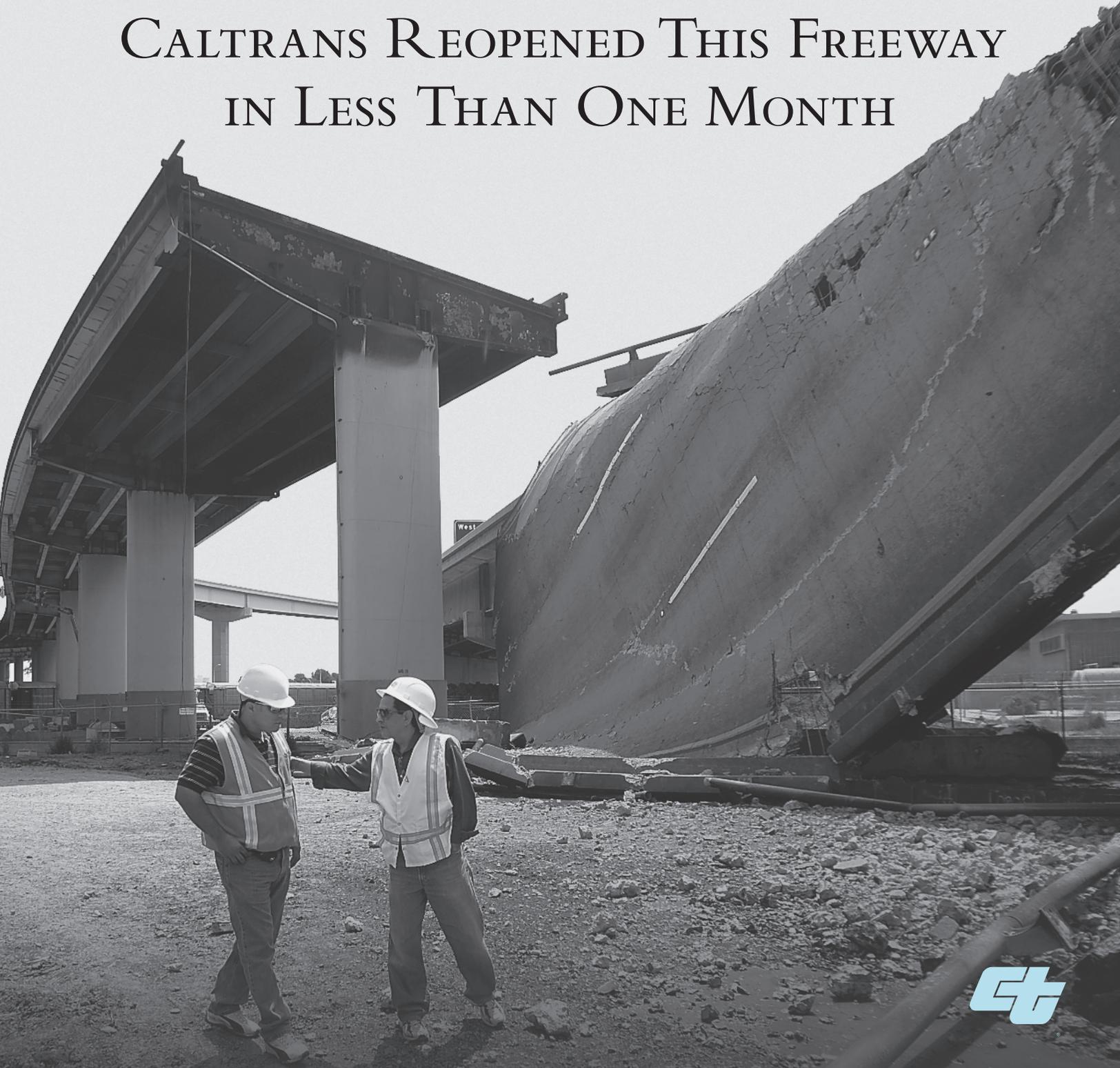


CALIFORNIA TRANSPORTATION

Journal

Volume 3 | Issue 2 | 2007

CALTRANS REOPENED THIS FREEWAY
IN LESS THAN ONE MONTH



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COVER STORY: Cleveland
Wrecking Company General
Superintendent Mike Zamora
and Rajesh Oberoi, Senior
Construction Engineer, Caltrans,
discuss demolition for a section
of "The Maze," which collapsed
after a tanker truck exploded
under the connector ramp.



CALIFORNIA TRANSPORTATION Journal

Volume 3 | Issue 2 | 2007

In this issue:



MACARTHUR MAZE/
580 DECK COLLAPSE

2 *MacArthur's amazingly rapid*

reconstruction...

11



How to do business with

Caltrans – a video for you...

12 *Making Devore*

a divine drive...



16 *Canines help Caltrans*



protect sacred sites...

18 *Bond money keeps*



Californians moving...

CTJ

Message from - the Caltrans Director -

Would you like to do business with Caltrans, but don't know how to go about it? In this edition of the *California Transportation Journal*, you will find a Caltrans-produced DVD that talks about a terrific process for managing transportation projects in the state's system and for delivering those projects on time. The process is called partnering — the art of cooperating with others to meet common goals.

This concept of partnering is embraced not only by me, but by the rest of Caltrans. You will see and hear on the DVD.

We have found that Caltrans can do more by working cooperatively with our partners than it could do alone. A perfect example is the way Caltrans and its local partners worked together following the MacArthur Maze incident. We enjoyed great support from the Metropolitan Transportation Commission and all of the local transit agencies. The Bay Area Rapid Transit (BART) system adjusted its normal routines to make up for the freeway system's temporary disability. What followed was BART's biggest week ever: 2.1 million rides from April 30 to May 6. Ridership tapered off but remained much higher than normal until the melted ramp was replaced, 25 days later.

