



# CALIFORNIA STATE ROUTE 32 TRANSPORTATION CONCEPT REPORT

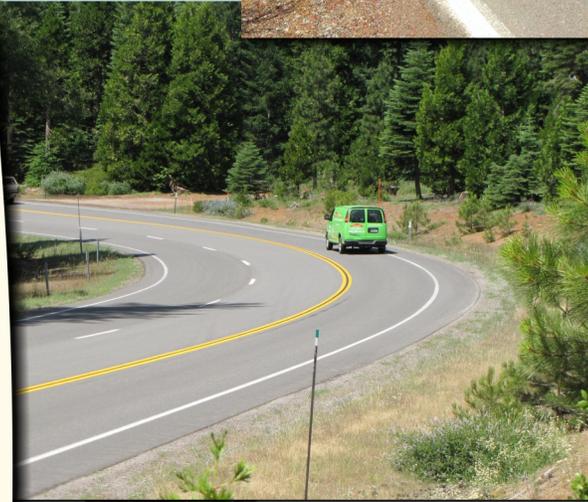
ROUTE LOCATION



District 2



SYSTEM  
PLANNING



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**State Route 32**  
**Transportation Concept Report**  
October 15, 2015  
California Department of Transportation  
District 2

**About System Planning and Transportation Concept Reports**

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by identifying deficiencies and proposing improvements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service. Development of System Planning products is part of the continuing, cooperative and comprehensive transportation planning process and provides an opportunity for public, stakeholder, and agency participation.

The Transportation Concept Report (TCR) is a California Department of Transportation System Planning Document that includes an analysis of a transportation route or corridor. A TCR establishes a 20-year consensus-based concept for how California state highways should operate and broadly identifies the nature and extent of improvements needed to attain that operating condition. A TCR identifies long-range objectives for a route and helps to guide short-term decisions for improvements.

The State Route (SR) 32 TCR is a collection of route information and data including current and projected operating characteristics of SR 32 in Caltrans District 2. The plan evaluates operational conditions and identifies potential improvements. Many different elements are considered such as development and growth trends, land uses, and local road connections. The plan considers existing state, local and regional plans and studies, while emphasizing the importance of stakeholder involvement in the planning process. The TCR should be considered when developing other area plans and studies. Projects developed for SR 32 need to be evaluated for consistency with this TCR.

The benefits of an adopted TCR include:

- Identifying, prioritizing, and addressing the greatest needs within the route.
- Protecting infrastructure.
- Logical sequencing of projects.
- Efficient use of available funding.
- A common vision for the future of the route.

**Disclaimer:**

*To meet requirements of the Department of Finance as agreed to by Caltrans management; this TCR was prepared using an abbreviated process from the one described above. Given the low current and projected future traffic volumes, majority of adjacent lands in Federal and private timber ownership, and lack of communities along the portion of SR 32 within District 2, a shortened development process was reasonable. Primary differences from the normal development process included no outreach to partner agencies or the public, no resolution of concurrence and exclusion of segmentation and fact sheets.*

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### **Additional Information**

For additional information on the SR 32 Transportation Concept Report contact:

California Department of Transportation-District 2  
Office of System Planning

Address:  
1657 Riverside Drive (MS-3)  
Redding, CA 96001  
(530) 229-0518

Internet Site: <http://www.dot.ca.gov/dist2/planning/conceptrpts.htm>

Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, District 2 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

### **California Department of Transportation**

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Department of Transportation Attn: Equal Employment Opportunity Officer  
1657 Riverside Drive  
Redding, CA 96001  
(530) 225-3055 Voice, 711 Statewide TTY

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## Traveler Information Links

### Homepage – Caltrans District 2

Homepage: <http://www.dot.ca.gov/dist2/>

Visitors to the homepage are able to click on icons that take them to websites such as **QuickMap**, **One Stop Shop** and **Chain Control Maps & Info**. On the homepage, there is also a list of traffic alerts that is updated daily. The traffic alerts notify drivers about projects that could impact travel on state highways in the District. The bottom of the page shows Caltrans District 2 “Tweets.” The links provided below are accessible from the District 2 homepage unless otherwise noted.

### Maps – Traffic Information, Construction and Weather

**One Stop Shop:** <http://oss.weathershare.org/>

One Stop Shop provides real-time roadway information for western states on a map. The types of information include traffic speed, active and inactive changeable message signs (CMSs), closed circuit television (CCTV) cameras, chain restrictions, construction, incidents, information, commercial vehicle information, road weather information systems (RWIS) and RWIS with road temperatures lower than 32°. Clicking on the different icons opens pop-up boxes with the information related to each icon. For example, clicking on an RWIS icon shows weather information such as temperature, wind direction and freezing point. Clicking on a construction icon shows information such as the location of the project, the start and end date, and any expected traveler delay.

