

= Iowa Highway 1 =

Iowa Highway 1 ( Iowa 1 ) is a state highway in the U.S. state of Iowa that extends from Keosauqua to Anamosa . It travels nearly 120 miles ( 190 km ) , mainly through rich farmland and small communities . Iowa 1 provides an important link to Iowa City and the University of Iowa as it passes through campus . Portions of the route today date back to the late 1830s , when Martin Van Buren was president , making Iowa 1 one of the oldest routes in the state , pre @-@ dating the current primary highway system by nearly eighty years . The highway was seriously damaged by the Cedar River in the Iowa flood of 2008 , which closed the highway for seven weeks .

= = Route description = =

Iowa 1 begins at a T @-@ intersection with Iowa 2 in rural Van Buren County , south of Keosauqua . It passes through gently rolling farmland for ten miles ( 16 km ) before entering the Des Moines River valley adjacent to Lacey @-@ Keosauqua State Park . The highway crosses the Des Moines River and enters Keosauqua along Main Street . At Broad Street , Iowa 1 turned north and headed out of town . Between Keosauqua and the southern junction with Iowa 16 , the highway runs parallel to the Des Moines River , the river 's course bending sharply around Keosauqua . South of Birmingham , Iowa 1 briefly overlaps Iowa 16 for two miles ( 3 @. @ 2 km ) . The next seven miles ( 11 km ) run due north passing through Birmingham , before the highway crosses Cedar Creek south of Fairfield .

On the south side of Fairfield , the highway meets the new U.S. Highway 34 ( US 34 ) / Iowa 163 bypass at a partial cloverleaf interchange . Iowa 1 enters Fairfield along Main Street . For one block , Iowa 1 overlaps US 34 Business on Burlington Street before turning onto Second Street . Along Second Street , the highway passes under a BNSF Railway / Amtrak viaduct . North of the viaduct , Iowa 1 turns west for two blocks along Merrill Avenue and turns north again onto Fourth Street . On the northern edge of Fairfield , the highway passes next to Maharishi International University .

North of Fairfield , Iowa 1 passes the Fairfield Municipal Airport and Maharishi Vedic City . For the next nine miles ( 14 km ) , the highway continues due north through Jefferson and Keokuk County . Southeast of Richland , Iowa 1 meets Iowa 78 at a T @-@ intersection . Heading east from this intersection , Iowa 1 and Iowa 78 overlap for seven and a half miles ( 12 @. @ 1 km ) until entering Brighton on Fountain Street . Iowa 1 splits off to the north onto Benton Street while Iowa 78 turns to the south and east . North of Brighton , it crosses the Skunk River and passes through the river 's one @-@ mile @-@ wide ( 1 @. @ 6 km ) valley . For nine miles ( 14 km ) , Iowa 1 passes through southern Washington County heading northeast towards Washington .

At Washington , Iowa 1 intersects Iowa 92 on the southwestern edge of town . The two highways curve around to the north and split three miles ( 4 @. @ 8 km ) later . Iowa 1 passes through flat farmland before crossing the English River south of Kalona . Iowa 1 skirts the western edge of Kalona and intersects Iowa Highway 22 . It continues north for seven miles ( 11 km ) before turning northeast for eight miles ( 13 km ) more towards Iowa City .

Iowa 1 intersects US 218 and Iowa 27 , the Avenue of the Saints , at a diamond interchange on the southwestern edge of Iowa City . It curves to the north of Iowa City Municipal Airport , intersecting US 6 at Riverside Drive . For three @-@ quarters mile ( 1 @. @ 2 km ) , Iowa 1 overlaps US 6 on Riverside Drive before crossing the Iowa River in downtown Iowa City . On Burlington Street , Iowa 1 passes the University of Iowa library , the old state capitol , and the Ped Mall . Iowa 1 turns north onto the one @-@ way Governor Street ; Dodge Street handles the accompanying southbound lanes of traffic . The one @-@ way streets rejoin as Dodge Street before intersecting Interstate 80 ( I @-@ 80 ) at another diamond interchange .

Iowa 1 continues north through Johnson County for twelve miles ( 19 km ) , passing through Solon . At Solon , it intersects County Road F16 , which provides access to Lake MacBride State Park . Six miles ( 9 @. @ 7 km ) southwest of Mount Vernon , Iowa 1 turns to the northeast , entering Linn County and crossing the Cedar River before entering Mount Vernon , where it intersects US 30 . At First Street , Iowa 1 crosses the Lincoln Highway . On the northern edge of Mount Vernon , Iowa 1

crosses a major Union Pacific Railroad line . Iowa 1 continues north towards Martelle , where it enters Jones County. three and a half miles ( 5 @. @ 6 km ) northeast of Martelle , Iowa 1 ends at a partial cloverleaf interchange with US 151 .

#### = = History = =

The current Iowa 1 was designated in the 1920s , extending from Iowa 2 near Keosauqua to Iowa 38 near Rochester . Between Keosauqua and Iowa City , Iowa 1 replaced Primary Road No. 11 ; and between Iowa City and Rochester , it replaced Primary Road No. 74 . In 1962 , Iowa 1 was realigned north of Iowa City replacing Iowa 261 from Anamosa to Iowa City . This section approximately follows part of the route of the territorial and military road from Dubuque to Iowa City . This road , authorized by President Martin Van Buren in 1839 , was known as Dillon 's Furrow , named after Dubuque merchant Lyman Dillon who surveyed the route and marked it with a furrow . Most of the deviations of the route of Iowa 1 from Dillon 's original route are the result of road straightening or bypasses around town centers . The leftover section of Iowa 1 from Iowa City to Iowa 38 , part of the Herbert Hoover Highway , became the unsigned Iowa 979 .

In 1997 , it was announced that parts of US 151 and Iowa 1 would become the first Super two highways in Iowa . A 42 @- @ mile ( 68 km ) section between Washington and US 30 was to be improved in 2002 , but because of funding shortages , the project was scratched .

In the Iowa flood of 2008 , flood waters of the Cedar River caused the closure of Iowa 1 between Solon and Mount Vernon on June 12 , 2008 . Once the floods receded , major damage was left behind . Repair work began on July 11 and was completed by July 30 , 2008 .

#### = = Major intersections = =