

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

JUN 13 2019

STATE CLEARINGHOUSE

June 6, 2019

Christina Foulkes
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660

RE: Pico Rivera Regional Bikeway Project -
Mitigated Negative Declaration (MND)
SCH # 2019059060
GTS # 07-LA-2019-02471
Vic. LA-605/ PM: R12.767

Dear Ms. Foulkes:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this Mitigated Negative Declaration (MND). The proposed project involves the construction of a Class IV Bikeway and associated road improvements to Mines Avenue, reconstruction and restriping of a Class II Bikeway and Class 1 Bikeway along Dunlap Crossing Road and construction of a bicycle/pedestrian bridge over the San Gabriel River.

After reviewing the Mitigated Negative Declaration (MND), Caltrans has the following comments:

- The use of construction trucks for the significant earth moving component of the project may impact the intersections of Norwalk Blvd/Whittier Blvd, I-605 on & Off-ramps/Whittier Blvd, and I-605 on and off-ramps/Washington Blvd/Saragosa St. Please conduct a Traffic Impact Study at these locations.
- Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

A portion of the proposed project will be within Caltrans Right of Way at LA-605 / PM: 12.86, please see R/W Map F1963 for reference. An encroachment permit will be required for any project work proposed on or in the vicinity of the Caltrans Right of Way and all environmental concerns must be adequately addressed. Please note that any modifications to the State facility (I-605) will be subject to additional review by the Office of Permits prior to issuance of the permit.

Pedestrian and bicyclist warning signage, flashing beacons, crosswalks, and other signage and striping should be used to indicate to motorists that they should expect to see and yield

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to pedestrians and bicyclists. Formal information from traffic control devices should be reinforced by informal sources of information such as lane widths, landscaping, street furniture, and other road design features.

If you have any questions, please contact project coordinator David Calkins, at david.calkins@dot.ca.gov, and refer to GTS # 07-LA-2019-02471.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse