

CT-ePASS

*Connecticut's On-Line Vehicle Permitting System for
Oversize, Overweight, Radioactive and Industrial Vehicle Permits*

Entering Origin, Destination & Route Information For Oversize/Overweight and Radioactive Trip Permits

*Developed as a Component of Connecticut's
Commercial Vehicle Information Systems & Network (CVISN)
"CVISN - Connecticut's One-Stop Portal for On-line Commercial Carriers"
Visit www.cvisn.state.ct.us for more information.*

Development Team

State of Connecticut - Department of Motor Vehicles (DMV)
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State of Connecticut - Department of Transportation (DOT)
State of Connecticut - Department of Information Technology (DOIT)

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Routing

A permit application requires an origin, destination and a route for the vehicle trip to be analyzed. The following format should be used when entering this data.

Origins & Destinations

1. Connecticut is composed of 169 towns. Specify the town name for both origin and destination.
2. Any origin or destination not shown on the pick list can be traced to its corresponding town by using the accompanying document, "CT Town Borough Village Listing.pdf" .
3. CT city/town maps (listed by incorporated name) are at the following internet address: <http://www.ct.gov/dot/LIB/dot/Documents/dpolicy/policymaps/tru/pdf/trupdf.pdf>
4. Loads originating and/or terminating outside of Connecticut must contain one or more of the following as a valid origin and/or destination: *MA State Line, NY State Line, RI State Line, New London Ferry.*

Routes (see attached example)

1. Routes must be entered as one continuous line separated by dashes.
2. Use route numbers instead of street names wherever possible.
3. Do NOT enter the suffix ROAD, STREET, AVENUE or any other descriptor.
4. Do NOT enter the prefix INTERSTATE, US, CT or any other descriptor.
5. Do NOT enter the direction of a route.
6. Do NOT enter exit numbers.
7. Do NOT enter a street address.
8. Enter overlap routes separated by a slash. In the attached routing example, Route 5 overlaps with Route 15, and should be entered as 5/15.
9. Each route must have a starting and ending "boundary" as defined below:
10. Starting Boundary - This is the cross street that forms the boundary just before the load enters the public highway network. In the example below, this would be Butternut Lane. This is also referred to as the "Not Starting Before" boundary.
11. Ending Boundary - This is the cross street that forms the boundary just after the load exits the public highway network. In the example below, this would be Gail Circle. This is also referred to as the "Not Going Beyond" boundary.
12. Where a boundary is not a cross street but a feature (dead-end, cul-de-sac, circle, ferry, pier, factory, military base, nuclear plant, state line, etc.), the appropriate feature description must be included in parentheses.
13. If moving to or from a construction project on a state highway, include the construction project number as the boundary.
14. No boundary is required for the start or end of a route outside of Connecticut as previously described above in "Origins & Destinations, #4".

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Routing Example

Proper Route Description
(BUTTERNUT) KITTS - 5/15 - 287 - TIMOTHY - BROCKETT (GAIL)

