

= Iowa Highway 150 =

Iowa Highway 150 (Iowa 150) is an 85 @-@ mile @-@ long (137 km) state highway in eastern and northeastern Iowa . It begins at U.S. Route 218 (US 218) in Vinton and ends at US 52 and Iowa 24 in Calmar . From Vinton , it heads north and east towards Urbana where it meets Interstate 380 (I @-@ 380) and Iowa 27 , the Avenue of the Saints highway . At Independence , it intersects US 20 on the south side of town . Further north , it converges with Iowa 3 in Oelwein .

As it traverses through the east @-@ central part of the state , Iowa 150 mostly passes through farmland where acreages and farmsteads dot the landscape . Through the towns along the route , the highway generally brings traffic through the central business districts of each town . In Fayette however , the highway bypasses the downtown area . Between Fayette and West Union , part of the route forms the western leg of the River Bluffs Scenic Byway , which passes through Iowa 's " Little Switzerland " region .

The Iowa 150 designation has been a part of the primary highway system since its inception in 1920 . The current route was formed in 1941 . The route extended from Calmar to Davenport , by way of Cedar Rapids . In 1969 , the route was truncated at Cedar Rapids , with part of the old route becoming Iowa 130 . In 1984 , it took its current form when the southern part of the route was shifted over the former Iowa 101 . Most of the abandoned part of Iowa 150 became Iowa 920 until July 1 , 2003 .

= = Route description = =

Iowa 150 begins at a T intersection with US 218 on the southern side of Vinton . US 218 comes up from the south and turns west at the intersection while Iowa 150 begins heading north along C Street . Near downtown , the highway turns to the east for a few blocks . At the Benton County Courthouse , it turns north once again and almost immediately crosses the Cedar River . North of Vinton , the highway passes a small airport surrounded by fields and then curves to the east for a few miles . West of Urbana , it heads back to the north and intersects Interstate 380 (I @-@ 380) .

North of I @-@ 380 , Iowa 150 intersects 51st Street . Prior to 1984 , Iowa 150 came from the north along its current route and turned east onto 51st Street and Iowa 101 followed the current path of Iowa 150 to Vinton . The highway heads due north , only passing a few houses until it reaches US 20 south of Independence . Once in Independence , it crosses the Wapsipinicon River over a concrete arch bridge . At 1st Street , the route turns east for two blocks before returning northward . On the north side of town , Iowa 150 passes the Independence Motor Speedway .

North of Independence , Iowa 150 continues north through the farmland of rural Buchanan County . It passes through Hazleton a few miles before it meets Iowa 281 south of Oelwein . North of Iowa 281 , which runs along the Buchanan ? Fayette county line , Iowa 150 enters Oelwein along Rock Island Road , which eases into 1st Avenue . A block east of downtown , at Charles Street , Iowa 3 approaches from the east and turns north onto Iowa 150 . The two routes head through Oelwein along Frederick Avenue and split a couple miles north of town . The highway turns east very briefly and returns heading north until it reaches Fayette County Road C33 (CR C33) . There , it turns east to go through Maynard and continues east until an intersection with Iowa 187 . Iowa 187 comes from the south and ends at the intersection , while Iowa 150 turns north and continues towards Fayette .

At Fayette , the home of Upper Iowa University , Iowa 150 intersects Iowa 93 and crosses the Volga River on the north side of town . Between Fayette and West Union , the highway forms the western leg of the River Bluffs Scenic Byway , through the area known locally as " Little Switzerland " . In West Union , the route meets the western end of Iowa 56 on the south side and then US 18 in the heart of town . North of West Union , the route gradually eases to the west through a series of curves . South of the unincorporated community of Festina , the route straightens out on its way to Calmar . As Iowa 150 comes up from the south , the route ends in Calmar at an intersection with US 52 , which comes in from the east and turns north , and Iowa 24 , which comes in from the west .

