

<b>RTIP ID#</b> <i>(required)</i> 3160029/FTIP: RIV180142
<b>TCWG Consideration Date</b> June 22, 2021
<b>Project Description</b> <i>(clearly describe project)</i> The California Department of Transportation (Caltrans), in cooperation with the Dillon Road Joint Powers Authority (JPA), proposes to widen the Dillon Road corridor from two to six lanes from Cabazon Road/Avenue 48 to the SR-86 Southbound interchange and reconstruct the existing bridge with new twin parallel bridges to span over the Coachella Valley Stormwater Channel (CVSC) (“the Project”). The purpose of the Project is to provide infrastructure improvements to the structurally deficient Dillon Road Bridge, address future traffic congestion associated with the increase in forecasted travel demand, and enhance safety along the Dillon Road corridor. The total length of the Project is 0.68 miles. Caltrans and the Bureau of Indian Affairs (BIA) are joint lead agencies under NEPA. The City of Coachella is the lead agency under CEQA.  The Project objectives are to provide infrastructure for future planned development, avoid or minimize adverse traffic effects associated with the forecasted travel demand within the Project area, correct the existing hydraulic deficiencies at the CVSC, and enhance safety along the Dillon Road corridor.  One build alternative and a No Build Alternative are proposed for this project. The proposed alternatives are further discussed below.  <b>No Build Alternative</b>  The No Build Alternative would maintain the existing width of Dillon Road and the existing bridge structure. Under this alternative, no reconstruction or improvements would be made to the existing Dillon Road corridor and the existing structurally deficient bridge other than routine maintenance.  <b>Build Alternative</b>  Under this alternative, the proposed new bridge would be comprised of two separate structures designed to carry four lanes of traffic each. In addition to the four lanes of traffic, the bridge decks would also accommodate standard-width inside and outside shoulders to allow for a bike lane, along with standard-width sidewalks. The new bridge profile would be the same as the current profile grade of the existing bridge. The proposed new bridge would be a 333-foot-long, 3-span structure carrying approximately 100-foot-long end spans and a 133-foot-long middle span. The width of the northbound structure would be approximately 63.5 feet and the southbound structure would be 58.5 feet. The superstructure would be a cast-in-place prestressed concrete box girder. The substructure would consist of two 3-foot-wide pier walls with rounded ends and two short seat-type abutments. The pier walls would be aligned with the flow path of the CVSC, while the bridge deck would remain at a 15-degree skew with the channel.  The proposed new bridge, along with channel grading within the CVSC, would provide a 9-foot freeboard for the 100-year flood event and a 3-foot freeboard for the standard project flood event, which exceeds the minimum 3-foot standard requirements of the CVWD.  Portions of the Dillon Road roadway would be modified to transition the existing lanes to meet the horizontal alignment of the bridge lanes. The roadway geometrics north of the proposed new bridge would be designed to meet an existing six-lane configuration at the SR-86 interchange.

The roadway, which would extend from Whitewater Bridge to Cabazon Road, would be built with an 8-foot-wide shoulder, as well as a bike lane and sidewalk to provide safer travel for bicyclists and pedestrians. Additionally, a 22-foot-wide median would separate the three lanes in each direction. Existing drainage features along Dillon Road would be modified to better accommodate stormwater runoff. Possible drainage modifications include large pipes built below the roadway for the length of the Project, box culverts, or concrete-lined v-ditches. Pavement flows from the proposed road widening would be addressed using BMPs to treat water before it terminates in the Whitewater River. Two 81-inch-diameter storm drain pipes along Dillon Road are being proposed that would drain to the Whitewater River; roadway runoff would be discharged into vegetated swales that would outlet into the storm drainage system and function as the BMP to reduce pollutants in the roadway runoff.

Roadway geometrics south of the proposed new bridge would be considered interim until the widening between the proposed bridge and the Avenue 48 grade separation begins, which will be a separate project by the City. This interim design would include a taper from six lanes at the bridge to the existing two-lane roadway.