### Maps – Traffic Information

**QuickMap:** <http://quickmap.dot.ca.gov/>

This map-based platform shows site visitors real-time traffic information including traffic speed, lane closures, incidents, message signs, cameras and chain controls. Clicking on the different icons opens pop-up boxes with the information related to each icon. For example, clicking on a lane closure icon causes a box to open displaying information such as location, direction and time period. Clicking on a camera icon opens the image the camera is capturing for the chosen location. QuickMap applies to the entire state.

### Maps – Construction

**Construction Projects:** <http://www.dot.ca.gov/dist2/projects.htm>

This page displays a map where visitors can click on a county within District 2 which takes them to another page with a list projects occurring during that construction season. The project information listed includes county, project name, description, project manager and estimated construction timeframe.

## **Maps – Weather & Chain Control**

### **Traffic Cameras & Road Weather Information:** <http://www.dot.ca.gov/dist2/travelmap.htm>

This link opens a map of District 2 that indicates CCTV, RWIS and CCTV/RWIS locations. Visitors to the site may click on a dot shown on the map to open the camera image of current roadway conditions, weather data, or both.

### **Chain Control:** <http://www.dot.ca.gov/dist2/chainup/allcntys.htm>

This site displays a map of District 2 and chain control information which is updated during regular business hours during major snow events. The information includes road closures, truck holds, truck screens, vehicle screen and metering traffic. It also shows the chain control requirement levels such as R-1M, R-1, R-2 and R-3. A legend which defines the chain control codes and terms can be found by clicking on any of the icons in the “Chain Control Legend” box.

### **National Weather Service – Weather for Travelers:** <http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php>

A travel forecast for any location in the country can be accessed from this link. The page opens up to a map with different user selected layers, including radar, satellite, observation controls and webcams. The observation controls include wind and temperature data. The Travel Forecast is currently in an experimental phase.

## **Highway Information (Non-map)**

### **Planned Lane Closures:**

<http://www.lcswebreports.dot.ca.gov/lcswebreports/MainMenuPreAction.do?district=Statewide>

Site visitors can search for closures on state highways within California by clicking on a District. Users can then specify county, route, dates and time period. Search queries can be as narrow or as open as desired. Search results appear in report format in a new screen, and include information regarding whether the closure is in-progress, completed or canceled. The closure is listed as “no status” if it is for a future date.

### **California Highway Information:** <http://www.dot.ca.gov/cgi-bin/roads.cgi>

Not accessible from the District 2 homepage. Visitors to the site can check current highway conditions, such as traffic control, lane closures and wind advisories for any state highway in California by entering the highway number. Identical information can be obtained by calling the Caltrans Highway Information Network (CHIN): 800.427.7623.

### **California Highway Patrol (CHP) Traffic Incident Information Page:** <http://cad.chp.ca.gov/>

Not accessible from the District 2 homepage. Visitors to the site can select a CHP Communication Center anywhere in California and retrieve incidents within the jurisdiction. The screen refreshes every 60 seconds. Clicking on “details” will result in a display of information pertaining to the selected incident, such as time, status and location.

### **Highway Conditions Report:** <http://www.dot.ca.gov/hq/roadinfo/Hourly>

Not accessible from the District 2 homepage. This site lists highway information for every state highway in California. Information is presented in numerical order of the highways. For example, the first highway listed is State Route (SR) 1; the second highway is SR 2 followed by SR 3, SR 4, I-5 and so on through I-980. The site is updated hourly and provides information such as traffic control, lane closures, expected delays, detours and wind advisories.

