

October 21, 2013

CDOT Earmarks \$11.1 Million to Ouray County Projects

By Samantha Wright, The Watch
Oct 18, 2013

OURAY COUNTY – Two highway projects in Ouray County are among 44 partnership projects selected as recipients of \$580 million for improving the Colorado’s transportation system as part of the Responsible Acceleration of Maintenance and Partnerships program, Gov. John Hickenlooper and the Colorado Department of Transportation Executive Director Don Hunt announced Thursday.

The RAMP program was created in December 2012 as part of a new budgeting and planning approach aimed at accelerating the completion of transportation projects.

Through RAMP, CDOT will contribute \$1.6 million toward the City of Ouray’s \$2 million Sky Rocket Box Culvert on US Highway 550, with the City of Ouray pitching in the remaining \$400,000.

“This is critical to Ouray,” said Ouray Public Works Director Dennis Erickson of the project, which breaks ground in 2016. The existing corrugated metal culvert is badly deteriorated, and prone to clogging up with debris during flood events in the Skyrocket drainage, causing water to back up and flow across Highway 550 at the gateway to Ouray.

The Town of Ridgway’s \$10.5 million RAMP grant application for improvements to Highway 62 was also successful, but the \$13.3 million project that includes the Highway 62 center turn lane project, plus elements of the Downtown Streetscape Plan, was predicated upon the Town of Ridgway successfully raising \$2 million in matching funds through a bond question on the November ballot. Ridgway Town Council moved to strike that question last month, in response to business owners’ protest of the proposed property tax hike.

Town Manager Jen Coates, Mayor John Clark and Town Engineer Joanne Fagan did not return calls from The Watch on Friday. With the fate of the Streetscape project up in the air, it is unclear how or even if the newly awarded RAMP funds will be spent, if the Town of Ridgway does not raise matching funds to partner in the project.

According to a memo prepared by Coates in August regarding Streetscape funding options, Highway 62 improvements to be paid for by the RAMP grant extend from Laura Street to the Highway 550 intersection. They include a three-lane highway all the way through town, including two drive lanes and a center turn lane; two bike lanes extending from the Highway 550 intersection to Laura St.; concrete crosswalk intersections on Highway 62 at: Railroad, Lena, Cora, and Laura Streets; curb and gutter; sidewalk on both sides of Highway 62, from the bridge to Laura St. and on one side of Highway 62 from Laura Street to Amelia Street; surface and

subsurface drainage improvements; landscaping and irrigation, including raised planters, from Railroad Street to Laura Street; decorative lighting and amenities (benches, trash, recycle, etc.); and a connecting sidewalk under the Highway 62 bridge to existing sidewalk on the north side of the bridge.

A release from Gov. Hickenlooper's office stated that under the RAMP program, CDOT will fund multi-year projects based on year of expenditure, rather than saving for the full amount of a project before construction begins. This will match project expenditures with available revenues and allow CDOT to fund additional transportation projects over the next five years.

"The local and private sector response to this program has been extraordinary, with CDOT receiving a total of 166 applications requesting more than \$1.54 billion, over two times the total funding available," said CDOT's Hunt. "While it demonstrates the continued transportation needs we have statewide, we were also able to extend the reach of our RAMP funds because our local partners also contributed \$118 million to these projects and we hope to leverage more from the private sector."

In summary, the 44 partnership project elements include 238 lane miles improved; 89 lane miles added; 26 lane miles transferred from state system; 116 shoulder miles improved/added; 13 rehabilitated bridges; five new wildlife passes; one new pedestrian bridge; nine reconstructed interchanges; four "Main Street" highway projects and 16 transit/bicycle/pedestrian projects.

According to CDOT, many of these projects will result in better safety conditions and reduce accidents. For example, the Pueblo I-25 project will reduce accidents by 65 percent in that area and the SH 9 project in Grand County will dramatically reduce vehicle and wildlife collisions. Improved travel times are another outcome of many of the projects, for instance, the proposed interchange reconstruction at I-25 and Arapahoe will improve travel times up to 50 percent in some directions. For updated information visit <http://www.coloradodot.info/programs/RAMP>.

