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Van H. Snyder

A REPORT OF THE...

IOWA HIGHWAY COMMISSION
FIELD INSPECTION TRIP

Of The

IOWA GREAT RIVER ROAD
OCTOBER 25, 26, 27, 1967

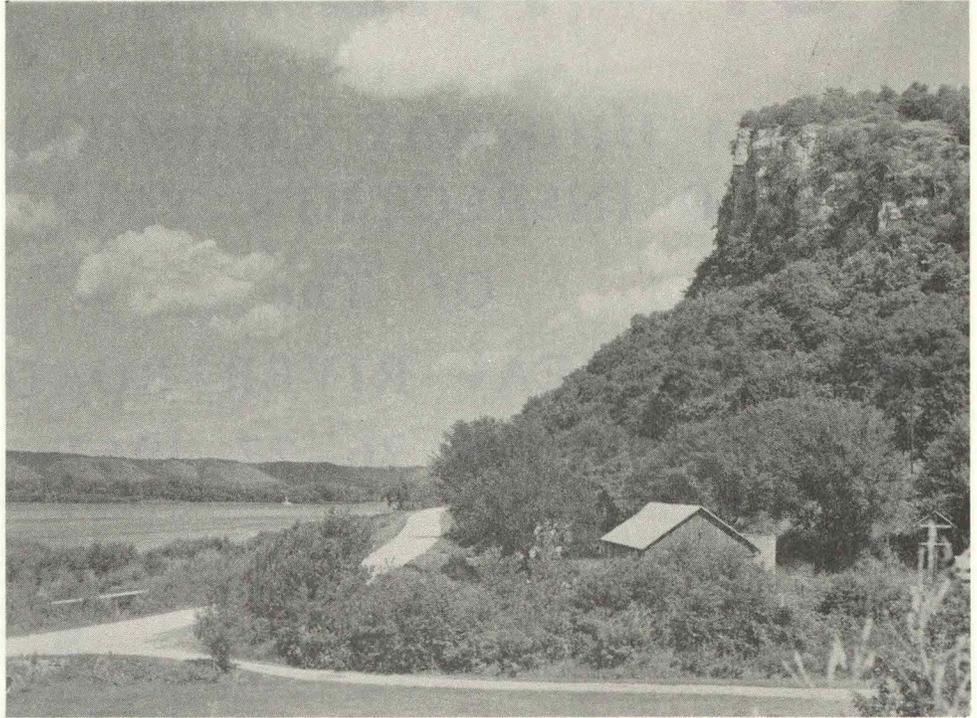


In Cooperation With The
IOWA MISSISSIPPI RIVER
PARKWAY COMMISSION

INTRODUCTION....

This booklet is the result of the Iowa State Highway Commission's 311-mile-long Field Inspection Trip of the Iowa Great River Road, held in cooperation with the Iowa Mississippi River Parkway Commission on Wednesday, Thursday and Friday, October 25, 26, and 27, 1967.

Included in its contents is an abbreviated history of the Mississippi River Parkway—an important and far-reaching message from Director of Highways J. R. Coupal, Jr., outlining some of the steps the Iowa State Highway Commission will take to expediate the improvement of The Parkway—a reprint of a story, "The Tour," which appeared in the December issue of the Great River Road News—letters from tour participants, outlining thoughts, suggestions and recommendations, and reprints of news stories originated by many of the newspapers which covered the progress and activities of the inspection trip.



A RURAL SCENE ALONG THE MISSISSIPPI SOUTH OF LANSING—"Few sections of the United States can match in scenic beauty the magnificent vistas of the Father of Waters as one travels along the Great River Road from Dubuque through Clayton and Allamakee Counties"—Dr. William J. Petersen in The State Historical Society of Iowa "Palimpsest," October 1966.

MISSISSIPPI RIVER PARKWAY

The Great River Road was originally conceived by the Mississippi River Parkway Planning Commission (now the Mississippi River Parkway Commission) as a national parkway, and the Congress on August 24, 1949, instructed the Bureau of Public Roads, Department of Commerce and the National Park Service, Department of the Interior, to survey and study the possibility of developing a national parkway generally following the course of the Mississippi River.

The joint report disclosed the inadvisability of developing a national parkway on an entirely new location along the Mississippi River because the costs of required parkway lands and construction would be prohibitive; there would be a duplication of existing highways presently or potentially adequate for traffic purposes; preferred scenic locations already had been

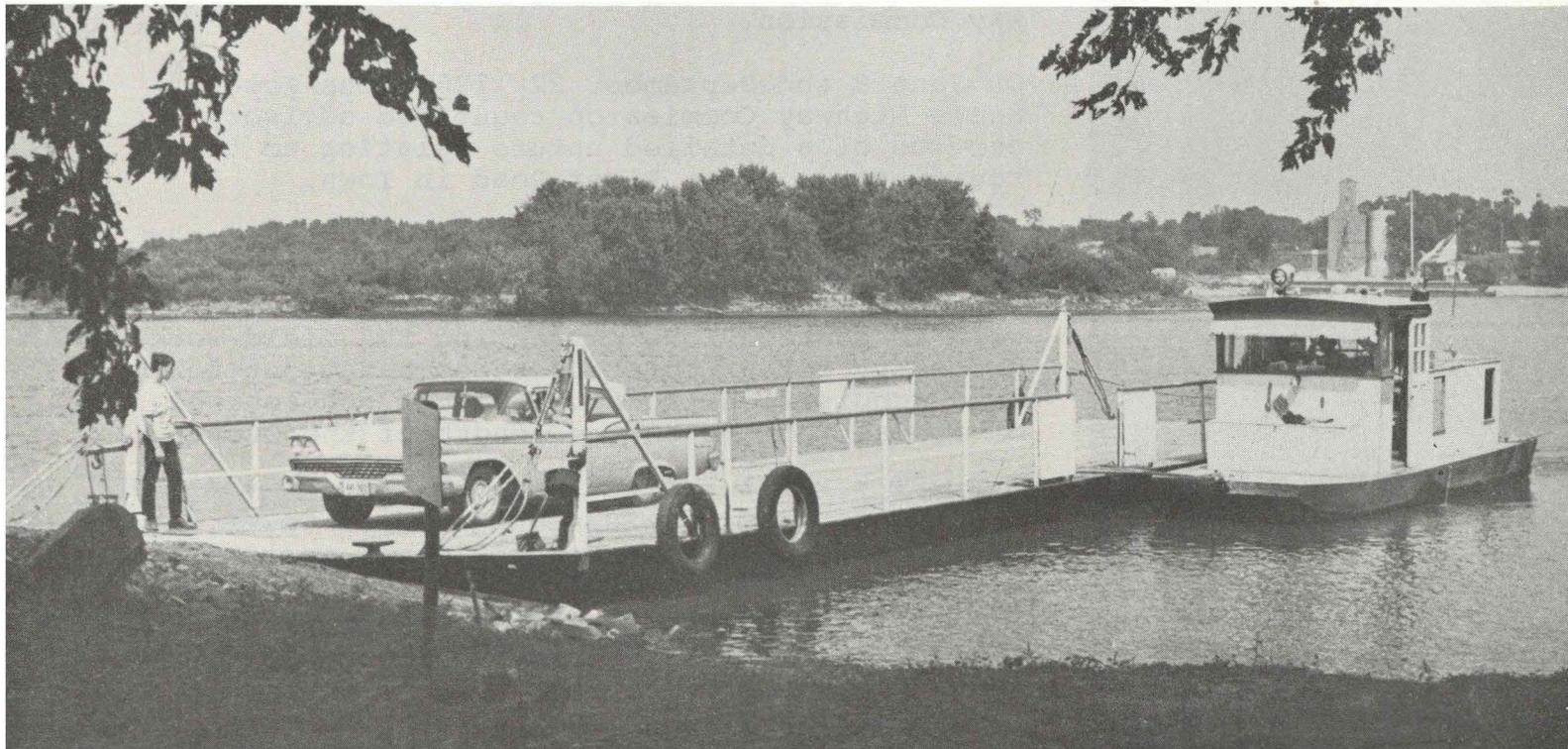
pre-empted by railroads, existing highways, commercial and industrial development, and cities; and federal maintenance, administration and operation across the ten States would be difficult.

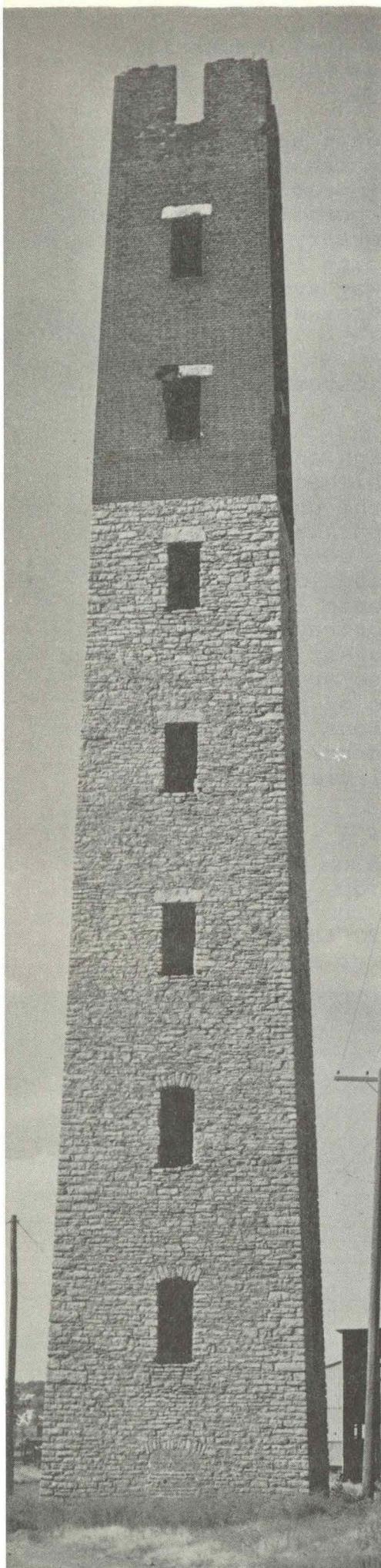
The joint report recommended, instead, that a plan for a scenic route should be developed by the states and administered by the various state highway departments. This could be accomplished by improving suitable existing highways to parkway-like standards and incorporating them into a continuous route by interconnecting them where necessary with sections of new construction. Because many of the existing highways already are included in the several federal-aid highway systems, improvements to them could be made through usual federal assistance procedures.

From the joint report emerged a plan for a federal-aid scenic route having these recommended characteristics:

Ownership and control by the individual states...Design and construction by the states with federal advisory service furnished when requested...Federal assistance in financing through the usual federal-aid channels plus additional federal-aid to provide parkway-like features...Partial or complete control of access...An adequate scenic corridor protected by land control of the adjacent roadside through the acquisition of wider rights of way and the use of scenic easements...Adequate interpretive and public-use facilities to portray the scenic, recreational, historical, cultural, geographic, and other resources along the route...Use of existing highways where these are of parkway-like potential or where no reasonably available route of parkway-like caliber exists...Use of new location wherever conditions warrant...Excluded or regulated commercial traffic in sections on new location, wherever reasonably available alternate traffic facilities exist.

NEW BOSTON FERRY—The only Mississippi River ferry which touches the shores of Iowa is pictured in a lagoon on the Iowa side, looking toward the main channel of the Mississippi and New Boston. The ferry, a 90-foot barge, is 18 feet wide and can carry a load of 22 tons. It is propelled by a 25-foot boat powered by a 150 horsepower engine.





The Mississippi River Parkway Planning Commission appointed by the Governors of the ten Mississippi River States, expressed its "enthusiastic support" of the federal-aid scenic route plan by appropriate resolution at its annual meeting on August 22, 1952, in La Crosse, Wisconsin.

The Federal-Aid Highway Act of May 6, 1954, authorized the Bureau of Public Roads to expend \$250,000 from its administrative funds "...for the purpose of expediting the Interstate planning and coordination of a continuous Great River Road and appurtenances thereto traversing the Mississippi Valley from Canada to the Gulf of Mexico..." Under this act, the Commissioner of Public Roads made available to the ten Mississippi River States the services of highway engineers with extensive parkway and general highway experience and, through cooperation with the National Park Service, the services of landscape architects experienced in the problems of land planning and development for scenic, recreational and other parkway uses.

THE IOWA REPORT

On August 13, 1956, the Iowa State Highway Commission requested an advisory report on the Great River route through Iowa.

On May 25, 1957, the Bureau of Public Roads and the National Park Service completed a study "Report on a Recommended Route for the Great River Road" (Mississippi River Parkway) through the State of Iowa. Subsequently, the Bureau transmitted the report to the Iowa State Highway Commission.

On June 9 and September 22, 1961, the Iowa State Highway Commission requested advisory service of a detailed nature relating to the route of the Great River Road in Iowa.

From August 26 through September 21, 1961, and from November 7 to November 18, 1961, the consultants of the Bureau and the Park Service were in eastern Iowa performing the field work necessary for a report of recommendations for land acquisition, scenic easement and control of access for the entire length of the Great

* * * * *

CENTURY-OLD SHOT TOWER—Dubuque Shot Tower, shown here some years before it was restored, was erected in 1856 at a cost of \$15,000. At the time it was built, it was estimated that from 5,000 to 8,000 pounds of shot could be produced daily.

River Road in Iowa.

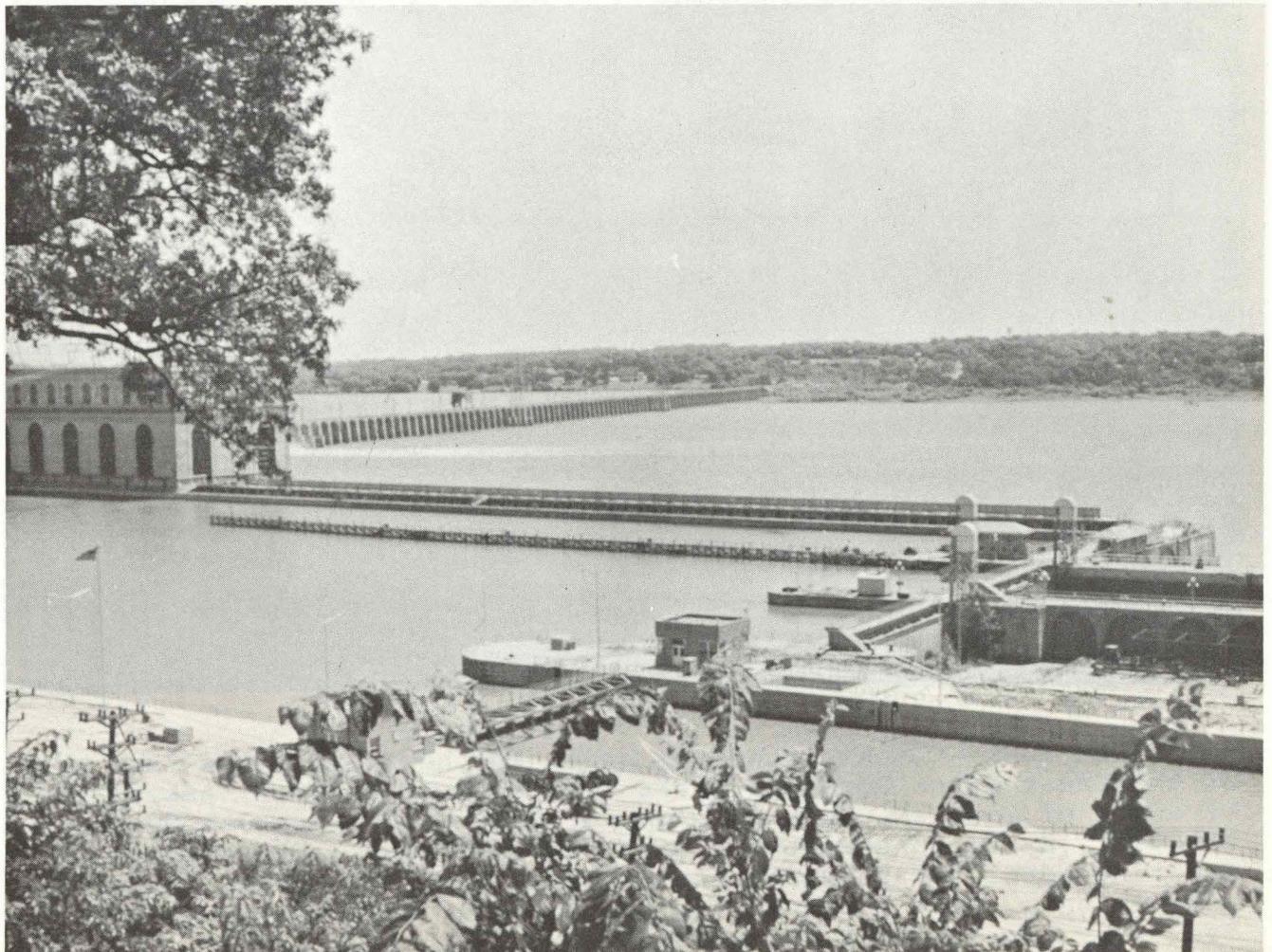
The report, prepared in cooperation with the U.S. Department of Commerce Bureau of Public Roads, and dated April 30, 1963, is titled "Recommendations for Land Acquisition, Scenic Easement and Control of Access for the Great Road in the State of Iowa."

