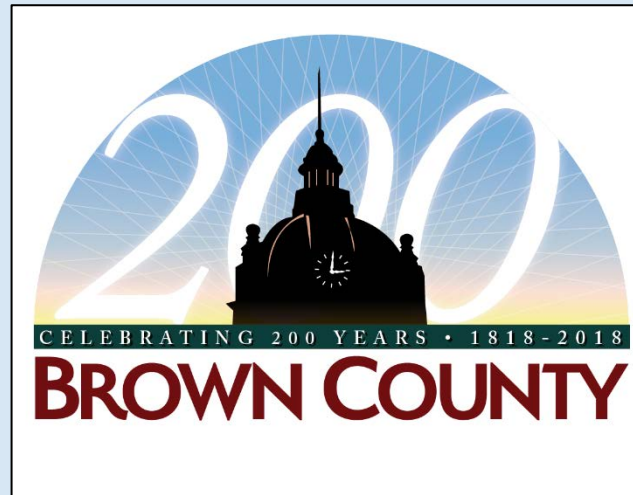


# Oversized – Overweight (OSOW) Truck Routes and OSOW High Clearance Routes to and from the Port of Green Bay

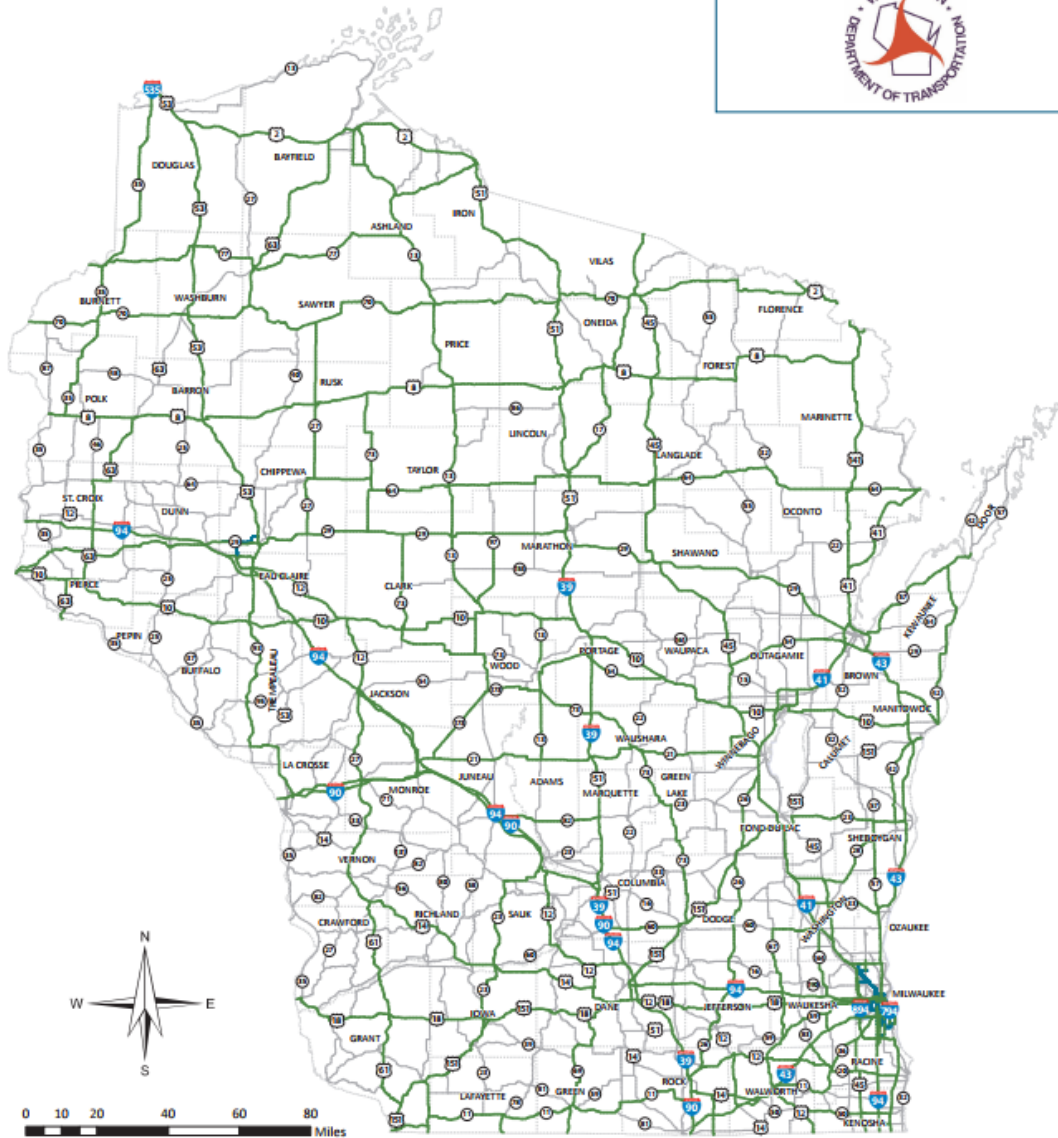


Cole Runge, Principal Planner/MPO Director  