Colorado Man Found in Truck 6 Days After Crash

CANON CITY, Colo. October 19, 2013
Associated Press

A Colorado man survived six nights in near-freezing temperatures inside the wreckage of a truck that went off a highway and crashed into a ravine before he and the deceased driver were found by a highway worker, authorities said.

The truck carrying Ronald Lee Mohr and Richard William Koester ran off U.S. Highway 50 in a rural area about 85 miles south of Denver on Oct. 11, Fremont County Coroner Carlette Brocius said Friday.

A Colorado Department of Transportation worker spotted the pickup on Thursday. Mohr — the driver — had died of his injuries while Koester has since been hospitalized with serious injuries.

"They were down in a culvert and you just couldn't see them from the road," Brocious said. "It was just wonderful that the CDOT worker found them when he was looking over the guardrail."

Brocious said the men had only long sleeves and light jackets to guard against the cold. She didn't know how Koester, 36, of Westcliffe, survived the week as temperatures at night hovered around freezing and light rain moved through the area.

"They didn't have any food in there that I saw," she said. "I just think he had an angel looking over his shoulder."

The crash took place five miles west of Canon City in an area marked by scrubby vegetation and canyonlands.

Mohr, 59, of Silver Cliff, and Koester were reported missing when they didn't return from a trip to Cripple Creek, a historic Rocky Mountain mining town now popular for its casinos.

Pueblo gets \$108M to fix freeway

BY NICK BONHAM THE PUEBLO CHIEFTAIN

Published: October 17, 2013; Last modified: October 18, 2013 08:55AM

Joe DeHeart was passing through the Pueblo County Courthouse on a personal errand Thursday afternoon when he happened upon the big news.

The local Colorado Department of Transportation engineer walked into a press conference where city and county officials were discussing the final approval for \$108 million in road improvements for Pueblo.

Commissioner Liane "Buffie" McFadyen turned to DeHeart and told him that, earlier in the day, the State Transportation Commission had approved the road projects. The two connected for a high five.

"This is what I call the illusion has become real. We're finally looking at getting a return on our tax dollars to Pueblo County and Pueblo city and that would not have happened without a lot of cooperation," McFadyen said.

"It's a big day for Pueblo. Earlier this year in March, in a CDOT discussion, we understood we'd get very little funding over the next 20 to 30 years. Fast forward today, and we have \$108 million in projects for all over Pueblo."

For future road improvements, Pueblo needed to complete an environmental impact study on the Interstate 25 reconstruction project, a study that went on for 13 years. The EIS was completed this summer.

"We as local government decided that one of our No. 1 priorities was to complete the EIS, no matter what it took. The study went on too long and that's the past. The present is, we finally got

our work together, made it a priority, improved our relationship with CDOT and finished it,” McFadyen said.

The money comes from a few sources, but mainly CDOT’s Responsible Acceleration of Maintenance and Partnerships program, or RAMP.

RAMP funding was sought for I-25 and U.S. 50 improvements. Although Pueblo didn’t receive as much as first requested, it did make the final cut, sharing in \$1.7 billion in funding.

CDOT received more than 270 applications and Pueblo made the final cut of 42.

City Councilman Steve Nawrocki credited the county and McFadyen, a former state legislator who chaired the House transportation committee, for leading the effort.

He also acknowledged Gilbert Ortiz Sr., former regional transportation commissioner, and his successor, Bill Thiebaut, for helping to secure funding.

“It’s incredible news! To find out this is the largest amount of money we’ve ever had allocated for highway and street projects within our county from the state, in our lifetime, is incredible,” Nawrocki said.

The \$108 million, from RAMP and state license plate fees, will improve I-25 from the Ilex Exit to First Street, and U.S. 50 between Pueblo and Pueblo West.

According to CDOT and the county, Pueblo’s stretch of I-25 is one of the most dangerous corridors in the state and the oldest to ever be reconstructed.

CDOT ranks the highway between Pueblo and Pueblo West as the 15th most congested corridor in Colorado. A third eastbound lane will be added and McFadyen hopes to get future state funding for an additional westbound lane.

The Ilex Exit interchange will be reconstructed and will include an alternative fueling station.

Funding also will repave the entire stretch of Fourth Street, or Colorado 96, through town from Pueblo Boulevard to U.S. 50. Business intersection.

North I-25 by Pinon will be resurfaced, six bridges over I-25 in south Pueblo will be rehabilitated, and the intersection of U.S. 50 and 32nd Lane also will be reconstructed.

Work is expected to start next spring, beginning with the Ilex reconstruction. McFadyen said all the road projects are scheduled to be completed in five years.

The week in review

Published: October 20, 2013; Last modified: October 20, 2013 05:00AM
Pueblo chieftain

\$108 million for road projects

The State Transportation Commission has awarded Pueblo \$108 million in road projects. The funds come from a few sources, but mainly the Colorado Department of Transportation's Responsible Acceleration of Maintenance and Partnerships program, or RAMP.

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Crash victims identified

The Colorado State Patrol identified the Pueblo victims involved in a fatal car crash on Interstate 25 near Fountain last Sunday.

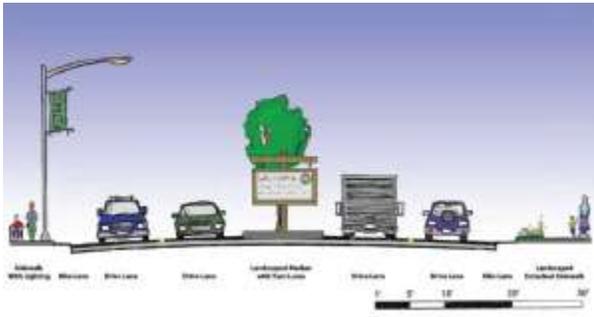
The deceased are Aushaley Maldonado, 21; Victor Hernandez-Briano, 30; and Eladio Esperanza-Hernandez, 33.

Jade C. Valdez, 23, the driver, suffered serious injuries and was being treated at Memorial Hospital in Colorado Springs.

Trooper Josh Lewis said alcohol is suspected in the one-vehicle crash. The investigation is continuing.

\$2M awarded for Buena Vista highway revamp

Posted: Thursday, October 17, 2013 4:44 pm | Updated: 9:57 am, Sun Oct 20, 2013.
Maisie Ramsay, Chaffee County Times staff writer



U.S. 24 conceptual drawing - This depiction of a highway median is one of several conceptual drawings for the revamp of U.S. 24.

Buena Vista was awarded nearly \$2 million in state funding Thursday to start its revamp of U.S. 24.

The availability of the funding was cast into question after last month's flooding caused \$475 million in damage to roads and bridges across several Front Range counties.

Despite the cost of rebuilding, the town's application for \$1,997,090 in RAMP funding was approved by the Colorado Department of Transportation on Oct. 17.

"This \$2 million grant is wonderful news for our community and is the result of several years of engagement with CDOT after years of just assuming they'd be unresponsive," trustee Keith Baker said, calling the plans "vital steps in our community development."

Buena Vista's highway corridor lacks sidewalks and safe pedestrian crosswalks, and was recently described as unsafe and inefficient by a consultant hired to redesign the road.

The newly granted funding will go toward addressing these safety issues and improving the flow of traffic on U.S. 24 between the town's northern and southern boundary lines.

CDOT expects the project to reduce traffic accidents by 69 percent.

The town is matching the RAMP capitol with \$500,000 of its own funds, bringing the project's total cost to \$2,497,090.

"The purpose of this project is to enhance U.S. 24 as it passes through the town," CDOT said in its announcement. "These enhancements include sidewalks, raised medians, curb and gutter, pedestrian ramps and drainage improvements."

The RAMP program, short for Responsible Acceleration of Maintenance and Partnerships, is aimed at accelerating the completion of transportation projects.

Buena Vista has been working on its highway project "for at least a decade," Mayor Joel Benson said. "This is a great, unexpected opportunity to work on some projects we need."

Meanwhile, a key planning document for the U.S. 24 project is already in the works.

Buena Vista and CDOT agreed this summer to share the cost of an access control plan for the highway. The ACP will determine where vehicles enter and exit U.S. 24.

