

# An Act

ENROLLED SENATE  
BILL NO. 1114

By: Bergstrom of the Senate

and

O'Donnell and Lepak of the  
House

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

SUBJECT: Oversize loads

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

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

A. As used in this section:

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

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

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

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

1. US-83, commencing at the Texas border and ending at the Kansas border; and
2.
  - a. commencing at the intersection of US-83 and US-270, proceeding east on US-270 to SH-51,
  - b. at the intersection of US-270 and SH-51, proceeding east on SH-51 to US-77,
  - c. at the intersection of SH-51 and US-77, proceeding north on US-77 to US-64,
  - d. at the intersection of US-77 and US-64, proceeding 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
- 6. US-183, commencing at the Texas border and proceeding north on US-183 and ending at the intersection of SH-51; and
- 7.
  - a. commencing at the intersection of US-183 and SH-9, proceeding east on SH-9 to SH-146,
  - b. at the intersection of SH-9 and SH-146, proceeding north on SH-146 to SH-152,
  - c. at the intersection of SH-146 and SH-152, proceeding east on SH-152 to US-81,
  - d. at the intersection of SH-152 and US-81, proceeding south on US-81 to SH-37,
  - e. at the intersection of US-81 and SH-37, proceeding east on SH-37 to SH-4,
  - f. at the intersection of SH-37 and SH-4, proceeding north on SH-4 to SH-152, and

- g. at the intersection of SH-152 and SH-4, proceeding east on SH-152 and ending at MacArthur Boulevard; and
- 8. a. commencing at the intersection of US-270 and US-412, proceeding east on US-412 to SH-132,
- b. at the intersection of US-412 and SH-132, proceeding north on SH-132 to SH-45,
- c. at the intersection of SH-132 and SH-45, proceeding east on SH-45 to US-64,
- d. at the intersection of SH-45 and US-64, proceeding 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. Install any permanent structure without the authorization of the Department of Transportation; or

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

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

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

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

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

G. Political subdivisions in which any portion of the Oklahoma high-wide route is located shall attempt to reach agreements among the affected parties and with persons using the high-wide route for high-wide loads regarding the allocation of costs and provision of services related to removing permanent structures that interfere with the use of any portion of the affected area by high-wide loads.

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

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

Passed the Senate the 5th day of March, 2018.

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Presiding Officer of the Senate

Passed the House of Representatives the 11th day of April, 2018.

\_\_\_\_\_  
Presiding Officer of the House  
of Representatives

OFFICE OF THE GOVERNOR

Received by the Office of the Governor this \_\_\_\_\_

day of \_\_\_\_\_, 20\_\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_ M.

By: \_\_\_\_\_

Approved by the Governor of the State of Oklahoma this \_\_\_\_\_

day of \_\_\_\_\_, 20\_\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_ M.

\_\_\_\_\_  
Governor of the State of Oklahoma

OFFICE OF THE SECRETARY OF STATE

Received by the Office of the Secretary of State this \_\_\_\_\_

day of \_\_\_\_\_, 20\_\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_ M.

By: \_\_\_\_\_