= = History = =

There have been three iterations of Iowa 150 that have been shown on maps since the primary highway system was created in 1920 . The first , designated in 1925 , was a short connector route between US 32 in Homestead and US 30 in Cedar Rapids . This route that later became part of Iowa 149 is currently part of US 151 .

The second version first appeared on state maps in 1932 . At first , the route went south from Jefferson to Iowa 46 between Jamaica and Herndon . Iowa 271 , a spur route from Panora north to Yale , was designated in 1935 . Three years later , Iowa 150 was extended southward along Iowa 271 , leaving only the short east ? west portion of the supplanted highway with the 271 designation . By 1942 , all of Iowa 150 had been overtaken by Iowa 17 , which was relocated south of Jefferson .

= = = Current route = = =

The current Iowa 150 was created shortly after Iowa 17 supplanted the former Iowa 150 in the west @-@ central part of the state . The new Iowa 150 replaced Iowa 11 , which stretched from Calmar to Cedar Rapids via Independence , in its entirety . Through Cedar Rapids , the highway entered from the north along Center Point Road NE . It turned west onto US 151 and Iowa 64 along 1st Avenue E near Coe College . It turned south onto 10th Street SE on which it traveled for a few blocks to the corner of Mount Vernon Road and 8th Avenue SE , which carried US 30 east and west , respectively .

From Cedar Rapids , the route continued south and east by overlapping US 30 and Iowa 38 to Tipton . It also entirely replaced Iowa 74 , which stretched from Tipton to Davenport . Through Davenport , the highway entered from the northwest along the aptly named Northwest Boulevard . Further into town , it intersected Kimberly Road and then transitioned onto Harrison Street . In downtown , the highway overlapped US 61 and US 67 along 4th Street , briefly along Gaines Street , and then along 2nd Street . Iowa 150 followed US 67 onto the Centennial Bridge where it ended at the state line over the Mississippi River . On the Illinois side of the bridge , US 150 began at the state line .

During the 1950s , as today 's highway system was beginning to take shape , Iowa 150 was rerouted a couple times in Cedar Rapids . The first adjustment happened in 1954 , when US 30 was taken off of Mount Vernon Road and put onto a new road on the south side of town . Iowa 150 was moved west through downtown and across the Cedar River . It turned south onto 6th Street SW , on which US 30 and US 218 joined at 18th Avenue SW . The three routes turned east onto the new road , but US 218 turned south at Bowling Street SW . Within five years , Iowa 150 moved to the northeast side of Cedar Rapids and into Marion . Instead of continuing south to Coe College , it turned east at Collins Road and connected with US 151 and Iowa 64 near the eastern city limits . It then followed those two routes to downtown Marion , where it turned south onto a road which headed southeast towards Mount Vernon . East of Mount Vernon , it followed US 30 to Iowa 38 and continued towards Davenport . Within a few years , Iowa 150 was rerouted onto the newly extended Iowa 13 , which was extended south to US 30 near Bertram . At its longest extent , the route was 180 @. @ 52 miles (290 @. @ 52 km) long .

That all changed on January 1 , 1969 , when the Iowa State Highway Commission reorganized its primary highway system . The commission reassigned sections of highway with new numbers and removed duplicate numbers where they were unnecessary . In Iowa 150 's case , the route was truncated at US 151 in Cedar Rapids . The duplications along US 151 , Iowa 13 , US 30 , and Iowa 38 were removed and the remaining segment from Tipton to Davenport was renumbered Iowa 130 . The route 's new length was 97 @. @ 96 miles (157 @. @ 65 km) .

The southern end of Iowa 150 changed again in 1984 . After I @-@ 380 , which was constructed parallel to Iowa 150 between Cedar Rapids and Center Point , was opened to traffic , Iowa 150 's routing south of Iowa 101 was essentially redundant to the new interstate . As a result , Iowa 150 was rerouted over Iowa 101 south to Vinton . The vacated section of Iowa 150 was renumbered Iowa 920 from old Iowa 101 's north end to Center Point and Iowa 921 from Center Point to Cedar

Rapids .