<b>Type of Project</b> (use Table 1 on instruction sheet) Roadway realignment				
<b>County</b> Riverside	<b>Narrative Location/Route &amp; Postmiles</b> 08-RIV-Dillon Road between SR-86 Southbound Ramps and Cabazon Road/Avenue 46  <b>Caltrans Projects – EA#</b> N/A			
<b>Lead Agency:</b> Caltrans				
<b>Contact Person</b> Olivia Chan	<b>Phone#</b> 949.870.1529	<b>Fax#</b>	<b>Email</b> ochan@esass.com	
<b>Hot Spot Pollutant of Concern</b> (check one or both) <b>PM2.5</b> X <b>PM10</b> X				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> (check appropriate box)				
<b>Categorical Exclusion (NEPA)</b>	X <b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> 2020				
<b>NEPA Assignment – Project Type</b> (check appropriate box)				
<b>Exempt</b>	<b>Section 326 –Categorical Exemption</b>	X	<b>Section 327 – Non-Categorical Exemption</b>	
<b>Current Programming Dates</b> (as appropriate)				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2022	2022	2022	2022
<b>End</b>	2022	2022	2022	2022
<b>Project Purpose and Need (Summary):</b> (attach additional sheets as necessary)				
<p><b>Purpose</b> The purpose of the proposed project is to:</p> <ul style="list-style-type: none"> <li>• Provide infrastructure for future planned development;</li> <li>• Avoid or minimize adverse traffic effects associated with the forecasted travel demand within the Project area;</li> <li>• Correct the existing hydraulic deficiencies at the CVSC;</li> <li>• Enhance safety along the Dillon Road corridor.</li> </ul> <p><b>Need</b> The proposed Project is needed to address the following deficiencies: the existing two-lane bridge’s structural deficiency and functional obsolescence; vehicular, pedestrian and bicycle safety crossing SR-86 and the CVSC; and accommodate future growth and traffic demand. More importantly, the bridge replacement is needed to ensure safety of the traveling public, ensure connectivity of the network, and retain the significant intrinsic asset value of the bridge stock. The existing structurally deficient Dillon Road Bridge (Bridge #56c0318) is scour critical and received a bridge sufficiency rating of 16.6 out of 100 in February 2020.</p>				

In addition, City of Coachella planned land uses between the SR-86 and I-10 interchanges, are expected to generate a need for improved roadway capacity and safer facilities. Within the Project area, Dillon Road is operating as a two-lane roadway; however, the roadway widens to a four-lane facility north of the Project area. Based on future traffic forecasts, the average daily traffic (ADT) along the Dillon Road Bridge in 2050 is expected to increase to 47,800 vehicles from 7,100 vehicles in 2019. The reduction in travel lanes north of the Project area creates a bottleneck and would result in queues and traffic congestion delays along Dillon Road. The increase in future travel demand would also require improvements to non-motorized transportation to enhance bicycle and pedestrian safety. Currently, the two-lane Dillon Road (one-lane in each direction) is a shared roadway for vehicle and bicycle traffic. There are no paved sidewalks within the Project area

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

The area surrounding the site supports a variety of land uses including industrial uses, residential, place of worship, and schools. Residential uses are located southwest of Indio Boulevard, approximately 1,600 feet from Project limits. The New Seasons Church is located approximately 2,100 feet west of Project limits and the Islamic Society of Palm Springs is located approximately 2,900 feet south of Project limits. Martin Van Buren Elementary School is located approximately 2,700 feet west of Project limits and Cesar Chavez Elementary School is located approximately 4,000 feet south of Project limits.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

See below.

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

See below.

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

During opening year (2030), under the No Build Alternative, with the exception of the new Harrison Street intersection and the I-10 ramp intersections, all intersections in the study area are forecast to operate at a high level of service (LOS C or better) in both the AM peak and the PM peak. Peak hour traffic volumes on Harrison Street are only 50 vehicles per hour in the peak direction. Under stop sign control, the Harrison Street traffic movement has LOS D in the AM peak and LOS F in the PM peak. The I-10 ramps are forecast to operate at LOS C during the AM peak, but at LOS E (eastbound ramp) and LOS F (westbound ramp) during the PM peak.

