

1                   **HOUSE OF REPRESENTATIVES - FLOOR VERSION**

2                               STATE OF OKLAHOMA

3                               1st Session of the 58th Legislature (2021)

4   ENGROSSED SENATE  
5   BILL NO. 61

By: Bergstrom of the Senate

and

Frix of the House

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8  
9       An Act relating to motor vehicles; amending Section  
10      1, Chapter 53, O.S.L. 2018 (47 O.S. Supp. 2020,  
11      Section 14-126), which relates to designated high-  
12      wide corridors; specifying high-wide corridor  
13      locations; removing certain intersections as high-  
14      wide corridors; and providing an effective date.

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

16       SECTION 1.       AMENDATORY       Section 1, Chapter 53, O.S.L. 2018  
17      (47 O.S. Supp. 2020, Section 14-126), is amended to read as follows:

18       Section 14-126.   A.   As used in this section:

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

22       2.   "High-wide load" means a motor vehicle transporting property  
23      on any portion of a route where the vehicle exceeds the limitations  
24      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 in Beaver County, commencing at the Texas border and  
8 ending at the Kansas border; and

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

12 b. at the intersection of US-270 and SH-51, proceeding  
13 east on SH-51 to US-77 in Logan County,

14 c. at the intersection of SH-51 and US-77, proceeding  
15 north on US-77 to US-64 in Noble County,

16 d. at the intersection of US-77 and US-64, proceeding  
17 east on US-64 to SH-108 in Payne County,

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

20 f. at the intersection of SH-108 and SH-51, proceeding  
21 east on SH-51 to SH-97 in Tulsa County, and

22 g. at the intersection of SH-51 and SH-97, proceeding  
23 north on SH-97 and ending at East 21st Street; and  
24

1       3.    a.    commencing at the intersection of SH-51 and SH-99 in  
2               Creek County, proceeding north on SH-99 to US-60 in  
3               Osage County,

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

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

8       4.    a.    US-169, commencing at the Kansas border in Nowata  
9               County and proceeding south on US-169 to SH-266 in  
10              Tulsa County, and

11             b.    at the intersection of US-169 and SH-266, proceeding  
12             east on SH-266 and ending at SH-66 in Rogers County;  
13             and

14       5.    a.    commencing at the intersection of SH-51 and SH-351 at  
15               the Tulsa/Wagoner County line, proceeding south and  
16               east on SH-51 to US-69 in Wagoner County,

17             b.    at the intersection of SH-51 and US-69, proceeding  
18             north on US-69 to US-60 in Craig County, and

19             c.    at the intersection of US-69 and US-60 in Ottawa  
20               County (2.5 mi. NE of Afton), proceeding east on US-60  
21             and ending at the ~~Arkansas~~ Missouri border; and

22       6.    US-183, commencing at the Texas border in Tillman County and  
23   proceeding north on US-183 and ending at the intersection of SH-51  
24   in Dewey County; and

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

- 1 d. at the intersection of SH-45 and US-64, proceeding  
2 north on US-64 to US-60 in Grant County,  
3 e. at the intersection of US-64 and US-60, proceeding  
4 east on US-60 to SH-74,  
5 f. at the intersection of US-60 and SH-74, proceeding  
6 south on SH-74 to SH-15 in Garfield County,  
7 g. at the intersection of SH-74 and SH-15, proceeding  
8 east on SH-15 to US-77 in Noble County,  
9 h. at the intersection of SH-15 and US-77, proceeding  
10 south on US-77 to SH-15,  
11 i. at the intersection of US-77 and SH-15, proceeding  
12 east on SH-15 to US-177, and  
13 j. at the intersection of SH-15 and US-177, proceeding  
14 south on US-177 to US-64,  
15 ~~k. at the intersection of US-177 and US-64, proceeding~~  
16 ~~east on US-64 to SH-108, and~~  
17 ~~l. at the intersection of US-64 and SH-108, proceeding~~  
18 ~~south on SH-108 and ending at SH-51.~~

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

21 D. Exclusive of incorporated municipal limits, no person may  
22 install any structure within the affected area without a permit from  
23 the Department of Transportation.  
24

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

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

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

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

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

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

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

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

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

12       SECTION 2. This act shall become effective November 1, 2021.

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14 COMMITTEE REPORT BY: COMMITTEE ON TRANSPORTATION, dated 03/25/2021 -  
15 DO PASS.  
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