The plan must be in place before work on the highway can begin, CDOT spokeswoman Nancy Shanks said.

A public meeting was held in Buena Vista last month so CDOT and consultants working on the ACP could gather public feedback.

“Right now, Buena Vista has a tremendous number of access points,” Fehr & Peers consultant Dave Millar said during the meeting, characterizing the highway's current configuration as “unsafe” and “not efficient.”

The number of access points on and off the highway would likely be reduced, Millar said.

In response, some expressed concern that eliminating driveways could negatively affect highway businesses.

CDOT and the consultants have pledged to meet with each highway business affected by the plan.

A second public meeting on the ACP is tentatively scheduled for mid-November. A final report is expected in the spring.

Details mapped out for \$108 million in road funds

BY NICK BONHAM THE PUEBLO CHIEFTAIN

Published: October 18, 2013; Last modified: October 19, 2013 12:02AM

Puebloans can expect to see a lot of orange traffic cones next year.

With more than \$108 million of state funds coming to town for road projects, here's a look at the various projects and prices.

County officials said the projects are expected to be completed within five years, starting around the Ilex Exit.

Reconstruction of Ilex and First Street interchanges — \$64.6 million

Pueblo's biggest road project, the Colorado Department of Transportation plans to reconstruct the bridges and traffic lanes on Interstate 25, from the Ilex Exit to the First Street Exit.

That will include removing and replacing the long north and southbound bridge sections, and widening the roads for a future through lane.

That stretch of highway will also include continuous acceleration-deceleration lanes from First to Ilex, in both directions, making entering and exiting the highway safer and easier.

The First Street bridge will also be removed and rebuilt with a longer southbound on-ramp

Work under the bridges means removing and reconstructing streets, like D Street and Stanton Avenue.

U.S. 50 from Wills Boulevard to Purcell and McCulloch boulevards — 11.2 million

A third eastbound lane of U.S. 50 will be added between Pueblo and Pueblo West.

The project also will upgrade the intersection of the highway at Pueblo Boulevard.

Pueblo West intersections of the highway at Purcell and McCulloch boulevards also will be upgraded.

The project will create “channelized northbound right-turn movements leading into longer acceleration lanes,” according to project documents.

“These improvements will make the right-turn movement safer, more efficient, and less confusing.”

South I-25 bridge work — \$11.5 million

Six bridges are scheduled for work and various repairs, starting in 2014.

Three of the bridges will be widened, two at Indiana Avenue and one at I-25 over Santa Fe Avenue. These bridges also will undergo deck replacement.

The bridges at Northern and Mesa Avenues, and the Santa Fe bridge over the Arkansas River, also will get new decks and various support repairs.

I-25 North at Pinon — \$10.9 million

An approximate 12-mile stretch of North I-25 will be resurfaced around the Pinon area.

Colorado 96 paving — \$5.4 million

Colorado 96 through Pueblo, or the corridor that changes from East Fourth Street, then Lincoln and Thatcher avenues, will be repaved from Pueblo Boulevard to the U.S. 50 Business intersection at the eastern edge of town.

Culvert and bridge preventative maintenance — \$3.3 million

Pueblo also received funding to repair or replace various culverts in the county and do preventative maintenance on bridges separate from those on South I-25.

U.S. 50 at 32nd Lane and Cottonwood Avenue — \$1.5 million

CDOT plans to add two deceleration and turning lanes at the 32nd Lane intersection. Deceleration and acceleration lanes will be added at the Cottonwood intersection.

Money OK'd for critical I-25 interchange improvements

By Garrison Wells, Colorado Springs Gazette

Updated: October 18, 2013 at 12:51 pm • Published: October 18, 2013 | 12:50 pm

The Colorado Department of Transportation gave its blessing Thursday to funding a critical \$95 million transportation project that may prompt dancing in the streets from Colorado Springs to Cripple Creek.

The project is the long-awaited Interstate 25-Cimarron Street interchange reconstruction, which has been on the state's radar since 1971.

"It's the beginning," said El Paso County Commissioner Sallie Clark. "It's been a long time coming. Persistence has paid off on behalf of the region."