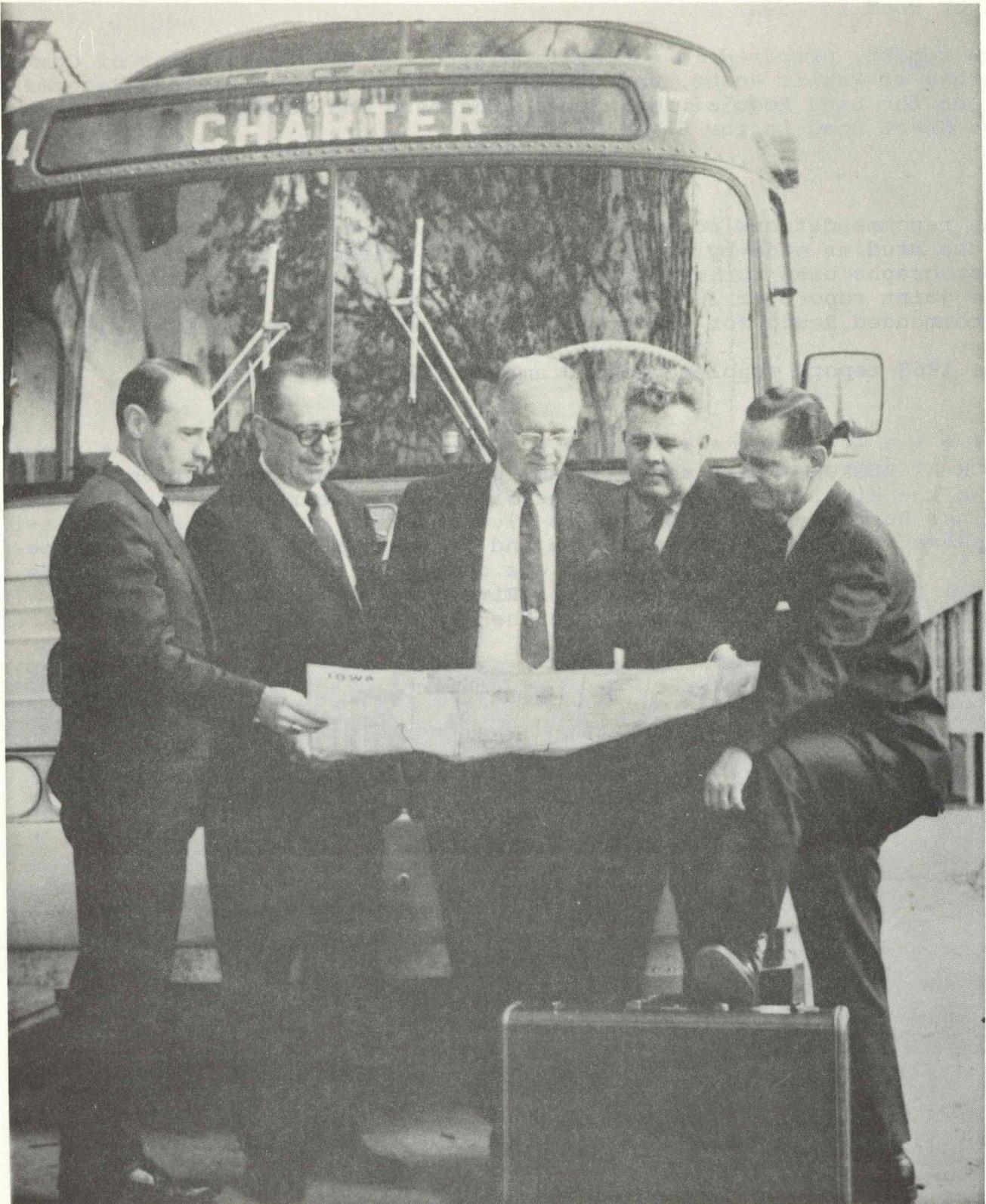
BASIC DATA

The recommendations contained in this report are based largely upon the route studies made by ground methods and stereoscopic study of aerial photographs used during the parkway survey of 1950-1951, as described in the joint report of 1951 and as defined in the 1957 "Report on a Recommended Route for the Great River Road" through the State of Iowa.

The 1963 report supplements and amends the 1957 report.

LOCK AT KEOKUK—Where today a dam, power plant and navigational locks span the Mississippi was once the first rocky barriers of the Des Moines Rapids. Long a hazard to river traffic, the rapids were first bypassed by portaging passengers and freight from Keokuk to Montrose. In 1877, a nine mile long canal was completed next to the Iowa shore which allowed the big Mississippi River packets to steam past this hazard. The 1200 foot locks are the largest on the Mississippi.



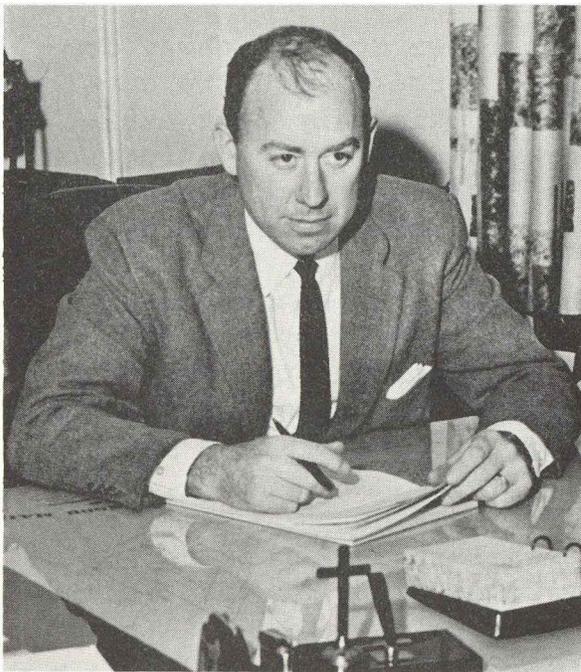


READY FOR TOUR—Checking the map prior to the field inspection trip of the Great River Road area, left to right: Dale Buhl, Associate Director of Tourism, Iowa Development Commission; Everett Speaker, Director, State Conservation Commission; William J. Petersen, Superintendent, State Historical Society of Iowa; Robert C. Barry, Commissioner, Iowa Highway Commission and R. G. Hileman, Executive Secretary, Iowa Good Roads Association.

FROM THE

DIRECTOR'S OFFICE

The Mississippi River has always stimulated the imagination of people from the days of the Indian, the explorers, the pioneer settlers to our present-day citizens who now live along its shores.



J. R. COUPAL, JR.

Today, we recognize that it is not only an invaluable economic asset to the states that border it, but that its scenic beauty and its opportunities for healthful, relaxing outdoor recreation adds much to its potential as one of the great tourist attractions in our country.

Properly planned and carefully developed, the Great River Road, which parallels the Mississippi River, will become an outstanding example of "preserving a part of our historic heritage", and it will also contribute greatly to pro-

moting an increased economic growth.

From time to time, activity has taken place both at the state level and federal level to generate the accomplishment of such a goal. Here in Iowa, with the cooperation of the U. S. Bureau of Public Roads and the National Park Service, a report, "Recommendations for Land Acquisition, Scenic Easement and Control of Access for the Great River Road in the State of Iowa," was prepared and released in April, 1963. This report became the basis for the work which has so far been accomplished on the Parkway.

With the exception of providing an original alignment and the erection of the official Great River Road markers,

little action has been taken since the 1963 report was completed.

During the summer of 1967, interest was again renewed in developing the Parkway, and the Highway Commission, desiring to get a first-hand look at the potentialities of the road, requested its Public Information Department to conduct a field inspection trip of the route from the Minnesota line to Keokuk.

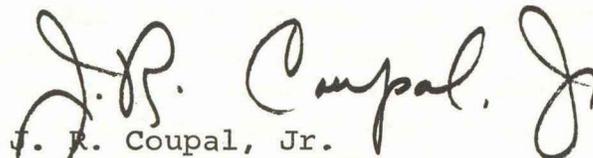
This tour, which took place on October 25 through 27, gave all of the participants a new, fresh insight into the many possibilities which exist for this facility.

As a result of this inspection, the Iowa State Highway Commission has instructed its staff to proceed with the development of long-range plans including preliminary cost estimates, consideration of the highway alignment, construction of access roads, scenic overlooks, rest and camp areas, and historical sites -- all compatible to parkway standards.

While it is unlikely that this highway will be completely developed for some years to come, it is felt by the Iowa State Highway Commission that it is desirable to have preliminary planning completed so that actual construction can be started within a reasonably short period of time after resources become available.

The staff is now reviewing the 1963 Parkway Report and will be making recommendations to the Commission for additional planning activities in the near future.

The Great River Road, when completed, will be one of the finest attractions in the United States, and every effort must be made now so as to be in a position to advance the project rapidly when the decision to go ahead is made.


J. R. Coupal, Jr.
Director of Highways
Iowa State Highway Commission



Tour group, with Pilot Penny Eckstein, at Burlington City Park overlooking the Mississippi Road. Members of the Mississippi River Parkway Commission may be spotted as follows: to the left of Penny Eckstein, Pilot, Al Druyor, Co-Pilot, District 2; George Aschom, Chairman of Iowa Commission, and Mark Scott, Ft. Madison, Iowa, Iowa Parkway Commission and Koert Voorhees, Highway Commissioner. On the right of Eckstein is Olav Smedal, Director of Information, Iowa State Highway Commission; Derby D. Thompson, vice chairman, Iowa State Highway Commission and John R. Hansen, Commissioner, Iowa State Highway Commission.

* * * * *

TOUR IOWA SECTION OF THE GREAT RIVER ROAD
Reprinted from the December 1967 "Great River Road News"

The Great River Road in Iowa is rich in history, beautiful with bluffs and vast expanses of the Mississippi River, abundant with fine parks overlooking "the Father of Waters" and vital with industry and business all along its route.

Last October over sixty people representing the Iowa State Highway Commission, Mississippi River Parkway Commission, Iowa Mississippi River Parkway Commission and Advisory Committee, U.S. Bureau of Public Roads, Iowa Good Roads Association, Iowa Development Commission, State Conservation Commission, the State Historical Society of Iowa, State Soil Conservation Committee, State Legislators, County Engineers and members of the County Boards of Supervisors toured the 311-mile route of the Iowa Great River Road.

Purpose of the trip was to study possible areas for scenic development, rest areas, camping sites and alignment of the route.

It was the first such complete tour of the Great River Road in Iowa, and in fact ever held by the 10 States and two Canadian Provinces comprising the membership of the Mississippi River Parkway Commission. It was also the first tour to bring together so many outstanding state highway engineers and executives and others interested in the development and



Members of the Iowa Mississippi River Commission who made the tour pose for a group photo at Clinton banquet. They are left to right, front row: William D. McElwee, vice chairman, Muscatine; George C. Aschom, Chairman, Lansing; Lynne Chamberlain, secretary, Bettendorf; Stephen Delaney, Clinton; back row: Mark E. Scott, Ft. Madison, John J. McCormally, Burlington, Joseph A. Carew, Dubuque; Richard Norpel, Bellevue.

* * * * *

in their county and pointed out the needs for improvement on the Great River Road.

Dr. William J. Petersen, superintendent of the State Historical Society of Iowa, brought interest and inspiration to the tour members with his comments and brilliant memory of historical events over the PA system.

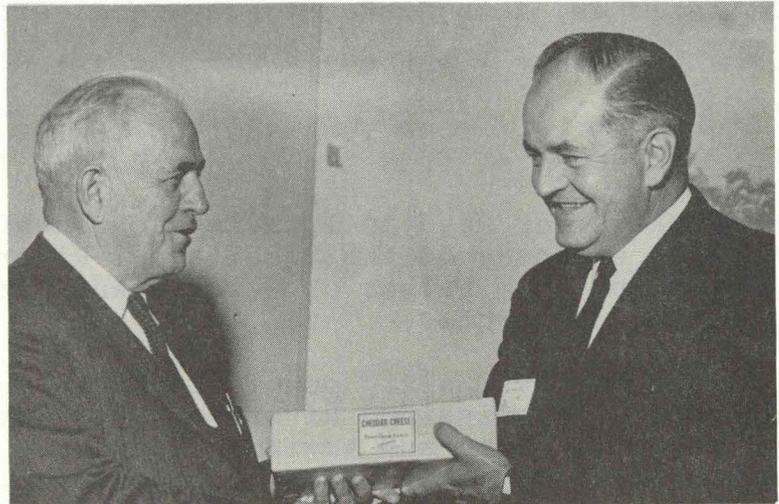
"The value of Iowa's rich historical background can add another dimension to attracting tourists to the Great River Road," Petersen said.

He advised that duplication was not desirable. Each community, he said, should offer some historical attraction unique to that particular area. As examples he pointed out that Muscatine could have a museum on the once major pearl button industry, Dubuque could exploit its lead mining heritage and Clinton its past as a logging center.

growth of the Great River Road.

The tour began at New Albin, Iowa, and from there to Lansing, famous for its summer Venetian night celebration on the river and a popular fishing and boating area, and then traveled through the popular summer resort areas of McGregor and Guttenberg, and then on to Dubuque. From Dubuque the tour moved through rolling hills and around bluffs into the industrial areas of Bettendorf, Davenport, Clinton, Muscatine, Burlington and Ft. Madison with the final stop at Keokuk.

In each city along the route and at county highway boundary lines "the traveling highway department" made stops to pick up county engineers, Chamber of Commerce officials and mayors of their respective cities. These representatives described points of interest



Grant County, Wisconsin, where Cassville is headquarters for the Great River Road, can't be beat for its delicious cheese. Wherever Penny—Pilot—Eckstein goes on behalf of the Great River Road, he presents a 5-pound cheese to dignitaries. The tour of the Great River Road in Iowa was no exception. Here Penny presents a cheese to Mayor Harold Damasaly of Clinton, Iowa.

Everett B. Speaker, Director of the State Conservation Commission, said, "We are looking for more access areas to the Mississippi," adding that six additional river accesses for boaters are being planned over the next few years.

Dale Buhl, Associate Director of Tourism for the Iowa Development Commission, said he thought the Great River Road was most essential to the future development of tourism in the state. He stated that the road served as a "gateway" to other tourists attractions as well as being an outstanding attraction itself.

The Great River Road station wagon with Pilot Penny Eckstein led the bus throughout the trip. At a number of the cities the tour was greeted by officials in police automobiles and often escorted by these vehicles through the city. The station wagon with its green identifications served as a traveling billboard for this unique tour of the road.

The Iowa State Highway Commission's Public Information Department handled the tour arrangements and the trip moved like clock work. After 311 miles which included dozens of stops, inspection side trips, historical viewings, luncheons, receptions and dinners, the traveling "state highway" bus moved into Keokuk's handsome country club for its final dinner and presentations at precisely 5:00 p.m. on the nose...the exact time Smedal had scheduled it to arrive. This was even more unusual because at Clinton a sudden storm had deposited some two inches of snow.

A remarkable cooperative spirit was the tone of this unusual inspection tour. It was a first and an example which might well be adopted by other states and our two Canadian Provinces. That it was the right direction and the most productive way to analyze the value of the Great River Road to the state of Iowa was evident to everyone who traveled the 311 miles and spent almost three days aboard the bus.



Members of the tour lunched at Muscatine on the last leg of the tour. Shown here are, from left, Pilot Penny Eckstein, Chairman Norbert Beckley of the Muscatine Bridge Commission, Chairman George Aschom of the Iowa Mississippi River Parkway Commission, Alderman Harold Vischer, who acted as master of ceremonies, Highway Commission Vice-Chairman Derby D. Thompson and Vice-Chairman Bill McElwee of the Iowa Mississippi River Parkway Commission.