Traveler Information Resources											
	Statewide Information Available	Accessible from District 2 Homepage	Map Format	Chain Requirements/Weather-Related Road Closures	Incidents	CMS	CCTV	RWIS	Real-Time Traffic Conditions (speed, for example)	Weather	Construction/Planned Lane Closures
One Stop Shop: <a href="http://oss.weathershare.org/">http://oss.weathershare.org/</a>	•	•	•	•	•	•	•	•	•	•	•
QuickMap: <a href="http://quickmap.dot.ca.gov/">http://quickmap.dot.ca.gov/</a>	•	•	•	•	•	•	•		•		•
Construction Projects: <a href="http://www.dot.ca.gov/dist2/projects.htm">http://www.dot.ca.gov/dist2/projects.htm</a>		•	•								•
Traffic Cameras & Road Weather Information: <a href="http://www.dot.ca.gov/dist2/travelmap.htm">http://www.dot.ca.gov/dist2/travelmap.htm</a>		•	•				•	•		•	
Chain Control: <a href="http://www.dot.ca.gov/dist2/chainup/allcntys.htm">http://www.dot.ca.gov/dist2/chainup/allcntys.htm</a>		•	•	•							
National Weather Service: <a href="http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php">http://www.wrh.noaa.gov/sto/brief/caltransbriefdist2.php</a>	•	•	•							•	
Planned Lane Closures: <a href="http://www.lcswebreports.dot.ca.gov/lcswebreports/MainMenuPreAction.do?district=Statewide">http://www.lcswebreports.dot.ca.gov/lcswebreports/MainMenuPreAction.do?district=Statewide</a>	•	•									•
California Highway Information (800.427.7623): <a href="http://www.dot.ca.gov/cgi-bin/roads.cgi">http://www.dot.ca.gov/cgi-bin/roads.cgi</a>	•										•
CHP Traffic Incident Information: <a href="http://cad.chp.ca.gov/">http://cad.chp.ca.gov/</a>	•				•						
Highway Conditions Report: <a href="http://www.dot.ca.gov/hq/roadinfo/Hourly">http://www.dot.ca.gov/hq/roadinfo/Hourly</a>	•										•

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## EXECUTIVE SUMMARY

### Route Description

SR 32 begins at Interstate 5, near the City of Orland and ends at SR 36 about ten miles west of Chester. The route is 74 miles in length, with about 25 miles of this under District 2 management. There are no communities along SR 32 within District 2. The majority of the land along the route within District 2 is in public ownership or held by private timber companies. The last 11 miles of the route parallels Deer Creek in Eastern Tehama County.

### Key Route Issues

Some of the key issues are as follows:

- **Rough roadway** – Highway pavement condition may exhibit moderate pavement deterioration in some areas due to length of time between maintenance projects.
- **Limited paved shoulders** – Most of SR 32 has limited paved shoulder widths.
- **Limited lane widths** – Lane widths are limited along most of SR 32.
- **Environmentally sensitive** – SR 32 is environmentally sensitive due to factors such as proximity to Deer Creek and National Forest, wildlife activity and timberland.
- **Recreation** – Pedestrian and cyclist activity associated with campgrounds and fishing along Deer Creek.
- **Weather conditions** – As elevation increases toward the east, snow and ice conditions are more frequent during the winter. Fog has the potential to limit visibility.
- **Vegetation** – Vegetation growing near the highway can sometimes impact sight distance.
- **Limited resources** – Implementing improvements on SR 32 is difficult due to competing needs.

### Route Concept

The existing route is a two-lane conventional highway. The route concept established for 2034 in this TCR is two-lane conventional highway.

**SR 32 Route Concept (20-Year)  
Two-Lane Conventional Highway**

## Projects, Strategies and Concepts

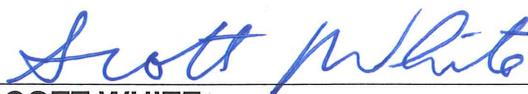
The table below lists potential projects and strategies that are appropriate to pursue in the twenty-year planning horizon based on the analysis for this report, review of internal documents such as the 10-Year SHOPP and review of external documents such as the Tehama RTP. If funding should become available, the following potential projects and strategies should be considered:

<b>Potential Projects and Strategies</b>	
<b>Type</b>	<b>Description</b>
Traveler Information	Highway Advisory Radio – Flasher (GLE 0.2 – I-5 Junction, Orland)
Traveler Information	Highway Advisory Radio – Flasher (BUT 10.1 – SR 99 Junction, west)
Traveler Information	Highway Advisory Radio – Flasher (BUT 10.4 – SR 99 Junction, east)
Traveler Information	Closed Circuit Television (TEH 16.85, Deer Creek Bridge)
Traveler Information	Roadway Weather Information System (TEH 16.85, Deer Creek Bridge)
Roadside	Continue existing maintenance strategies
Roadside	Manage roadside vegetation
Pavement	Pavement maintenance improvements/rehabilitation
Operational	Achieve standard lane widths
Operational	Achieve standard shoulders and clear recovery zone
Operational	Consider paving existing unimproved turnouts

# REPORT SIGNATURE SHEETS

## State Route 32 Transportation Concept Report

PREPARED AND SUBMITTED FOR APPROVAL BY:

 _____ <b>SCOTT WHITE</b> Chief Office of System Planning Caltrans, District 2	<u>10/20/15</u> Date
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APPROVED BY:

 _____ <b>TOM BALKOW</b> Acting District Director for Planning and Local Assistance Caltrans, District 2	<u>10.20.15</u> Date
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## GENERAL ROUTE INFORMATION

### Route Description

SR 32 begins at Interstate 5, near the City of Orland and ends at SR 36 about ten miles west of Chester. The route is 74.4 miles in length, with almost 25 miles of this under District 2 management. As shown in **Table 1**, SR 32 passes between Tehama and Butte Counties twice.