The transportation commission also approved money for an I-25/Fillmore Street interchange and improvements to the interchanges at Judge Orr Road and U.S. 24 and Colorado 21 (Powers Boulevard) and Old Ranch Road.

The funding is available under Responsible Acceleration of Maintenance and Partnerships, or RAMP, which allows CDOT to advance \$300 million a year for five years to fund projects. In all, it's a \$1.5 billion boost to projects statewide.

RAMP "will allow us to make critical improvements to our state's transportation system," Gov. John Hickenlooper said in a news release.

The 44 improvements announced Thursday, he added, "will boost our economy through construction job growth."

For the first year, the Cimarron interchange will get \$24 million, according to the list of winning projects.

Work will include:

- Improved and extended acceleration/deceleration lanes, widened shoulders and improved curbs
- New I-25 bridges
- Improved interstate and interchange operations
- Enhanced trail connections

- Aesthetic enhancements

Construction could start in 2015, Clark said.

U.S. 24 isn't just a key east-west thoroughfare in an area where there are few, according to CDOT. It's the only major route into the Rockies for 50 miles north and south of Colorado Springs - a key connector for tourism in Teller County.

"I think the impact will be beneficial to Teller County and to Woodland Park," said David Buttery, Woodland Park city manager. "I don't think it will be huge, but it will make it easier to exit off I-25 and to 24. It's not just the interchange, it's the improvements on 24 in the area that will make traffic flow a little bit easier."

It will also help truck drivers carrying goods through Ute Pass, Clark and Buttery said.

But those who celebrate the most may be commuters from Teller County who drive to Colorado Springs, Buttery said.

"Forty percent of the population in the city limits of Woodland Park works in Colorado Springs," he said.

"In Teller County, it's more than 50 percent. A huge number of our working population works in Colorado Springs, and it will make their commutes easier, and that makes happier people."

After the deluge: Colorado tourism fighting back

Rocky Mountain National Park, a major destination, hit by the fall floods and federal shutdown.

By EMILY BRENNAN

The New York Times

Originally published Sunday, October 20, 2013 at 7:04 AM

Colorado's tourism industry has suffered a one-two punch this fall. After floods and landslides that began Sept. 11 inundated the area near Rocky Mountain National Park, the government shutdown, which began Oct. 1, forced it to close.

In response, the state adopted temporary measures to give tourists access to its forests before the aspen — turning spectacular shades of yellow and gold this month — go bare.

On Oct. 12, Gov. John W. Hickenlooper of Colorado and the Interior Department reopened Rocky Mountain National Park. The state agreed to pay \$40,300 a day to furloughed National Park Service employees to operate the park.

The reopening brought relief to towns like Estes Park, a gateway to Rocky Mountain National Park that had seen fewer visitors since the shutdown began, compounding financial losses it suffered since the flooding.

Most of Rocky Mountain National Park has been reopened, although areas on the east side, including the Twin Sisters Trail, Aspenglen Campground and Longs Peak Campground, remain closed because of flood damage. Trail Ridge Road, a stretch that reaches an elevation of 12,183 feet, will be plowed so it can reopen for what remains of the fall tourist season.

Already Hickenlooper had diverted state funds to keep the National Guard on the job of cleaning up and reconstructing roads, including Routes 36 and 34, the two main arteries to Rocky Mountain National Park and Estes Park. They have remain closed because of extensive flood damage, although the more circuitous State Highway 7 is open and provides access.

Amy Ford, communications director of the Colorado Department of Transportation, said Routes 36 and 34 were expected to reopen Dec. 1, but she warned that conditions would not be as good as before the flood. “It will be safe, passable, plowable,” said Ford, “but it may be one line in each direction.”

Tourists need not wait until December, though, to see some of the region’s most impressive sights by car. Peak to Peak Highway along State Highways 7 and 72, the best place to view fall foliage, is open, as is Boulder Canyon Drive along Highway 119 from Nederland to Boulder.

Mary Ann Mahoney, director of the Boulder Convention and Visitors Bureau, said Boulder had quickly recovered from the flash floods that struck it last month. With damage mostly limited to the city’s eastern side, she said, Boulder’s downtown area along the pedestrian Pearl Street Mall remained largely untouched.