Under the Build Alternative, with exception of the Harrison Street intersection and the I-10 ramp intersections, all intersections in the study area are forecast to operate at a high level of service (LOS C or better) in both the AM peak and the PM peak. Under stop sign control, the Harrison Street traffic movement has LOS D in the AM peak and LOS E in the PM peak. At I-10, the eastbound ramps intersection is forecast to operate at a favorable LOS B in the AM peak, but LOS D in the PM peak. The I-10 westbound ramps intersections have forecasts of LOS D in the AM peak and LOS F in the PM peak.

AADT volumes were calculated assuming that peak hour traffic volumes account for 10 percent of ADT. In the No Build and Build conditions, AADT volumes at each intersection would be well below 125,000 AADT. Truck percentages would also remain unchanged between the No Build and Build conditions.

Study Intersections	No Build					Build Alternative				
	AM LOS	PM LOS	AADT	Truck %	Truck AADT	AM LOS	PM LOS	AADT	Truck %	Truck AADT
Dillon Rd/Avenue 48	B	B	14,200	12.9	1,832	B	C	17,300	12.9	2,232
Dillon Rd/Cabazon	C	C	11,350	12.9	1,464	B	B	18,100	3.3	597
Dillon Rd/Harrison St	D	F	9,600	12.9	1,238	D	E	14,900	12.9	1,922
Dillon Rd/SR-86 EB Ramp	C	C	13,750	12.9	1,774	B	C	16,950	12.9	2,187
Dillon Rd/SR-86 WB Ramp	A	B	20,300	12.9	2,619	B	B	23,000	3.3	759
Dillon Rd/Harrison Pl	B	B	13,500	12.9	1,742	B	B	14,400	12.9	1,858
Dillon Rd/Shadow View Blvd	A	B	14,900	12.9	1,922	A	B	15,500	12.9	2,000
Dillon Rd/I-10 EB Ramp	C	E	33,550	29.7	9,964	B	D	26,400	15.5	4,092
Dillon Rd/I-10 WB Ramp	C	F	25,600	15.5	3,968	D	F	26,200	15.5	4,061

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Under the future design year (2050) No-Build conditions, all signalized intersections are forecast to have significant delays in the AM and PM peak with the exception of intersections at Avenue 48 (LOS C during AM and PM peak), Cabazon Road (LOS B during AM and PM peak) and Harrison Place (LOS C during the AM and PM peak). Avenue 48 and Cabazon Road are forecast to operate at insufficient capacity. The intersection with Harrison Street is forecast to operate at LOS B during the AM peak and LOS D during the PM Peak. The SR-86 eastbound ramp intersection is forecast to operate at LOS E during the AM peak and LOS F during the PM peak. The SR-86 westbound ramp intersection is forecast to operate at LOS D during the AM peak and LOS F during the PM peak. The intersection at Shadow View Boulevard is forecast to operate at LOS D during the AM peak and LOS F during the PM peak. I-10 ramp intersections would operate at LOS F during both AM and Peak.

Under design year (2050) Build Alternative, the PM peak at Harrison Street and the AM peak at SR-86 eastbound ramps would be improved to acceptable operations. The PM peak at SR-86 eastbound ramps would be improved from LOS F to LOS E.

Study Intersections	No Build					Build Alternative				
	AM LOS	PM LOS	AADT	Truck %	Truck AADT	AM LOS	PM LOS	AADT	Truck %	Truck AADT
Dillon Rd/Avenue 48	C	C	23,000	12.9	2,967	C	D	35,600	3.3	1,175
Dillon Rd/Cabazon	B	B	20,500	12.9	2,645	B	B	36,800	3.3	1,214
Dillon Rd/Harrison St	B	D	21,100	12.9	2,722	B	B	30,300	12.9	3,909
Dillon Rd/SR-86 EB Ramp	E	F	24,250	12.9	3,128	D	E	40,650	12.9	5,244
Dillon Rd/SR-86 WB Ramp	D	F	29,850	12.9	3,851	E	F	36,250	12.9	4,676
Dillon Rd/Harrison Pl	C	C	38,000	3.3	1,254	C	D	33,400	12.9	4,309
Dillon Rd/Shadow View Blvd	D	F	32,400	12.9	4,180	E	F	34,600	12.9	4,463
Dillon Rd/I-10 EB Ramp	F	F	57,350	29.7	17,033	F	F	43,700	15.5	6,774
Dillon Rd/I-10 WB Ramp	F	F	60,200	29.7	17,879	F	F	45,200	15.5	7,006