**Table 1: Route Length**

County	Responsible Caltrans District	Post Mile <sup>1</sup>	Length
Glenn	District 3	L0.000/10.910	11.298
Butte	District 3	0.000/37.749	38.212
Tehama	District 2	0.000/2.706	2.706
Butte	District 2	D2.706/D4.698	1.992
Tehama	District 2	4.698/R24.876	20.178
State Total:			74.386
<sup>1</sup> Using miles and counties, the post mile system identifies specific and unique locations in the California Highway System. Post Mile values increase usually from south to north or west to east depending on the general direction the route follows within the state. The post mile values increase from the beginning of a route within a county to the next county line. The post mile values start over again at each county line. <i>Post Mile Prefix Codes:</i> <i>L – Overlap Post Mile</i> <i>D – Duplicate Post Mile at meandering county line</i> <i>R – First Realignment</i>			

There are no communities along SR 32 within District 2. The majority of the land along the route within District 2 is in public ownership or held by private timber companies. The last 11 miles of the route parallels Deer Creek in Eastern Tehama County.

### Route Location and Terrain

SR 32 is located in northeastern Butte County and eastern Tehama County. While the route is west-east oriented between I-5 and SR 99, the route is oriented south-north between SR 99 and SR 36, hence SR 32 and is classified as a south-north route in the State Highway System. West of SR 99, SR 32 passes through valley terrain while East of SR 99 the highway passes through foothills into mountainous terrain. Elevation of the highway ranges between 3,500 - 4,700 feet in District 2. The location of SR 32 and relation to I-5 and SR 36 is shown on **Map 1** on the following page.

### Route History

Route 32 was former Route 47 and was added to the State Highway System in 1933. It was originally constructed by the U.S. Bureau of Public Roads as part of the National Forest Highway System and designated as Forest Highway 21.

### Legal Description

The California State Highway System consists of routes described in the California Streets and Highways Code. Division 1, Chapter 2, Article 3 (Section 461) describes SR 32 as follows:

*Route 161 is from:*

- a. Route 5 near Orland to Route 99 near Chico.*
- b. Route 99 near Chico to Route 36.*



## Route Designations

A route's designation is adopted through legislation and identifies which designation(s) the route is associated with on the State Highway System. A designation generally reflects the function of the route within the State Highway System and denotes what design standards should apply during project development and design. The following are the designations applicable to SR 32 within the District 2 area:

- State Highway System
- Minor Arterial (Federal Functional Classification)
- California Legal Advisory (Truck Classification)
- No scenic designations

## Route Purpose and Usage

The portion of SR 32 within District 2 serves as an interregional connection between SR 99 in the central valley and SR 36 near Lassen Volcanic National Park and Lake Almanor. It provides the most direct access for small mountain communities such as Chester, Clear Creek, Canyon Dam and Westwood to Chico, the largest urban area in Butte County. It also provides access to recreational opportunities like fishing and camping as well as extensive private timberlands. Traffic on the remote, rural portion of SR 32 within District 2 barely averages 1,000 vehicles per day.

To help illustrate the rural nature of SR 32 in District 2, it is useful to compare the volumes to other sections of SR 32. In the small community of Forest Ranch about ten miles west of the Butte/Tehama County line, traffic volumes are about 2,500 vehicles per day. Near the intersection of SR 32 and Yosemite Avenue on the eastern edge of the City of Chico, daily volumes are about 7,500. Volumes on portions of SR 32 within the City of Chico range from 15,000 to almost 25,000 vehicles per day. At the connection with Interstate 5, there are about 10,000 vehicles per day.

While bicycles and pedestrians are allowed on SR 32 within District 2, there is very little actual usage by either given the remoteness and lack of communities. Limited paved shoulder width (mostly zero to one foot) probably also serves to discourage bike use. However, an occasional long distance recreational cyclist or foot traffic associated with campgrounds and fishing along Deer Creek may be encountered.