Caltrans also received assistance from the Federal Highway Administration and other federal agencies, as well as private sector companies. Law enforcement and public works staff in the cities of Oakland, Emeryville, San Francisco, and neighboring communities teamed up to give outstanding support.

A new partnership between Caltrans, the Bay Area Toll Authority, and the California Transportation Commission, called the Toll Bridge Program Oversight Committee (TBPOC), is another shining example of what can be accomplished by working together. TBPOC has helped tremendously with

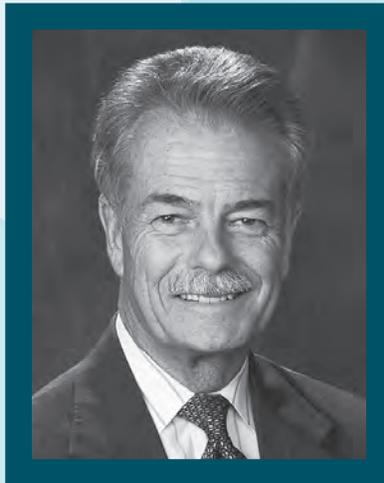
management of the San Francisco-Oakland Bay Bridge, which, as we all know, is being rebuilt because of damage by the 1989 Loma Prieta earthquake. Delays that Caltrans had struggled with prior to the creation of the new partnership team in 2005 are nearly nonexistent now. Why? The new partnership has more resources than Caltrans did alone to tackle problems that come up.

Let me give you one more example of how partnering strengthens an organization. For several years now, Caltrans has been working with the heavy highway construction industry to ensure that the resources are there to meet the upturn in transportation building. California, after all, has seen a boom in new construction projects with the passage of Governor Arnold Schwarzenegger's \$19.9 billion transportation bond in 2006.

Caltrans has been conducting workshops throughout the state and taken action to ensure that builders are "growing" their ability to take on and complete increased workload.

There have been several positive results from this partnership with the construction industry: an increase in bidders per project from 3.6 bidders per project in fiscal year 2006-07 to 4.9 bidders per project in fiscal year 2008-09; increasing the number of bidders has led to more competitive bids that have generally been more in line with our Engineer Estimates. Also, for two years running, Caltrans has delivered its new transportation projects on time.

In closing, I ask that you share this DVD on how to partner with Caltrans with the folks in your organization. We want to do business with you. We want to have open communications with you. We want to build trust, understanding, and teamwork. We've already proved that successful partnerships benefit Caltrans, its partners, and the public.



A handwritten signature in black ink that reads "Will Kempton". The signature is written in a cursive style and is followed by a horizontal line.

Will Kempton, Director -



Maze Becomes

**Rapid repair
resulted from ingenuity,
partnership and
old-fashioned hard work**

Mayhem

*By Bob Haus, Public Information Officer
Photos courtesy of Caltrans District 4 Photography*

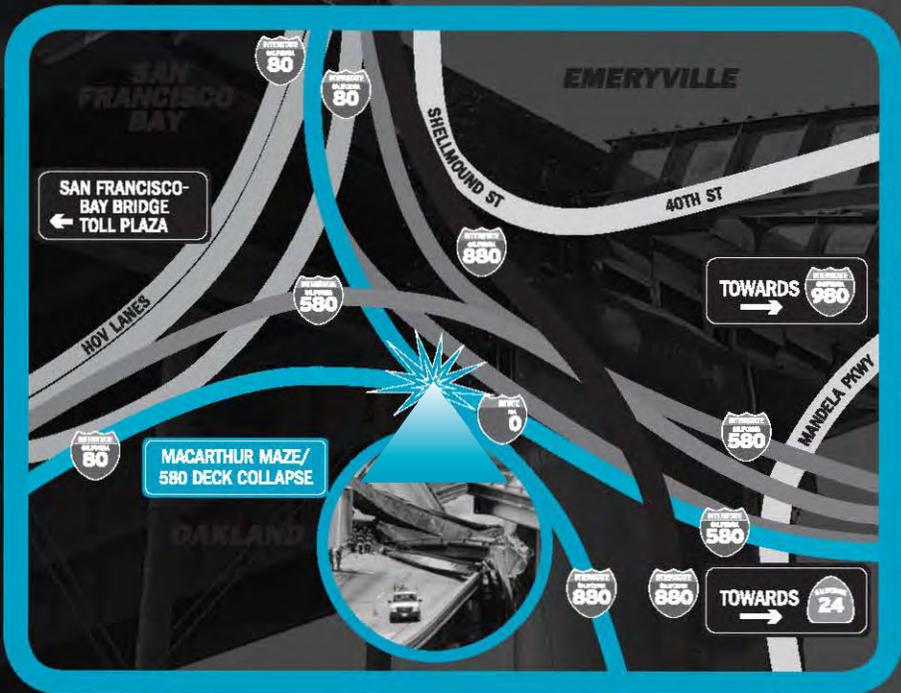
Caltrans Miracle

The images were horrifying: a gasoline tank truck exploding into a fireball... a freeway connector ramp collapsing into a flaming haze of hot cinders... about 165 feet of upper roadway gone, vanished... twisted, fire-blackened girders on the lower deck.

Bay Area residents waking to these images on April 29 feared the worst. Surely it would take months to repair the ramps. Just as surely, the damage would cause massive traffic jams. After all, these two ramps were integral parts of the interchange known as “The Maze,” one of the most vital and heavily traveled interchanges in the Bay Area. The Interstate 580 connector ramp’s upper deck carried traffic from San Francisco to Oakland, Walnut Creek, and points east. The Interstate 880 connector – the lower ramp – carried vehicles headed from Sacramento to San Jose and further south. Bloggers and talk radio hosts gloomily predicted months of gridlock and misery.