In the 1980s , Iowa 150 near Oelwein was rerouted onto a new section of highway along the former right @-@ of @-@ way of the recently liquidated Rock Island Railroad . Originally proposed as a four @-@ lane highway , pressure from Oelwein residents caused the Iowa Transportation Commission to approve a three @-@ lane highway instead . The new section of highway was open by 1986 . The old section of Iowa 150 remained on the primary highway system as the unsigned Iowa 916 until July 1 , 2003 .

Construction is currently underway to realign the curves 4 @.@ 5 miles north of Independence . The project has been under discussion since the release of a road safety audit in December 2009 .

= = = Flooding in 2008 = = =

On June 11 , 2008 , about 2 miles (3 @.@ 2 km) of Iowa 150 north of Vinton closed for a few months after flood waters from the Cedar River destroyed the roadway . North of the intersection with County Road E16 (CR E16) , a 400 @-@ foot @-@ long (120 m) section of roadbed was completely washed away . By the end of the month , one lane the bridge over the Cedar River had reopened to local traffic and farmers . Reopening the bridge saved drivers from having to use a 22 @-@ mile @-@ long (35 km) detour . By August , Iowa 150 was reopened to all traffic from Vinton to CR E16 . The washed @-@ out section of highway was rebuilt , repaved , and reopened on September 10 , almost three months after it closed .

= = Major intersections = =

= = Related routes = =

= = = Iowa Highway 101 = = =

Iowa Highway 101 (Iowa 101) was a highway in Benton and Buchanan counties . It was an original primary highway designated in 1920 from Primary Road No. 40 in Vinton to Primary Road No. 5 in Independence . The northern half of the route was overlapped by Primary Route No. 11 , which would become Iowa 150 . By 1924 , Primary Road No. 101 was truncated to an intersection with Primary Road No. 11 west of Walker . The 15 @.@ 6 @-@ mile @-@ long (25 @.@ 1 km) highway would largely remain the same for the next sixty years . In 1984 , Iowa 150 was rerouted over the highway and the Iowa 101 designation was removed . The former section of Iowa 150 became Iowa 920 and Iowa 921 .

= = = Iowa Highway 920 = = =

Iowa Highway 920 (Iowa 920) was the northern half of the section of Iowa 150 that was vacated when it was rerouted over Iowa 101 . It began at the same intersection in Benton County west of Walker where Iowa 101 ended . Iowa 920 headed east towards Walker , where the highway skirted the edge of town by curving to the south . The route headed due south along Center Point Road for a few miles until it curved southwest and back to the southeast into Center Point . Through Center Point , the highway was known as Franklin Street . In the southern part of town , where Center Point Road turned south , Iowa 920 ended .

In 2002 , the Road Use Tax Fund Committee , a mix of city , county , and state transportation officials , met to review and recommend changes to Iowa 's public road system . The report was necessitated by increasing costs to maintain the highway system and a level of funding that was not keeping up with the rising costs . The committee identified over 700 miles (1 @.@ 100 km) of state highways , including Iowa 920 , which could be turned over to local jurisdictions . Most of the committee 's recommendations were accepted and on July 1 , 2003 , Iowa 920 and over 600 miles (

970 km) of state highways were turned over to the counties or local jurisdictions . The east ? west portion near Walker was replaced by CR D62 , while the north ? south portion became CR W6E .

The portion of Center Point Road south of Center Point was known as Iowa 921 for about a year . The 12 @. @ 5 @- @ mile @- @ long (20 @. @ 1 km) route extended south to Hiawatha . It was turned over to Linn County by 1986 as sections of I @- @ 380 , which was being built adjacent to Center Point Road , opened to traffic . The rural parts of Center Point Road became known as CR W6E , while the parts in Hiawatha are simply known as Center Point Road .