Brown County Planning Commission/Green Bay MPO

April 4, 2018

# OSOW Truck Route

Data Current as of 3/26/2016



**OSOW Freight Network - Designation Type**  
— State OSOW Route (IH, USH, STH)  
— Local OSOW Route (Co. Hwy/Local Rd)  
— Non-OSOW State Highway

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# Wisconsin DOT Oversized- Overweight (OSOW) Routes

## Legal Maximums:

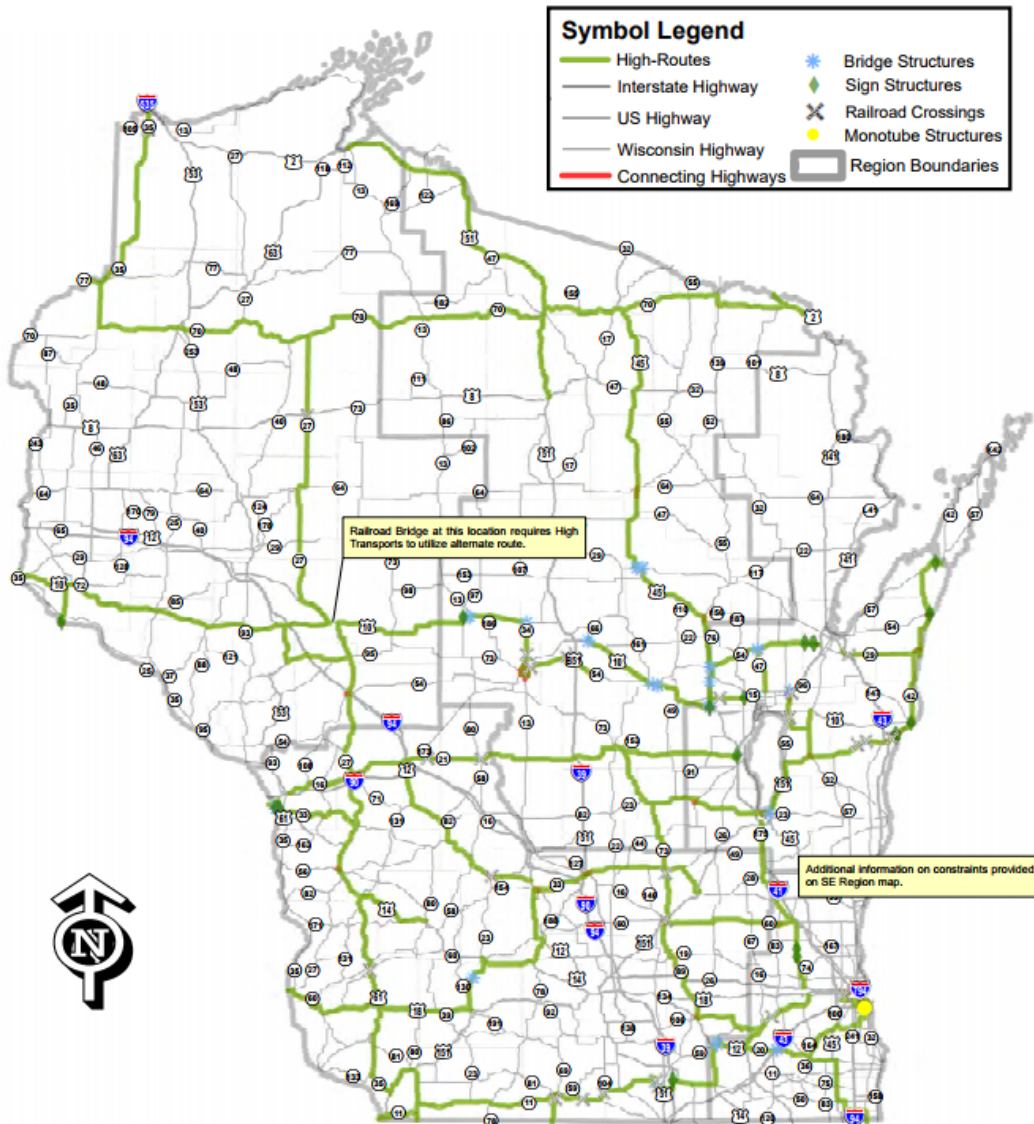
Width: 8' 6"

