

1 STATE OF OKLAHOMA

2 1st Session of the 58th Legislature (2021)

3 SENATE BILL 61

By: Bergstrom

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5
6 AS INTRODUCED

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

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

14 SECTION 1. AMENDATORY Section 1, Chapter 53, O.S.L. 2018
15 (47 O.S. Supp. 2020, Section 14-126), is amended to read as follows:

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

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

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

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

3 B. The following routes through Oklahoma are designated as
4 Oklahoma high-wide corridors:

5 1. US-83 in Beaver County, commencing at the Texas border and
6 ending at the Kansas border; and

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

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

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

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

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

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

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

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

- 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 in Nowata
6 County and proceeding south on US-169 to SH-266 in
7 Tulsa County, and
- 8 b. at the intersection of US-169 and SH-266, proceeding
9 east on SH-266 and ending at SH-66 in Rogers County;
10 and
- 11 5. a. commencing at the intersection of SH-51 and SH-351 at
12 the Tulsa/Wagoner County line, proceeding south and
13 east on SH-51 to US-69 in Wagoner County,
- 14 b. at the intersection of SH-51 and US-69, proceeding
15 north on US-69 to US-60 in Craig County, and
- 16 c. at the intersection of US-69 and US-60 in Ottawa
17 County (2.5 mi. NE of Afton), proceeding east on US-60
18 and ending at the ~~Arkansas~~ Missouri border; and
- 19 6. US-183, commencing at the Texas border in Tillman County and
20 proceeding north on US-183 and ending at the intersection of
21 SH-51 in Dewey County; and
- 22 7. a. commencing at the intersection of US-183 and SH-9 in
23 Kiowa County, proceeding east on SH-9 to SH-146 in
24 Caddo County,

- 1 b. at the intersection of SH-9 and SH-146, proceeding
2 north on SH-146 to SH-152,
- 3 c. at the intersection of SH-146 and SH-152, proceeding
4 east on SH-152 to US-81 in Grady County,
- 5 d. at the intersection of SH-152 and US-81, proceeding
6 south on US-81 to SH-37,
- 7 e. at the intersection of US-81 and SH-37, proceeding
8 east on SH-37 to SH-4,
- 9 f. at the intersection of SH-37 and SH-4, proceeding
10 north on SH-4 to SH-152 in Canadian County, and
- 11 g. at the intersection of SH-152 and SH-4, proceeding
12 east on SH-152 and ending at MacArthur Boulevard in
13 Oklahoma County; and
- 14 8. a. commencing at the intersection of US-270 and US-412 in
15 Woodward County, proceeding east on US-412 to SH-132
16 in Garfield County,
- 17 b. at the intersection of US-412 and SH-132, proceeding
18 north on SH-132 to SH-45,
- 19 c. at the intersection of SH-132 and SH-45, proceeding
20 east on SH-45 to US-64,
- 21 d. at the intersection of SH-45 and US-64, proceeding
22 north on US-64 to US-60 in Grant County,
- 23 e. at the intersection of US-64 and US-60, proceeding
24 east on US-60 to SH-74,

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

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

17 D. Exclusive of incorporated municipal limits, no person may
18 install any structure within the affected area without a permit from
19 the Department of Transportation.

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

23 1. Install any permanent structure without the authorization of
24 the Department of Transportation; or

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

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

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

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

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

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

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

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

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10 58-1-120 APW 11/30/2020 3:14:14 PM

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