For information regarding bicycle facilities in District 2, see the District 2 Cycling Guide:  
<http://www.dot.ca.gov/dist2/pdf/bikeguide.pdf>

## Community Characteristics and Land Use

There are no communities along SR 32 within District 2; however, a few widely dispersed residences do exist. The closest community is Forest Ranch (about 1,200 population) approximately ten miles west of the Butte/Tehama County line. About 15 miles further west is the largest city within Butte County, Chico, with a population of over 85,000. The closest community to the SR 32/SR 36 junction is Chester in Plumas County, with a population of about 2,100. Approximately one-half of the land along SR 32 in District 2 is Lassen National Forest. The other half is privately owned, with most utilized for timber production.

## **Environmental Considerations**

Caltrans strives to maintain, operate, and improve the highway in a manner sensitive to the environmental setting. Environmental issues are addressed in the system planning process and the project planning and development process as early as feasible. Known environmental issues and concerns are included in a TCR so that planners, engineers, and other project development staff can incorporate environmental factors into project design from the outset. A scan of existing data sources revealed the following environmental considerations for SR 32 within District 2.

### Cultural Resources

There is very high sensitivity in areas near SR 32 for historic and prehistoric resources due to availability of water.

### Visual Resources

SR 32 is mostly in a remote, natural and undeveloped setting with scenic vistas and federally managed land, including public campgrounds. Therefore, aesthetics is an important consideration in future decisions regarding SR 32.

### Air Quality

Tehama County has a designated partial-county non-attainment area for the 8-hour federal ozone standard; however, SR 32 does not pass through the subject portion of the county. As a whole, Tehama County is designated as nonattainment for both state PM<sub>10</sub> and ozone standards.

### Naturally Occurring Asbestos (NOA)

SR 32 is not located in an area likely to contain naturally occurring asbestos.

### Critical Habitat

This term is defined in the federal Endangered Species Act and applied to geographic areas that contain features essential for the conservation of a threatened or endangered species and that may require special management and protection. There are no designated critical habitat areas in close proximity to SR 32 in District 2. Despite the lack of critical habitat, it is still possible for a threatened or endangered species to exist in close proximity to SR 32, so studies may be required when a project is proposed.

### Habitat Connectivity

The California Essential Habitat Connectivity Project identified a functional network of connected wild lands that are essential to the continued support of California's diverse natural communities. This includes both natural habitat blocks that support native biodiversity and areas essential for connectivity between them. The corridor along Deer Creek provides essential connectivity between the northern Sacramento Valley/Sacramento River and Lassen Volcanic National Park.

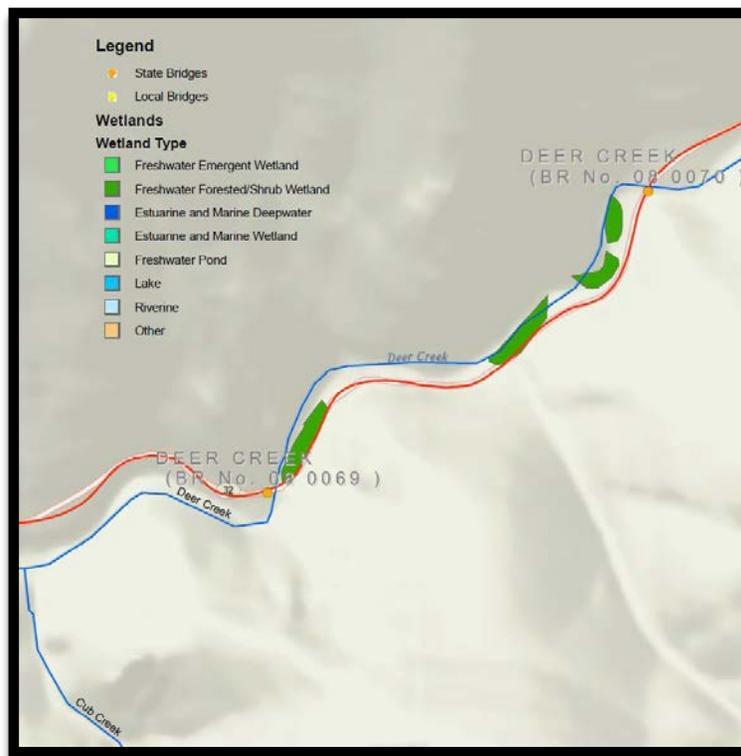
## Fish Passage

Deer Creek is an important tributary to the Sacramento River for anadromous fish. There are two natural barriers, however, that historically prevented migrating salmonoid from accessing the upper sections of Deer Creek: Lower Deer Creek Falls and Upper Deer Creek Falls. In the 1940's, fish ladders were built at both locations in order to allow salmonoid to pass. Only the lower ladder remains operational. No known structural fish passage barriers exist in regard to SR 32 and its supporting elements (bridges, culverts, etc.).