Length: 45' (1)/75' (2)

Weight: 80,000 lbs.

**\*There are many exceptions to these maximums\***

# OSOW High Clearance Routes



# Wisconsin DOT Oversized-Overweight (OSOW) High Clearance Routes

Legal Maximum:

13' 6"

\*There are some exceptions to this maximum\*

# Milwaukee County

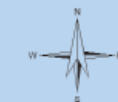
## OSOW Truck Route

Data Current as of 3/23/2016

OSOW Freight Network - Designation Type

- State OSOW Route (IH, USH, STH)
- Local OSOW Route (Co. Hwy/Local Rd)
- Non-OSOW State Highway

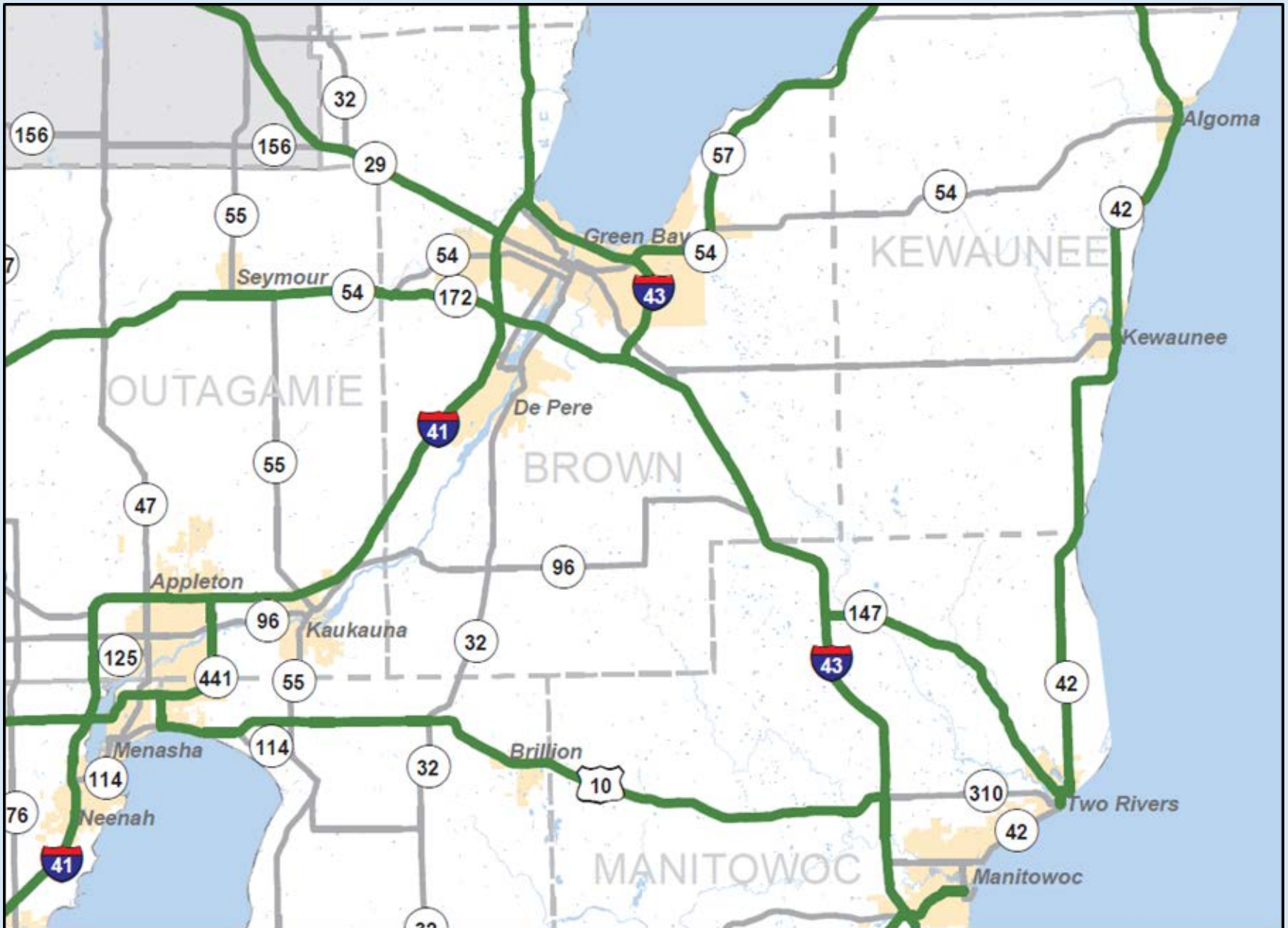
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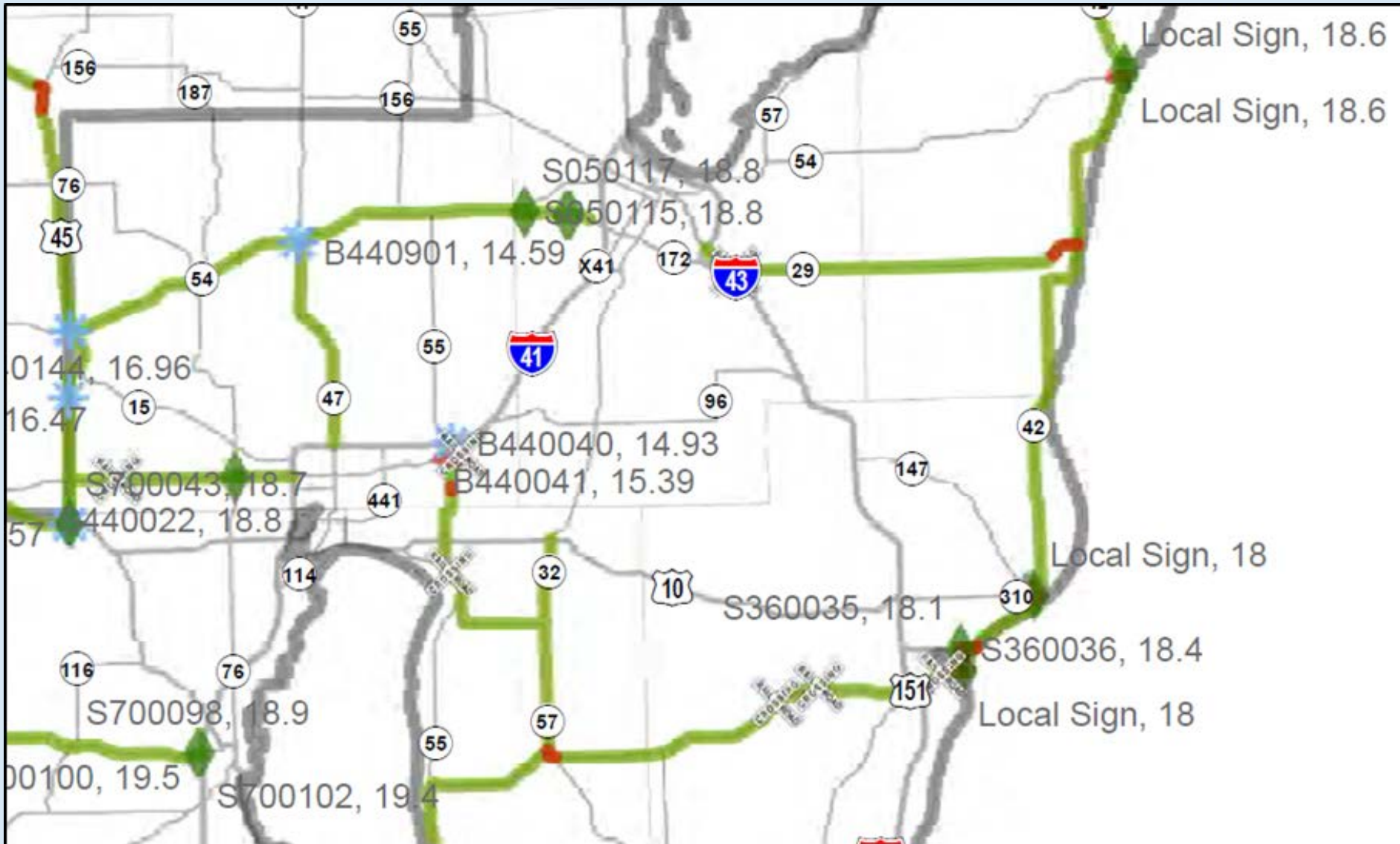
- “Local” OSOW truck routes were developed in Milwaukee County to connect to the Wisconsin DOT’s OSOW truck routes.
- Port of Green Bay wanted to create a similar local OSOW truck route system to ensure OSOW loads can be transported to and from the port as development occurs.



