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February 23, 2021

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.

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

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

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

- 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.

13 COMMITTEE REPORT BY: COMMITTEE ON TRANSPORTATION
14 February 23, 2021 - DO PASS
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