
DEPARTMENT OF TRANSPORTATION

- Deems three or fewer aluminum coils to be a nondivisible load for purposes of obtaining a permit to operate a vehicle in excess of legal maximum size, weight, or load restrictions.
- Requires the Director of Transportation to adopt aluminum coil permit rules that are substantially similar to requirements for a steel coil permit.
- Specifies that it is not a violation of an approved route established in the terms of an overweight or oversize vehicle permit if a route change is ordered by an authorized agent of the permit issuing authority (Department of Transportation or a local authority).
- Authorizes a Transportation Improvement District (TID) to enter into an agreement and undertake a project located in a contiguous county and authorizes a board of county commissioners to enter into such an agreement with a contiguous TID under certain circumstances.
- Requires the Director of Transportation to establish a county bridge program to assist counties with monetary or other resources for bridge maintenance.
- Directs to the Highway Operating Fund proceeds from: (1) the lease or sale of transportation facilities, (2) commercial advertising at roadside rest areas (proceeds of which previously went to the Roadside Rest Area Improvement Fund), and (3) public private partnership agreements.

Aluminum coil permit

(R.C. 4513.34)

The act deems three or fewer aluminum coils, being transported by a vehicle, a nondivisible load for purposes of obtaining a permit to operate a vehicle in excess of legal maximum size, weight, or load restrictions. The act then requires the Director of Transportation to adopt rules establishing requirements for an aluminum coil permit that are substantially similar to the requirements for a steel coil permit under Chapter 5501:2-1 of the Administrative Code. As with a steel coil permit, an aluminum coil permit generally would allow for the transportation of three or fewer aluminum coils between two specific points and along a prescribed route while exceeding the 80,000 pound vehicle weight limit, so long as the maximum vehicle weight does not exceed 120,000 pounds. Permits could be issued for a single trip, as a continuing permit



(allowing unlimited movement of one vehicle from an approved facility along an approved route to another specified point for a period of 90 days), or as an annual trip permit (allowing unlimited movement of one vehicle from an approved facility along an approved route to another specified point for a period of 365 days).

Overweight and oversize vehicle permit violations

(R.C. 4513.34)

The act specifies that it is not a violation of an approved route established in the terms of an overweight or oversize vehicle permit if a route change is ordered by an authorized agent of the permit issuing authority (Department of Transportation or a local authority). This specification is in addition to a provision of continuing law stating that it is not an approved route permit violation if law enforcement orders a route change.

Transportation improvement district projects outside district

(R.C. 5540.03 and 5540.18)

Generally, the act establishes procedures for a mutual agreement allowing a transportation improvement district (TID) to exercise its powers outside the county that created it. The act first authorizes a TID to enter into an agreement with a contiguous board of county commissioners (other than the board of county commissioners that created the TID), for the TID to exercise all or any portion of its powers with respect to a project that is located wholly or partially within the county that is party to the agreement. Next, the act expressly authorizes a board of county commissioners to enter into an agreement with a contiguous TID that the board of county commissioners did not create for the TID to undertake a project that is located wholly or partially within that county provided that, the board of county commissioners of the county that created the TID also must enter into the agreement. Lastly, the act prohibits a TID from undertaking a project in a county that did not create the TID excepting: (1) projects undertaken by a mutual agreement as described above, (2) a project being undertaken by two or more TIDs, or (3) as otherwise provided by law.

Department of Transportation county bridge program

(Section 755.10)

The act requires the Director of Transportation to establish a county bridge program to assist counties with the maintenance of bridges. The Director must establish the program before December 28, 2013 (within 90 days of the provision's effective date). The program may provide monetary and other resources, and must address



infrastructure needs related to county-maintained bridges, including bridge embankments, drainage bridge repair, and other related conditions. The Director may consult with affected political subdivisions in assessing needs and in developing the program. Upon establishing the program, the Director must notify affected political subdivisions in an appropriate manner of its availability.

Highway Operating Fund designations

(R.C. 5501.311, 5501.312, 5501.73, and 5515.08)

The act directs to the Highway Operating Fund proceeds from the lease or sale of transportation facilities, commercial advertising at roadside rest areas, and public private partnership agreements. Law generally retained by the act directs that the proceeds from the sale or lease of a transportation facility to a telecommunications service provider or a utility service provider be credited to the Highway Operating Fund; however, prior law did not otherwise specify the funds into which proceeds from the lease or sale of transportation facilities or proceeds from public private partnership agreements should be directed. Proceeds from commercial advertising at roadside rest areas previously were directed into the Roadside Rest Area Improvement Fund, which no longer exists under the act.