While the Royal Arch Trail remains closed because of flood damage, hiking trails of comparable beauty, including Mount Sanitas, Red Rocks Loop at Settlers’ Park and Sunshine Canyon, are open. The Boulder Creek Path, a bike trail through the city, is open with the exception of a few muddy underpasses.

Colorado man found in truck 6 days after crash

Associated Press
October 21, 2013

CANON CITY, Colo. — A Colorado man survived six nights in near-freezing temperatures next to his friend’s body before the wreckage of their truck was discovered off of a rural highway, authorities said Friday.

The truck carrying Ronald Lee Mohr and Richard William Koester went off U.S. Highway 50 and into a ravine about 85 miles south of Denver on Oct. 11, Fremont County Coroner Carlette Brocious said.

A Colorado Department of Transportation worker spotted the pickup on Thursday. Mohr -- the driver -- had died of his injuries while Koester has since been hospitalized with serious injuries.

"They were down in a culvert and you just couldn't see them from the road," Brocious said. "It was just wonderful that the CDOT worker found them when he was looking over the guardrail."

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The crash took place five miles west of Canon City in an area marked by scrubby vegetation and canyonlands.

Mohr, 59, of Silver Cliff, and Koester were reported missing when they didn't return from a trip to Cripple Creek, a historic Rocky Mountain mining town now popular for its casinos.

Portion of Hwy. 34 In Big Thompson Canyon To Reopen To Residents Only

October 18, 2013 9:15 PM
CBS4



(credit: CBS)

DRAKE, Colo. (CBS4)- People living in Drake or who own property in that area will be allowed to return via Highway 34 this weekend.

The Colorado Department of Transportation will reopen a portion of Highway 34 through the Big Thompson Canyon on Sunday.

CDOT crews have been able to build a two lane dirt road between Estes Park and Drake where the flooding had washed out the highway.

Starting Sunday at noon people living in that area will be allowed to come and go at any time.

Loveland road projects selected for state funding

The city will receive \$500,000 for two projects

By Jessica Maher Loveland Reporter-Herald Staff Writer
POSTED: 10/20/2013 05:46:56 PM MDT

The city of Loveland will receive half a million dollars for two projects through the Colorado Department of Transportation's Responsible Acceleration of Maintenance and Partnerships (RAMP) program.

The projects are among 44 selected statewide, representing a \$580 million investment by CDOT to maximize and expand the statewide transportation system. The RAMP program was created in December 2012 and allows CDOT to fund multi-year projects based on a year's worth of spending rather than saving for the full amount for a project before construction begins.

The two projects selected in Loveland are an anti-icing spray system for the Interstate 25/Crossroads Boulevard interchange -- CDOT will pay \$200,000 of the \$250,000 project -- and the Loveland Road Weather Information System update and expansion. The RAMP request for the weather information system expansion was \$304,000 and the city will match the award with \$76,000 toward the total project cost.

The anti-icing spray system, which monitors temperatures and sprays anti-icing spray onto a surface, is often used for bridges but Loveland's application on a roundabout could be replicated across the country if it's successful, director of public works Keith Reester said.

"We think it has a lot of potential for improving safety and improving efficiency of operations," Reester said. "We're looking forward to seeing the merits."

The expansion of the city's road weather information system relates to the three locations in Loveland where sensors are located in the roadway and connected to the city's computer system as well at the state traffic operations center. The sensors monitor temperature change and help staff plan for weather conditions, Reester said.

The RAMP funding will update the program and provide additional sensors to be installed.

The city of Loveland had requested about \$30 million in funding through the RAMP program to take over the state-maintained stretch of Colorado 402 from I-25 west to U.S. 287 and all the improvement costs that would come with a takeover. That project was not selected, but Reester was encouraged that the CDOT did fund other devolution requests in the state.

"We'll continue to work on that project," he said.

