

**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION**

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SELF PROPELLED CONSTRUCTION VEHICLE GUIDELINES

Effective May 1, 1999, in order to qualify for an Annual Indivisible Load Permit, self-propelled construction vehicles shall be subject to the following gross vehicle weight and individual axle weight limits, and distances between the first and last axle:

A) Three Axle Vehicles:

A maximum gross vehicle weight of 92,000 pounds

Maximum weight on tandem axles 62,000 pounds

An eighteen (18') foot minimum distance between the center of the first axle and the center of the last axle.

B) Four Axle Vehicles:

A maximum gross vehicle weight of 110,000 pounds.

Maximum weight on tandem axles 60,900 pounds.

A twenty-three (23') foot minimum distance between the center of the first axle and the center of the last axle.

C) Five Axle Vehicles:

A maximum gross vehicle weight of 114,500 pounds.

Maximum weight on a single axle 30,000 pounds.

Maximum weight on tandem axles 45,000 pounds.

Maximum weight on tridem axles 66,100 pounds.

A twenty-five (25') foot minimum distance between the center of the first axle and the center of the last axle.

D) Six Axle Vehicles:

A maximum gross vehicle weight of 115,000 pounds.

Maximum weight on tandem axles 68,200 pounds.

A twenty-eight (28') foot minimum distance between the center of the first axle and the center of the last axle.

Self-propelled construction vehicles that exceed these limits MAY still qualify for an Annual Indivisible Load Permit subject to an Engineering analysis for acceptability.

Permit requests exceeding these limits shall be subject to an Engineering analysis of the proposed route. This route analysis may take a minimum of two or three working days, but not to exceed two weeks.

NOTE: Typical "Self-Propelled Construction Vehicles" type covered by the above guidelines are single-unit self-propelled truck cranes, single-unit concrete pump trucks, and single-unit well drilling rigs. Other vehicle types may be considered for an Annual Indivisible Load Permit at the discretion of CTDOT