

*Regulations of Connecticut State Agencies*

TITLE 14. Motor Vehicles. Use of the Highway by Vehicles. Gasoline

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*Agency*

**Department of Transportation**

*Subject*

**Oversize/Overweight Vehicle Permit Regulations**

*Inclusive Sections*

**§§ 14-270-1—14-270-25**

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**Oversize/Overweight Vehicle Permit Regulations**

**Sec. 14-270-1. Definitions**

(a) **Cargo** — the items or freight to be moved; including items placed on or in a vehicle, towed by a vehicle, or a vehicle itself.

(b) **Divisible load** — any load consisting of a product, material or equipment which can be reduced in height, weight, length and/or width to the specified statutory limit.

(c) **Flag** — a plain red cloth marker having a minimum size of 18 inches square.

(d) **Gross weight** — the weight of a vehicle and/or vehicle combination without load plus the weight of any load thereon.

(e) **Height** — the total vertical dimension of any vehicle above the ground surface including any load and load-holding device thereon.

(f) **Highway** — includes any state or other public highway, road, street, avenue, alley, driveway, parkway or place, under the control of the state or any political subdivision thereof, dedicated, appropriated or opened to public travel or other use.

(g) **House trailer** — (a) a trailer or semi-trailer which is designed, constructed, and equipped as a dwelling place, living abode, or sleeping place, either permanent or temporary, and is equipped for use as a conveyance on streets and highways; (b) a trailer or semi-trailer whose chassis and exterior shell is designed and constructed for use as a house trailer as defined in paragraph (a), but which instead is used permanently or temporarily for the advertising, sales, display, or promotion of merchandise or services, or for any other commercial purpose except the transportation of property for hire or the transportation of property for distribution by a private carrier.

(h) **Indivisible load** — a vehicle or load which cannot be dismantled, disassembled, or loaded so as to meet the specified statutory limit for height, weight, length and/or width of the subject vehicle.

(i) **Length** — the total longitudinal dimension of any vehicle or combination of vehicles, including any load or load-holding device thereon.

(j) **Load** — a weight or quantity of anything resting upon something else regarded as its support.

(k) **Mobile home** — same definition as “house trailer” as defined in subsection (g).

(l) **Modular home** — same definition as “house trailer” as defined in subsection (g).

(m) **Motor vehicle** — means any vehicle suitable for operation on a highway which is propelled or drawn by any power other than muscular, except aircraft, motor boats, road rollers, baggage trucks used about railroad stations, electric battery-operated wheel chairs when operated by physically handicapped persons at speeds not exceeding fifteen miles per hour, golf carts operated on highways solely for the purpose of crossing from one part of the golf course to another, agricultural tractors, farm implements, such vehicles as run only upon rails or tracks and self-propelled snow plows, snow blowers and lawn mowers, when used for the purposes for which they were designed and operated at speeds not exceeding four miles per hour, whether or not the operator rides on or walks behind such equipment.

(n) **OOV** — Oversize and/or overweight vehicle or vehicle and load. The combination

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of vehicles required to transport a heavy or large load.

(o) **Owner** — means any person, firm, corporation or association holding title to a motor vehicle, or having legal right to register the same including purchasers under conditional bills of sale.

(p) **Permit** — a written authorization to move or operate on a highway a vehicle or vehicle with load of size and/or weight exceeding the limits prescribed for vehicles in regular operation.

(q) **Permittee** — an applicant for a permit who has received written permission to make an oversize and/or overweight movement.

(r) **Sectional house** — same definition as “house trailer” as defined in subsection (g).

(s) **Semi-trailer** — any vehicle of the trailer type so designed and used in conjunction with a motor vehicle that some part of its own weight and load rests upon or is carried by another vehicle.

(t) **Tranceiver** — an apparatus, system or process for communicating at a distance by electric transmission over wire.

(u) **Trailer** — means any rubber-tired vehicle without motive power drawn or propelled by a motor vehicle.

(v) **Tractor** — a motor vehicle designed and used for the purpose of drawing a semi-trailer.

