

CHAPTER 151
CITY REQUESTS FOR CLOSURE OF
PRIMARY ROAD EXTENSIONS

[Prior to 4/24/85, (06,J) Ch 1]
[Prior to 6/3/87, Transportation Department[820]—(06,L) Ch 2]

Chapter rescission date pursuant to Iowa Code section 17A.7: 1/1/28

761—151.1(321) Closing primary road extensions. The purpose of this rule is to establish requirements and procedures for the closing of primary road extensions for reasons other than fire, construction or repair in accordance with Iowa Code section 321.348.

151.1(1) Definitions. The following terms shall have these meanings unless the context indicates a different meaning.

“Adequate detour” shall mean an alternate route which, based on the engineering judgment of the district engineer, has the operational capability to handle the increased traffic for the specified period of the detour.

“Local enforcement officers” shall mean city police, town marshals, or other entities legally granted police power for control of traffic.

“Primary road extensions” shall mean the extension of any primary road into or through the corporate limits of a city.

“Primary stub” shall mean the extension of any primary road that crosses the corporate limits and terminates at the central business district of a city.

151.1(2) Requirements.

a. Adequate detour over paved roads shall be provided with traffic controls as prescribed in the “Manual on Uniform Traffic Control Devices,” as adopted in rule 761—130.1(321). City officials shall secure the written approval of the county board of supervisors to use any county road as a detour.

b. The city shall be responsible for maintenance and restoration of the detour, and shall accept responsibility for any damages that may occur to the closed section of the primary extension. The city shall accept full liability for conditions and operations of the detour.

c. The closed streets shall be used only for a civic purpose; no closing for promotion of commercial activities shall be allowed.

d. The benefit to the community must outweigh the temporary inconvenience to motorists.

e. The city shall request the Iowa state patrol to review the proposed detour for safety. During use, traffic shall be policed by local enforcement officers.

151.1(3) Arterial system. Rescinded IAB 4/3/02, effective 5/8/02.

151.1(4) Arterial connector system. Rescinded IAB 4/3/02, effective 5/8/02.

151.1(5) Procedures. Procedures for closing primary road extensions shall be as follows:

a. Cities shall file a “Request for Closing Primary Road Extension,” Form 810030, available from district offices. The request shall include the name of the city, period that the covered route is to be closed, the precise section involved, the proposed detour and the purpose for the closure. If the proposed detour involves any part of a county road, the written approval of the county board of supervisors must be submitted with the request.

b. The request shall be signed by the city officials, be reviewed by the Iowa state patrol, and submitted to the district engineer 45 days prior to the first day of closure. The department shall respond to the city in 20 days from the date the request is received. If all requirements in this rule are met, the department may approve the request.

c. The department shall erect any necessary signs on the detour.

151.1(6) Primary stub routes. The city may close a section of a primary stub route for a municipal celebration without obtaining department approval if substitute traffic arrangements are provided. The requirements set out in subrules 151.1(2) to 151.1(5) shall not apply.

This rule is intended to implement Iowa Code section 321.348.

[Editorial change: IAC Supplement 8/11/21]

[Filed 7/22/77, Notice 5/4/77—published 8/10/77, effective 9/14/77]
[Filed 4/4/85, Notice 2/13/85—published 4/24/85, effective 5/29/85]
[Filed 8/28/86, Notice 7/16/86—published 9/24/86, effective 10/29/86]
[Filed 5/11/87, Notice 3/11/87—published 6/3/87, effective 7/8/87]
[Filed 3/13/02, Notice 2/6/02—published 4/3/02, effective 5/8/02]
[Editorial change: IAC Supplement 8/11/21]