

# An Act

ENROLLED SENATE  
BILL NO. 61

By: Bergstrom of the Senate

and

Frix of the House

An Act relating to motor vehicles; amending Section 1, Chapter 53, O.S.L. 2018 (47 O.S. Supp. 2020, Section 14-126), which relates to designated high-wide corridors; specifying high-wide corridor locations; removing certain intersections as high-wide corridors; and providing an effective date.

SUBJECT: Motor vehicles

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. 2020, 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 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 in Beaver County, commencing at the Texas border and ending at the Kansas border; and
2.
  - a. commencing at the intersection of US-83 and US-270 in Beaver County, proceeding east on US-270 to SH-51 in Dewey County,
  - b. at the intersection of US-270 and SH-51, proceeding east on SH-51 to US-77 in Logan County,
  - c. at the intersection of SH-51 and US-77, proceeding north on US-77 to US-64 in Noble County,
  - d. at the intersection of US-77 and US-64, proceeding east on US-64 to SH-108 in Payne County,
  - 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 in Tulsa County, 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 in Creek County, proceeding north on SH-99 to US-60 in Osage County,
  - 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 in Nowata County and proceeding south on US-169 to SH-266 in Tulsa County, and

- b. at the intersection of US-169 and SH-266, proceeding east on SH-266 and ending at SH-66 in Rogers County; and
- 5. a. commencing at the intersection of SH-51 and SH-351 at the Tulsa/Wagoner County line, proceeding south and east on SH-51 to US-69 in Wagoner County,
- b. at the intersection of SH-51 and US-69, proceeding north on US-69 to US-60 in Craig County, and
- c. at the intersection of US-69 and US-60 in Ottawa County (2.5 mi. NE of Afton), proceeding east on US-60 and ending at the ~~Arkansas~~ Missouri border; and
- 6. US-183, commencing at the Texas border in Tillman County and proceeding north on US-183 and ending at the intersection of SH-51 in Dewey County; and
- 7. a. commencing at the intersection of US-183 and SH-9 in Kiowa County, proceeding east on SH-9 to SH-146 in Caddo County,
- 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 in Grady County,
- 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 in Canadian County, and
- g. at the intersection of SH-152 and SH-4, proceeding east on SH-152 and ending at MacArthur Boulevard in Oklahoma County; and

8. a. commencing at the intersection of US-270 and US-412 in Woodward County, proceeding east on US-412 to SH-132 in Garfield County,
- 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 in Grant County,
- 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 in Garfield County,
- g. at the intersection of SH-74 and SH-15, proceeding east on SH-15 to US-77 in Noble County,
- 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, and
- 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, 2021.

Passed the Senate the 1st day of March, 2021.

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Presiding Officer of the Senate

Passed the House of Representatives the 21st day of April, 2021.

\_\_\_\_\_  
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: \_\_\_\_\_