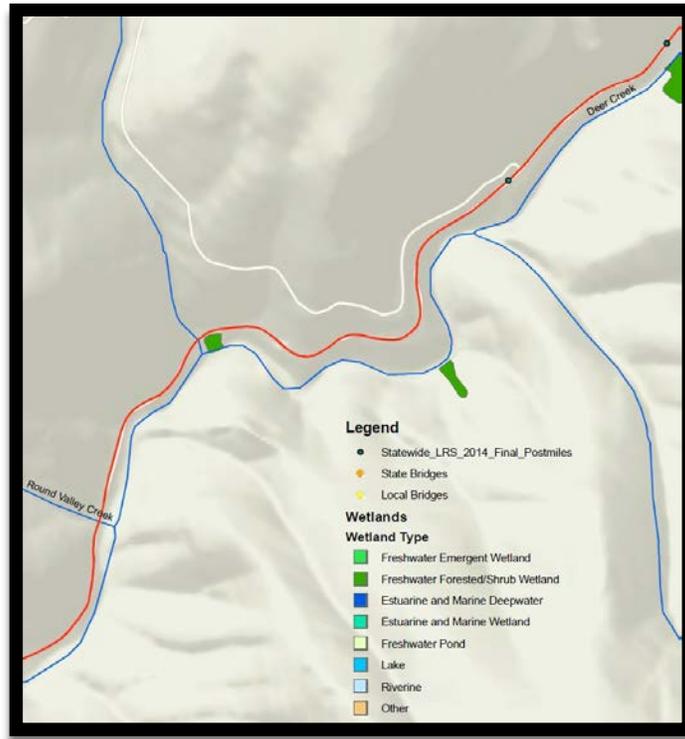
## Waters and Wetlands

Approximately eleven miles of SR 32 runs near Deer Creek in the Deer Creek Watershed. In addition to its proximity to Deer Creek and many tributaries, SR 32 also passes through or close to wetlands in a number of locations as depicted in the following graphics.