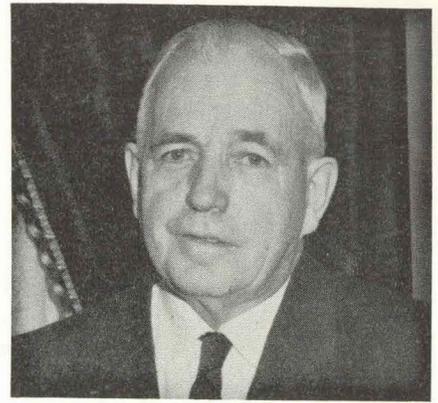


DUBUQUE'S GRAVE—A French Canadian who came to Prairie du Chien in 1785, Julien Dubuque, received permission of the Fox Indians to work the lead mines around present-day Dubuque in 1788. He died in 1810 and is buried atop a Mississippi River bluff south of the city.

TOUR WELL RECEIVED

They said

RAY J. "Penny" ECKSTEIN - Pilot
Mississippi River Parkway
Commission



Office of the Pilot, Ray J. Eckstein



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November 7, 1967

Mr. J.R. Coupal, Jr.
Director of Highways
State of Iowa
Ames, Iowa

Dear Mr. Coupal:

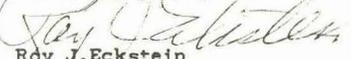
I was delighted to have been able to make the recent historic tour of the Great River Road in Iowa with officials of the Iowa State Highway Commission, members of our Iowa Mississippi River Parkway Commission and the other state and federal agencies who participated. From start to finish, I thought the tour most successful.

The cooperative spirit of everyone who took part in the tour was wonderful. The way all other agencies-U.S. Bureau of Public Roads, Iowa Good Roads Association, Iowa State Conservation Commission, Iowa Development Commission, State Historical Society of Iowa participated is a key factor in getting recognition for our Great River Road project.

I believe that every state along the Great River Road could well duplicate this tour in their state, thus resulting in continued improvement of the Great River Road in their respective state.

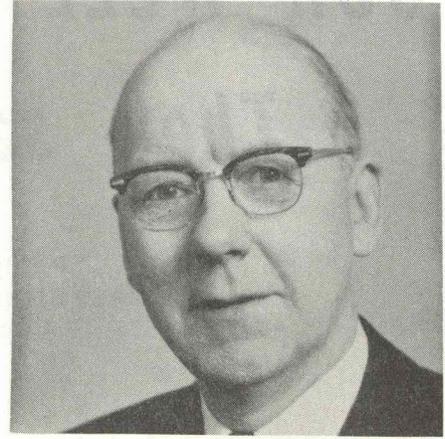
We look forward eagerly to the report of the Iowa State Highway Commission on the tour.

Sincerely yours,


Ray J. Eckstein
Pilot

lbc/rje

GEORGE C. ASCHOM - Chairman
Iowa Mississippi River
Parkway Commission



Mississippi River Parkway Commission



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Lansing, Iowa
October 31, 1967

Mr. J. R. Coupal, Jr.
Director of Highways
Ames, Iowa

Dear Mr. Coupal,

The members of the Iowa Mississippi River Parkway Commission were pleased at being invited to tour the Great River Road through Iowa, along with the members of the Highway Commission and other agencies and state officials.

I was very much impressed by the interest and enthusiasm shown by all members of the group. It was gratifying to find so many people willing to take the time and put forth the effort necessary to take part in this investigation tour.

The area covered in this tour lies in the midst of the most scenic part of the entire Mississippi Valley, rich in natural beauty and historic sites, as was narrated by County Engineers, Parkway Commissioners, and especially Dr. William Peterson, Superintendent of the Iowa Historical Society.

If we hope to attract tourist from near and far, one of the first essentials is a good highway on which to travel, and this tour served to make all of us more aware of the need for improving and rerouting existing roads along the river in Eastern Iowa.

I feel that in order for this highway to merit the title of Great River Road, it should of necessity be laid out in sight of the Great River wherever it is at all feasible, particularly where it winds its way through the most scenic areas.



Mississippi River Parkway Commission



Honorary Past Pilots

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H. W. THEILACK
Godfrey, Illinois

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Along this route are found many natural beauty spots that could easily be converted into favorable camp sites and picnic grounds, appealing to the tourist who wishes to travel leisurely and enjoy the beauties of nature which are in abundance on every hand.

The Highway Commission is to be commended on its efforts in promoting such a successful venture, which should serve as a challenge to other states to follow their example.

A special vote of thanks is due Mr. Olav Smedal for his part in promoting this project.

The Iowa Mississippi River Parkway Commission stands ready and willing at all times to assist in any way possible to make this dream of a Great River Road from Canada to the Gulf a reality.

Most sincerely,

G. C. Aschom, Chairman
Iowa Mississippi River
Parkway Commission

GCA:aa



November 6, 1967

November 1, 1967

Mr. J. R. Coupal, Jr.
Director of Highways
Iowa State Highway Commission
Ames, Iowa 50010

Mr. J. R. Coupal, Jr.
Director of Highways
Iowa State Highway Commission
Ames, Iowa 50010

Dear Mr. Coupal:

Dear Mr. Coupal:

I want to express my hearty congratulations to the Commission for sponsoring the recent tour of the Great River Road with the Mississippi River Parkway Commission.

On behalf of the Tourism Division of the Iowa Development Commission, I wish to thank you and the Mississippi River Parkway Commission for your excellent tour of the Great River Road.

This was an important and highly educational venture that I'm sure gave everyone who participated a better picture of this project. It also gave participating Departments--Conservation, Development, and State Historical Society--an opportunity to become better acquainted with the project.

Not only did the tour give each of us an opportunity to once again view the native beauty of our state, but it was a catalyst for having "in depth" conversations with your staff, other state officials and the Parkway Commission members. This kind of opportunity is all too rare, and I hope we can join in the future in a similar endeavor.

It was a pleasure for me to go along, as historian of the Mississippi River for the ten states involved in this great project. I hope other inspections will be forthcoming and that Iowans generally will benefit from increased knowledge of the Great River Road.

Our division finds the Great River Road one of the easiest tourist attractions to promote, because it is easy to print the truth. It is truly a rewarding experience to travel the 311-mile trail, and will be even more enjoyable as the backroads and highways are raised to higher standards. We feel the Great River Road should be one of convenience to the traveler, but not one which becomes a super highway. That area begs for the traveler's time.

Very sincerely,

As the Highway Commission continues its fine efforts on road improvement, we will continue to advise and assist those communities on the route to recognize the value of tourism to their areas. Overlooks, rest areas, camping sites, riverfront improvements, storefront renovation to retain the flavor of the historic architecture, information centers and other areas will be ours to pursue.

William J. Petersen

I'm sure we will receive the cooperation of your staff and all others involved in making the Great River Road the most scenic drive in America.

Sincerely,

Dale P. Buhl, Assoc. Director
Tourism and Travel Division

STATE CONSERVATION COMMISSION

EAST 7TH AND COURT AVENUE

DES MOINES, IOWA 50308

November 20, 1967

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Mr. J. R. Coupal, Jr.
Director of Highways
Iowa State Highway Commission
Ames, Iowa 50010

CHARLES E. (GENE) HALES, Engineer

INA CARRELL, Office Manager

Dear Mr. Coupal:

OFFICE OF
COUNTY ENGINEER

LEE COUNTY, IOWA

Phone 372-2541

FORT MADISON, IOWA 52627

November 3, 1967

It was indeed an honor and a privilege to accompany the State Highway Commission, its able staff and distinguished guests on the recent tour of the Great River Road along the Mississippi River.

Mr. J. R. Coupal, Jr.
Director of Highways
Iowa State Highway Commission
Ames, Iowa 50010

Re: Great River Road

The State Conservation Commission has a keen interest in the development of this great recreation area for multiple use by the citizens of Iowa, her neighbors and guests. Opportunity for outdoor enjoyment is almost limitless.

Dear Mr. Coupal:

Following passage of the Iowa Senate Concurrent Resolution 24-61st General Assembly - delegates from the states of Minnesota, Wisconsin, Illinois and Iowa studied a proposed Interstate Parkway System and formulated a proposed compact for the Upper Mississippi River. One of the important recommendations of this study was, the Great River Road should be made the spine of the development system and relocated, if necessary, to effectively achieve this result. The recent tour was most effective in pointing out the importance of the Great River Road in implementing orderly development for the Upper Mississippi River region in our state.

My part for Lee County in the recent inspection trip of the Mississippi River Parkway was most enjoyable. Both my Board of Supervisors and I feel you and your people are to be commended for taking the time and energy to make this trip.

Nine of the ten border counties presently have County Conservation Boards. Each county is developing recreational areas and facilities which will become an integral part of the recreational aspects related to this road system.

Of course our greatest concern is the nine mile County Road portion which is the lowest type section in Lee County. I strongly urge you to work for one jurisdiction on the entire parkway system as the first step for an improved service to the public.

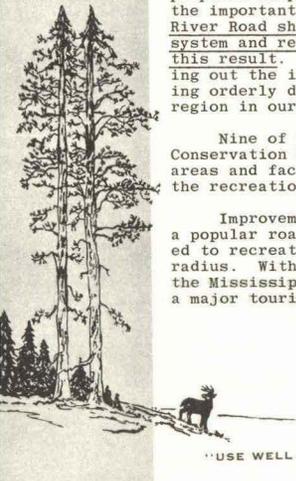
Improvement of the Great River Road System would yield a popular road system from which attention would be directed to recreational areas within a thirty to fifty mile radius. With expanded recreational areas and facilities the Mississippi Valley in Iowa is expected to develop into a major tourist attraction over the coming years.

Sincerely,

E. B. Speaker, Director

Very truly yours,

Charles E. Hales
Lee County Engineer



CENTRAL NATIONAL BANK
AND TRUST COMPANY

Locust at Sixth Avenue / Des Moines, Iowa 50301 / Area Code 515 - 243-8181

COMMUNITY DEVELOPMENT DEPARTMENT

SHERRY R. FISHER
VICE PRESIDENT

November 6, 1967

Mr. J. R. Coupal, Jr.
Director of Highways
Iowa State Highway Commission
Ames, Iowa 50010

Dear Mr. Coupal:

As you know, I had the pleasure of being with the Great River Road inspection tour at Clinton, Iowa and the meeting that was held there that evening in cooperation with the Iowa Mississippi River Parkway Commission.

As I indicated in my remarks that evening, I not only as the Chairman of the Lewis and Clark Trail Commission, under which designation I spoke that evening, but also as one interested in tourism here in Iowa and the greater economic development of our state from every standpoint, I salute the effort and the potential of the Great River Road. Although I did not have the pleasure of accompanying the tour in the bus, I have on several occasions driven the entire length of the Great River Road as it parallels our eastern border along the Mississippi River. I am sure that you and the other members of the Iowa State Highway Commission were impressed with the potential that the Great River Road can offer as a tourism vehicle. It thus, also must be apparent to you that the road system should be improved to handle the contemplated potential traffic flow.

Similar to the thinking of the Lewis and Clark Trail Commission, I would not recommend a four-lane high speed road system. I think that a regular two-lane modern road would answer the requirements. It would be hoped that the people traveling the Great River Road would be folks that would be wanting a more leisurely trip with frequent stops to view the scenic, historic, conservation and recreation opportunities along the Great River Road and the water and land areas paralleling the route.

You will also recall from my remarks that I urged the Parkway Commission's and those interested in the Great River Road plan promulgation, the incorporation with the interested federal agencies, prominently including the Corps of Engineers, the various state conservation, park, fish and game commissions and other similar state and federal agencies, that opportunities for the development of conservation and recreation be expanded to their full potential. In addition, it would seem also logical that the Great River Road interested people, and this would prominently include all of the communities along the Great River Road system, be alert to bringing the history of the area as an intricate part of the Great River Road plan.

We have found from experience with the Lewis and Clark Trail that if you interesting and dramatic history of our country and the developments similar to the Lewis and Clark Trail Route and the Great River Road, that it materially increases the public's interest.

It was a great pleasure to be included in the Great River Road inspection tour. I compliment you, the commissioners and the entire Iowa State Highway Commission organization in their interest in behalf of this fine potential in behalf of the State of Iowa.

Sincerely,


Sherry R. Fisher

SRF:gm

cc: Mr. Olav Smedal

MILTON L. JOHNSON, P.E.
COUNTY ENGINEER

M. W. UECKER
ASSISTANT

OFFICE OF

The County Engineer

CLAYTON COUNTY

ELKADER, IOWA

CLAYTON COUNTY

THE HEART OF IOWA'S BEAUTIFUL ALPS

November 13, 1967

Mr. J. R. Coupal, Jr.
Director of Highways
Iowa State Highway Commission
Ames, Iowa

Dear Sir:

I wish to take this opportunity to thank you and the Highway Commission and everyone else concerned with the recent Iowa Mississippi River Parkway Field Inspection trip for the opportunity of participating in a portion of this inspection. I feel that it is a big stride in the development of this Parkway when we can get as many interested agencies represented in one group as we had on this inspection trip.

In particular I feel that it gave us as County Engineers an opportunity to point out some of the problems which we have in trying to develop such a Parkway system with county funds. In a county such as Clayton, general cost of construction runs quite high due to the rugged terrain and where the Mississippi Parkway necessarily runs through the most rugged portion of the county, that is along the river, this problem is even more pronounced. We have in Clayton County approximately 240 miles of road which carry more traffic than the average of the Great River Road through this county. Therefore, it is felt by the Board of Supervisors that the County Road funds should be spent first for the improvement of the higher traffic count roads. Everyone on the inspection trip noted we are building approximately 4 1/2 miles of this Great River Road from North Buena Vista south to the Dubuque County line. This portion is being graded to a Farm To Market standard and it is the intention of the Board to have this paved in two years. However, this is probably the last construction that the county will be able to do on this road for a good many years.

We would be very much interested in having a development program on this road if funds could be made available for the construction. We would be interested in this either as an agency to take over the entire road for the development of it, or for a coordinated effort to be made along the entire length of it with the local governments being in charge of the actual construction and maintenance. But either way I feel that special funds should be made available for this special road.

Again I take the opportunity to extend my thanks for being asked to participate in this inspection trip and will be very pleased to participate in any further activity along this line.

Yours very truly,


Milton L. Johnson, P. E.
County Engineer

MLJ:jw
CC: Harry J. Bradley, Jr.
Derby D. Thompson
Melvin B. Larsen
Olav Smedal



EDWIN A. HICKLIN
STATE REPRESENTATIVE
LOUISA - MUSCATINE COUNTIES
HOME ADDRESS:
WAPELLO, IOWA 52653

House of Representatives

STATE OF IOWA
Sixty-Second General Assembly
STATE HOUSE
Des Moines, Iowa 50319
November 3, 1967

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STATE OFFICE BUILDING, DES MOINES

State Soil Conservation Committee

STATE OFFICE BUILDING
DES MOINES, IOWA 50319
November 15, 1967

Mr. J. R. Coupal, Jr.
Director of Highways
Iowa State Highway Commission
Ames, Iowa 50010

Dear Mr. Coupal:

Due to the unfavorable weather conditions on the days of the tour of the Great River Road, it was not possible for me to attend the entire tour. I joined the group in Davenport, Iowa on October 27th and took part in the inspection of the lower part of the Great River Road in Iowa.

I am pleased to have an opportunity to express my thoughts regarding the Great River Road and some of the possibilities it holds for Iowa. All states are placing a great deal of emphasis on "tourism" and Iowa is no exception. The Mississippi River and the development and improvement of the Great River Road would enhance Iowa's tourism potential tremendously. The Mississippi River offers some of the best recreation possibilities from the standpoint of fishing and boating of any area in the United States, and this should be developed to its fullest capabilities.

The Mississippi River has many interesting historical features that are quite significant in the early development of the midwest. There are many historical sites located near the river such as the Indian Mounds, the Mormon Trail in Southeastern Iowa, and a replica of the first schoolhouse in Iowa, located in Lee County.

There are rich farm lands adjacent to the Mississippi River that contribute to a healthy agriculture in the state. Corn, and soybean crops are grown in abundance along the Mississippi River bottoms, however, another important crop would include some of the best melons produced in this country, and for that matter the world, which are grown in the sandy soils along the Mississippi River.

