of road systems in Allamakee County. The total river road is approximately 358 miles long which indicates the magnitude of the study.

RECOMMENDATIONS

The following six recommendations are made with the hope of developing an outstanding scenic river road in Iowa :

1. The development of the Great River Road will require allocation of additional funds from sources other than the road user. The present Road Use Tax Fund is incapable of financing the pressing needs of the roads and streets in Iowa now without diversion of funds to another program.
2. The development of the river road must recognize the present commercial and industrial development along the river. This recognition requires that certain sections of roads and streets must serve as connectors. These connectors must serve all traffic needs which means the mixing of recreational travel with other cars and trucks. The connectors would be built to primary road standards to serve this mixed traffic.
3. The full development of a seven mile "seedling section" should be undertaken. This development should be in an outstanding scenic area. The development should include not only the road, but the overlooks, camping areas, historical, and recreational developments as well. It would show just what the concept of the river road is at this time. This total development of the "seedling section" would serve two major purposes. It would provide excellent cost data to project total development costs of the river road in Iowa. It would give the public an opportunity to use and evaluate a scenic parkway. A suggested area for a "seedling section" would be on new location between Lansing and Harpers Ferry.
4. The total development of the river road should be coordinated by one agency of State Government. This would provide a central area of responsibility and help insure a uniform development to a pre-determined goal. The development of the road system would logically be the responsibility of the Iowa State Highway Commission. The Highway Commission with its statewide oriented planning, development, and operations has the staff resources to do the job in this special road system. These resources would aid the other cooperating agencies of the State.