



# Ohio Legislative Service Commission

## Bill Analysis

Joseph G. Aninao

### H.B. 162

128th General Assembly  
(As Introduced)

**Reps.** DeGeeter and Dodd, Book, Pryor, Bubp, Combs, Zehringer, Okey, Pillich, Letson, Huffman, Yuko, Boyd, Harris, Luckie, Sayre, Blair

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## BILL SUMMARY

- Establishes a speed limit of 70 m.p.h. for operators of motor vehicles weighing 8,000 pounds or less empty weight and all commercial buses at all times on all portions of freeways that are part of the interstate system and have a speed limit of 65 m.p.h. as of July 1, 2009, for operators of such motor vehicles.

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## CONTENT AND OPERATION

### Freeway speed limits

#### Current law

A "freeway" is a divided, multi-lane highway for through traffic in which all crossroads are separated in grade (overpasses and underpasses) and access is fully controlled (the only way on or off is by entrance and exit ramps). A freeway that is part of the interstate highway system carries an interstate highway designation (I-70, I-71, I-75, etc.). A highway that carries a United States route designation and is not part of the interstate highway system (U.S. Route 23, U.S. Route 33, etc.) may contain portions that are freeways and portions that are not freeways.

Under current law, the basic statutory speed limit on freeways is 55 m.p.h. for operators of all vehicles, irrespective of size, at all times (R.C. 4511.21(B)(10)). Other freeways have a "split" speed limit pattern: 55 m.p.h. at all times for operators of all motor vehicles weighing in excess of 8,000 pounds empty weight and all noncommercial buses, and 65 m.p.h. at all times for operators of all motor vehicles weighing 8,000 pounds or less empty weight and all commercial buses (R.C. 4511.21(B)(11) and (13)).

## **Change made by Am. Sub. H.B. 2 of the 128th General Assembly**

Amended Substitute H.B. 2 of the 128th General Assembly, the Transportation Appropriations Act, made a change in the speed limit for some of the freeways that currently have the split speed limit pattern of 55 m.p.h. and 65 m.p.h. In the case of operators of motor vehicles weighing in excess of 8,000 pounds empty weight and all noncommercial buses, the act established a speed limit of 65 m.p.h. for those vehicles at all times on all portions of freeways that are part of the interstate system and that have such a speed limit as of July 1, 2009 (for motor vehicles weighing 8,000 pounds or less empty weight and all commercial buses) (R.C. 4511.21(B)(14)). This change eliminates the split speed limit pattern for interstate freeways only as of July 1, 2009, as the speed limit for all vehicles traveling on those interstate freeways will be 65 m.p.h. Freeways that are not part of the interstate system and currently have the split speed limit pattern will continue to have the split speed limit pattern.

### **Change made by the bill**

The bill establishes a speed limit of 70 m.p.h. for operators of motor vehicles weighing 8,000 pounds or less empty weight and all commercial buses at all times on all portions of freeways that are part of the interstate system and that have a speed limit of 65 m.p.h. as of July 1, 2009 for operators of such motor vehicles (R.C. 4511.21(B)(15)). This change reestablishes a split speed limit pattern for certain interstate freeways only of 65 m.p.h. for operators of motor vehicles weighing in excess of 8,000 pounds empty weight and all noncommercial buses and 70 m.p.h. for operators of motor vehicles weighing 8,000 pounds or less empty weight and all commercial buses. The act also specifically prohibits any person from operating a motor vehicle in excess of the new 70 m.p.h. speed limit (R.C. 4511.21(D)(7)).

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## **HISTORY**

<b>ACTION</b>	<b>DATE</b>
Introduced	04-29-09

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