Yet it didn’t happen. In just over one week, the fire-damaged lower deck reopened to traffic. And in less than a month, the upper deck was back in business. The rapid repair was a combination of ingenuity, partnership, and old-fashioned hard work.

continued on page 4





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Opposite, clockwise from top left: Caltrans computerized message sign alerts motorists to the road closure; Contractor C.C. Myers; Caltrans engineers team up with private contractors to get the job done; a massive crane dominates the scene during repair work to damaged I-580 interchange; Governor Schwarzenegger visits the site.

evaluation at its Texas lab. Steel and concrete samples were also drawn from the 580 ramp's supporting columns.

Within a day, the results of the steel tests came back, and the news was good. While the fire had warped and twisted the 880 girders, the structural integrity had not been compromised. The girders could be straightened. While that would be no easy task, it was infinitely preferable to the scenario of tearing down the entire structure. The concrete deck core samples showed quite a bit of surface damage, but indicated the deck was repairable. On Wednesday, May 2, Governor Schwarzenegger made the official announcement — the 880 connector ramp would be repaired and open to traffic in seven to ten days. American Civil Constructors banded with Caltrans engineers and went to work installing the external bracing, called “falsework.” Once the freeway was properly supported, crews could start correcting the first of many problems — the uneven road surface.

When the fire's heat warped the girders, the roadway twisted out of shape, resulting in a nine inch drop off between sections. Caltrans and the contractor

brought in a set of hydraulic jacks and lifted the entire structure nine inches, bringing the roadway back into alignment. Once the deck was realigned, the relatively routine task of deck rehabilitation got underway. Workers ground out the damaged concrete, poured new concrete, and replaced the damaged barriers and electrical components.

Down below, a more unconventional job was underway. The girders would be fixed with a process called heat straightening. Caltrans Project Manager Skip Sowko explained, “It's a bit like acupuncture. Acetylene welding torches are brought in, and a certain amount of heat is applied for a certain time to a certain spot. Once the steel has been heated to the proper temperature, hydraulic jacks straighten the girders.”

Straightening Out the Maze

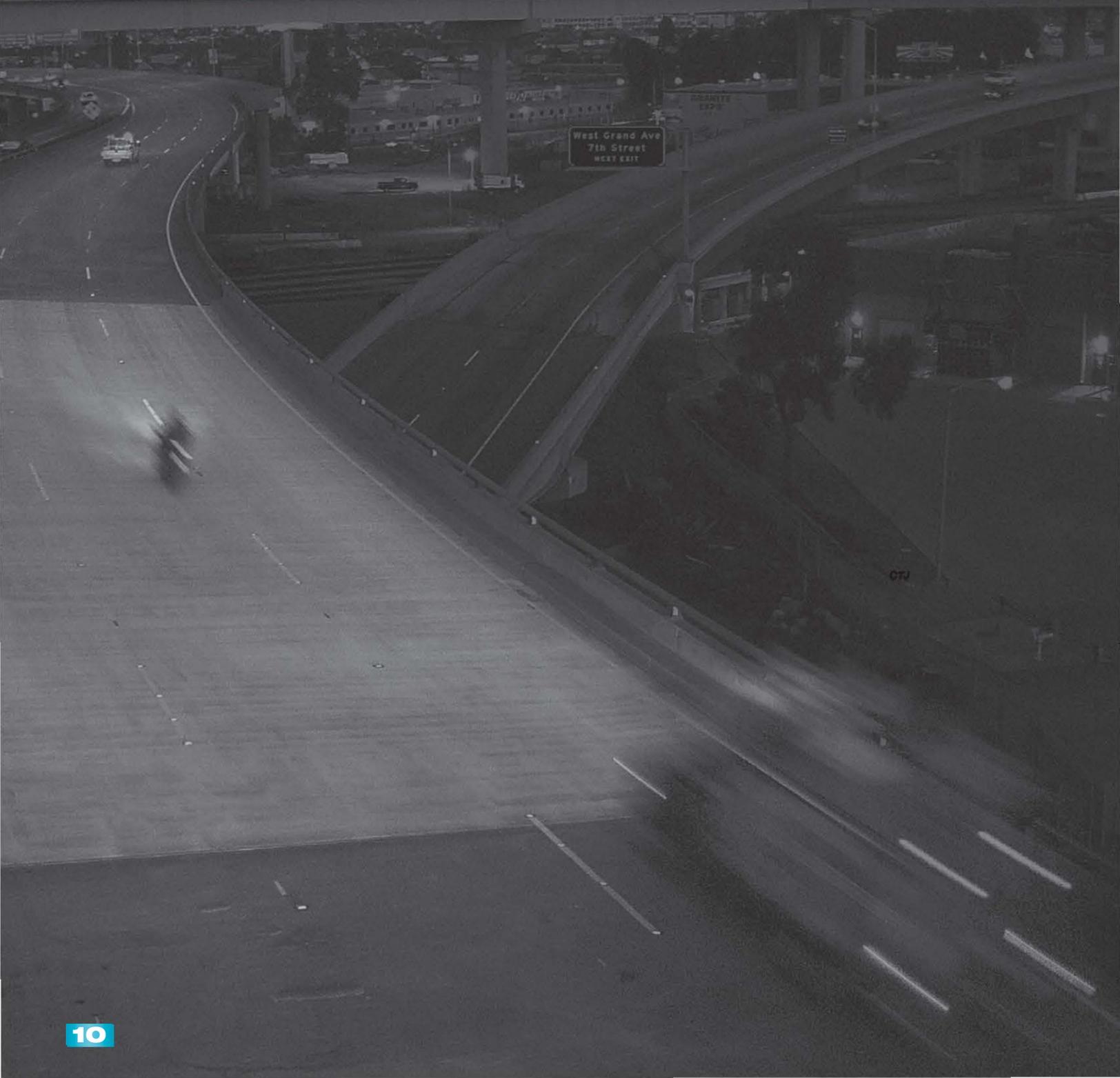
The heat straightening was a tricky process. But with the falsework assuming most of the structural load, the ramp could be opened to traffic while workers continued the straightening process.

The ramp was reopened more quickly than anyone expected. On May 2, Governor Schwarzenegger

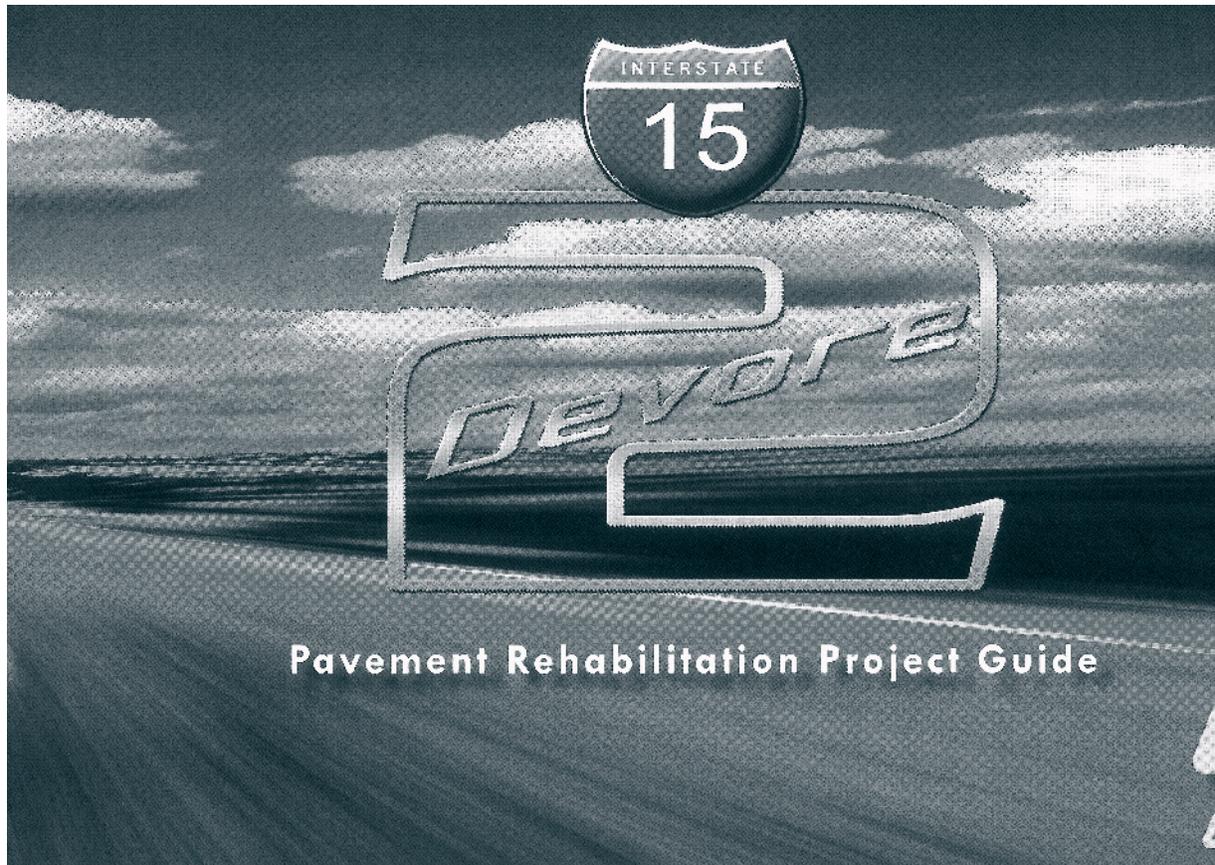








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CONSTRUCTION INDUSTRY
ARE COMMITTED TO MAKING
PARTNERING THE WAY WE
DO BUSINESS. PARTNERING
PROMOTES OPEN AND HONEST
COMMUNICATION, TRUST,
UNDERSTANDING AND
TEAMWORK. PLEASE VIEW OUR
“WORKING TOGETHER THROUGH
PARTNERING VIDEO” UNDER
“HIGHLIGHTS” THAT EXPLAINS
HOW TO DO BUSINESS
WITH CALTRANS.



Pavement Rehabilitation Project Guide

PROMOTING CALTRANS PROJECTS

By Rose Melgoza

Public Information Officer

When Caltrans completed 10 months of paving work in less than one month's time in 2004, "Rapid-Rehab" was dubbed a major success. The \$15 million Interstate 15 (I-15) Devore Project in Southern California rebuilt a 2.8-mile stretch of badly damaged concrete lanes in only two single-roadbed continuous closures (also called "extended closures"). The project required 210 hours of work, using contra-flow traffic (opposite direction to the main traffic flow) and 24-hour-per-day construction operations. The pre-construction schedule estimated that, using traditional nighttime-only closures, the job would have taken ten months to complete. Instead, the reconstruction took only 19 days, with each extended closure for one roadbed lasting 9.5 days.