The State Soil Conservation Committee is the state agency responsible for administration of the soil conservation programs in the state. The entire state of Iowa is organized into districts, therefore, all of the counties in Iowa bordering the Mississippi River are organized into soil conservation districts. These districts are concerned primarily with the conservation development and wise use of the state's most basic resource, its soil. The work performed by districts not only protects the soil but enhances the natural beauty of the area where the work is accomplished. Districts have been in operation in Iowa since the early 1940's and since that time have amassed a great deal of technical data and experience in the management of soil, water, forest, and other natural resources. Districts are in a position to contribute a great deal to the development of the Great River Road and I am sure those districts located along the Mississippi River would be most willing to cooperate in any endeavor that would more fully develop the potential of the Mississippi River and its communities.

Thank you for giving me an opportunity to comment on the inspection tour of the Great River Road and what I feel this road can do for our great state.

Sincerely yours,

Donald L. Johnson, Chairman
State Soil Conservation Committee

DLJ/jp

Mr. J. R. Coupal, Jr.
Director of Highways
Iowa State Highway Commission
Ames, Iowa 50010

Dear Mr. Coupal:

In response to your letter of October 31, concerning the Mississippi River Parkway Field Inspection Trip, I comment as follows:

The tour was accompanied through a portion of Muscatine and Louisa Counties by Louisa County Engineer, John Pasch, and State Representative, Edwin A. Hicklin. It was regrettable that the inclement weather and adverse road conditions required a departure from the marked route, and poor visibility obscured the scenery.

The tour bus stopped at the village of Toolesboro in Louisa County and its historical virtues pointed out.

Toolesboro is one of the earliest settlements in the State of Iowa; it is the only place in the State, documented with any degree of certainty, that Marquette and Joliet actually set foot; it was inhabited by pre-historic Indians and contains a number of Indian mounds, one of which is among the largest in the State; it is within three miles of the place where Chief Blackhawk held his Council on the Iowa immediately preceding the Blackhawk War; and, it is noted for its scenic overlook of the mouth of the Iowa-Cedar Rivers.

I appreciate the interest of the Highway Commission in this project and the opportunity to meet with the touring delegation.

Yours very truly,

E. A. Hicklin



STANLEY T. SHEPHERD
STATE REPRESENTATIVE
LEE COUNTY
MAILING ADDRESS:
COMMODORE APARTMENT HOTEL
GRAND AVENUE AT THIRTY-FIFTH
DES MOINES, IOWA 50312

House of Representatives

STATE OF IOWA
Sixty-Second General Assembly
STATE HOUSE
Des Moines, Iowa 50319

COMMITTEES
BOARD OF CONTROL
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GOVERNMENT REORGANIZATION
STATE PLANNING AND DEVELOPMENT

November 4, 1967

Mr. J. R. Coupal, Jr.
Director of Highways
Office of the Director of Highways
Ames, Iowa 50010

Dear Mr. Coupal:

With regard to your letter of October 31 concerning the recent Iowa Mississippi River Parkway Field Inspection Trip.

Although I did not participate in the entire trip I did obtain a great deal of knowledge from the other participants from Fort Madison to Keokuk. During the dinner at Keokuk this interesting topic was discussed very thoroughly and one could see the enthusiasm among the members.

I think it is one of the finest projects that the state has undertaken for some time. The dedication of the members of this committee is good and only means greater activity will prevail in the future. With Illinois stepping up their program Iowa has a chance to move ahead with them and share with the rest of the country the beautiful Mississippi valley.

It is a worthwhile project and I only wish I was helping to put it over.

Very sincerely yours,

Stanley T. Shepherd
State Representative
Lee County, Iowa
R. R. # 1, Farmington, Iowa
52626



IOWA GOOD ROADS ASSOCIATION, Inc.

402 GARVER BLDG.
707 LOCUST STREET
DES MOINES, IOWA
TELEPHONE 288-0572

R. G. HILEMAN—Exec. Secy.

November 7, 1967

Mr. J. R. Coupal, Jr.
Director of Highways
Iowa Highway Commission
Ames, Iowa 50010

Dear Mr. Coupal:

The Iowa Good Roads Association expresses its thanks for being included on the Great River Road inspection tour sponsored by the Iowa Highway Commission and the Iowa Mississippi River Parkway Commission.

The tour demonstrated the unquestioned potential for recreational development along the Mississippi River Iowa border and the beautiful scenic possibilities for motorists' enjoyment that could be developed and expanded.

The Great River Road hopefully will become a border to border reality in Iowa some day with safe, scenic, surfaced roads that will permit us to share this great resource of recreation, scenic beauty, and history with travelers and tourists of the nation.

The route will also serve Iowans well and appears to have both scenic and recreational attributes that would attract considerable interest and intra-state travel from Iowa residents along the route with completion of the road.

The ultimate completion of The Great River Road from Canada to the Gulf would most assuredly enhance the economies of the areas in which the Road was located and would create a tourist and recreational facility of great value to all America.

Cordially yours,

R. G. Hileman, CAE
Executive Secretary

RGH/ab

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The Senate
STATE OF IOWA
Sixty-Second General Assembly
STATE HOUSE
Des Moines, Iowa 50319
November 28, 1967

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CONSERVATION AND RECREATION
INTERIM COMMITTEE
DEPARTMENTAL RULES REVIEW, Chairman



ADDRESS REPLY TO
DISTRICT ENGINEER
REFER TO FILE NO.
NCREd-R

Sincerely yours,

R. E. Simpson
Division Engineer

DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING
ROCK ISLAND, ILLINOIS 61202

ADOLPH W. ELVERS
STATE SENATOR
Thirty-Eighth District
LANSHAKE AND CLAYTON COUNTIES
ELKADER, IOWA 50943

J. R. Coupal, Jr.
Director of Highways
Ames, Iowa

Dear Mr. Coupal:

I am sorry my report on the River Parkway Field Inspection trip is so late. I left a couple days later on a trip to Florida and didn't have my mail forwarded.

I want to compliment the Iowa Highway Commission on the River Parkway Tour. This tour indicates to me their sincere interest and desire to start the needed improvements on this very important project.

When completed, the road would bring tourists, vacationers, campers, etc. to the area and the additional gas tax revenue would go a long way toward payment of the project, plus all the additional business and revenue brought to the area.

The project would be beneficial and provide relaxation for citizens of the entire midwest as well as northeast Iowa and, in fact, the entire state of Iowa.

At the present time, only sportsmen and, for a few weeks in the fall of the year, sightseers, visit this beautiful recreation area.

I hope that after the completion of Interstates 80 and 35, a federal project would help complete the Great River Road.

Very truly yours,
Adolph W. Elvers
Adolph W. Elvers
State Senator
Elkader, Iowa

Mr. Joseph R. Coupal, Jr.
Director of Highways
Iowa State Highway Commission
Ames, Iowa 50010

Dear Mr. Coupal:

As a member of the Great River Road inspection tour, I was especially pleased with the opportunity to become better informed on the historical significance of the "Great River". Congress has recognized these facts by designating the Great River Road, requesting a survey, and encouraging its development.

While Federal financial support to make this a great scenic route has not been forthcoming, there are, in my opinion, avenues open for this accomplishment. The Great River Road, in general, is on either the Federal-aid primary or secondary system. By an overall coordinated effort utilizing the funds available to these systems, significant progress can be made which over the years will ultimately accomplish these goals. In addition, there is available a program administered by the Department of the Interior Bureau of Outdoor Recreation for the development of recreational areas.

The inspection tour had special significance to me. I was very pleased with the many interesting historical stories related by Dr. Peterson of the Iowa Historical Society.

As you know, Public Roads (assisted by the states) has developed a Great River Road Report. One of the recommendations was that the Great River Road should be developed as integrated segments of the various highway systems. As a coordinated effort by all of those interested, I feel that within a reasonable time this goal can be accomplished.

20 November 1967

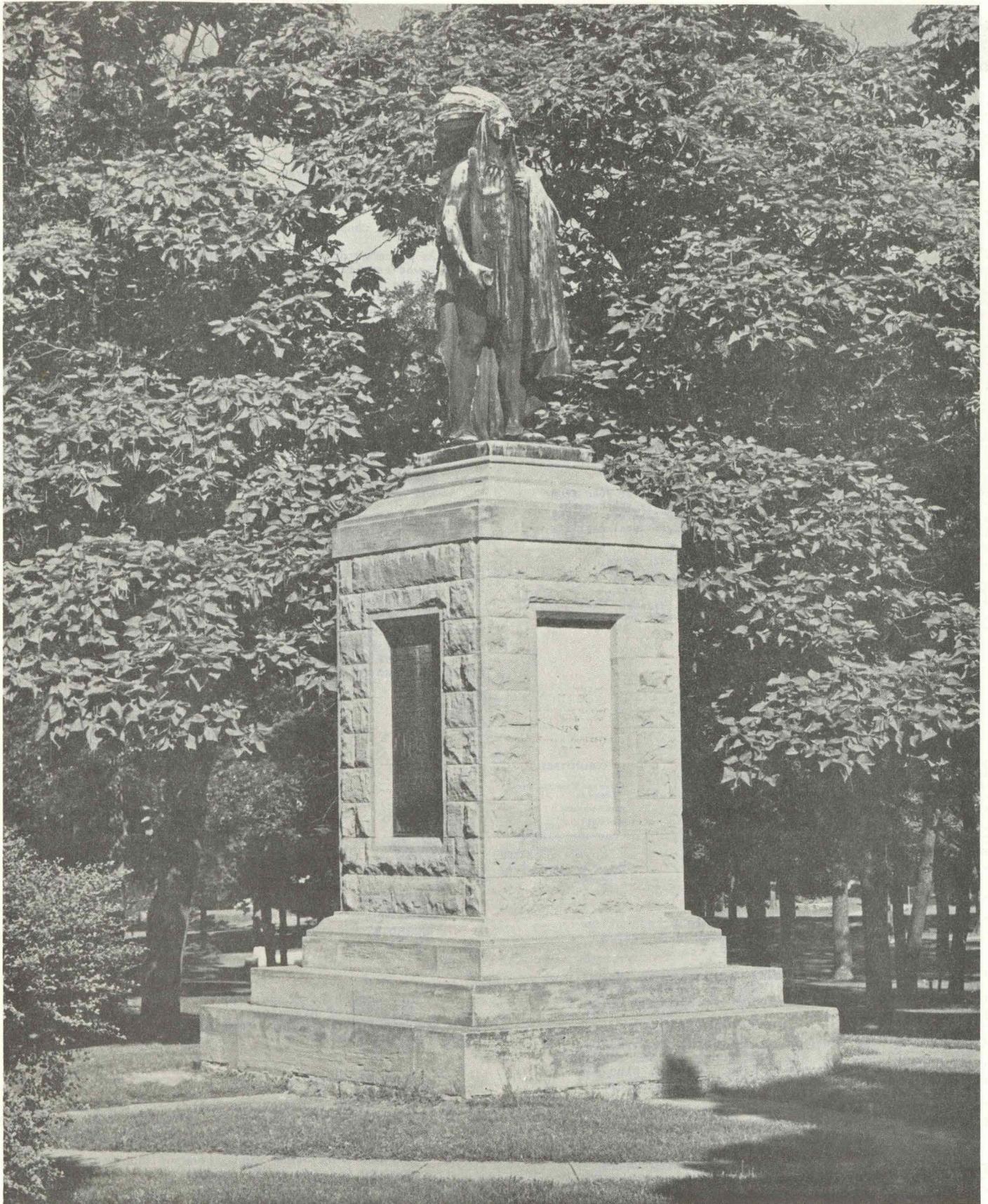
Mr. Joseph R. Coupal, Jr.
Director of Highways
Iowa State Highway Commission
Ames, Iowa 50010

Dear Mr. Coupal:

Thank you for your letter of 31 October 1967 and the opportunity to comment on the Great River Road development and the fine work which is being done for that project. It was a pleasure to meet with you, your staff, and the many other supporters of the tour of the River Road at Clinton on 26 October.

I was greatly impressed with the enthusiasm of all those present for the Iowa Mississippi River Parkway. Please have the record of your field inspection trip show that I am also very enthusiastic about the Great River Road development and consider it a very worthwhile project.

Sincerely yours,
WALTER C. GELINI
Colonel, Corps of Engineers
District Engineer



CHIEF KEOKUK—Located in Rand Park along the Mississippi at Keokuk is the monument and grave of the famous Sac Chief, Keokuk. Tablets on the monument tell of his rise among the braves of his nation. The bronze statue above the monument is the work of Nellie Waler, a pupil of Lorado Taft, and was erected in 1913.

PRESS REPORTS....

The following pages contain a representative collection of stories which appeared in the newspapers about the Iowa Great River Road Field Inspection Trip.

The sponsors of the trip are most appreciative of the press' interest and excellent cooperation in reporting this tour.

In addition to the press, the radio and TV stations provided effective coverage.

Although the scope of their activities cannot be reproduced in this booklet, their help and consideration is greatly appreciated.

To all news media who contributed their time and effort to this project, we say a most sincere thank you.



Olav Smedal
Public Information Director

PUBLIC INFORMATION DEPARTMENT	FROM THE IOWA STATE HIGHWAY COMMISSION	AMES, IOWA 50010 AREA CODE 515 PHONE 232-7250
OLAV SMEDAL C. S. WENDELL		J. R. COUPAL, JR. DIRECTOR OF HIGHWAYS
To: All Media FOR RELEASE: IMMEDIATE		
Virtually all governmental agencies which have an interest in The Great River Road will be represented on a 311-mile inspection trip of the Road Oct. 26-27.		
The trip is being sponsored by the Iowa State Highway Commission in cooperation with the Iowa Mississippi River Parkway Commission.		
The trip will be held from September 26 to October 27, 1964.		

Allamakee County's Great River Road . . .

by Dick Schilling

Thursday, Oct. 26, representatives of all interested governmental agencies are planning to tour the 30-some odd miles of the Great River Road as it winds along Allamakee county's western river shore.

They will find some of those miles "odd" indeed, but

not nearly as odd as they might be if some planning recommendations are followed!

The previously announced route of the inspectors on this trip, which is sponsored by the Iowa State Highway commission and the Iowa Mississippi River Parkway commission, will cover

311 miles in two days, starting at Lansing Thursday and concluding at Keokuk the next afternoon.

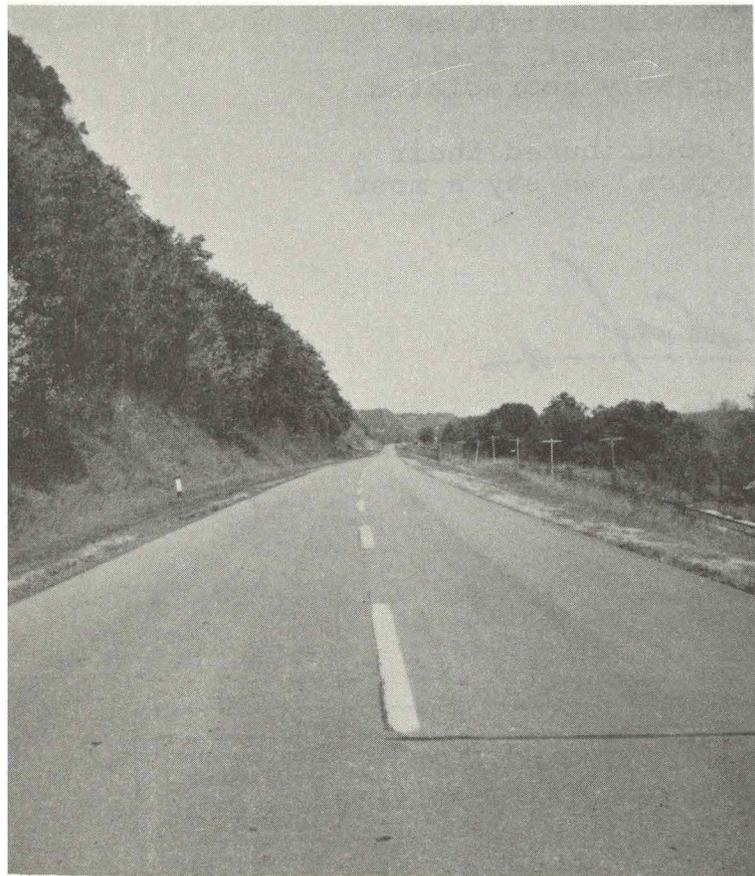
That apparently means the tour group, which will include Allamakee county Engineer David Hoover and possibly some members of the board of supervisors in this county, will

miss the first dozen miles of road in Iowa, that section from the north corporate limits of New Albin to Lansing.