(w) **Truck** — every motor vehicle designed, used or maintained primarily for the transportation of property.

(x) **Truck tractor** — same definition as “Tractor” as defined in subsection (v).

(y) **Vehicle** — includes any device suitable for the conveyance, drawing or other transportation of persons or property, whether operated on wheels, runners, cushion of air between it and the surface or by any other means, except those propelled or drawn by human power or those used exclusively upon tracks.

(Effective August 26, 1985)

**Sec. 14-270-2. Requirement for oversize/overweight transportation permit**

A permit is required for the operation of any vehicle(s), or vehicles and load, upon any Connecticut highway, whose dimensions or weight exceed those specified in the Connecticut General Statutes, as revised, either with or without cargo.

(Effective August 26, 1985)

**Sec. 14-270-3. Application for permit**

All applications for permits are directed to the Commissioner of Transportation through the Department of Transportation, Bureau of Public Transportation, Motor Transport Services Unit (MTSU). Application may be made in person, by mail, or by telephone. All permits are issued to the person, firm, or organization who will actually transport the load. Each application shall include: identification of the vehicle(s) and load, date of the move, points of origin and destination, and the proposed route to be traveled. The MTSU reserves

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the right to make final routing designations.

(Effective August 26, 1985)

**Sec. 14-270-4. Acceptance of permit**

(a) The use of any vehicle(s), or vehicle(s) and load, on any Connecticut highway after the issuance of a permit shall be regarded as an acceptance by the permittee of all the terms and conditions of the permit.

(b) The permit shall be strictly construed and any move other than that specifically stated on the face of the permit will render the permit null and void.

(Effective August 26, 1985)

**Sec. 14-270-5. Responsibility of permittee**

(a) The permittee accepts all responsibility for injury to persons or damage to public or private property caused directly or indirectly by OOV under permit.

(b) The permittee agrees to hold the State of Connecticut, the Department of Transportation and other State Agencies harmless from all suits, claims, damages, or proceedings of any kind, as a direct or indirect result of the transportation of the vehicle(s) and load.

(Effective August 26, 1985)

**Sec. 14-270-6. Compliance with laws**

The applicant shall certify to the Commissioner of the Connecticut Department of Transportation that:

(a) The vehicle(s) is properly registered with the Connecticut Department of Motor Vehicles or is registered with a state with which Connecticut has a reciprocal agreement;

(b) The operator has a valid operators license for such class of vehicle(s) from the Connecticut Department of Motor Vehicles or from a state which has a reciprocal agreement with the State of Connecticut; and

(c) That he (the applicant) has operational authority from the Connecticut Department of Motor Vehicles, Department of Public Utilities Control or the Interstate Commerce Commission.

(Effective August 26, 1985)

**Sec. 14-270-7. Divisible load permits**

(a) (1) A permit may be issued for a divisible load when the Commissioner of Transportation determines: (i) that it is in the best interest of public safety and welfare or (ii) that it is in the best interest of the State.

(2) A divisible load permit may be granted to any applicant who demonstrates to the Commissioner that his single unit vehicle will be converted to meet the legal statutory weight limits.

Section (a) (i) and (ii) permits will be issued for *axle* weight waivers only. Gross vehicle

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weights must comply with statutory limits.

(3) Permits for single unit four-axle vehicles may be limited to those vehicles with axles fixed to the ground. In these instances, statutory axle weights must be complied with. The permit will allow up to 76,500 pounds maximum gross vehicle weight.

(b) Divisible load permits will be issued in six-month increments through April 30, 1990.

(c) Divisible load permits may be issued to allow vehicles to operate within construction projects, subject to the following:

(1) the vehicle has the proper safety equipment to operate over the road (proper brakes, lights, etc.),

(2) vehicle gross weight or haul capacity is not exceeded,

(3) vehicle is properly registered with construction plates, a commercial registration, or heavy duty registration,

(4) permits will be limited to (A) specific projects within the construction site and (B) axle weights are not to exceed 25,000 pounds or its rated capacity whichever is less. Tire weight not to exceed 900 pounds/inch width of tire,

(5) additional gross and/or axle weights may be authorized when existing pavement and structures are to be replaced. Those weights will be determined on an individual basis,

(6) divisible load permits for off-the-road vehicles to cross a highway within the construction site will be granted on an individual site basis. In these instances uniformed traffic guards will be required along with the maintenance and repair of the road to the satisfaction of the Commissioner of Transportation.

(Effective August 26, 1985)

**Sec. 14-270-8. Failure to comply with regulations**

Failure by the applicant to agree to comply with these regulations may be the basis for refusal to issue a permit. The violation of any provision of a permit, either those specifically stated in the permit or set forth in these regulations may be the basis for refusal to issue future permits.

(Effective August 26, 1985)

**Sec. 14-270-9. Bonds**

The applicant agrees to furnish to the Commissioner of Transportation, upon request, an acceptable bond or other security, to cover damages that might occur to roads, bridges or structures, which might be caused by the transportation of OOV's under a permit.

(Effective August 26, 1985)

**Sec. 14-270-10. Department jurisdiction**

A permit issued by the Commissioner of Transportation is effective only insofar as the Department has jurisdiction and authority. It does not release the permittee from complying with other existing laws, local ordinances, or regulations which apply to the movement of

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OOV.

(Effective August 26, 1985)

**Sec. 14-270-11. Waiver of requirements**

The requirements set forth in these regulations may be waived upon application and approval either in emergency situations such as emergency roadway or bridge repairs or when determined to be in the best interest of the State. Applications for such waivers must be submitted to and approved by the Commissioner of the Connecticut Department of Transportation.

(Effective August 26, 1985)

**Sec. 14-270-12. Permit fee**

Fees shall be charged for permit(s) in accordance with Section 14-270 (d) of the Connecticut General Statutes, as revised.

(Effective August 26, 1985)

**Sec. 14-270-13. Confirmation of permit**

Any permit issued shall be retained in possession of the OOV operator for which such permit was issued, except that a facsimile copy, telegram or the use of the special number plates described in Section 14-24 of the Connecticut General Statutes, shall be sufficient to fulfill the requirements of this regulation.

(Effective August 26, 1985)

**Sec. 14-270-14. Single trip permits**

Unless specifically stated on the permit, the permit is valid for three days and for one trip between the points designated. A single trip consists of a vehicle leaving the terminal, loading the vehicle, delivering the load and returning to the terminal in one continuous move, or in the case of thru state moves, from state line to state line.

(Effective August 26, 1985)

**Sec. 14-270-15. Blanket permits**

No blanket permits for fleets of vehicles will be issued.

(Effective August 26, 1985)

**Sec. 14-270-16. Emergency moves**

Emergency moves shall be limited to those moves made in the interest of national defense and certified as such by the Department of the Army, Military Traffic Management Command, Washington, D.C. or an emergency defined as: A calamity, existing or imminent, caused by fire, flood, riot, windstorm, explosion, or other act of god, which require immediate remedial action to protect life or property, and proclaimed as an emergency by

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the Governor, or in any life threatening situation.

(Effective August 26, 1985)

**Sec. 14-270-17. Heavy duty permit plates**

(a) Any business domiciled in Connecticut whose equipment is permanently registered in Connecticut may be eligible for a Heavy Duty Permit Plate.

(b) Such a Heavy Duty Permit Plate may be obtained by filing an application in writing, on a form furnished by the Department of Transportation, MTSU.

(c) A plate holder shall pay the annual permit fee established by Section 14-270 (d) of the Connecticut General Statutes.

(d) The maximum weight specified on any permit issued to a vehicle displaying a Heavy Duty Permit Plate will be the weight the vehicle is registered for with the Connecticut Department of Transportation.

(e) This plate may be revoked at any time if the holder is found to be in violation of these regulations.

