Freight, OSOW Curfews & the I-90 Moses Lake Corridor: Moving Space Hardware Without a Coastal Pad

Pillar: Structural Factors | **Basis:** WSDOT OSOW / NWSA / MWH Records | **Primary Source:** WSDOT / NWSA / Port of Moses Lake | **As Of:** Verified Nov 16, 2026

Building orbital hardware in Puget Sound without a coastal launch pad means moving stages, tankage, and satellites via NWSA ports (3.16M TEUs in 2025), WSDOT OSOW permits (curfews 6–9 AM and 3–7 PM on I-5/I-90/SR 18), and I-90 Snoqualmie Pass to Moses Lake (MWH)—adding freight friction that coastal Florida avoids.

Documented Policy & Site-Selection Record

• Port & Air Access: Puget Sound offers deepwater breakbulk at Tacoma (NWSA 3,156,598 TEUs in 2025, #2164) and Sea-Tac/BFI/Paine Field air cargo (#2170, #2173) for satellite shipments.

• OSOW & Commuter Curfews: WSDOT self-issue OSOW permits cap at 16ft W x 16ft H x 125ft L x 200,000 lbs, with weekday curfews blocking 6–9 AM and 3–7 PM across I-5, I-90, and SR 18 (#2179, #2182).

• Moses Lake Test Bottleneck: Moving test stages from Kent to Moses Lake (MWH) crosses I-90 Snoqualmie Pass, where winter chain/traction laws automatically prohibit OSOW moves (#2152, #2185).

• Coastal Contrast: By contrast, Cape Canaveral factories sit miles from launch pads, explaining why heavy-lift launch vehicles often split final stage integration to the Space Coast.

Washington Freight Assets vs. Launch-Hardware Friction

Corridor / Rule	Capability or Limit	Batch 7 Reference
NWSA Seattle/Tacoma	3,156,598 TEUs (2025); East Blair 1 / Terminal 7 breakbulk	Posts #2164 & #2167
WSDOT OSOW Self-Issue	Up to 16'W x 16'H x 125'L x 200,000 lbs	Post #2179
Urban Curfews & I-90	6–9 AM & 3–7 PM curfews; Snoqualmie chain bans OSOW	Posts #2182 & #2152
Moses Lake (MWH)	Eastern WA static test corridor (~180 mi via I-90)	Post #2185

Founder, Staffer & Site-Selector Takeaways

• Founder Takeaway: Satellite builders shipping by air (SEA/BFI/PAE) face minimal friction; large-diameter rocket builders must model I-90 winter OSOW bans and cross-country transport to FL.

• Staffer Takeaway: Completing SR 167 to Port of Tacoma (2029–2030) and protecting I-90 freight reliability directly improves Washington's manufacturing competitiveness.

Cross-Cluster Links & Primary Sources

• **WA Space Cluster Hub (#1382):** https://bcesg.org/washington-space-cluster-census/

• **NWSA 2025 Container Volume (3.16M TEUs):** https://bcesg.org/wa-space-corridor-nwsa-2025-teu-container-volume/

• **WSDOT OSOW Permits & Superloads:** https://bcesg.org/wa-space-hardware-wsdot-osow-permits-superloads/

• **Urban OSOW Commuter Curfews (I-5/I-90/SR 18):** https://bcesg.org/wa-space-hardware-urban-commuter-curfews-i5-i90-sr18/

• **Moses Lake Test Corridor (MWH):** https://bcesg.org/wa-space-hardware-moses-lake-test-corridor-mwh/

• **WSDOT Puget Sound Gateway Program:** https://wsdot.wa.gov/construction-planning/major-projects/puget-sound-gateway-program

• **Stoke Space Official Site:** https://www.stokespace.com/

Provenance Note: Synthesizes Batch 7 freight/corridor records (#2164, #2179, #2182, #2185) into the State Fight site-selection comparison.