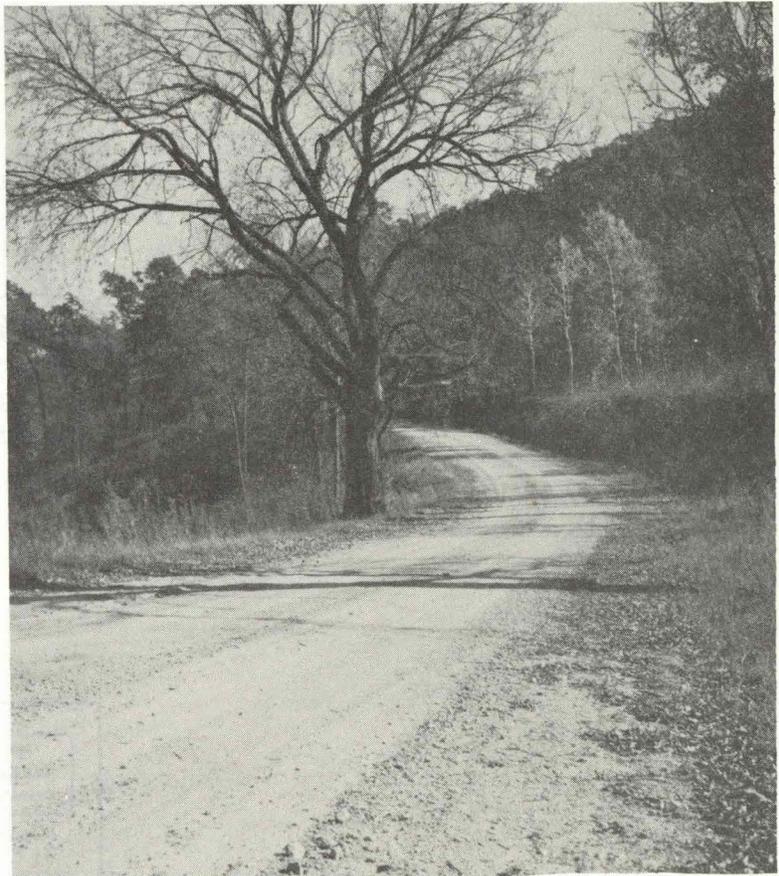
That section of road is pretty well set, however. Or should be. There is apparent conflict.

A ten-year-old study of the proposed route of the river road recommended construction

This Is Part of It . . .



But So Is This . . .



And This Could Be!



of an "appropriate entrance structure" with adequate off-road parking at New Albin. That same study called Iowa 182 from New Albin to Lansing a "modern, blacktop road of fairly good standard . . . satisfactory without further improvement if scenic and access control are acquired."

A subsequent study published six years later by the same two agencies, the U.S. Dept. of Commerce and the Bureau of Public Roads, does not agree!

That study recommends that New Albin be bypassed!

New Albin is a community of some 600 persons bounded on the west by high bluffs and on the east by sloughs of the Mississippi River. The report does not suggest a bypass route.

A statement in that second report also could be interpreted as applying to the Iowa 182 corridor. The later study recommends a basic 220 foot corridor plus a band of marginal land of variable width be purchased along the road, and also that the land between the road and visible river sloughs all be controlled.

The great River Road goes through and south of Lansing to the Interstate Power Co. plant over a bituminous base road which is new within the last couple of years, and which is not mentioned in either report as a result.

Ten years ago, a new road along river's edge from the power plant to Harpers Ferry was considered only briefly in print, then dismissed with the statement that a road "southward from the power plant was possible only by building in the river outside the railroad tracks at prohibitive expense." Six years later, that is the exact route which was recommended.

Nothing has changed in that stretch of county, so it can only be assumed that the two agencies have changed their opinion as to what constitutes a "prohibitive" expense.

The early report recommended that as an alternative, the road should be routed over existing county roads inland a distance, to Wexford. That road, too, has a new bituminous surface, applied just this year, and is the current route of the Great River Road.

At Wexford, the early report suggested that the road be routed to follow a county road "through a valley southeast to the river, then to parallel the railroad tracks along the naviga-

tion pool of U.S. Lock and Dam No. 9." The county road existing there, the report said, "could be improved to acceptable standards with minor relocations."

Those improvements have not been made by Allamakee county because the road is little-traveled, and it is felt does not warrant the expense of county funds. Officially, it is the route of the Great River Road. Actually, the road continues from Wexford to the dike of the lock and dam just north of Harpers Ferry over a better, gravel road.

It would probably be safe to assume that if the more scenic, less used piece of road is to be brought up to parkway standards, it will have to be with state or federal money for the most part!

It is also recommended that Harpers Ferry be bypassed to the west, and when Iowa 364 was joined by a blacktopped county road just southwest of Harpers Ferry, the county provided a stub road of blacktop which points out the direction such a bypass would take.

From Harpers Ferry to Waukon Junction, at least, there would appear to be no problem as far as the road itself is concerned. There is an evident problem with that "clear space to the river" concept, however, and it involves the same group of cabins that the state of Iowa has been trying to get rid of without success for the past few years!

Another point of conflict occurs just outside of Waukon Junction, however!

At present, the road follows Iowa 364 for a way then heads up a hill on a county gravel road to Luster Heights and a scenic view there before head-

ing out to Iowa 13 and south of the county.

That second study, however, has in mind a road up the hill just outside of Waukon Junction to Luster Heights, along what is at best only a logging road at present. This is another stretch which the county probably would not stand the cost of building.

Purpose of the trip is to study the alignment of the route. Along the road, the group will investigate possible areas for scenic development, rest areas, camping sites and other activities which might aid a travel making the same trip. The group will also study the feasibility of taking parts of the Great River Road into the state's primary road system.

As is evident, Allamakee has some problems which are unique. This county, and Clay and Louisa counties downstream, have more than 90 percent of the county roads-Great River Road combination in the entire 311-mile Iowa length.

It is probably not surprising, therefore, that some of the less developed sections of that road are in those three counties. It also follows that these are the areas which will require some rethinking, re-planning, realignment and re-investigation if the Great River Road concept is to be uniformly maintained along its entire Iowa distance.

As far as Allamakee county is concerned, some alternative method of financing is a prerequisite.

The county should have at least one "friend in high place" who will have the ears of those making the entire trip. He is George Aschom of Lansing, chairman of the Iowa Mississippi River Parkway commission.

BEGIN TO RECOGNIZE GREAT POTENTIAL

Push River Tourism

By CHARLES HANSOHN
State Editor

"The Mississippi . . . the great, big, rolling, tumbling, boiling and almost endless Mississippi!

"There's a river for you!

"I don't care what John Bull may say, or any other ruffle-shirted fellow, about his old castles with their bloody murder legends.

"I tell you, the United States is a great country.

"There ain't nobody else but Uncle Sam that could afford a river such as that!"

Attributed to an anonymous author about 1884, four years before Iowa became a state, these words continue to describe the endless magic of the Mississippi River.

Winding majestically at the foot of scenic bluffs and through fertile valleys from Minnesota to the Gulf of Mexico, the Mississippi could make eastern Iowa and other bordering states a tourist's paradise.

WHILE AGRICULTURE and more recently industry have been the foundation to prosperity in Iowa, tourism offers a new facet to stimulate the economy.

Great potential for promoting the Mississippi River valley along the Great River Road was shown Iowa officials in an historic tour recently along the eastern border from Minnesota to Missouri.

Significantly, officials of various state agencies for the first time were together to consider a common goal — development of the Great River Road in Iowa as a tourist-vacation attraction. Represented on the bus tour were the Iowa Highway Commission, State Conservation Commission, Iowa Development Commission, State Historical Society, of Iowa, Iowa Mississippi River Parkway Commission, U.S. Bureau of Public Roads, Iowa Good Roads Assn., Lewis and Clark Trail Commission, and county engineers.

Enthusiasm inspired by the scenic river route is expected to lead to cooperative efforts to capitalize on the natural beauty, opportunities for fishing, hunting, camping, and picnicking, and rich historical background of the Mississippi River Valley.

"Slowly but surely, Iowa is becoming aware of the value of tourism," said Dale Buhl, a former Davenport who now is associate director of tourism with the Iowa Development Commission.

He said the Mississippi makes you "want to go see it, smell it, wonder at it... take your time to view scenery that can't be found elsewhere. I've never failed to be impressed."

Buhl noted that in 1966 travelers in

Iowa spent \$425 million with \$227 million coming from out-of-state residents. He said records show each year a "tremendous growth in tourism and camping."

Those catering to the trade have the opportunity to make money as well as promote good will for the Hawkeye state.

"Iowa is becoming known as a camping state," says Buhl.

He offers the following suggestions for further development of tourism in Iowa:

—**ESTABLISHMENT OF** more tourist information centers at ports of entry into Iowa. "This is where the stranger to Iowa finds what to see." Dubuque and Marquette already have such centers.

—**SMALL TOWNS** along the river valley could maintain appearance as an early German or French community as it existed in the early days. Tourists want to "see the town as it was."

—**OVERLOOK** areas along the Mississippi River bluffs should be strategically placed to give visitors full benefit of the magnificent views.

—**PLACES OF** historical significance should be developed and promoted.

A note of warning was given by Dr. William J. Petersen, Iowa City, superintendent of the State Historical Society of Iowa.

"There is one danger" in developing historical attractions, Dr. Petersen said. "If everyone fills an old home with knick knacks, they won't have a story to tell. This won't unify the story and exemplify the background" to history in the area.

Historical societies are major offenders in duplicating exhibits such as Indian artifacts and antiques from early pioneer days, he said.

"Not everybody is interested in visiting a log cabin," he commented and emphasized the need to develop historical attractions unique to a given community.

The 150-year span of the French and Spanish period in Iowa history offers rich background into personalities that contributed to development of pioneer settlements in the Mississippi River Valley and the migration west.

Telling the story of the early Indian and pioneer conflicts and settlements will give people the opportunity to "enjoy and learn" on their travels along the Great River Road, said Petersen.

—**UNLESS YOU CAN** point out these things effectively, so that not only adults but youngsters as well can bring some-

thing home out of their travels, you will miss the boat," he said.

As an example, he said, "Dubuque should exploit lead mining with a museum telling the story as it begins with Nicholas Perrot in 1690 in that area.

"Jean Marie Cardinal mined lead here during the American Revolution. Washington's armies and George Rogers Clark may have benefitted from lead mined here," said Dr. Petersen.

Attention should be called to Julien Dubuque, the first permanent white settler in Iowa.

Davenport played a key role as a military stronghold prelude and during the Black Hawk War. Personalities parading through history in this area included Indian chiefs Black Hawk and Keokuk, Brig. Gen. Winfield Scott, Henry Dodge, George Davenport and Antoine LeClaire.

Dr. Petersen suggest that Clinton could capitalize on its background as a major lumber center, "bigger than any Iowa town." The once great pearl button industry could be immortalized with a museum at Muscatine.

WITH SCENERY, recreation and history second to none, an important consideration to attract tourists is good roads and highways.

With this in mind, Iowa Highway Commission engineers now are turning to their drafting boards to evaluate road conditions. Because the proposed Great River Road route is along county road systems in some areas, consideration will be given integrating these roads into the primary highway network.

Also, the road will be rerouted to take in scenic overlooks where feasible.

Joseph R. Coupal Jr., director of highways, Iowa Highway Commission, said at a Clinton dinner, "I'm enthusiastic and excited about the potential of the Great River Road."

He said the Mississippi Valley has "some of the most beautiful scenery in the country."

Derby D. Thompson, Burlington, vice chairman of the IHC, commented, "We have in Iowa some of the finest scenery anywhere in Canada or the United States."

He said the Great River Road in Iowa will be designed for the tourist and vacationing family — "pure, slow, and leisurely," taking full advantage of the natural, scenic beauty.

Thompson said the highway commission has authorized supplying new Great River Road signs to clearly mark the 311-mile route from Minnesota to the Missouri border.



RIVER ROAD TOUR — From a park overlooking the Mississippi River at Burlington, members of a group of state government officials who toured the Great River Road Thursday and Friday view one of the many scenic areas along the 311-mile route. The tour took state agency representative along the route to study possible development of

the road into a scenic parkway along Iowa's eastern border. The first step toward development of a parkway, bringing all segments of the route into the state's primary road system, is expected to be discussed at the next meeting of highway commission. (Iowa Highway Commission Photo)

Ames Tribune 10/28/67

All Governmental Agencies To Inspect Great River Road

Virtually all governmental agencies which have an interest in The Great River Road will be represented on a 311-mile inspection trip of the Road Oct. 26-27.

The trip is being sponsored by the Iowa State Highway Commission in cooperation with the Iowa Mississippi River Parkway Commission.

Participating in the trip will be representatives from the Iowa Highway Commission, Iowa Mississippi River Parkway Commission, U. S. Bureau of Public Roads, Iowa Good Roads Association, Iowa State Conservation Commission, Iowa Development Commission, State Historical Society of Iowa, Lewis and Clark Trail Commission, Iowa Mississippi River Parkway Commission Advisory Committee and the County Engineers and Boards of Supervisors through which the road passes.

Also represented along various segments of the route are members

of the 62nd General Assembly, United States Army Corps of Engineers and members of the press.

The trip is one of the first to include virtually every government agency which has an interest in the project.

Purpose of the trip is to study the alignment of the route. Along the Road, the group will investigate possible areas for scenic development, rest areas, camping sites and other activities which might aid a traveler making the same trip. The group will also study the feasibility of taking parts of the Great River Road into the state's primary road system.

Aug. 30, Iowa State Highway Commission Chairman Harry J. Bradley, Jr., Des Moines, said development of the road into a scenic parkway is being hampered because the Road is not under the jurisdiction of a central governmental unit.

Some segments of the Road are

in the primary system, he said, while other sections are under the control of the county through which the Road passes.

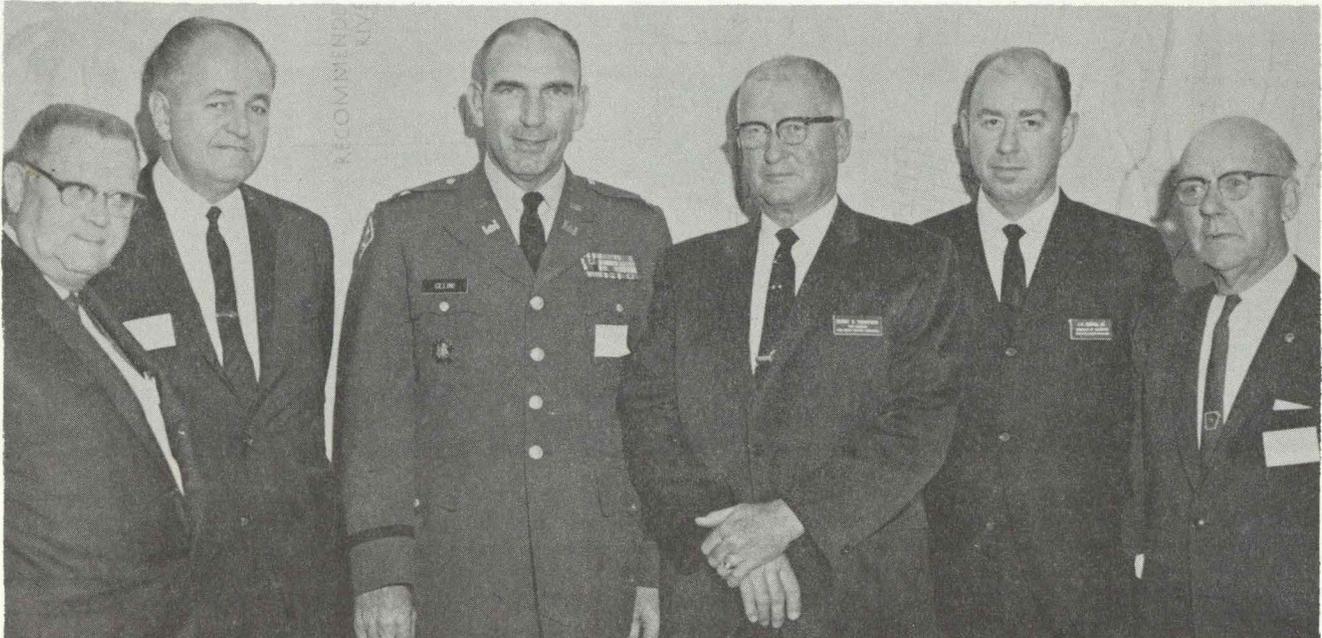
Commissioner John R. Hansen, Manning, said Congress is considering legislation which would place the Road under control of the U.S. Department of Interior.

"We must begin laying the groundwork for developing the Great River Road instead of waiting for Congress to Act," Commissioner Derby Thompson, Burlington said. Thompson is also a member of the Iowa Mississippi River Parkway Commission Advisory Committee.

Thursday's schedule calls for inspection of the Great River Road from Lansing to Clinton. Friday's schedule includes inspection from Clinton to Keokuk.

Daily Iowan
Iowa City 10/14/67

Iowa Officials See Great Tourism Potential In Great River Road



Top officials gathered Thursday night in the Clinton Country club when participants in the Iowa Great River Road field inspection tour were guests at dinner. Among them, from left, were: William D. McElwee, vice chairman of the Iowa Mississippi River Parkway commission; Mayor Harold Domsal-

la; Col. Walter Gelini, Rock Island district engineer; Derby D. Thompson, vice chairman of the Iowa highway commission; Joseph R. Coupal Jr., director of Iowa highways and George C. Aschom, chairman of the Iowa parkway commission.

By **LEE WHITE**
Editorial Consultant

Participants in the Iowa Great River Road field inspection trip who journeyed Thursday from Decorah to Clinton were unanimous in their praise of the scenic values of the route.

For quite a few of them it was their first experience on the road and they were unaware of the rugged contours and spectacular scenery which they viewed.

Iowa highway commission members and other officials who participated in the inspection trip said they can foresee a tremendous potential for the Great River Road as an increasing tourist attraction and something of which Iowans can be proud.

J. R. Coupal Jr., director of highways, who came to Iowa from Maine, had announced previously to The Herald that the commission staff already

had been assigned to preliminary planning for future improvement of the road.

During the trip Coupal commented that he was very pleased not only to have his first real opportunity to see the scenic regions bordering the Mississippi but was happy to meet the people working on behalf of the Great River Road.

"It is much more satisfactory to see things first-hand than to be sitting behind a desk in Ames," Coupal commented.

While admitting that the Great River Road is tremendously attractive, Coupal said it might be some time before much can be done to make extensive improvement of it.

"We will have to make complete studies of the situation which involves the 315 miles of roadway between the Minnesota and Missouri borders," said Coupal, "and then see where we can get the money to start the improvements. Some phases of

the program could be developed when there is a slackening of the general economy and work projects are necessary."

The touring group had lunch Thursday noon in Dubuque and later was taken on a tour of the city's industrial park development and the downtown business area.

After a brief stop in Bellevue the group visited Bellevue state park to enjoy the view over the Mississippi river extending into neighboring Illinois.

At the Clinton county line County Engineer Philo Tucker and City Engineer Eugene Nieouhr boarded the bus. At Tucker's request the party left U.S. 67 and traveled several miles over a county road which dips into deep valleys and soars over the crest of high hills as it traverses an area varying from heavy timber to agricultural land. Tucker said consideration is being given to re-locating the road to bring it closer to the

Mississippi and improve scenic values.

Upon arrival in Clinton the bus was given a police escort to Holiday Inn. Enroute, stops were made in Riverview park where the visitors saw the showboat, Rhododendron, and were greeted by Mayor Harold Domsalla and Park Board Chairman George Morris. They then were shown the Chicago and Northwestern car shops and Clinton Corn Processing Company.

About 70 persons gathered at 7 p.m. for dinner in the Clinton Country club. Joining the group there were Col. Walter Gelini, who recently became Rock Island district engineer, and Cecil Ashford, chief of the district planning section.

Mayor Domsalla was master of ceremonies for the brief program which followed the dinner.

Ray Eckstein, pilot (presi-

dent) of the Great River Road Assn., said the Great River Road and the Lewis and Clark trail could be tied together as a "tremendous conservation area with great recreational possibilities."

Eckstein said the Great River Road convention in Clinton next August would highlight the promotional activities next year and said "we are going all out" for the meeting.

Eckstein said Mayor Domsalla "has done a great job in helping get the Great River Road off the ground in the Clinton area."

George Aschom, chairman of the Iowa Mississippi Valley Parkway Commission, introduced the other members and thanked Mayor Domsalla and the Chamber of Commerce for the dinner and welcome.

State Senator Roger Shaff and Representatives John Camp and Charles Pelton were introduced along with members of the highway commission. Coupal introduced the commissioners and other members of the commission staff.

Jack Romine, executive director of the Chamber of Commerce, closed the program with a brief discussion of Clinton's recent industrial growth and outlined what he thinks area highway needs are.

"We would like to see U.S. 67 relocated through Clinton as a dike road through River-view park," Romine said. He also commented it appears that the east-west extension of the Illinois tollway system has top priority with the Illinois toll road commission and suggested that Clinton's needs should be considered because of the "\$250 million industrial development which we have under way in our area."

"We think we are on the way to an era of our greatest progress," Romine said.

The party left Clinton this morning and was to lunch in Davenport. The two-day tour was to conclude late this afternoon at Ft. Madison.

Participating in the tour were representatives of the Iowa highway commission, Iowa Mississippi River Parkway commission, U.S. Bureau of Public Roads, Iowa Good Roads Assn., Iowa Conservation commission, Iowa Development commission, State Historical Society of Iowa, Lewis and Clark Trail commission, and the county engineers and boards of supervisors through which the road passes.

Iowa group will inspect Great River Road soon

Virtually all governmental agencies which have an interest in The Great River Road will be represented on a 311-mile inspection trip of the Road Oct. 26-27.

The trip is being sponsored by the Iowa State Highway Commission in cooperation with the Iowa Mississippi River Parkway Commission.

Participating in the trip will be representatives from the Iowa Highway Commission, Iowa Mississippi River Parkway Commission, U. S. Bureau of Public Roads, Iowa Good Roads Association, Iowa State Conservation Commission, Iowa Development Commission, State Historical Society of Iowa, Lewis and Clark Trail Commission, Iowa Mississippi River Parkway Commission Advisory Committee and the County Engineers and Boards of Supervisors through which the road passes.

Dinner in Keokuk

Among those making the trip will be James F. O'Brien of Keokuk, member of the Mississippi River Parkway Commission, and Charles E. (Gene) Hales, Lee county engineer.

The trip will start in Des Moines at 1 p.m. aboard chartered buses Wednesday, October 25 with an overnight stay in the Cliff House motel at Decorah. Dinner and an overnight stay will be made in Clinton October 26 and a final dinner will be served in Keokuk after arrival at 5 p.m. Friday, October 27.

Also represented along various segments of the route are members of the 62nd General Assembly, United States Army Corps of Engineers and members of the press.

The trip is one of the first to include virtually every government agency which has an interest in the project.

Purpose of the trip is to study the alignment of the route. Along the Road, the group will investigate possible areas for scenic development, rest areas, camping sites and other activities which might aid a traveler making the same trip. The group will also study the feasibility of taking parts of the Great River Road into the state's primary road system.

Aug. 30, Iowa State Highway Commission Chairman Harry J. Bradley Jr., Des Moines, said development of the road into a scenic parkway is being hampered because the Road is not under the jurisdiction of a central governmental unit.

Some segments of the Road are in the primary system, he said, while other sections are under the control of the county through which the Road passes.

Commissioner John R. Hansen, Manning, said Congress is considering legislation which would place the Road under control of the U. S. Department of Interior.

"We must begin laying the groundwork for developing the Great River Road instead of waiting for Congress to Act," Commissioner Derby Thompson, Burlington said. Thompson is also a member of the Iowa Mississippi River Parkway Commission Advisory Committee.

Clinton Herald 10/24/67

Schedule Is Set For Road Tour

Participants in the Great River Road inspection tour which will begin Thursday at Decorah will arrive in Clinton about mid-afternoon.

It is planned to direct the bus through Clinton to 6th Ave. N. and then take the visitors through Riverview park. Arrangements have been made for inspection of the showboat, Rhododendron, while touring the park.

County Engineer Philo Tucker and City Engineer Eugene Niebuhr will be on hand to, explain about Clinton county and city. Stephen M. Delaney, a member of the Iowa Mississippi River Parkway commission and the Great River Road commission, will join the party for luncheon Thursday noon in Dubuque.

Participating in the trip which will cover the 311 miles of Great River road across eastern Iowa will be representatives of the Iowa Highway commission, Mississippi River Parkway commission, U.S. Bureau of Public Roads, Iowa Good Roads Assn., Iowa State Conservation commission, Iowa Development commission, State Historical Society of Iowa, Lewis and Clark Train commission and county engineers of counties through which the road passes.

The visitors will be housed in Holiday Inn and later will be entertained at dinner in the Clinton Country club. After spending the night in Clinton they will leave Friday morning for Davenport, Muscatine and Keokuk.

State Begins Study of Road As Tour Begins

Orders already have gone out to the State Highway Commission's planning staff to begin studies of the Great River Road alignment and come up with cost estimates of any recommended relocation and improvement of the road.

"I've asked that studies include both secondary and primary roads," said Joseph R. Coupal, director of highways, who along with a host of other officials interested in the Great River Road, this morning began a two-day tour of it from Lansing to Keokuk.

The 311-mile inspection trip by bus is being sponsored by the State Highway Commission in cooperation with the Iowa Mississippi River Parkway Commission, of which Stephen Delaney of Clinton is a member.

In addition to members of both commissions, representatives of every other agency or group with an interest in the Great River Road are making the trip.

"I think this is the first time all agencies involved in any way with the Great River Road have had the chance to get together to tour the road," said Harry J. Bradley Jr. of Des Moines, chairman of the highway commission.

Purpose of the trip is to study alignment of the route and investigate possible areas for scenic development, rest areas, and camping sites.

"Some parts of the road are not any good," Bradley noted. "Some are in the wrong place." Bradley said he thought one of the major problems in developing the Great River Road has been that parts of it are under highway commission control and parts of it under county control.

"Counties are not in a position to improve the secondary roads and neither are we," Bradley pointed out. "Somewhere along the line someone is going to have to take the initiative — and I think it should be the highway commission." The commission apparently will seriously consider taking parts of the road into the primary system.

Bradley said he is "confident" the Great River Road will become one of Iowa's major tourist attractions once it is developed. "I don't visualize a 70 mile an hour road, but rather a 40, 50 or 60 mile an hour highway with winding curves through wooded areas and scenic places," the highway commission chairman said.

The commission is embarking on the project at the urging of Gov. Harold Hughes, who believes the Great River Road has great potential as a tourist attraction in Iowa and should be developed as soon as possible.

After an overnight stay in Decorah, members of the inspection tour left for Lansing where they began the long trip over the Great River Road. After lunching in Dubuque this noon, the bus headed for Clinton where members of the tour will eat dinner tonight and stay overnight in the Holiday Inn.

The group will breakfast here Friday morning, then head south, winding up the tour in Keokuk late Friday afternoon.

While in Clinton, the group will look at the shoboot Rhododendron and the location of a proposed dike road along the Mississippi river.

Ames Tribune 10/13/67

Great River Road tour for commission

The Iowa Highway Commission Friday took three steps toward improving the Great River Road through Iowa.

The commissioners ordered a study of the feasibility of taking the entire length of the road along Iowa's eastern border into the primary road system, and asked for an estimate of the cost of improvements to the road.

The commissioners announced they will spend Oct. 26 and 27 driving the entire length of the road on a bus tour with other agencies interested in its development.

And they authorized making and installing new signs to mark the route of the Great River Road.

The 311-mile inspection trip down the Great River Road will include representatives of virtually every public agency involved in its development. They will go from Lansing in Allamakee County to Clinton the first day, then from Clinton to Keokuk the second day.

The Great River Road now is partially primary highway, but mostly secondary road — much of it unpaved — under the jurisdiction of counties.

In August, when the Commission began its discussion of improving the scenic route, Commission Chairman Harry J. Bradley Jr., Des Moines, said the fragmented jurisdiction was hampering development of the road.

In addition to studying the cost of taking the route over as a primary road, the commissioners will investigate possible areas for scenic development, rest areas, camping sites and other activities to attract and aid tourists.

Though still undeveloped in Iowa, the Great River Road is conceived as a route along both sides of the Mississippi from its source to the Gulf of Mexico.

Planning is under the direction of the Mississippi River Parkway Commission.

Along with Highway Commission and Parkway Commission members, the inspection trip will include representatives of the Iowa Good Roads Assn., Iowa Conservation Commission, Iowa Development Commission, State Historical Society, Lewis and Clark Trail Commission, county engineers and supervisors from the counties, and legislators.

ROAD TOUR STOPS HERE

The Guttenberg Press 11/2/67



Leaders of the Great River Road tour which stopped here last Thursday morning heading southward on the route of the River tour are shown in this picture. From left to right are Highway Commission Member Robert Barry of Danbury, Highway Director Joseph Coupal, Commission member John Hansen of Manning, Historical Society Director William J. Peterson, Commission Vice Chairman Derby Thompson, and Great River Road Pilot Ray J. Eckstein of Cassville, Wisconsin.

HIGHWAY UNIT STOPS HERE ON THURSDAY

A discussion of area highway problems and possible changes in Highway 52 were discussed with members of the Iowa Highway Commission when that group, along with a large number of other people interested in the state highway program, stopped here last Thursday morning.

The Highway Commission, along with representatives of the Great River Road, the Iowa Good Roads Association, the Iowa Historical Society and several other organizations, were making a tour covering the Great River Road in Iowa. The stop in Guttenberg was made at the request of local civic leaders and had not originally been scheduled.

Representing the Highway Commission on the tour were Derby Thompson of Burlington, vice chairman of the Commission; Robert Barry of Danbury; and John Hansen of Manning, along with Highway Director Joseph Coupal.

Also with the group was Olav Smedal, public relations director for the Commission.

Leading the delegation representing the Great River Road were Ray J. Eckstein of Cassville, Wisconsin, chairman of that association and former chief pilot; while William J. Peterson, director of the State Historical Society, represented that organization and Richard Hileman represented the Iowa Good Roads Association.

The group was accompanied on its tour through Clayton County by State Senator Adolph Elvers and State Representative Dale Tieden.

RIVER ROAD INSPECTORS STOP HERE

Elvers - Tieden Will Make Tour With Group

Members of the Iowa Highway Commission and the Commission staff, along with other agencies interested in the Great River Road, will stop in Guttenberg this Thursday about 10:30 a.m. for coffee with a group of local Highway boosters.

The stop will be made at the Pilot House at the lookout near the top of the bluff leading northward out of the City and is a special, unscheduled stop for the bus carrying the group on an inspection trip.

Accompanying the group through Clayton County will be State Senator Adolph Elvers and State Representative Dale Tieden.

Representing the Great River Road association will be Ray J. Eckstein of Cassville, pilot of the association, while the State Historical Society will be represented by William J. Peterson of Iowa City, director.

Also on the trip will be representatives of the U.S. Corps of Engineers, The Iowa Good Roads Association and the Clayton County Board of Supervisors.

The Guttenberg Press 10/26/67

The group stopped at Doug's Steak House for coffee, sponsored by the Guttenberg Chamber of Commerce, and spent about an hour, visiting with the local citizens.

River Road Needs Shown During Tour

By CHARLES HANSOHN
State Editor

CLINTON, Iowa — Need for developing tourist, camper and vacationing family attractions along the Iowa side of the Mississippi River is being shown vividly by a tour of the Iowa Great River Road by members of the Iowa Highway Commission and other state and local officials.

Spectacular scenery was viewed Thursday on the first leg of the 311-mile trip down the Mississippi Valley from New Albin on the Minnesota border to Clinton.

Today the Great River Road tour was scheduled to continue through the south half of Clinton County, into Scott, Muscatine, Louisa, Des Moines and Lee counties, ending at Keokuk this evening.

Besides IHC officials, participants include representatives of the Iowa Mississippi River Parkway Commission and advisory committee, Iowa Development Commission, Iowa Good Roads Assn., State Historical Society of Iowa, Lewis and Clark Trail Commission, U. S. Bureau of Public Roads, and county engineers.

Tourist Potential

"We feel northeast Iowa has always had the greatest tourist potential for both pass-through and vacationing families," said Dale Buhl, associate director of tourism for the Iowa Development Commission.

"We like to promote the Great River Road because we tell the truth" about its beauty and unique attractions, said Buhl. Also, the majority of businessmen in the Mississippi Valley realize what tourism means to the economy of their communities, he added.

Buhl said northeast Iowa ranks with Wisconsin and Michigan in promoting tourism.

Tremendous growth in Iowa tourism is shown annually in camping, with families using tent campers and mobile units.

Information Centers

To promote more tourism in Iowa, Buhl believes there should be more tourist information centers in border cities such as Dubuque and Marquette. Points of entry are important to inform the tourist what is available, said Buhl.

Buhl also said it would help attract tourists if some small towns would keep up the antique appearance of early river days. He cited the "inland" town of Pella, which maintains the Holland style, as an example.

Overlook areas should be developed for camper and picnic use, utilizing the spectacular view across the river valley.

Value of Iowa's rich historical background can add another dimension to attracting tourists to the Great River Road, believes Dr. William J. Petersen, superintendent, State Historical Society of Iowa.

Unique Attraction

He warned against duplication. Rather, each community should offer some historic attraction unique to that particular area.

For example, he said, Muscatine could have a museum on the once-major pearl button industry. Dubuque could exploit its lead mining heritage, Clinton its past as a logging center and Burlington something on government as first capital of the Iowa territory.

He said Davenport is better off than other Mississippi Valley cities as far as attractions with its new museum and art gallery.

"If we can capitalize on what Davenport has available, we'd be in good shape to have people tour the Great River Road and learn," said Petersen.

Showboat

Also, he said Clinton "showed enterprise and imagination" in acquiring the showboat Rhododendron from West Virginia. More than 30,000 people toured the showboat during the past year.

He emphasized that variety is essential to draw tourists to travel the Great River Road.

After the inspection tour this weekend, Iowa Highway Commission staff members will study ways in which the Great River Road can be brought entirely into the primary highway system in a long range program. The improvement would be upgraded as the volume of traffic warranted in relation to needs elsewhere in the state.

More than 70 miles of the Great River Road is now in county road systems.

The Iowa Great River Road is a part of the Mississippi Parkway System that extends from Manitoba and Ontario provinces in Canada to the Gulf of Mexico.

Mount Pleasant
News 10/26/67

Commission Inspects Great River Road

AMES (UPI) — Iowa State Highway Commission members and representatives of other groups have left for a 311-mile inspection tour of the Great River Road along the Mississippi River.

The tour's purpose is to study the feasibility of bringing the entire scenic route under a primary highway system. From Dubuque south, the road is classified a primary highway system and north of Dubuque, it is virtually all secondary.

River Road Legislation Is Delayed

10-27-67
CLINTON, Iowa —

Hearings on legislation pertaining to development of the Great River Road are being postponed Rep. John C. Culver, D-Iowa, said in a telegram Thursday night to Ray Eckstein, Cassville, Wis.

Eckstein is pilot of the Iowa Mississippi Parkway Commission. The telegram from Culver was delivered to him here where Eckstein stopped overnight with a group of Iowa officials touring the Great River Road.

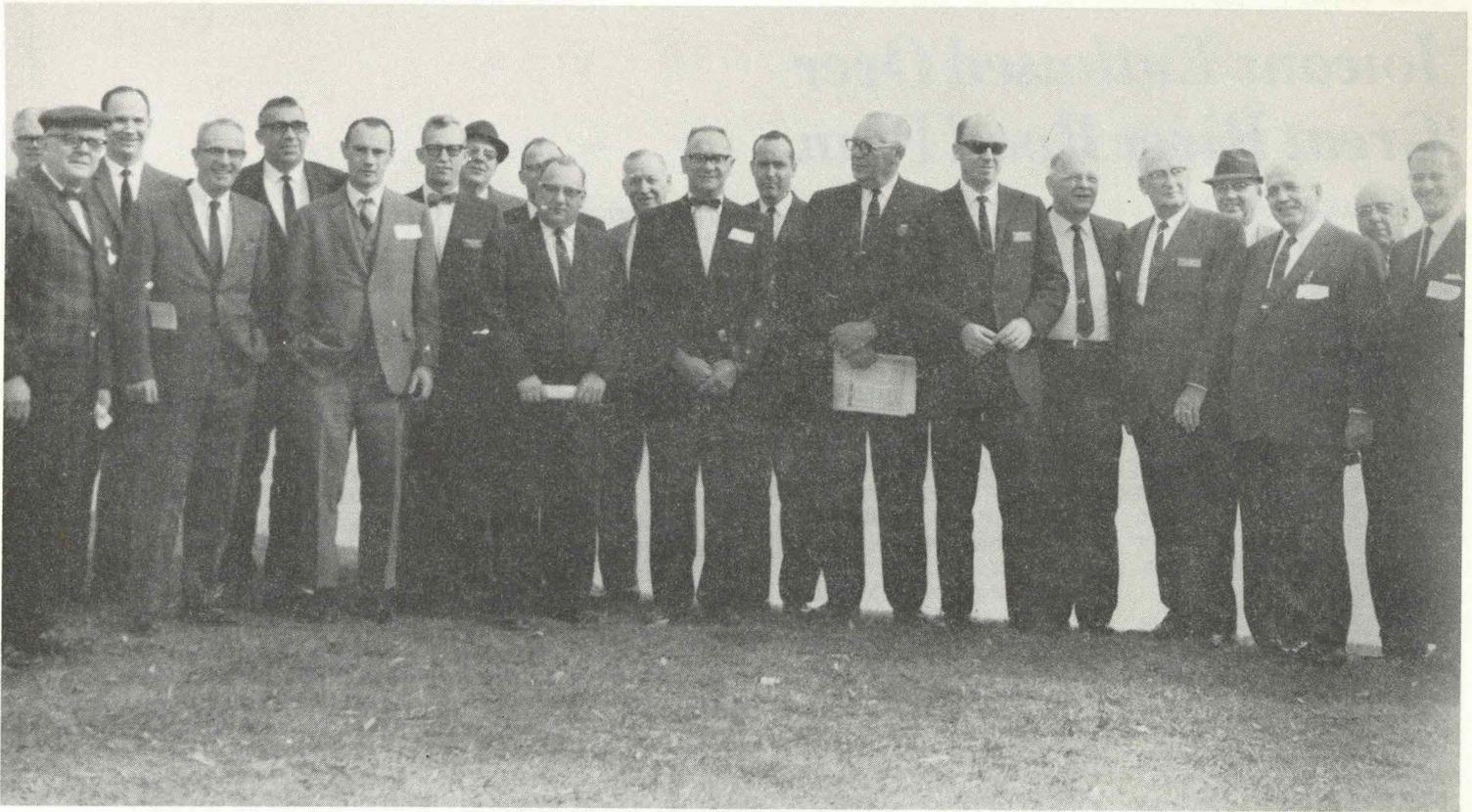
Culver said he received a letter from John Kluczynski, chairman of the subcommittee on roads of House Public Works Committee.

Kluczynski wrote that the late session of Congress and "the economy move we are now facing prohibit holding hearings on the legislation you are proposing at this time.

"Rest assured, however, that if the situation changes and we move into the second session of the 90th Congress I will do all I can to assist you in this endeavor for the development of the Great River Road and will schedule hearings, as the situation presents itself."

Culver said he sent a telegram to Kluczynski asking him to see that the parkway is developed to its full potential "then we are going to have to combine all of the resources and capabilities of public and private agencies at every level."

Culver said he is hopeful that the tour by officials will result in a "renewed effort at the state and local levels to develop the Great River Road." He pledged continued support of the legislation in Congress.



Tour River Road

The group provided a full bus load as they stopped here on their tour of the Great River Road last Thursday. Shown above are those in the group which toured under the sponsorship of the State Highway Commission. The group stopped in Guttenberg for coffee during the morning as they headed for a noon luncheon in Dubuque. Local interests in Highway 52 and other roads were discussed with the group.

HIGHWAY UNIT WILL TOUR RIVER ROAD

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Participating in the trip will be representatives from the Iowa Highway Commission, Iowa Mississippi River Parkway Commission, U. S. Bureau of Public Roads, Iowa Good Roads Association, Iowa State Conservation

Commission, Iowa Development Commission, State Historical Society of Iowa, Lewis and Clark Trail Commission, Iowa Mississippi River Parkway Commission Advisory Committee and the County Engineers and Boards of Supervisors through which the road passes.

Also represented along various segments of the route are members of the 62nd General Assembly, United States Army Corps of Engineers and members of the press.

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camping sites and other activities which might aid a traveler making the same trip. The group will also study the feasibility of taking parts of the Great River Road into the state's primary road system.

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Some segments of the road are in the primary system, he said, while other sections are under the control of the county through which the road passes.

Taking part in the trip will be members of the Iowa Highway Commission and members of the Highway Commission staff, mem-

bers of the Mississippi River Parkway Commission including Ray J. Eckstein of Cassville, pilot of the Great River Road Association, representatives of the U. S. Bureau of Public Roads, the Iowa Good Roads Association, the Iowa Conservation Commission and other agencies.

The tour will start at Decorah with a dinner the evening of Wednesday, October 25, with an overnight stay at Decorah. The group will start southward on the Great River Road at 7:00 a.m. Thursday, October 26, with breakfast at Lansing at 8:00 a.m. and departure from Lansing at 9:00 a.m. with a lunch at 12:30 p.m. at Dubuque. Dinner will be served to the group at Clinton in the evening. The group is expected to arrive in Guttenberg about 10:30 a.m. on October 26.

Iowans Enthused Over Great River Road Plan

By CHARLES HANSOHN
State Editor

KEOKUK, Iowa — A 311-mile, two-day tour of the Great River Road generated enthusiasm among Iowa officials for speeding cooperation to develop the scenic route as a major tourist attraction.

The tour which started Thursday at New Albin on the Iowa-Minnesota border ended Friday night with a dinner meeting at the Keokuk Country Club.

The efforts which will be made by various state agencies to help develop the Iowa segment of the Great River Road include:

— **Iowa Highway Commission** will draft plans to transfer county roads along the route into the primary highway network over a period of years.

— **The Iowa Mississippi River Parkway Commission** will plan ways to publicize the route and its varied facilities to attract tourists, campers and vacationing families.

— **The Iowa Conservation Commission** will consider increasing the number of access points to the Mississippi River, expansion of camping and picnic areas, and improving recreational facilities along the route.

The Great River Road, which also has an Illinois route, extends from Canada to the Gulf of Mexico, following the course of the Mississippi River.

Other states are also taking steps to develop their segments of the route and the Iowa program will be coordinated with those of adjoining states.

George C. Aschom, Lansing, chairman of the Iowa Mississippi River Parkway Commission, said that group will meet Nov. 18 in Clinton to discuss the trip, reaction to what was seen in the tour, plans for the future and ways to publicize the Great River Road.

He also noted that Clinton will host the annual international convention of the Mis-

issippi River Parkway Commission Aug. 11-14, 1968. Representatives from 10 states and two provinces in Canada are expected to attend.

Improvements

Recommendations of the Iowa Highway Commission for improvement of the scenic Great River Road are expected to be presented the Iowa Mississippi River Parkway Commission Jan. 15, 1968, according to Aschom.

Afterward the Iowa officials will get together with representatives of Wisconsin and Minnesota to work out an over-all plan for Great River Road development, he said.

Derby D. Thompson, Burlington, vice chairman of the Iowa Highway Commission, said Interstate 80 will be a major factor for funneling tourist traffic both north and south along the Mississippi River.

Dale Buhl, associate director of tourism of the Iowa Development Commission, said establishment of tourist information centers at points of entry into the state could be of great value in channeling traf-

fic up and down the river.

"People touring look for places where they can take their campers and trailers," said Thompson.

Everett B. Speaker, Des Moines, state conservation director, said, "We will be looking for more access areas to the Mississippi. There are places for hunters in state areas now, but access to the river is acute in some areas."

He noted there are about 14 multiple use areas for fishing, boating and hunting in the 10 Iowa counties bordering the Mississippi. Also, there are about eight state waterfowl hunting areas.

Speaker said expansion of park areas is planned to accommodate motor picnickers and campers. Lake Odessa in Louisa County is among those to be improved.

Boating Access

About six additional river accesses for boaters are being planned over the next few years to fill gaps in areas not having such facilities, Speaker said.

He said Iowa, Illinois, Wis-

consin and Minnesota, are trying to get together on a coordinated program of preserving areas of natural beauty along the Mississippi. The Iowa Legislature has passed a resolution supporting this type activity.

"Hopefully funds will be appropriated to buy natural scenic areas and preserve them. We're very much interested in this program," he said.

Area Increase

Speaker noted that during the past 15 years use of Iowa's recreational areas has increased from 2.5 million to 10 million persons annually. The volume of camping has quadrupled in the last few years.

As road conditions improve, recreational facilities are expanded, and the great variety of attractions are promoted, the Mississippi Valley in Iowa is expected to develop into a major tourist attraction over the coming years.

Also, the rich history of the area is expected to be utilized to advantage in attracting Iowans and out-of-staters to travel the Great River Road.

River Road Group Visits Area

By CHARLES HANSOHN
Regional Editor

Snow blanketed the Mississippi River Valley today to add scenic beauty for participants in the Iowa Highway Commission Inspection tour of the Iowa Great River Road.

Passing through Davenport this morning IHC and Iowa Mississippi River Parkway Commission representatives viewed scenic stretches of the river and were told about the historical development of the area. The trip ends at Keokuk tonight.

Elmer G. Clayton, Scott county engineer, described the area points of interest.

Purpose of the tour is to determine ways of developing the 311-mile Great River Road area from Minnesota to Missouri into a tourist camper vacation attraction.

Spectacular scenery was viewed Thursday on the first leg of the 311-mile trip down the Mississippi Valley from New Albin on the Minnesota border to Clinton.

"We feel northeast Iowa has always had the greatest tourist potential for both pass-through and vacationing families," said Dale Buhl, associate director of tourism for the Iowa Development Commission.

"We like to promote the Great River Road because we

tell the truth" about its beauty and unique attractions, said Buhl. Also, the majority of businessmen in the Mississippi Valley realize what tourism means to the economy of their communities, he added.

Buhl said northeast Iowa ranks with Wisconsin and Michigan in promoting tourism.

Tremendous growth in Iowa tourism is shown annually in camping, with families using tent campers and mobile units.

To promote more tourism in Iowa, Buhl believes there should be more tourist information centers in border cities such as Dubuque and Marquette.



GREAT RIVER ROAD INSPECTION TEAM: These men were part of busload of officials making study of Great River Road in Iowa. They are, from left, Dale Buhl, Iowa Development Commission; R. E. Simpson, division engineer, US Bureau of Public Roads; Ray J. Eckstein, Pilot of Great River Road; Everett Speaker, director of State Conservation Commission; G. C.

Aschon, chairman of Iowa Mississippi River Parkway Commission; Don Johnson, Iowa State Soil Conservation Commission; J. Alvin Druyor, copilot, district two, Great River Road; Howard Gunnerson, chief engineer, Iowa State Highway Commission; James F. O'Brien, Iowa Mississippi River Parkway Commission. Group concluded study tour at Keokuk last night. —Gate City

Wapello Republican 10/26/67

The Daily Gate City

10 — KEOKUK, IOWA SATURDAY, OCT. 28, 1967

INSPECTION TRIP OF GREAT RIVER ROAD ON OCT. 26-27

Virtually all governmental agencies which have an interest in The Great River Road will be represented on a 311-mile inspection trip of the Road Oct. 26-27. John Pasch, county engineer will be with the group as it passes through the Louisa County portion.

The trip is being sponsored by the Iowa State Highway Commission in cooperation with the Iowa Mississippi River Parkway Commission.

Participating in the trip will be representatives from the Highway Commission, Iowa Mississippi River Parkway Commission, U.S. Bureau of Public Roads, Iowa Good Roads Association, Iowa, State Conservation Commission, Ia. Development Commission, State Historical Society of Iowa, Lewis and Clark Trail Commission, Iowa Mississippi River Parkway Commission Advisory Committee and the County Engineers and Boards of Supervisors through which the road passes.

Also represented along various segments of the route are members of the 62nd General Assembly, United States Army

Corps of Engineers and members of the press.

The trip is one of the first to include virtually every government agency which has an interest in the project.

Purpose of the trip is to study the alignment of the route. Along the Road, the group will investigate possible areas for scenic development, rest areas, camping sites and other activities which might aid a traveler making the same trip. The group will also study the feasibility of taking parts of the Great River Road into the state's primary road system.

Aug. 30, Iowa State Highway Commission Chairman Harry J. Bradley, Jr., Des Moines, said development of the road into a scenic parkway is being hampered because the Road is not under the jurisdiction of a central government unit.