# Wisconsin DOT OSOW Truck Routes in the Green Bay Area



# Wisconsin DOT OSOW High Clearance Routes in the Green Bay Area



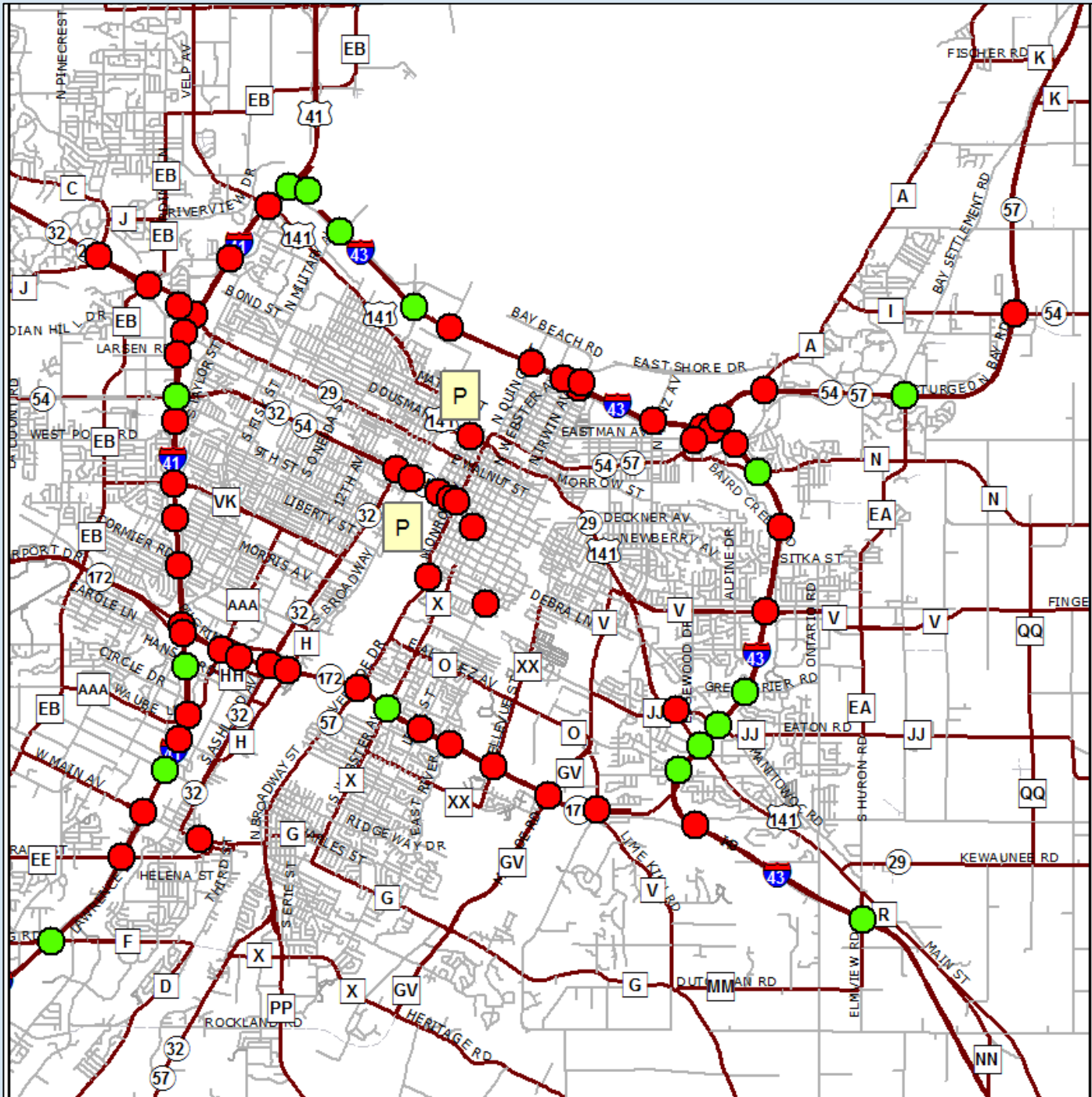
## Considerations when Identifying the OSOW Truck Routes:

- ***Conflicts with permanent overhead structures (overpasses, train trestles, skywalks, etc.).***
- Designated heavy truck routes.
- Highway/street jurisdiction.
- Functional classification (to determine federal transportation funding eligibility).
- Pavement width.
- Pavement type (concrete vs. asphalt).
- Structural sufficiency of bridges.









