TWENTY-NINE PALMS BAND OF MISSION INDIANS
DILLON CORRIDOR IMPROVEMENTS
DTOS59-25-RA-RAISE
FY 2025 National Infrastructure Investments
CFDA 20.933

Project Description

Name
Dillon Road Corridor Improvements

Project Purpose
This project will increase the capacity of the Dillon Road corridor at the Dillon Road/86S interchange with enhancements for pedestrian and bicyclist safety, environmentally sustainable desert landscaping, welcome signage, and cultural monuments.

Detailed Statement of Work
Technical and Engineering Aspects of the Project
This project will widen the Dillon Road corridor from two to six lanes from Cabazon Road/Avenue 48 to the SR-86 Southbound interchange. This project addresses traffic congestion associated with the forecasted increase in travel demand and enhances safety along the Dillon Road corridor. To meet the horizontal alignment of the Dillon Bridge lanes, Dillon Road will be modified. The project's roadway geometrics north of the Dillon Bridge will be designed to meet the existing six-lane configuration at the SR-86 interchange.

The construction of the Dillon Road corridor project includes an 8-foot-wide shoulder, bike lane, and sidewalk to increase safety for cyclists and pedestrians. A 22-foot-wide median will separate the three lanes in each direction. The project includes modification of drainage features to direct stormwater runoff. Drainage modifications may include large pipes built below the roadway, box culverts, or concrete-lined v-ditches. Best Management Practices (BMPs) will be used to treat water from the pavement flows resulting from road widening before it terminates in the Whitewater River. Two 81-inch-diameter storm drainpipes along Dillon Road will drain to the Whitewater River. To reduce pollutants, the roadway runoff will be discharged into vegetated swales that outlet into the storm drainage system.

Industrial facilities, residential properties, places of worship, and schools surround the Dillon Road corridor. Residential properties are located southwest of Indio Boulevard, approximately 1,600 feet from the project site. The New Seasons Church is located approximately 2,100 feet west of the project site and the Islamic Society of Palm Springs is located approximately 2,900 feet south of the project site. Martin Van Buren Elementary School is located approximately 2,700 feet west of the project site and Cesar Chavez Elementary School is located approximately 4,000 feet south of the project site.

Current Design Status of the Project
The Dillon Road corridor improvement project is in the planning and environmental phase. This is to ensure clarity of efficiencies that may be incorporated into a cost-effective and timely project that mitigates environmental impacts. Project study reports and CEQA have been completed. This project benefits from the involvement of multiple agencies and community representatives (https://www.coachella.org/departments/engineering/capital-improvement-program).

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Transportation Challenges and How Project Addresses those Challenges

Planned land uses in the City of Coachella between the SR-86 and I-10 interchanges are generating a need for expanded surface transportation infrastructure that is safer for motorists, cyclists, pedestrians, and the environment. The Dillon Road corridor within the project area is a two-lane roadway with one lane going in each direction. Dillon Road widens to four-lanes north of the project area. In 2019, the average daily traffic along the Dillon Road Bridge was 7,100 vehicles. In 2050, the ADT is projected to increase to 47,800 vehicles. There is a bottleneck resulting from a two-lane roadway that causes queues and traffic congestion delays along Dillon Road. Future travel demands require infrastructure improvements to safely accommodate cyclists and pedestrians. The Dillon Road corridor, a two-lane roadway, is shared between motor vehicle and bicycle traffic. There are no paved sidewalks for safe pedestrian use within the project area.

The Dillon Road corridor improvement project will reduce traffic congestion, improve traffic operations, accommodate growing travel demand due to developments, and improve safety for motorized vehicles, bicyclists, and pedestrians. The Dillon Road corridor construction project includes an 8-foot-wide shoulder, bike lane, and sidewalk to increase safety for cyclists and pedestrians. A 22-foot-wide median will separate the three lanes in each direction.

Project History

Completed Components

Project study reports and CEQA have been completed.

In 2022, the Twenty-Nine Palms Band of Mission Indians and the City of Coachella signed a Memorandum of Agreement to partner in the Dillon Road corridor improvement project. A news report is located at this link: https://kesq.com/news/2022/10/27/city-of-coachella-twenty-nine-palms-band-of-mission-indians-agree-to-dillon-road-corridor-beautification-project/.

