



Ohio Municipal League
Our Cities and Villages ★ Bringing Ohio to Life

March 5, 2013

The Honorable Gayle Manning
Senate Building; 1 Capital Sq.; 1st Floor
Columbus, OH 43215

Dear Senator Manning:

The County Engineers Association of Ohio (CEAO), County Commissioners Association of Ohio (CCAO), Ohio Township Association (OTA), and Ohio Municipal League (OML) would like sections 4513.34 and 5577.04, which allow for an increase of truck weight and size limits, to be removed from House Bill 35.

These two sections state that a vehicle on a road which is a part of the state highway system shall not exceed 90,000 pounds (with the variance of up to 7.5% per load on coal, aggregate and other materials). This is a 10,000 pound increase that our members feel will cause additional deterioration to roads and bridges under their care. Although the increase is restricted to vehicles on the state highway system, one must consider how these vehicles arrive on the highway, not to mention instances in which drivers make wrong turns or take alternative routes to save time. This has happened numerous times in the Eastern part of this state: oil and gas drilling trucks and transportation vehicles have lost their way and mistakenly traveled on a county road or bridge.

Furthermore, there are many state routes that become a county route for a short distance, and then become part of the state route again (see attachment for examples from our County Engineers). How is a commercial vehicle driver going to know when this takes place? Can we expect that they will alter their course, potentially increasing the length and time of their route, when it does occur?

Local municipal officials, who are responsible for state routes such as the "Main Streets" in our municipalities, do not have the necessary monetary means to maintain them in the present situation. Increased truck weights would further accelerate the rate of deterioration. The township roads are also seeing an increase in traffic, especially by commercial vehicles, due to the outward migration of the unincorporated areas. Heavy truck traffic caused by businesses such as mining, logging, CAFFOs and solid waste management causes rapid deterioration of township roads because they are more susceptible to damage than interstates or state routes. Township roads cannot bear the weight of these heavier vehicles.

Last year, Congress debated the issue of truck weights and sizes with the passage of MAP-21. They also authorized a USDOT study to examine the safety and infrastructure issues that would



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impact our nation's roads if truck size and weight limits were increased. The study will be complete in the summer of 2014. Passing the sections 4513.34 and 5577.04 of House Bill 35 before doing an analysis of the effects they will have on Ohio's road and bridge system is a bad idea. All trips begin and end on local roads. Large trucks increase the rate of deterioration of the nation's highways, roads and bridges. As income from the gas tax continues to decline, Ohio is already having difficulty financing current repairs and needs, and increasing the weight of trucks will put further pressure on funding sources for repair and maintenance of these roadways.

We urge you to remove the sections 4513.34 and 5577.04 from House Bill 35.

Cordially,

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 Executive Director, CEAO

Larry L. Long
 Executive Director, CCAO

Matthew J. DeTemple
 Executive Director, OTA

Susan J. Cave
 Executive Director, OML

ATTACHMENT: Some Examples from County Engineers of roads both county and state:

Champaign County:

Ludlow road is on both sides of state route 814. County road on one side and township road on the other.

Clark County:

Interstate 675 turns into a county road (Spangler and then south Medina Carlisle) and then into SR 571.

Coshocton County:

SR 621 dead ends and continues on as CR 190 in White Eyes Township.

Gallia County:

County Road 35 (Jackson Pike). This road is State Route 160, then turns into County Road 35 (Jackson Pike), then turns into State Route 588. The ADT is over 10,000 vehicles.

Harrison County:

County Road 29, which utilizes a portion of State Route 519; County Road 41, which uses part of State Route 250; County Road 67, using part of State Route 332; County Road 16, which uses part of State Route 22; and County Road 6, which uses part of State Route 800.

Huron County:

In Norwich Township, SR 162 runs (east /west) it does a 1 mile jog (north /south) and splits our Section Line Road (CR 30) that also runs (north /south)SR 162 runs (north /south) for about 1 mile and again make a 90 degree turn then continues west out of Huron County.

Knox County:

Chapel Road with State Route 205, Mickley Road with US Route 62, Grove Church Rd/St. Louisville Road with US Route 62/State Route 586, Simmons Church Road with State Route 3/US Route 36, Zolman Road with State Route 13, and Hopewell Road/Jug Run Road with State Route 541.

Logan County:

SR 533 is overlapped by our CR 5 for about 2 miles.

At Indian Lake we have SR 273, 368, and 708 that connect to islands that have only county or township roads on them.

Lucas County:

Last year they opened the new 4 lane divided US 24 in Lucas County. They turned most of the old 2 lane US 24 over to the county but kept a portion between two existing state routes. It connects to SR 295 on the east end and this portion retained will also be signed as SR 295 it crosses the Maumee River at the west end and connects to SR 65. The county accepted the old 2 lane US 24 lying at both ends of this segment.

Madison County:

SR 142 that turns into Plain City Georgesville Road and then back into Old SR 42. It's our highest volume county road and a lot of accidents get logged as SR142.

Mercer County/Darke County: SR 319 along south Mercer County line with Darke County near and in Village of Burketsville.

Montgomery County:

Salem Avenue used to be all a state route (SR 49.) Then it was re-routed as an expressway (guess what - the county engineer actually designed and built the expressway.) So now, coming from the northwest, Salem Ave is SR 49, then it is a City of Trotwood street for about 1-1/2 miles, then it is a county road for 1 mile, then it is a City of Dayton street for several miles. The County Engineer is responsible for the bridges on Salem Avenue in the cities.

Alex Bell Road is a county road for about 3 miles, then a City of Centerville street for about 1,000 feet, then a state route (SR 725) for about 2-1/2 miles to the Greene County line. I don't think our part of Alex Bell was ever a state route, but I'm not sure. SR 725 turns to the south along SR 48, then turns to the west in a somewhat different direction than Alex Bell Road.

Sandusky County:

CR 1 turns into SR 635 for a very short distance and then returns to CR 1

Also CR 39 becomes SR 590 for about a half mile before returning to CR 39.

A third possibility is where SR 101 turns north at CR 177. CR 177 continues northeast for about five miles before intersecting with US Route 20 near Bellevue. CR 177 was once SR 113. It gets a lot of truck traffic.

Scioto County:

In our county at the intersection of US23, SR348, and SR728 in Lucasville begins a similar type of route. SR728 goes east from this intersection and terminates just past the state penitentiary. At the terminus of SR728 begins County Route 28 (Lucasville-Minford Road) with a continuous straight through movement with the only discernible differences being the road name/route marker sign, pavement width, shoulder width along with highway geometry. Lucasville-Minford Road has only about 6000 vehicles per day but does carry quite a bit of truck traffic as it is the primary truck route around Portsmouth (until the Bypass is completed). Lucasville-Minford Road is a narrow and curvy road which is the highest accident count minor road in the county in spite of its reduced speed limit. CR28 (Lucasville-Minford Road) terminates at an intersection with SR335 and Bennett Road (CR228) directly across. Drivers crossing over SR335 will travel down Bennett Road to a T-intersection with SR139.

Wyandot County:

County Highway 330 which was once US Route 30 simply ends and becomes State Route 293 for 2-miles then turns back into County highway 330. This section is located about 7-miles due west of Upper Sandusky. State Route 293 connects the Village of Kirby with the Village of Wharton.