Appendix A: Bridge Load Restrictions

This Appendix provides the weight limits for load restricted bridges. There are four levels of load restrictions imposed by CDOT on state bridges: black, orange, yellow, and white. Black is the most restrictive and does not allow overweight permits. Orange, yellow, and white allow overweight permits which vary based on the distance between axle groups and the number of axle groups. See ***Figure A-1*** and ***Figure A-2*** for complete information on each load restriction category.

Figure A-1 Bridge Load Restriction Categories[7]

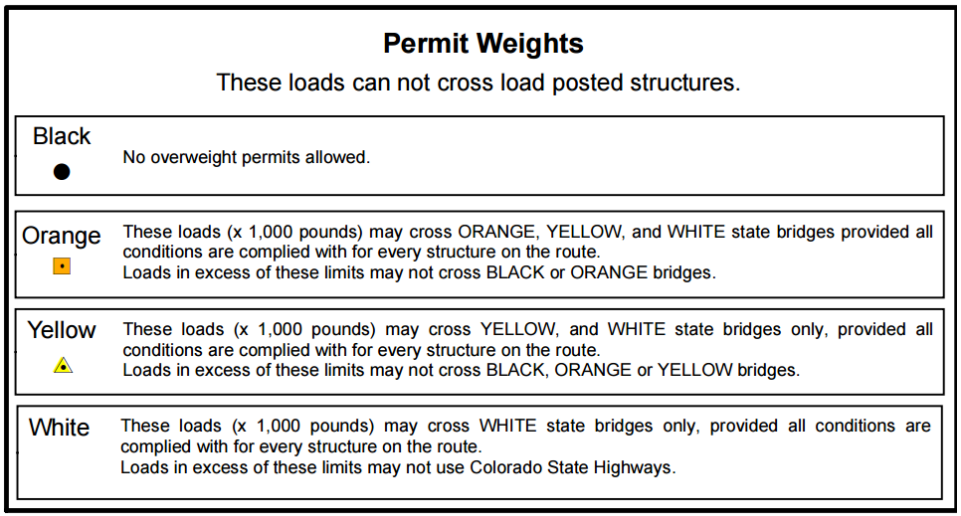

Figure A-2 Maximum Allowable Permit Weight per Axle Group (x 1,000 pounds)[7]

Distance (d) Between Axle Groups									Axle Groups
8' < d < 10'			10' ≤ d < 12'			d ≥ 12'			
Orange	Yellow	White	Orange	Yellow	White	Orange	Yellow	White	
22	25	27	22	25	27	22	25	27	Single Axle
36	39	43	39	43	47	42	46	50	Tandem Axle
49	53	58	53	58	63	55	60	65	Triple Axle
52	57	62	57	62	68	60	66	72	Four or more Axle

[7] CDOT, Colorado Bridge Weight Limit, December 2016. https://www.codot.gov/business/permits/truckpermits/documents-1/newmap.pdf

Appendix B: Drivability Life

CDOT uses Drivability Life to assess pavement condition on state-maintained facilities. As explained in CDOT's 2016 Transportation Deficit Report,[8] Drivability Life indicates how many years a highway segment will have acceptable driving conditions. The three rating categories of High, Medium, and Low are determined based on pavement smoothness, surface cracking, rutting, and safety. Pavement rated as High is predicted to have acceptable driving conditions for at least 10 years. Pavement rated as Medium is predicted to have acceptable driving conditions for four to 10 years. Pavement rated as Low is predicted to have fewer than four years of acceptable driving conditions. A rating of Low does not mean the highway is impassable. However, the pavement condition may require drivers to reduce speeds to navigate around potholes and other types of pavement damage.

[8] CDOT, 2016 Transportation Deficit Report, 2016. https://www.codot.gov/programs/BridgeEnterprise/resolutions/2016/transportation-deficit-report.pdf

Appendix C: Potential Conservation Areas

The Colorado Division of Wildlife, which is part of Colorado Parks and Wildlife, uses a rating system to determine Potential Conservation Areas (PCAs). The information is collected by the Colorado Natural Heritage Program (CNHP), and tracked in the Biodiversity Tracking and Conversation System (BIOTICS). PCAs are identified to "support the continued existence of a particular element of natural heritage significance."[9] The identified PCAs provide an environment allowing a particular element or suite of elements to continue existence. Information used to identify PCAs include:

- Species' life history
- Topography
- Geomorphology
- Hydrologic features
- Vegetative cover
- Current and potential land uses

Being identified as a PCA does not preclude development or any activity in the identified area. Rather, additional care should be used to identify whether or not the activity will cause degradation to the element or process identified. An inventory of CNHP PCAs within Colorado is available on the CNHP website at http://bit.ly/2l2MjCi.

[9] Colorado Natural Heritage Program, Data Dictionary for Potential Conservation Area, Transcription Reports from the Colorado Natural Heritage Program, 2005. http://www.cnhp.colostate.edu/download/dictionary/Data%20Dictionary%20for%20PCA%20Reports.pdf