The I-15 Devore 2 Pavement Rehabilitation project started in the summer of 2006 on a section of I-15 in San Bernardino County at the junction of Interstate 215 (I-215) in Devore (at Cajon Pass) where nearly 200,000 motorists travel daily. It is the primary route for commuters from the



high desert destined for Los Angeles, Orange, Riverside and San Bernardino counties. It is also used by truckers for interstate shipments of goods and services, as well as travelers to and from Nevada's Las Vegas resort area.

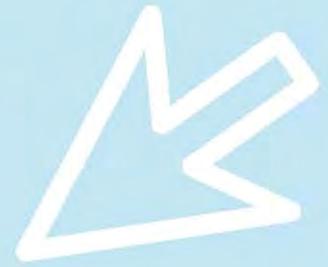
The purpose of the project was to rehabilitate pavement and add a northbound truck-climbing lane. In an attempt to lessen the duration of the project and build a better quality, longer lasting roadbed at a reduced construction cost, the Rapid-Rehab method was again selected. Rapid-Rehab uses longer work periods, allowing a greater amount of work to be completed in less time. Nearly eight months of night work was consolidated into six separate, 55-hour Rapid-Rehab weekends. Studies indicated that the extended closure of various connector ramps could result in six-hour traffic delays if a 40 percent diversion was not achieved.

- The target audience was larger than usual, as the campaign had to reach anyone who might travel on I-15 to the Las Vegas resort area. The outreach focused on the four Southern California counties and Nevada. Caltrans provided materials to the Nevada Department of Transportation (NDOT), Las Vegas Convention and Visitors Association (LVCVA), Hyundai Pavilion (a local concert venue), California Trucking Association, and Southern California Automobile Club (AAA) to keep them apprised of the schedule. More than 10,000 flyers were distributed and e-mailed to known interested parties.
- A strong presence in the media before, during and after the weekend closures kept the public aware of the changing schedule. Press conferences were held in Las Vegas, Los Angeles and San Bernardino. Media tours gave reporters close-up views of the traffic conditions facing motorists. Regular briefings and interviews with traffic reporters gave them the inside scoop to include in their radio traffic reports.

THROUGH PUBLIC OUTREACH

A proactive public awareness campaign was launched to inform motorists and offer options to achieve the necessary diversion. The goal was to change motorists' behavior, gain public support and achieve the minimum 40 percent traffic diversion rate during the Rapid-Rehab work periods. In order to meet the goal, a multifaceted public relations campaign was initiated utilizing traditional and new approaches to information dissemination. Highlights included:

- All printed material and the Web site had a consistent look and logo, so the public would easily recognize updates. The colorful layout had a high-quality contemporary feel.
- A guide booklet was created to give drivers easy access to project information and detailed maps illustrating the closure areas and detours for the duration of the project. It was designed to fit in a typical glove compartment, and included Frequently Asked Questions, with alternate routes suggested to achieve our traffic diversion goals. With a fluid construction schedule that changed frequently, the brochure was a valuable tool throughout the life of the project. It included the Caltrans district Web site and a toll-free phone number. A total of 30,000 booklets, along with 10,000 postcards and rack cards were distributed in California and Nevada.

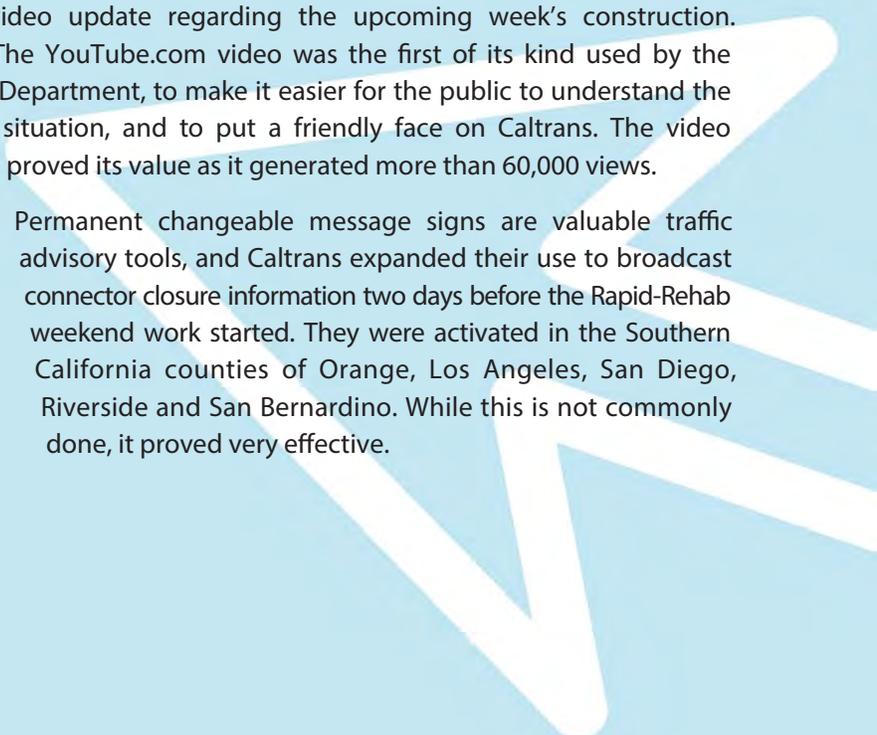


Thinking Outside the Box

Caltrans utilized the power of the Internet to reach at least 200,000 visitors through the Devore 2 project Web site during construction. The Web site contained detailed project information, including printable flyers about road closures. Closed circuit television (CCTV) cameras allowed anyone with Internet access to view video of real-time traffic conditions before leaving on a trip.