**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)**

There are no redistribution effects of congestion relief on other facilities. This proposed project would address reducing congestion, improving traffic operations, accommodating travel demand due to planned and approved developments, and improve safety of all modes of travel, including bicycles and pedestrians.

**Comments/Explanation/Details** (attach additional sheets as necessary)

EPA's 2006 final transportation conformity rule (40 CFR 51.390 and Part 93) that addresses local air quality impacts in PM<sub>10</sub> and PM<sub>2.5</sub> nonattainment and maintenance areas specifies in 40 CFR 93.123(b)(1) that only "projects of air quality concern" are required to undergo a PM<sub>2.5</sub> or PM<sub>10</sub> hotspot analysis. EPA defines projects of air quality concern as certain highway and transit projects that involve significant levels of diesel vehicle traffic, or any other project that is identified by the PM<sub>10</sub>/PM<sub>2.5</sub> SIP as a localized concern. A list of projects of air quality concern, as defined by 40 CFR 93.123(b)(1), is provided below:

1. New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.
2. Projects affecting intersections that are at level-of-service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
5. Projects in or affecting locations, areas, or categories of sites that are identified in the PM<sub>2.5</sub>- or PM<sub>10</sub>-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed project is not considered a project of air quality concern (POAQC) for PM<sub>10</sub> and/or PM<sub>2.5</sub> because it does not meet the definition of a POAQC as defined in EPA's Transportation Conformity Guidance.

1. The proposed project is not a new or expanded highway project that has a significant increase in the number of diesel vehicles. The project is proposing to reconstruct the existing bridge located in Riverside County, California. Reconstructing the bridge and widening Jackson Street will address existing deficiencies, remove the existing bottleneck, and accommodate further growth and development.

The project objectives are to provide infrastructure for future planned development, avoid or minimize adverse traffic effects associated with the forecasted travel demand within the Project area, correct the existing hydraulic deficiencies at the CVSC, and enhance safety along the Dillon Road corridor.

According to the *Traffic Operations Report for the Dillon Road Bridge over Coachella Valley Stormwater Channel* (FPL and Associates, Inc., 2020), based on future traffic forecasts, the two-lane bridge under the No-Build alternative would result in queues and traffic congestion delays. Therefore, the purpose of the Build alternative is to accommodate projected growth while maintaining/improving traffic congestion. On average, the PM delay is anticipated to improve by two percent. While the AM delay is anticipated to experience an average increase in delay, the AM delays under the 2050 Build Alternative would not be greater than the PM delays for each respective intersection. Therefore, the maximum delay, which is associated with the PM peak, would be improved under the Build Alternative compared to the No Build Alternative and, overall, the Build Alternative would not worsen traffic flow.

2. Under design year (2050) Build Alternative, the PM peak at Harrison Street and the AM peak at SR-86 eastbound ramps would be improved to acceptable operations. The PM peak at SR-86 eastbound ramps would be improved from LOS F to LOS E.
3. The proposed project does not include the construction of a new bus or rail terminal.
4. The proposed project does not expand an existing bus or rail terminal.
5. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM<sub>2.5</sub> and PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The traffic volumes presented for the proposed project Build Alternative demonstrate that the project meets CAA transportation requirements and 40 CFR 93.116 without the need to perform a quantitative analysis. The proposed Build Alternative would not create a new, or worsen an existing, PM<sub>10</sub> or PM<sub>2.5</sub> violation.