In 2021, a PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation Form was completed for Transportation Conformity Working Group (TCWG) consideration on June 22, 2021. The purpose of this form was to provide sufficient information to allow the TCWG to determine if the project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations. The proposed project is not considered a project of air quality concern (POAQC) because it does not meet the definition of a POAQC as defined in EPA's Transportation Conformity Guidance. The summary form is located here: https://scag.ca.gov/sites/main/files/file-attachments/tcwg062221agn.pdf?1623946593.

In 2020, *Traffic Operations Report for the Dillon Road Bridge over Coachella Valley Stormwater Channel* (FPL and Associates, Inc., 2020) was published. Findings determined that the No-Build alternative would result in queues and traffic congestion delays and the Build alternative will accommodate projected growth and reduce traffic congestion. Improvements will also correct hydraulic deficiencies near the Coachella Valley Stormwater Channel (CVSC).

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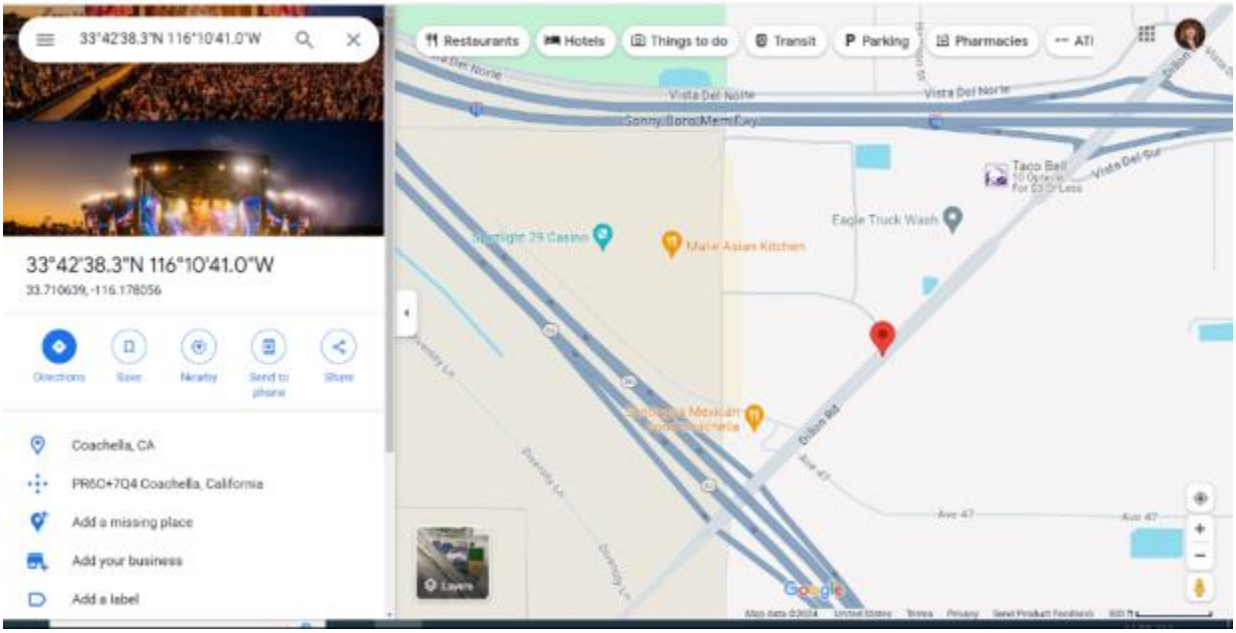
Context of Other Transportation Infrastructure Investments

The Dillon Road corridor improvement project is part of a comprehensive set of surface transportation infrastructure investments. The project includes widening the Dillon Road corridor from two to six lanes from Cabazon Road/Avenue 48 to the SR-86 Southbound interchange and reconstructing the structurally deficient Dillon Road Bridge with twin parallel bridges that span over the Coachella Valley Stormwater Channel (CVSC). This project provides a sound infrastructure to address traffic congestion associated with a forecasted increase in travel demand and enhance safety along the Dillon Road corridor. The total length of the project is 0.68 miles. Several agencies are involved in this comprehensive project, including the Twenty-Nine Palms Band of Mission Indians, Caltrans, the Bureau of Indian Affairs (BIA), and the City of Coachella.

The set of surface transportation investments associated with the Dillon Road corridor and Dillon Bridge reconstruction provides infrastructure for future planned development, minimizes adverse environmental and safety impacts associated with increased travel demand in the area, addresses the existing hydraulic deficiencies at the CVSC, and enhances safety along the Dillon Road corridor.

Geographic Description of the Proposed Project

The Dillon Road corridor leads from I-10 and CA-86. It is the gateway between Coachella and Indio, California. The project is located on tribal lands of the Twenty-Nine Palms Band of Mission Indians in Coachella, California.



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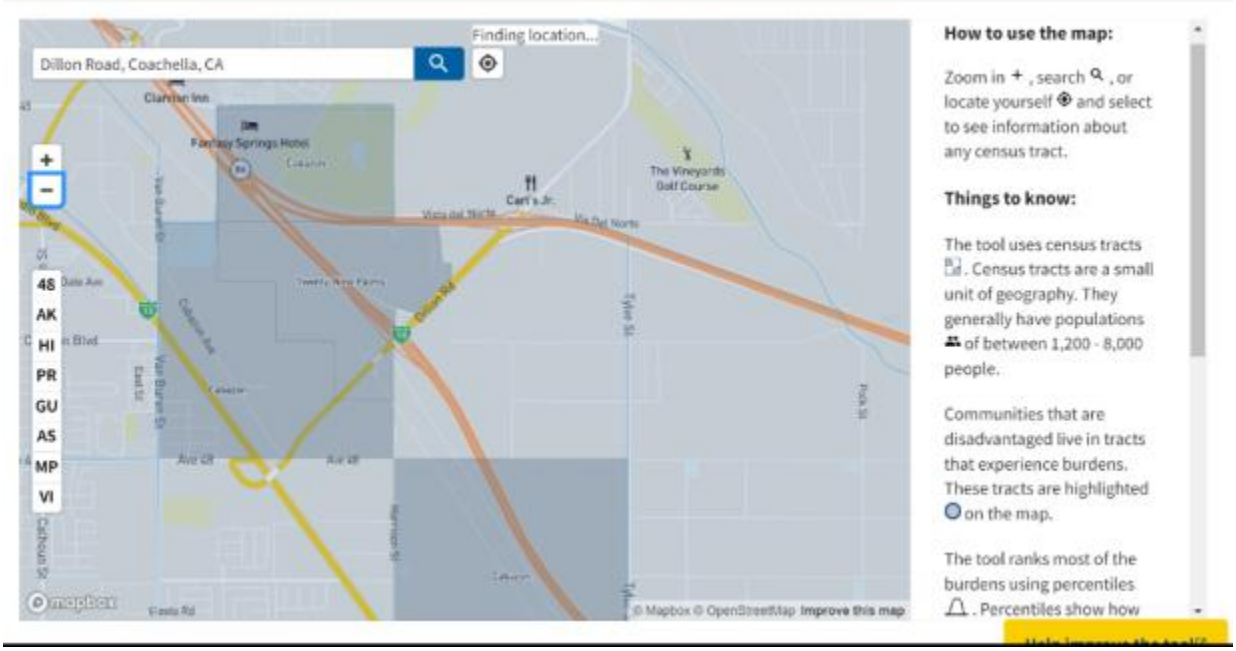
The Dillon Road Corridor Improvement Project is in a Historically Disadvantaged Community based on the Climate & Economic Justice Screening Tool (CEJST).
The project is located on tribal lands of the Twenty-Nine Palms Band of Mission Indians. The Reservation lands are located near the city of Twentynine Palms and the city of Coachella, California. Tribal communities are historically disadvantaged according to the CEJST at https://screeningtool.geoplatform.gov/en/#13.14/33.709/-116.17632. This project is on tribal lands in the City of Coachella.



The Dillon Road Corridor Improvement Project is in an Area of Persistent Poverty
The Dillon Road corridor improvement project is in an area of persistent poverty in census tract 9404. This information was obtained with the Grant Project Location Verification tool at https://maps.dot.gov/BTS/GrantProjectLocationVerification/.

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The Dillon Road Corridor Improvement Project is Not in an Urban Area
The Dillon Road corridor improvement project is not located in an urban area with a population greater than 200,000 as designated by the 2020 Census. The project location is in Coachella, California, a city with a population of approximately 42,000.

Project Location
The project is located on tribal lands of the Twenty-Nine Palms Band of Mission Indians. Reservation lands are in the cities of Twentynine Palms and Coachella, California. The project location is in Coachella, California.

The median household income in the City of Coachella is $52,466, which is less than 60% of California's median household income of $95,521 (https://www.census.gov/quickfacts/fact/table/coachellacitycalifornia/POP010210).