# Red Dots:

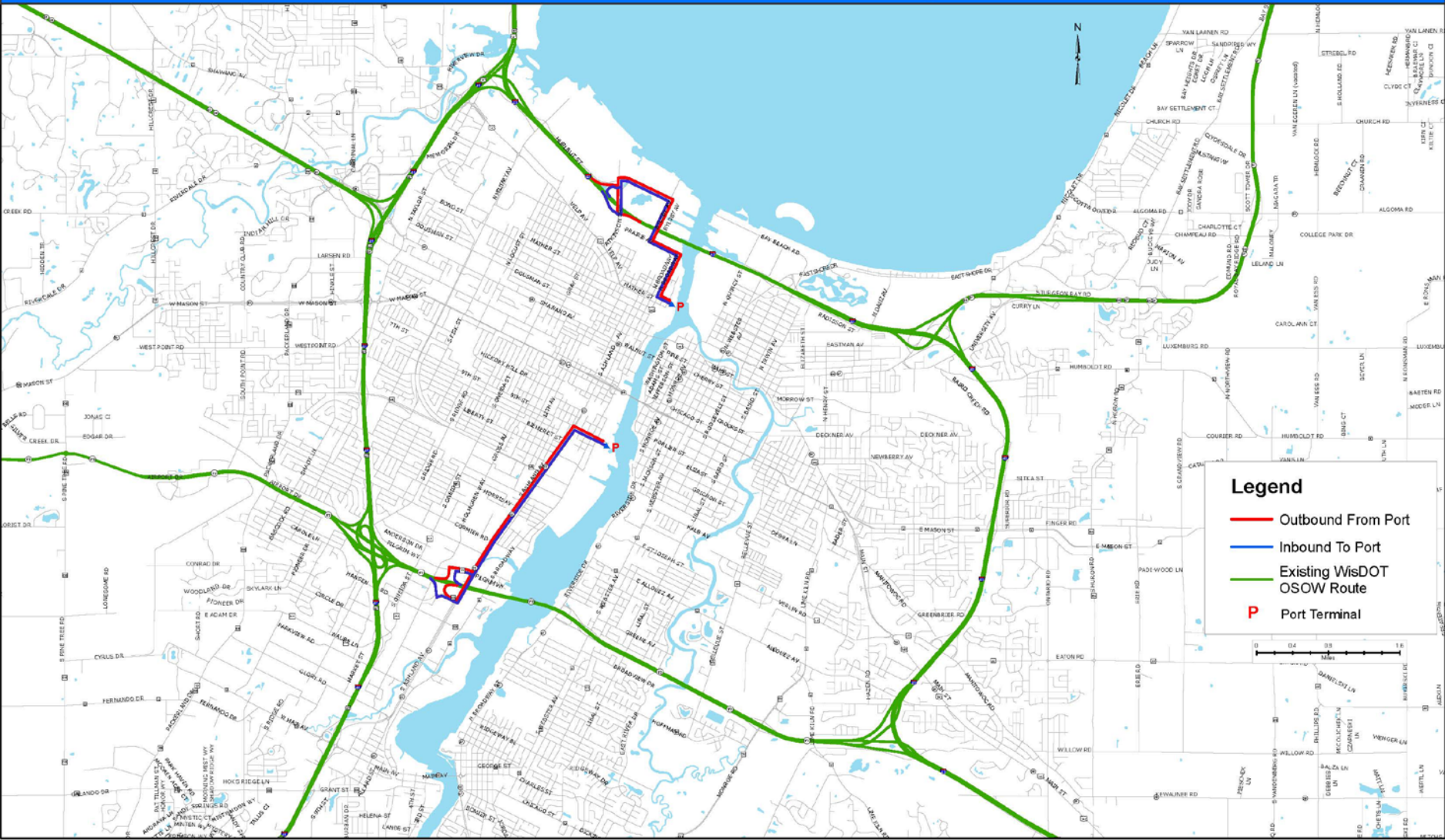
Conflicts with permanent overhead structures when traveling to & from the Port of Green Bay.

## Study Process

- Developed draft OSOW and OSOW High Clearance route maps using the seven considerations.
- Met with & talked to reps of all affected street & highway jurisdictions (GB, BC, Bellevue) about the draft routes.
- Revised draft route maps based on these meetings & discussions.
- Presented the revised draft route maps to reps of the affected jurisdictions.
- Received agreement from jurisdiction reps.