Two new features were introduced on the Web site. The first feature introduced was a service called CT Connect. It allowed any user to sign up for automated electronic updates, which instantly notified users of all updates to the Web site. The second feature was a video update via YouTube.com that provided a newscast-style video update regarding the upcoming week's construction. The YouTube.com video was the first of its kind used by the Department, to make it easier for the public to understand the situation, and to put a friendly face on Caltrans. The video proved its value as it generated more than 60,000 views.

Permanent changeable message signs are valuable traffic advisory tools, and Caltrans expanded their use to broadcast connector closure information two days before the Rapid-Rehab weekend work started. They were activated in the Southern California counties of Orange, Los Angeles, San Diego, Riverside and San Bernardino. While this is not commonly done, it proved very effective.



Results of Outreach

During the Rapid-Rehab weekends, traffic diversion averaged at least 40 percent, which resulted in an average delay time of only 45 minutes rather than the anticipated six-hour delays. On two of the six weekends, Caltrans achieved over 50 percent diversion; the remainder averaged 30 percent or more. The Las Vegas resort operators were pleased that there was no noticeable drop in their attendance. Our ability to divert so much traffic demonstrated the public outreach campaign's effectiveness. The success of the campaign was largely due to the number of Web site visits, validating the theory that an enhanced Web presence with up-to-date, relevant information is vital in today's society.

District 8 has shown that, by providing timely information and travel alternatives, Caltrans can continue to improve and maintain highways, contractors can work quickly and safely, and the public can adjust to changes with minimal frustration. Numerous e-mails thanking Caltrans for the timely information made all the hard work worthwhile. Devore 2 was a win-win situation. 



15 Devore 2
COMING SUMMER 2006

TRAVELING TO...
Phoenix, Arizona?
Las Vegas, Nevada?
Salt Lake City, Utah?
Hammock Lakes, California?
...THIS MAY AFFECT YOU

Who?
- Caltrans District 8 - Serving Riverside and San Bernardino Counties

What?
- Replace deteriorated pavement
- Add an additional lane for slow vehicles (truck climbing lane) to improve traffic flow
- Provide a smoother, quieter ride for motorists

When?
- Work begins late Summer 2006
- Most work on weeknights (Monday - Thursday)
- Rapid Rehab Weekend Closures
- 9 weekend closures (full directional) to be planned over the Summers of 2006 and 2007 (details to be forthcoming)
- Completed Winter 2007

Where?
- On Interstate 15 from Sierra Ave in Fontana through Devore to south of Cleghorn Road in the Cajon Pass (map on reverse side)


Caltrans

IMPROVING MOBILITY ACROSS CALIFORNIA





*By Susan Lent
Public Information Officer
Photos courtesy of District 9*

.....
*Above: Caltrans District 9 Archaeologist Tom Mills.
Left: 4-year-old Australian Shepherd, Maya, with
handlers James Davidson and Ann Anderson. Opposite,
top to bottom: 4-year-old Border Collie Rhea; 1-year-old
Border Collie Shiloh; and 2-year-old Jack, a Labrador
Retriever. Maya, Rhea, and Jack are all state-certified
human remains detection specialists, and Shiloh is
currently undergoing certification training.*

Forensic Dogs Help Preserve Native American Burial Ground

SINCE TERALD GOODWIN notified Caltrans that he remembered an historic Native American burial ground near the two proposed southbound lanes of U.S. Highway 395, Archaeologist Tom Mills has been proactively working to locate it. Goodwin, a Native American, thought there were 12 burial sites and remembered his grandmother scattering crushed, blue glass beads over unmarked graves. The last burial occurred around 1926.

Mills considered two ways to identify the areas concerned. The first option, using ground-penetrating radar, did not seem feasible in this case because there was no visual grave evidence. Without any definite indicators, he determined it would take too much time to discover and identify the site's boundaries using radar.



Prehistoric Archaeology and “Man’s Best Friend”

Using forensic search dogs specifically trained to find a decomposed human tissue scent source was the more promising option, because forensic search dogs have proven to be accurate in the past. They were successful in pinpointing the Donner Party pioneer campsite in Truckee, California; a mid-1600s burial site in Pardubice, Czech Republic; and the unmarked grave of a trail-blazing fur trapper named Lolo on Montana’s Lewis and Clark Trail.

Mills determined that using search dogs for this project would be cost-effective and, most importantly, leave the area undisturbed. Four dogs and their individual handlers from the Institute for Canine Forensics joined with Caltrans staff in May to systematically check the area. Handlers watched as each dog searched the area separately. When a dog “alerted to a scent,” identifying a gravesite area, a small flag was placed at the location. The flags were removed before the next dog searched the same area. All four dogs separately identified the same 13 sites during the eight hours the team worked. The areas identified by the team, where some blue and red glass beads were found, were larger than Caltrans staff had anticipated.



Forensic Search Teams Work Together

The search team – Ann and Rob Anderson (handling Jack, a black Lab), James Davidson (with Australian Shepherd Maya), and Adela Morris and Tom Pomeroy (handling border collies Rhea and Shiloh respectively) – did a fine job. “I was totally amazed with how the dogs are trained and actually do the work,” Mills said. “I think they will eventually become a major tool used in Prehistoric Archaeology.”



“This burial ground will be formally recorded during the next phase of our cultural work on the project, and will be avoided during any construction. The nature of the site and its location will be kept confidential in accordance with state and federal laws.” 



“What does all this mean to the average citizen that sooner rather than later, people won’t decade is to cut congestion below today’s level us a great start.”

