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February 20, 2018

COMMITTEE SUBSTITUTE  
FOR

SENATE BILL NO. 1114

By: Bergstrom of the Senate

and

O'Donnell 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.

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;

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

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

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

11        1. US-83, commencing at the Texas border and ending at the  
12 Kansas border; and

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

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

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

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

21        e. at the intersection of US-64 and SH-108, proceeding  
22 south on SH-108 to SH-51,

23        f. at the intersection of SH-108 and SH-51, proceeding  
24 east on SH-51 to SH-97, and

- 1           g.    at the intersection of SH-51 and SH-97, proceeding  
2           north on SH-97 and ending at East 21st Street; and  
3        3.   a.   commencing at the intersection of SH-51 and SH-99,  
4           proceeding north on SH-99 to US-60,  
5           b.    at the intersection of SH-99 and US-60, proceeding  
6           west on US-60 to SH-18, and  
7           c.    at the intersection of US-60 and SH-18, proceeding  
8           north on SH-18 and ending at the Kansas border; and  
9        4.   a.   US-169, commencing at the Kansas border and proceeding  
10           south on US-169 to SH-266, and  
11           b.    at the intersection of US-169 and SH-266, proceeding  
12           east on SH-266 and ending at SH-66; and  
13        5.   a.   commencing at the intersection of SH-51 and SH-351,  
14           proceeding south and east on SH-51 to US-69,  
15           b.    at the intersection of SH-51 and US-69, proceeding  
16           north on US-69 to US-60, and  
17           c.    at the intersection of US-69 and US-60 (2.5 mi. NE of  
18           Afton), proceeding east on US-60 and ending at the  
19           Arkansas border; and  
20        6.   US-183, commencing at the Texas border and proceeding north  
21       on US-183 and ending at the intersection of SH-51; and  
22        7.   a.   commencing at the intersection of US-183 and SH-9,  
23           proceeding east on SH-9 to SH-146,  
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- 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.

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

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

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

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

18 G. Political subdivisions in which any portion of the Oklahoma  
19 high-wide route is located shall attempt to reach agreements among  
20 the affected parties and with persons using the high-wide route for  
21 high-wide loads regarding the allocation of costs and provision of  
22 services related to removing permanent structures that interfere  
23 with the use of any portion of the affected area by high-wide loads.  
24

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

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

7 COMMITTEE REPORT BY: COMMITTEE ON TRANSPORTATION  
8 February 20, 2018 - DO PASS AS AMENDED  
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