**Important:** OSOW shippers will still need to obtain permits from the affected jurisdictions to use the OSOW routes.

# Oversized/Overweight (OSOW) Truck Load Routes to and from the Port of Green Bay

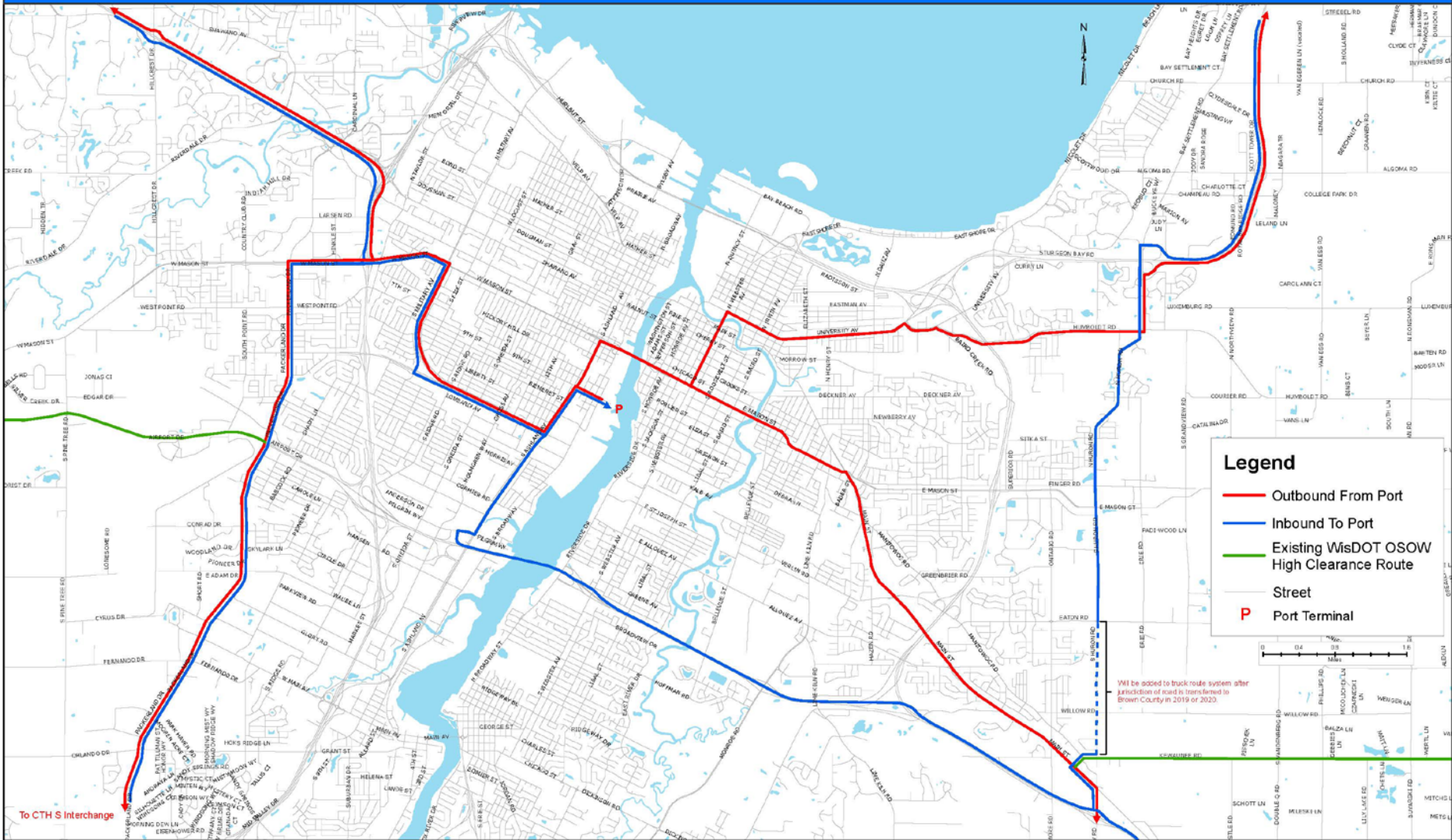




# Oversized/Overweight (OSOW) High Clearance Truck Load Routes to and from the Port of Green Bay's North Terminal



# Oversized/Overweight (OSOW) High Clearance Truck Load Routes to and from the Port of Green Bay's South Terminal



## Uses for the OSOW Truck Route Maps

- Jurisdictions will use the maps when reviewing street reconstruction & community development plans/proposals to avoid creating OSOW load barriers.
- These routes can be considered for improvements that will enhance their usefulness as OSOW routes (burying power lines, etc.).



**Questions or Comments?**