CALTRANS BROKE GROUND in late August on its first Corridor Mobility Improvement Account (CMIA) project from Gov. Arnold Schwarzenegger’s \$19.9 billion transportation bond. The \$168 million CMIA project will provide demonstrable

past, we have focused on delivering individual projects. Now, we will increasingly focus on the ongoing operation and management of corridors, which will enable us to implement projects that will yield the best strategic result.”

Caltrans to Move Forward on Strategic Plan for Performance-based Management

By David Anderson, Public Information Officer

congestion relief, enhanced mobility, improved safety, and stronger connectivity to the Interstate 5/805 corridor in the San Diego region.

California’s transportation fortunes have changed dramatically since November 7, 2006, when Californians had a rare chance to reinvest in the state’s long-neglected transportation infrastructure. The voters overwhelmingly approved Proposition 1B, which provides \$19.9 billion for transportation. More than \$11 billion will go to congestion relief, highways, and local roads. Some \$4 billion will go to public transportation. More than \$3 billion will go to moving goods through ports while reducing air pollution, and another \$1.5 billion will be used to protect bridges from earthquakes and safeguard harbors, ports and ferry terminals.

“Each of these programs is designed to achieve a specific outcome,” says Ross Chittenden, Caltrans’ Proposition 1B Bond Program Manager. “In the

Governor’s Transportation Bond to Relieve Congestion, Enhance Mobility, and Improve Safety

The public generally had thought transportation projects moved at a glacial pace. In contrast, the implementation of Proposition 1B has flowed like a swift river, and Caltrans has been actively engaged in the process from Day One.

Caltrans submitted a list of 67 project nominations, totaling \$6.4 billion, to the California Transportation Commission (CTC) for the CMIA in January. Regional agencies submitted 80 CMIA projects, valued at \$5.9 billion. On February 28, the CTC adopted 55 CMIA projects worth \$4.5 billion, including the San Diego project.

Caltrans nominated, and the CTC approved, close to a billion dollars (\$975 million) in Proposition 1B funding for transportation improvements on Highway 99 in March. “Highway 99 is the Central

?" asked Caltrans Director Will Kempton. "It means
be stuck as long in traffic. The goal over the next
ds. Passage of the transportation bond has given

Valley's transportation backbone," said Caltrans Director Will Kempton. "The economic vitality and quality of life in the valley are high priorities for the Governor. Caltrans is going to deliver these projects and turn promises into reality."



On June 7, Caltrans requested that the CTC adopt programs to commit another \$2.9 billion of transportation bond funds to specific projects.

First the CTC adopted the State

Transportation Improvement Program (STIP) \$2 billion augmentation. The adoption was the culmination of several months of collaborative effort by CTC, regional, and Caltrans staff to identify candidate projects and commit funds for the STIP period ending in 2010-11. This \$2 billion augments the \$5.9 billion in programming capacity from the 2006 STIP. The STIP augmentation will provide the missing piece of construction funding that previously was only funded for design and right-of-way projects.

Caltrans also presented a proposal to the CTC for \$500 million in State Highway Operation and Protection Program (SHOPP) augmentation funds included in Proposition 1B. The Proposition 1B funds will be used for rehabilitation projects with at least 20 years service life and for critical Intelligent Transportation System deployment on selected urban corridors.

Finally, Caltrans presented a list of projects to be considered for Proposition 1B's allotted \$400 million for rail cars and infrastructure to enhance and expand intercity rail service.

With these actions, the CTC committed roughly \$8.5 billion of Proposition 1B funds in less than eight months from voter approval of the bonds.

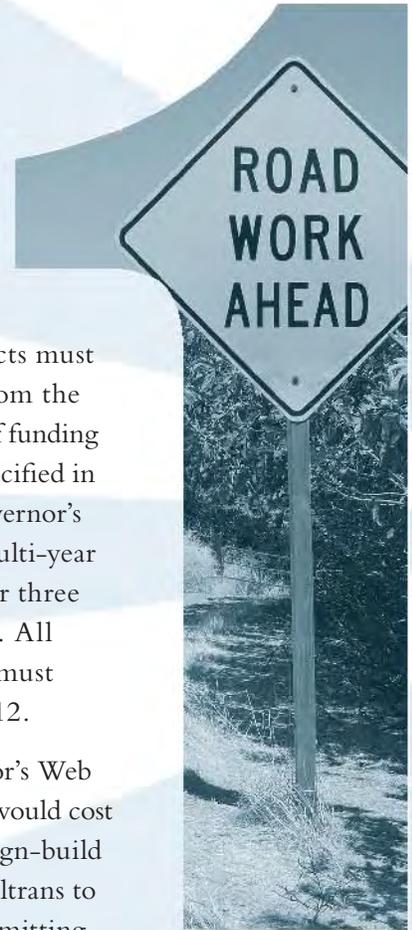
How Does This Affect You?

The real impact of Proposition 1B on Caltrans will be moving us toward performance-based management and more accountability and transparency in the way we do business. The focus will be on how Caltrans spends this money and how projects meet specific goals of each component of the bond.

Director Will Kempton has signed baseline agreements for nearly \$5.5 billion for CMIA and State Route 99 bond-funded projects.

These baseline agreements are the director's written commitment for Caltrans to deliver its projects on budget, on time and with promised transportation benefits. Each member of the delivery team will be responsible to take necessary actions to meet this expectation. Project managers and functional managers must have plans in place for each project to ensure resources are committed to achieve critical milestones. Issues need to be resolved in a timely manner, and, when necessary, elevated to management for immediate attention.

"Caltrans must work closely with its partners on projects that have shared responsibilities," says Director Kempton. "Communication is a key, as we must avoid surprises and ensure that all partners, sponsors and team members understand the current status of each project."