Some of the Road is in the primary system, he said, while other sections are under the control of the county through which the Road passes.

Commissioner John R. Hansen, Manning, said Congress

Great River Road inspection tour ends here Friday night

A two-day inspection tour of the Great River Road in Iowa was concluded last evening with a dinner at the Keokuk Country Club.

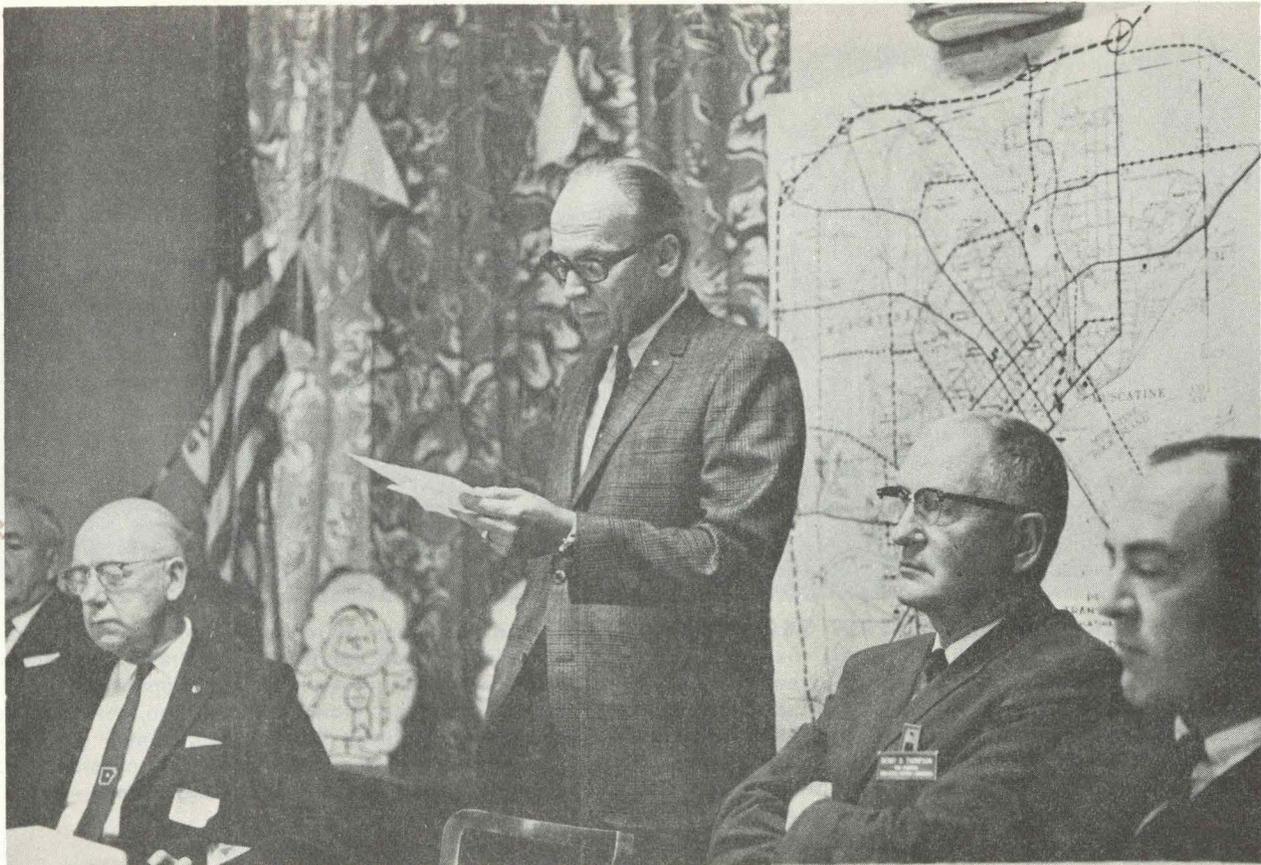
The 100-mile inspection trip was made in a bus by members of the Iowa State Highway Commission, including its chief engineer, Howard E. Gunnerson, and members of the Mississippi River Parkway Commission, including Ray J. Eckstein, Pilot of the Great River Road, a scenic highway which runs along the Mississippi river

from Canada to the Gulf of Mexico.

O'Brien makes trip

James F. O'Brien, former mayor of Keokuk and a member of the Mississippi River Parkway Commission, joined the tour at Davenport and made the final leg of the journey from there to Keokuk. As a token of gratitude for Keokuk's hospitality, Mayor Kenneth C. Henke, Jr., was presented with a large Wisconsin cheese.

Mr. Eckstein, in an interview following last night's dinner, stated that much was gained by the inspection tour, and that various ideas for changes in the course of the Great River Road were formed. He said emphatically that the road, when completed, would run on both sides of the river all the way. He could give no idea when funds would be available for the work, but indicated it would be a joint effort by the federal, state, and county governments.



Iowa Group Tours Great River Road

A busload of officials from several Iowa public and private agencies lunched at Hotel Muscatine Friday on the last leg of a two-day inspection tour of Great River Road.

Ald. Harold Vischer was master of ceremonies, representing Muscatine city government, in the absence of Mayor E. S. Burns who was attending a conference in Iowa City.

Great River Road enters Muscatine County along Iowa 22, and cuts over to U.S. 61 in town, then runs south to Louisa County.

Possible re-mapping of the road where it strikes country roads and is poor traveling, was one purpose of the tour.

Attending the session was Sen. David Stanley, (Rep.), of Muscatine.

The tour ended in Keokuk Friday evening.

Muscatine's historical pearl button industry, and the Mississippi view from Iowa 22 north-

east of town were pointed out in table discussion as being potential major attractions for tourists to the community.

Represented at the luncheon were Iowa Highway commission officials, and members of Iowa Mississippi River Parkway commission and advisory committee, Iowa Development commission, Iowa Good Roads association, State Historical society of Iowa, Lewis and Clark Trail commission, U.S. Bureau of Public Roads, and county engineers Thomas Nelson and John Pasch of Muscatine and Louisa counties, respectively.

Iowa Highway commission staff members will study ways in which the Great River Road can be brought entirely into the primary highway system in a long-range program.

More than 70 miles of Great River Road now is in county road systems.

The Iowa Great River Road is part of the Mississippi Park-

Great River Road

Alderman Harold Vischer Friday represented Muscatine city government in welcoming officials touring Great River Road in the county. The map behind him had the route marked on the right in a heavy line.

(Journal Photos by Jerry Russell)

way System that extends from Manitoba and Ontario provinces in Canada to the Gulf of Mexico.

Sponsoring the Friday luncheon were Muscatine Chamber of Commerce, Muscatine Development corporation and Muscatine Bridge commission.

Culver praises Great River Road inspection

CLINTON (UPI) — A group which is making a 311-mile inspection tour of the Great River Road along the Mississippi River has received a telegram endorsing its goals from Iowa Democratic Congressman John Culver.

The group, sponsored by the Iowa Highway Commission and the Iowa Mississippi Parkway Commission, received the telegram here late Wednesday night. Culver told the group he agreed with its goals of bring-

Ames Tribune
10/27/67

ing the entire road under the primary highway system and of developing it to attract tourists.

The telegram said the tour was "most important in bringing greater familiarity with the parkway."

The Congressman said "I am hopeful that it will result in renewed effort at the state and local level to develop the Great River Road. We are continuing to work for support of legislation (to that effect) in Congress."

The Great River Road Center Of Inspection

Virtually all governmental agencies which have an interest in the "Great River Road" will be represented on a 311-mile inspection trip of the road Oct. 26-27.

The trip is being sponsored by the Iowa State Highway Commission in cooperation with the Iowa Mississippi River Parkway Commission.

Participating in the trip will be representatives from those two commissions, the U. S. Bureau of Public Roads, Iowa Good Roads Association, Iowa State Conservation Commission, Iowa State Development Commission, State Historical Society of Iowa, Lewis and Clark Trail Commission, Iowa Mississippi River Parkway Commission advisory committee and the county engineers and boards of supervisors through which the road passes.

Also represented along various segments of the route are members of the 62nd General Assembly, United States Army Corps of Engineers and members of the press.

The trip is one of the first to include virtually every governmental agency which has an interest in the project.

Purpose of the trip is to study the alignment of the route. Along the road, the group will investigate possible areas for scenic development, rest areas, camping sites and other activities which might aid a traveler making the same trip. The group will also study the feasibility of taking parts of the Great River Road into the state's primary road system.

Aug. 30, Iowa State Highway Commission Chairman Harry J. Bradley Jr., Des Moines, said development of the road into a scenic parkway is being hampered because the road is not under the jurisdiction of a central governmental unit.

Some segments of the road are in primary system, he said, while other sections are under control of the county through which the road passes.

Commissioner John R. Hansen Manning, said congress is considering legislation which would place the road under control of the U. S. Department of Interior.

"We must begin laying the groundwork for developing the Great River Road instead of waiting for congress to act," Commissioner Derby Thompson, Burlington, said. Thompson is also a member of the Iowa Mississippi River Parkway Commission advisory committee.

Thursday's schedule calls for inspection of the Great River Road from Lansing to Clinton.

Friday's schedule includes inspection from Clinton to Keokuk.



By Chuck Hansohn

State officials inspect the Mississippi river front in eastern Davenport today as part of the Great River Road tour in Scott County. The group includes from left, Robert C. Barry, Derby Thompson and John R. Hansen, officials of the Iowa Highway Commission; George Aschom, chairman of the Iowa-Mississippi Parkway Commission; Ray Eckstein, Cassville, Wis., river pilot; Koert Voorhees, Iowa Highway Commission official; and R.E. Simpson, representing the Bureau of Iowa Public Roads.

The Telegraph-Herald, Dubuque, Iowa, October 27, 1967

Dubuquer Cites Benefits to City

Dove Pushes Road

A Great River Road from Canada to the Gulf of Mexico would benefit Dubuque by adding tourist dollars to the local economy, said Charles Dove of Dubuque, an honorary member of the Iowa Mississippi River Parkway Commission.

Dove was a member of a delegation of Iowans making a 311-mile inspection of the proposed river road from Decorah to Keokuk. The group stopped at Dubuque for lunch Wednesday before resuming its trip to Clinton, where they spent the night.

Participating in the trip were members of the Iowa Highway Commission, Iowa Mississippi River Parkway Commission, Iowa State Conservation Commission, Iowa Development Commission, State Historical Society of Iowa, Lewis and Clark Trail Commission, Iowa

Mississippi River Parkway Commission Advisory Committee and county engineers and boards of supervisors through which the road passes.

The trip was made so the group could study the best route for the Great River Road in northeast Iowa and to investigate possible areas for scenic development, rest areas, camping sites and other activities which might aid a traveler making the same trip.

"The road will encourage tourism along the upper Mississippi River. We have the most beautiful scenery in the nation from here (Dubuque) to the Twin-Cities," Dove said.

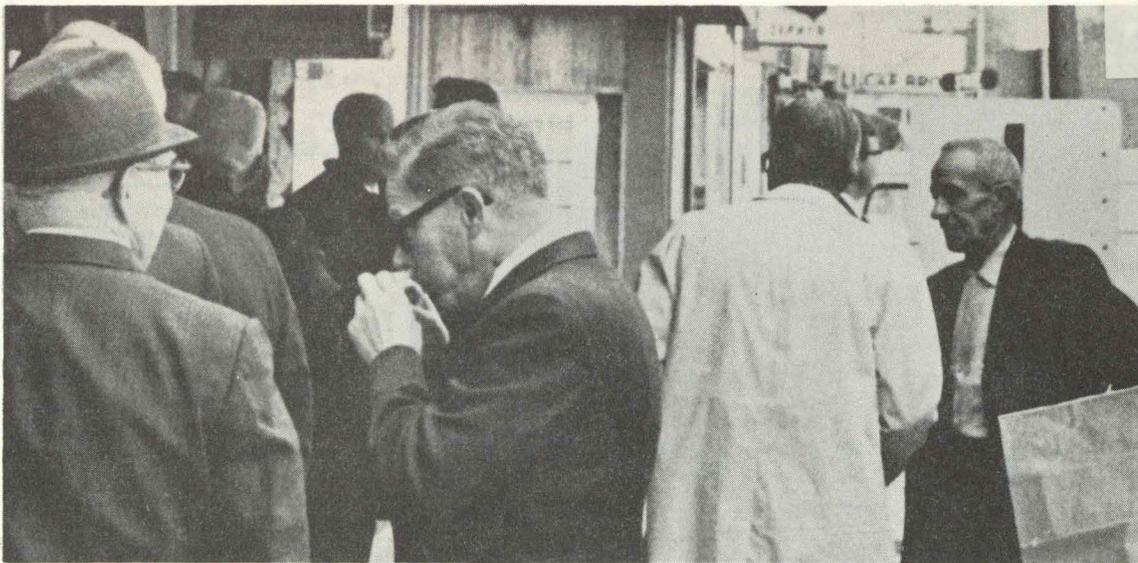
Dove also said an increase in tourist travel in the area would help get new bridges across the Mississippi River because a greater density of traffic would

prove to the highway commission the need for more bridges.

The bus load of travelers was joined at the north Dubuque County line by Dubuque County Engineer William Byrne, who narrated the journey into the city.

After the luncheon the group toured Industrial Island and the downtown section of Dubuque. The trip through the city was narrated by City Engineer John White. Byrne again gave the commentary to the south boundary of the county, where the two engineers left the group.

The group will also study the feasibility of placing parts of the river road into the state's primary road system. This would transfer secondary roads that are maintained by the counties to the state for maintenance.



MAYOR JOHN V. BLITGEN, at right, was on hand with the Bellevue contingent to greet state and federal officials making a tour of the Great River Road through Bellevue Thursday. Councilman Roy Cheney, Chamber of Commerce Representative Ed Mottet and City Clerk Virtus Clasen were also on hand, and Richard J. Norpel Sr., member of the Iowa River Road Parkway Commission, was traveling with the group which made the two-day trip from Decorah to Keokuk to view the road and its scenic attractions. —Herald-Leader photo.

Bellevue, Iowa

Page 2

HERALD-LEADER

November 2, 1967

A Start

MAYBE SOMETHING will come of the push from Governor Harold Hughes to get the Great River Road moving toward a reality.

Last week the first tour of top state and federal officials was held along the Iowa side of the Mississippi river to have these men take a close look at what exists and what can be accomplished toward creating this scenic highway.

Although the busload of highway commissioners, conservation commission top brass and other leaders in this realm did not get to see Jackson county's Spruce Creek harbor area, the men had a full report on this and were able to get a passing glance at other scenic attractions such as the roadside parks in the county.

Richard Norpel Sr. of Bellevue, member of the Iowa Mississippi River Parkway Commission, played the good host when the caravan got to Bellevue. He also filled their ears with details on what federal, state and county agencies have been doing to improve recreation and tourism in this section of Iowa.

When you get four of the five highway commissioners on such a tour, plus most of the top highway commission employees, plus the Parkway commission members, and representatives from the Iowa Conservation Commission, Development Commission, Historical Society, plus county officials along the route, there's bound to be some spark created here that hitherto was missing. Gov Hughes has plainly told the men he wants action.

A paved road that would go along our present "river road" north from Bellevue to St. Donatus, and possibly on north to St. Catherine could eventually become a reality. The parkway road could also swing through the Green Island bottoms and along the river north of Sabula to be truly scenic.

Having had their "ride," we hope these men in charge of the final construction of such a project will keep the momentum going.

Bellevue, Iowa

Page 8

HERALD-LEADER

October 26, 1967

Great River Road Tour Here Today

Four busloads of Iowa officials are expected through Bellevue this afternoon as part of the tour of the Great River Road.

Richard Norpel Sr. of Bellevue, member of the Iowa Mississippi River Parkway Commission, will be with the group. He will join the tour at Decorah where the members from Des Moines and Ames will arrive Wednesday evening to stay overnight.

Mr. Norpel said he was trying to arrange for the group to visit the Spruce Creek park north of Bellevue as part of the tour, although that had not been placed on the original schedule.

He will remain with the group 'til the tour ends at Keokuk Friday evening.

Iowa highway officials, members of the Conservation Commission staff, and various government agencies will be included in the groups making the tour. It is the largest effort to acquaint these officials with present condition of facilities along the Iowa side of the river, and prospects for future development.

Mr. Norpel said, "We want them to see what we have in the way of local parks and attractions in this area. We want them to see the need for better roads to these river areas."