Teen Motor Vehicle Fatalities Rise in 2012

Posted: Oct 21, 2013 9:54 AM MDT Updated: Oct 21, 2013 9:54 AM MDT

Northern Colorado 5

STATEWIDE-Parents of teenagers may think they don't have influence on their kids, but when it comes to safe driving, they do - and it could mean the difference between life and death. From 2004 to 2011, rates of motor vehicle crash deaths among 15- to 19-year-olds in Colorado dropped more than 67 percent. However, in 2012, Colorado experienced a 10 percent rise in teen fatalities from 2011.

"The pairing of statewide education and heightened enforcement has contributed to a significant decline in teen driving fatalities, but the increase in 2012 is cause for concern," said Ali Maffey, policy and communication coordinator at the Colorado Department of Public Health and Environment. "Before teen drivers get behind the wheel on their own, experts suggest parents sign a contract with their teenager outlining clear rules and specific consequences if rules are broken. This accountability goes a long way in decreasing a teen's risk of motor vehicle crash or fatality."

In conjunction with National Teen Driver Safety Week, Oct. 20-26, the Colorado Teen Driving Alliance launched a new online parent course providing step-by-step instructions on how parents can support their teens through Colorado's Graduated Driver Licensing laws. The course was prompted by a new Colorado Department of Public Health and Environment survey of 738 parents of teens throughout Colorado showing only 6.4 percent of parents could accurately identify components of graduated drivers licensing laws, including curfews, passenger restrictions and seat belt requirements.

"Teaching your teen to drive can be a daunting process," said Carol Gould, highway safety manager at the Colorado Department of Transportation. "But the best way to put yourself at ease is to get up-to-speed on the process of getting a license, understand the specific restrictions for teen drivers and treat the learning process as a true partnership with your teen by helping each other navigate Colorado's laws and safety guidelines."

All teen drivers must log 50 hours of practice driving with a parent or legal guardian. Experts recommend using this practice time to expose teens to a variety of road types and weather conditions. The online parent course guides parents through lesson ideas to cover during the 50 hours of practice driving. The learning process should not end once a teen gets his or her license. According to a survey by the AAA Foundation for Traffic Safety, teen drivers are 50 percent

more likely to crash during the first month of driving on their own than they are after a full year of driving experience. After two years of driving experience, a teens' accident rate is cut in half.

The Colorado Teen Driving Alliance is a group of government agencies, law enforcement and private partners who work together to reduce teen driving fatalities and injuries. To learn more about Colorado's graduated driving licensing laws, how to support your teen through the process and access the online parent course, visit www.COTeenDriver.com.

Beyond Colorado

[DOT removing 'antiquated' highway motorist call boxes](#) Tallahassee.com

The state **Department of Transportation** is removing all but a few of the 2,752 push button call boxes from along its highways as personal cell phones have ...

[Upper Great Plains Transportation Institute honors transportation ...](#) Prairie Business

Francis Ziegler, the former director of the North Dakota **Department of Transportation**, along with several other transportation leaders from the region were ...

[Workers Find Body Near I-70](#) MyWabashValley

Police are investigating after workers from the Illinois **Department of Transportation** found a body in Casey. The body was discovered near the westbound ...

[Virginia DOT project turns roadkill into landscape](#) The Trucker

Virginia **Department of Transportation** officials describe the latest project happening at their Hanging Rock Area Headquarters near Salem as a national model.

[Pryor says DOT will be on the hook for \\$117 million if it backtracks ...](#) Charleston Post Courier

If the state **Department of Transportation's** board tries to stop the completion of Interstate 526 from moving forward, it could be on the hook for \$117 million, ...

[KU students disagree with administration wetlands decision](#) Lawrence Journal World

Courtesy: Kansas **Department of Transportation**. ... played in a university decision to let the Kansas **Department of Transportation** use part of KU-owned wetlands ...

[Schumer, LI families push for rearview cams on cars](#) Newsday

Charles Schumer and two Long Island families vowed Sunday to fight the federal **Department of Transportation's** delays in enforcing a 2008 law requiring all ...

[Expenditures from motor vehicle user's charge probed](#) BusinessWorld Online Edition

SENATOR FERDINAND R. Marcos, Jr., chairman of the Senate committee on public works, has directed the Road Board, the **Department of Transportation** and ...