All Proposition 1B projects must receive appropriations from the Legislature. The amount of funding and a timetable will be specified in the state budget. The Governor's May Revise proposes a multi-year appropriation schedule for three years to allow flexibility. All Proposition 1B projects must start construction by 2012.

According to the Governor's Web site, delayed construction would cost \$1 billion more if the design-build authority requested by Caltrans to streamline design and permitting for transportation projects is not authorized. Additionally, if leveraged successfully with federal, local, and private-sector resources, Proposition 1B funds could produce over \$100 billion in total funding for traffic congestion relief and goods movement over the next 10 years.

■ Corridor Mobility Improvement Account	\$4.5
■ State Route 99 Corridor	\$1.0
■ Trade Corridors/Ports Infrastructure, Security and Air Quality	\$3.1
■ School Bus Retrofit for Air Quality	\$0.2
■ State Transportation Improvement Program (STIP) Augmentation	\$2.0
■ Public Transportation Modernization, Improvement, and Service Enhancement	\$4.0
■ Transit System Safety, Security, and Disaster Response Account	\$1.0
■ State-Local Partnership Program Account	\$1.0
■ Local Bridge Seismic Retrofit	\$0.125
■ Highway-Railroad Crossing Safety Account	\$0.25
■ State Highway Operation and Protection Program (SHOPP)	\$0.75
■ Local Streets and Roads, Congestion Relief, and Traffic Safety Account of 2006	\$2.0

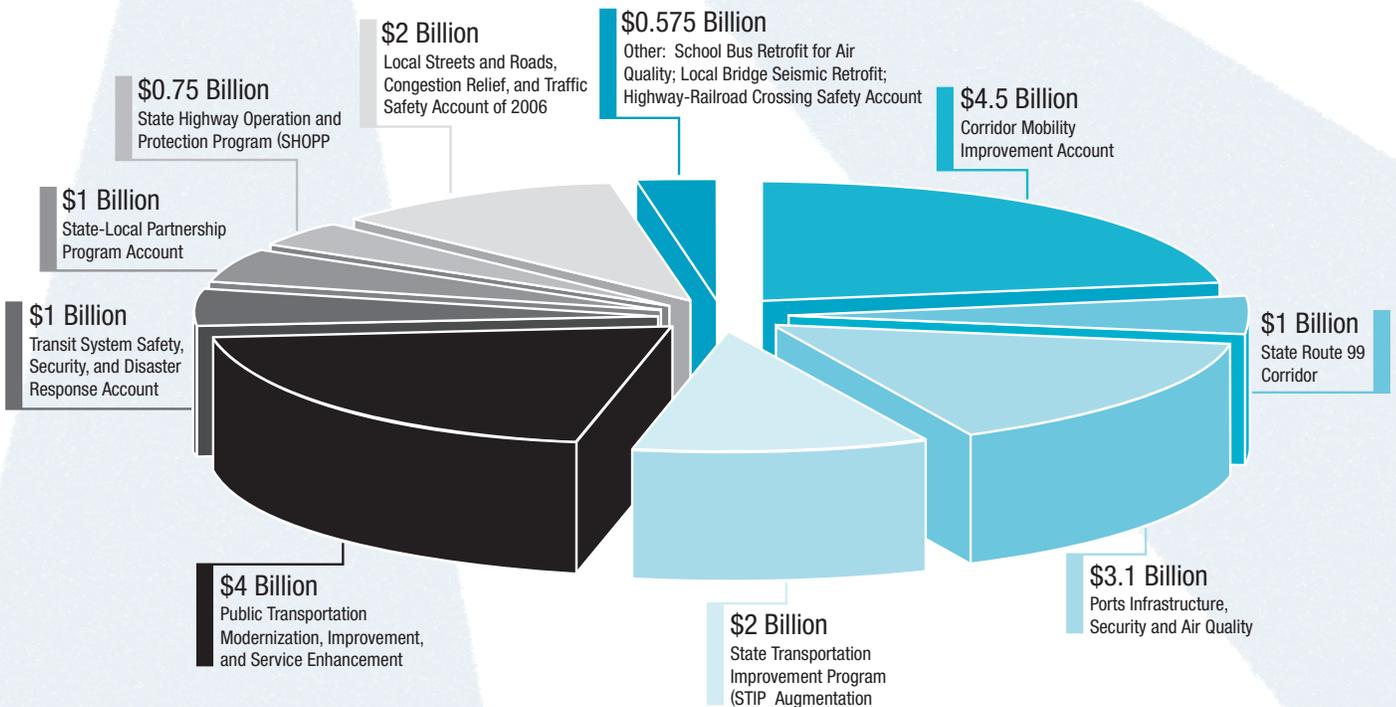


The administration will introduce legislation seeking expanded authority to enter into public-private partnerships in conjunction with the appropriation of Proposition 1B funding.

“Proposition 1B is a \$19.9 billion ‘down payment’ on the Governor’s \$107 billion Strategic Growth Plan,” says Tom West, Strategic Growth Plan Manager. “Now we must sustain the interest in transportation to ensure the system doesn’t fall back into a state of neglect.”

Caltrans estimates that the Strategic Growth Plan, as currently funded, will reduce congestion 11 percent from 2005 levels by 2015-16.

For detailed information about the bond and the Strategic Growth Plan, go to www.dot.ca.gov under the section labeled “Highlights,” click on “Proposition 1B - Transportation Bond.” 



SLOW FOR THE ZONESM

C A L T R A N S

This publication is dedicated to all highway workers, including those who have lost their lives while improving California's highway system.



**SAVE LIVES AND
SLOW FOR THE**

ZONE



Mark DeSio, Deputy Director, at (916) 654-5782 or mark_desio@dot.ca.gov.