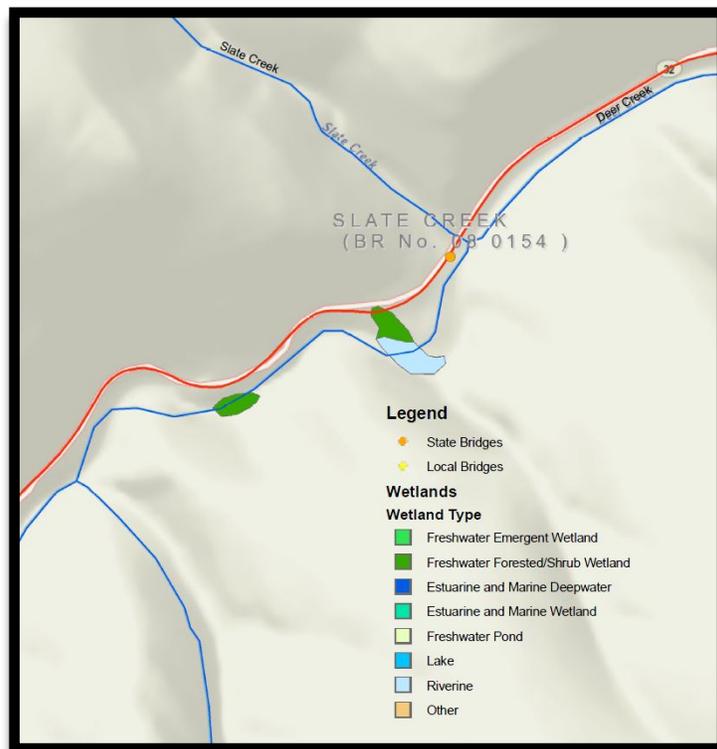
### PM 16.8 – 17.5



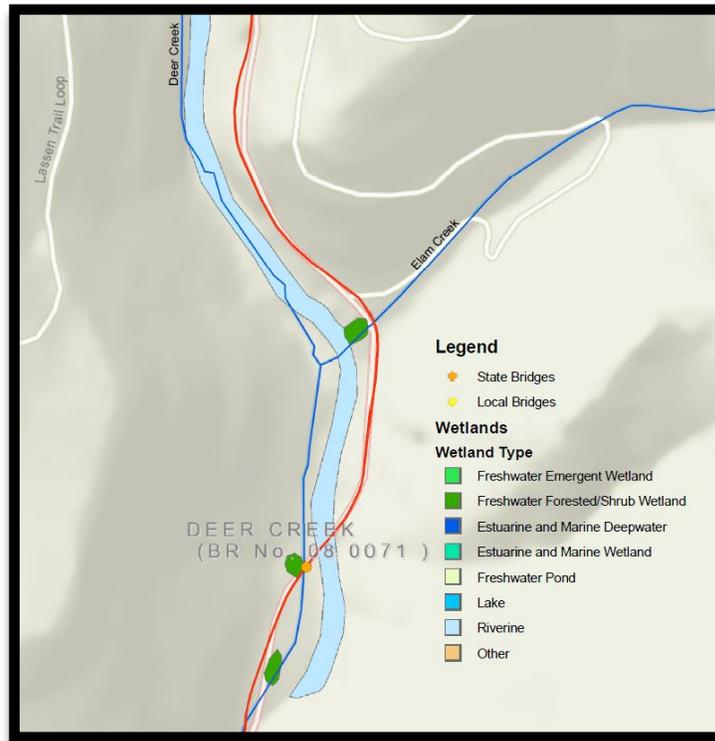
PM 18.0 – 19.6



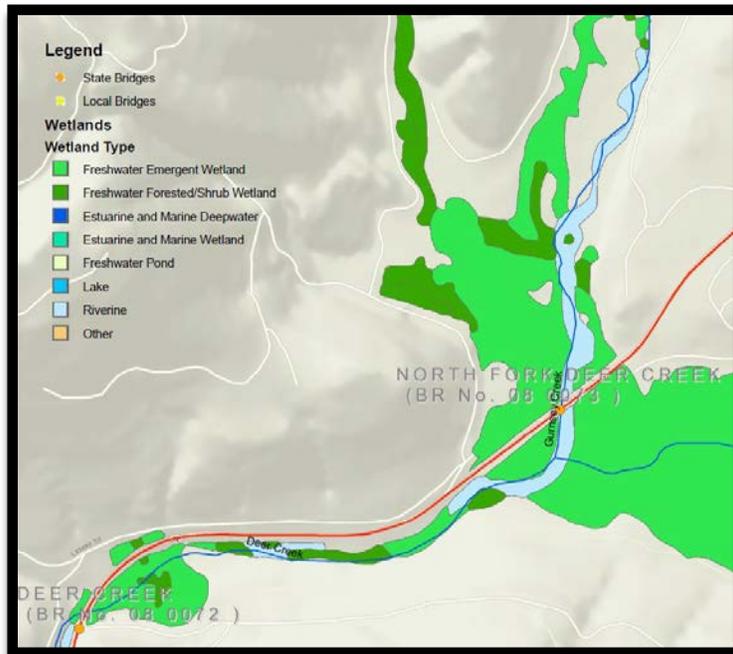
PM 20.3 – 20.5



PM 21.4 – 21.6



PM 22.5 – 24.5



## Other Route Characteristics

Below are some additional characteristics of SR 32 within District 2, which are important to note.

- The speed limit is posted 55 mph
- There are a number of locations with advisory speeds posted less than 55 mph, usually associated with highway curvature
- Lane widths range between 9-12 feet
- Paved shoulder widths are generally zero to one foot
- PM 1.5: Bridge Number 8-67 – Chico Creek
- PM 5.2: Passing Lane (Northbound)
- PM 7.2: Passing Lane (Northbound)
- PM 9.6: Passing Lane (Southbound)
- PM 12.9: Bridge Number 8-68 – Deer Creek
- PM 14.7: Potato Patch Campground, Lassen National Forest
- PM 16.9 Bridge Number 8-69 – Deer Creek
- PM 17.5 Bridge Number 8-70 – Deer Creek
- PM 17.5 Alder Campground, Lassen National Forest
- PM 20.5: Bridge Number 8-154 – Slate Creek
- PM 21.5: Bridge Number 8-71 – Deer Creek
- PM 21.5: Elam Creek Campground, Lassen National Forest
- PM 22.9: Bridge Number 8-72 – Deer Creek
- PM 24.0: Bridge Number 8-73 – North Fork Deer Creek
- PM R24.8: Junction SR 36, end SR 32

## ROUTE PERFORMANCE

### ROUTE PERFORMANCE TABLE

Table 2 below provides current and future volume information for SR 32 within District 2.

