

SENATE CHAMBER
STATE OF OKLAHOMA

DISPOSITION

☐ FLOOR AMENDMENT

No. _____

☐ COMMITTEE AMENDMENT

(Date)

Mr./Madame President:

I move to amend Senate Bill No. 1266, by substituting the attached floor substitute for the title, enacting clause and entire body of the measure.

Submitted by:

Senator Bergstrom

Bergstrom-BG-FS-Req#4026
3/10/2020 4:12 PM

(Floor Amendments Only) Date and Time Filed: _____

☐ Untimely

☐ Amendment Cycle Extended

☐ Secondary Amendment

STATE OF OKLAHOMA

2nd Session of the 57th Legislature (2020)

FLOOR SUBSTITUTE
FOR

SENATE BILL NO. 1266

By: Bergstrom of the Senate

and

Frix of the House

FLOOR SUBSTITUTE

[oversize loads - high-wide corridors - ~~effective~~
~~date~~ -
emergency]

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

SECTION 1. AMENDATORY Section 1, Chapter 53, O.S.L. 2018
(47 O.S. Supp. 2019, Section 14-126), is amended to read as follows:

Section 14-126. 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

1 property has a greater width than twenty-eight (28) feet or a
2 greater height than twenty-three (23) feet; and

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

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

7 1. US-83, commencing at the Texas border and ending at the
8 Kansas border; and

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

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

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

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

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

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

21 g. at the intersection of SH-51 and SH-97, proceeding
22 north on SH-97 and ending at East 21st Street; and

23 3. a. commencing at the intersection of SH-51 and SH-99,
24 proceeding north on SH-99 to US-60,

1 b. at the intersection of SH-99 and US-60, proceeding
2 west on US-60 to SH-18, and

3 c. at the intersection of US-60 and SH-18, proceeding
4 north on SH-18 and ending at the Kansas border; and

5 4. a. US-169, commencing at the Kansas border and proceeding
6 south on US-169 to SH-266, and

7 b. at the intersection of US-169 and SH-266, proceeding
8 east on SH-266 and ending at SH-66; and

9 5. a. commencing at the intersection of SH-51 and SH-351,
10 proceeding south and east on SH-51 to US-69,

11 b. at the intersection of SH-51 and US-69, proceeding
12 north on US-69 to US-60, and

13 c. at the intersection of US-69 and US-60 (2.5 mi. NE of
14 Afton), proceeding east on US-60 and ending at the
15 Arkansas border; and

16 6. US-183, commencing at the Texas border and proceeding north
17 on US-183 and ending at the intersection of SH-51; and

18 7. a. commencing at the intersection of US-183 and SH-9,
19 proceeding east on SH-9 to SH-146,

20 b. at the intersection of SH-9 and SH-146, proceeding
21 north on SH-146 to SH-152,

22 c. at the intersection of SH-146 and SH-152, proceeding
23 east on SH-152 to US-81,
24

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

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

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

14 G. Any political subdivision for which a local permit is
15 required for travel on any Oklahoma high-wide route located inside
16 their jurisdictional boundary shall provide proper contact
17 information to the Department of Public Safety to be posted on the
18 Department's Size and Weight Permits website. Such political
19 subdivision shall respond expediently to official requests from
20 persons seeking approval for passage along those specified routes.

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

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

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

8 ~~SECTION 2. This act shall become effective July 1, 2020.~~

9 ~~SECTION 3. It being immediately necessary for the preservation~~
10 ~~of the public peace, health or safety, an emergency is hereby~~
11 ~~declared to exist, by reason whereof this act shall take effect and~~
12 ~~be in full force from and after its passage and approval.~~

13
14 57-2-4026

BG

3/10/2020 4:12:51 PM
15
16
17
18
19
20
21
22
23
24