

1 STATE OF OKLAHOMA

2 2nd Session of the 56th Legislature (2018)

3 COMMITTEE SUBSTITUTE
4 FOR

5 SENATE BILL NO. 1114

By: Bergstrom of the Senate

and

6 O'Donnell of the House

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8
9 COMMITTEE SUBSTITUTE

10 An Act relating to oversize loads; defining terms;
11 designating certain routes as high-wide corridors;
12 requiring certain permit for moving certain load;
13 requiring certain permit or authorization for
14 installing structures along certain routes; requiring
15 additional design standards for certain high-wide
16 routes; requiring consultation with political
17 subdivisions before issuing certain permits;
18 directing political subdivisions to reach agreements
19 for removing certain structures; providing for
20 codification; and providing an effective date.

21 BE IT ENACTED BY THE PEOPLE OF THE STATE OF OKLAHOMA:

22 SECTION 1. NEW LAW A new section of law to be codified
23 in the Oklahoma Statutes as Section 14-124 of Title 47, unless there
24 is created a duplication in numbering, reads as follows:

A. As used in this section:

1 1. "Affected area" means the entire width of the right-of-way
2 of the route extended to a height of twenty-three (23) feet above
3 the roadway;

4 2. "High-wide load" means a motor vehicle transporting property
5 on any portion of a route where the vehicle exceeds the limitations
6 on size imposed by Section 14-103 of Title 47 of the Oklahoma
7 Statutes and no portion of the motor vehicle or the transported
8 property has a greater width than twenty-eight (28) feet or a
9 greater height than twenty-three (23) feet; and

10 3. "Political subdivision" means a city, village, town or
11 county.

12 B. The following routes through Oklahoma are designated as
13 Oklahoma high-wide corridors:

14 1. US-83, commencing at the Texas border and ending at the
15 Kansas border; and

16 2. a. commencing at the intersection of US-83 and US-270,
17 proceeding east on US-270 to SH-51,

18 b. at the intersection of US-270 and SH-51, proceeding
19 east on SH-51 to US-77,

20 c. at the intersection of SH-51 and US-77, proceeding
21 north on US-77 to US-64,

22 d. at the intersection of US-77 and US-64, proceeding
23 east on US-64 to SH-108,

- e. at the intersection of US-64 and SH-108, proceeding south on SH-108 to SH-51,
 - f. at the intersection of SH-108 and SH-51, proceeding east on SH-51 to SH-97, and
 - g. at the intersection of SH-51 and SH-97, proceeding north on SH-97 and ending at East 21st Street; and
3. a. commencing at the intersection of SH-51 and SH-99, proceeding north on SH-99 to US-60,
 - b. at the intersection of SH-99 and US-60, proceeding west on US-60 to SH-18, and
 - c. at the intersection of US-60 and SH-18, proceeding north on SH-18 and ending at the Kansas border; and
4. a. US-169, commencing at the Kansas border and proceeding south on US-169 to SH-266, and
 - b. at the intersection of US-169 and SH-266, proceeding east on SH-266 and ending at SH-66; and
5. a. commencing at the intersection of SH-51 and SH-351, proceeding south and east on SH-51 to US-69,
 - b. at the intersection of SH-51 and US-69, proceeding north on US-69 to US-60, and
 - c. at the intersection of US-69 and US-60 (2.5 mi. NE of Afton), proceeding east on US-60 and ending at the Arkansas border; and

- 1 6. US-183, commencing at the Texas border and proceeding north
2 on US-183 and ending at the intersection of SH-51; and
- 3 7. a. commencing at the intersection of US-183 and SH-9,
4 proceeding east on SH-9 to SH-146,
5 b. at the intersection of SH-9 and SH-146, proceeding
6 north on SH-146 to SH-152,
7 c. at the intersection of SH-146 and SH-152, proceeding
8 east on SH-152 to US-81,
9 d. at the intersection of SH-152 and US-81, proceeding
10 south on US-81 to SH-37,
11 e. at the intersection of US-81 and SH-37, proceeding
12 east on SH-37 to SH-4,
13 f. at the intersection of SH-37 and SH-4, proceeding
14 north on SH-4 to SH-152, and
15 g. at the intersection of SH-152 and SH-4, proceeding
16 east on SH-152 and ending at MacArthur Boulevard; and
- 17 8. a. commencing at the intersection of US-270 and US-412,
18 proceeding east on US-412 to SH-132,
19 b. at the intersection of US-412 and SH-132, proceeding
20 north on SH-132 to SH-45,
21 c. at the intersection of SH-132 and SH-45, proceeding
22 east on SH-45 to US-64,
23 d. at the intersection of SH-45 and US-64, proceeding
24 north on US-64 to US-60,

- e. at the intersection of US-64 and US-60, proceeding east on US-60 to SH-74,
- f. at the intersection of US-60 and SH-74, proceeding south on SH-74 to SH-15,
- g. at the intersection of SH-74 and SH-15, proceeding east on SH-15 to US-77,
- h. at the intersection of SH-15 and US-77, proceeding south on US-77 to SH-15,
- i. at the intersection of US-77 and SH-15, proceeding east on SH-15 to US-177,
- j. at the intersection of SH-15 and US-177, proceeding south on US-177 to US-64,
- k. at the intersection of US-177 and US-64, proceeding east on US-64 to SH-108, and
- l. at the intersection of US-64 and SH-108, proceeding south on SH-108 and ending at SH-51.

C. No person shall operate a high-wide load on the route described without a permit from the Department of Public Safety.

D. Exclusive of incorporated municipal limits, no person may install any structure within the affected area without a permit from the Department of Transportation.

E. Upon the effective date of this section, and exclusive of incorporated municipal limits, no person may do any of the following within the affected area:

1 1. Install any permanent structure without the authorization of
2 the Department of Transportation; or

3 2. Take any action that would make any portion of the affected
4 area permanently unavailable for use by a high-wide load.

5 F. The Department of Transportation shall create additional
6 design standards for improvements to the Oklahoma high-wide routes
7 to prevent interference from permanent structures. These standards
8 shall:

9 1. Maintain a minimum eighteen feet and zero inches (18'-0")
10 vertical clearance above the road surface for all future overhead
11 obstructions. Where bridges cross over the Oklahoma high-wide
12 routes, they shall be designed, where possible, to allow for high-
13 wide loads to quickly egress and ingress around the bridge utilizing
14 on- and off-ramps;

15 2. Require all future overhead signage to be of cantilever
16 design, where possible, to allow high-wide loads to shift lanes to
17 prevent interference; and

18 3. Require all future bridge design or construction on the
19 Oklahoma high-wide routes to accommodate a three hundred fifteen
20 thousand (315,000) pound gross vehicle weight, single-lane design
21 vehicle.

22 G. Political subdivisions in which any portion of the Oklahoma
23 high-wide route is located shall attempt to reach agreements among
24 the affected parties and with persons using the high-wide route for

1 high-wide loads regarding the allocation of costs and provision of
2 services related to removing permanent structures that interfere
3 with the use of any portion of the affected area by high-wide loads.

4 H. Political subdivisions in which any portion of the Oklahoma
5 high-wide route is located shall attempt to reach agreements among
6 the affected parties and with persons using the high-wide route for
7 high-wide loads to provide timely vehicle escorts for persons using
8 the high-wide route for high-wide loads.

9 SECTION 2. This act shall become effective November 1, 2018.

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