(Effective August 26, 1985)

**Sec. 14-270-18. Restrictions on travel time**

(a) Permits will not be issued for the movement of oversize or overweight vehicles or combinations of vehicle and load on Saturdays, Sundays, or Holidays. Holiday restrictions may include a period of time before and after each holiday. A list of these holiday periods shall be published annually by the Department of Transportation and can be obtained by contacting the MTSU.

(b) No permittee shall move his vehicle(s) and load except during daylight hours (one-half hour after sunrise to one-half hour before sunset) unless he obtains special permission, before the move, from the Commissioner of Transportation and if weather and highway conditions are favorable.

(c) Permits may limit the hours or days of travel within those specified in subsection (a) and (b), depending upon local highway and traffic conditions.

(d) The permittee, his operator or agent, shall use reasonable judgment and shall reschedule, suspend or postpone a trip if said trip will impair the public safety because of local highway and traffic conditions.

(Effective August 26, 1985)

**Sec. 14-270-19. Highway to remain open: operational standards**

(a) All movements are to be made in such a manner that the highways will remain open at all times and in such a manner that traffic will not be obstructed.

(b) If an operator of an OOV under permit obstructs the passage of more than ten (10) vehicles, he shall at the first opportunity, within the requirements of safety, remove his vehicle and load from the highway and allow traffic to pass.

(c) The permittee, his operator or agent, shall not load, unload or park the vehicle or its

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load/cargo upon the State Highway System, during the day or at night, without specific written permission from the Commissioner of Transportation. Such written permission may not be required in emergency situations for periods of temporary duration.

(Effective August 26, 1985)

**Sec. 14-270-20. Equipment**

The permittee shall have the responsibility for selecting the equipment to be used when transporting oversize and/or overweight loads. However, the Commissioner of Transportation, through the MTSU may specify the type of equipment to be used when an extremely large or heavy load is to be moved.

(Effective August 26, 1985)

**Sec. 14-270-21. Escort (pilot car) vehicles and flagmen**

(a) When specified in the permit, it is the responsibility of the permittee to provide escort vehicles. Failure of pilot car operators and flagmen to comply with these regulations in properly warning and directing traffic is considered a violation of the terms of the permit.

(b) Flagmen, in order to warn and direct approaching traffic, must wear a red jacket or vest and use a red flag to direct traffic.

(c) When a single escort/pilot car is required, it shall precede on two or three lane conventional roads or follow on four or more lane divided roads. When two pilot cars are required, one shall precede and one shall follow the piloted load or vehicle. Exceptions to these provisions are to be specifically stated on the face of the permit. The permit may require additional pilot cars.

(d) Pilot cars and the OOV shall remain right of the centerline of the roadway at all times except when prevented by the physical limitations of the highway. The use of a pilot car does not grant to the Permittee the right to pre-empt the opposing traffic lane. When it becomes necessary because of physical limitations of the highway to use a portion of the opposing traffic lane, the OOV shall not occupy that lane until it has been advised by the pilot car that the lane is clear of all oncoming traffic. Opposing traffic is not to be stopped except in extreme emergencies. It shall be the responsibility of the OOV to stop safely and wait until the opposing lane is free of traffic before proceeding. Pilot cars shall not be used to tow another vehicle while being utilized as a pilot car. Convoying, or using one pilot car for more than one OOV, will not be permitted unless specifically authorized on the face of the permit. All vehicles or loads exceeding 12 feet in width, or the lane width, will require a pilot car. In some areas a pilot car will be required for loads of lesser width or additional pilot cars will be called for depending on the character of the road and the traffic volume.

(e) All OOV's exceeding 25 feet front/rear overhang measured from the last visible means of support will require a pilot car. Pilot cars will also be required for loads where any part of the vehicle or load will be expected to encroach on opposing traffic lanes due to alignment, lane width, traffic density, etc., or if assistance is needed at on or off ramps in interchange areas. The interval between pilot car(s) and the OOV shall provide the



maximum warning to other traffic and shall be adequate to allow traffic to pass each vehicle separately. Pilot cars shall be in accordance with the following requirements:

- (1) VEHICLE SIZE. Minimum width—60 inches; maximum—1½ ton capacity.
- (2) LIGHTS. Display top mounted flashing or rotating amber light(s), which must be operated at all times while escorting an OOV unless otherwise specified on the face of the permit. Lights shall be visible to the front when leading, and to the rear when following from a distance of not less than one thousand feet.
- (3) SIGNS. Display a top-mounted sign with minimum height of the bottom of the sign 48 inches above the roadway. The sign shall contain the message “OVERSIZE LOAD AHEAD/FOLLOWING,” “WIDE LOAD AHEAD/FOLLOWING,” or “LONG LOAD AHEAD/FOLLOWING” may be substituted for the “OVERSIZE LOAD AHEAD/FOLLOWING” sign. The sign shall be painted with 8-inch minimum height black letters on a yellow background, using a minimum 1-inch brush stroke. Signs shall not be displayed when not escorting an OOV.
- (4) RADIO. Two-way radio communications between pilot cars and the OOV is required.
- (5) RED FLAGS. Each pilot vehicle shall be equipped with red hand flag, and a red vest or jacket. These items are to be utilized by the pilot car operator in the event it becomes necessary to park the pilot car and stop or control highway traffic. Flags (18” square) must be displayed on all corners of the OOV and on the front or rear corners of the escort vehicle whichever is appropriate.

(Effective August 26, 1985)

**Sec. 14-270-22. Overweight permit limits**

- (a) No overweight permits will be issued for less than 80,000 pounds on five axles except for special use vehicles that are not designed for transporting persons or property and are only incidentally operated or moved over a highway. Permit applications for weight up to 122,000 pounds require vehicles with five axles; 130,000 pounds require vehicles with six axles.
- (b) Any permit application to haul more than 130,000 pounds will require special consideration by the Commissioner. Permits in this category may take up to two weeks for approval.

(Effective August 26, 1985)

**Sec. 14-270-23. Buildings**

- (a) The movement of buildings will be governed by the size of the building, the roadway width, alignment and traffic.
- (b) No permits to move a building will be issued allowing travel on any portion of limited access highways.
- (c) Applications for permits to move buildings are subject to investigation, and require a written application to the MTSU when the width is 12 feet or greater. The MTSU will assign an engineer to inspect the building, route and equipment pertaining to the proposed

move. Conditions of the permit shall be determined by the MTSU after the engineering review has been completed.

(Effective August 26, 1985)

**Sec. 14-270-24. Excess dimensions**

With the exception of house moves and moves that are essential for national defense, the maximum width is limited to 16 feet. The maximum height is limited to the physical restraints of the route. In most cases, excess dimensions require an engineering review of the route to determine the least disruption to traffic. Two weeks should be allowed to schedule the review.

(Effective August 26, 1985)

**Sec. 14-270-25. Special restrictions for mobile homes, modular homes, house trailers, or sectional houses**

In addition to the normal policies of transporting oversize loads, the following restrictions are required when transporting mobile homes, modular homes, house trailers, or sectional houses on Connecticut highways. Transporters failing to comply with these restrictions will be denied future permits. These restrictions pertain to all house trailers.

(1) The towing vehicle shall have a minimum manufacturer's gross vehicle weight rating of 10,000 pounds and shall have dual wheels on the drive axle. All towing features shall conform to ICC requirements.

(2) (a) Travel for all mobile homes, modular homes, house trailers, or sectional houses except those in subsection 2 (b), is restricted to daylight hours, Monday through Friday, under favorable weather and road conditions.

(b) Units that are in excess of 12' wide are restricted to hours between 9:00 a.m. and 4:00 p.m., Tuesday through Thursday.

(3) The maximum width for house trailers is 14 feet. This 14 feet includes all roof overhangs, sills, knobs and siding.

(4) Convoy style hauling is not permitted. A safe passing distance is required between vehicles on all movements when the overall width exceeds ten feet.

(5) The combined length of the unit when attached to the towing vehicle shall not exceed eighty-five feet except that 90 feet is permitted when the towed unit does not exceed 66 feet in length excluding the hitch.

(Effective August 26, 1985)