<b>Table 2: Route Performance</b>		
	<b>Current Year 2014</b>	<b>Future Year 2034</b>
<b>AADT</b>	1,050	1,400
<b>Peak Hour (PH)</b>	140	150
<b>Total Trucks</b>	100	115
<b>5+ Axle Trucks</b>	65	70
<b>DVMT</b>	26,120	34,826
<b>Legend:</b> <b>AADT</b> – Annual Average Daily Traffic <b>PH</b> – Peak Hour Volume <b>Total Trucks</b> – Total Truck Count <b>DVMT</b> – Daily Vehicle Miles Travelled. Number of miles travelled daily on segment (AADT x Center Line Miles)		

AADT and truck volumes are approximately the same for the entire length of SR 32 within District 2. This is to be expected, given the limited development along the route within District 2. Most of the vehicles are simply passing through on longer trips between communities such as Chester (in Plumas County) and Chico (in Butte County). A few trips are associated with recreational opportunities (such as fishing on Deer Creek) and resource management (primarily timber).

## **KEY ROUTE ISSUES**

The portion of SR 32 within District 2 is remote and relatively low-volume, so the primary issues are not capacity related, but related more to its rural quality, weather, and recreational use.

Some of the key issues are as follows:

- ***Rough roadway*** – Highway pavement condition may exhibit moderate pavement deterioration in some areas due to length of time between maintenance projects.
- ***Limited paved shoulders*** – Most of SR 32 has limited paved shoulder widths.
- ***Limited lane widths*** – Lane widths are limited along most of SR 32.
- ***Environmentally sensitive*** – SR 32 is environmentally sensitive due to factors such as proximity to Deer Creek and National Forest, wildlife activity and timberland.
- ***Recreation*** – Pedestrian and cyclist activity associated with campgrounds and fishing along Deer Creek.
- ***Weather conditions*** – As elevation increases toward the east, snow and ice conditions are more frequent during the winter. Fog has the potential to limit visibility.
- ***Vegetation*** – Vegetation growing near the highway can sometimes impact sight distance.
- ***Limited resources*** – Implementing improvements on SR 32 is difficult due to competing needs.

## **ROUTE CONCEPT**

Route concept (also known as facility concept) is a general term used to describe the intended number of through travel lanes and degree of access control for the entire route. The route concept provides an overall vision for the route to assist Caltrans and other agencies with current and future planning for SR 32.

The existing route is a two-lane conventional highway. The route concept established for 2034 in this TCR is two-lane conventional highway.

<p><b>SR 32 Route Concept (20-Year)</b> <b>Two-Lane Conventional Highway</b></p>
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## **ROUTE CONCEPT RATIONALE**

### **20-Year Route Concept**

The current and future concept for this highway is two-lane conventional (2C). Future traffic projections indicate that no capacity expansion will be needed as traffic volumes are not expected to increase significantly within the twenty-year horizon. Given low current and future volumes, emphasis will continue to be maintenance and operations.

## PROJECTS, STRATEGIES AND CONCEPTS

District 2 priorities for management and development of SR 32 are:

- Maintain existing roadway and related facilities.
- Focused lane, shoulder, turnout and curve improvements as funding becomes available.
- Provide traveler information for pre-trip and en-route travel planning/decisions.

Over the past decade, projects to accomplish these priorities have included:

- Modification and upgrade of drainage systems.
- Repair of roadway washouts/slope stabilization.
- Overlay and rehabilitation of pavement.
- Shoulder widening.
- Curve improvements.
- Guardrail installation.

Projects scheduled for completion within the next few years include:

- Smokey Creek Curve Improvement, PM 5.1/6.3 (2015).
- Deer Creek Pavement Preservation, PM 21.5/24.9 (2016).
- Colby Curve Improvements, PM 8.6/9.3 (2018).

**Table 3** below lists other potential projects and strategies that are appropriate to pursue in the twenty-year planning horizon based on the analysis for this report, review of internal documents such as the 10-Year SHOPP and review of external documents such as the Tehama RTP. If funding should become available, the following potential projects and strategies should be considered.

Table 3: Potential Projects and Strategies	
Type	Description
Traveler Information	Highway Advisory Radio – Flasher (GLE 0.2 – I-5 Junction, Orland)
Traveler Information	Highway Advisory Radio – Flasher (BUT 10.1 – SR 99 Junction, west)
Traveler Information	Highway Advisory Radio – Flasher (BUT 10.4 – SR 99 Junction, east)
Traveler Information	Closed Circuit Television (TEH 16.85, Deer Creek Bridge)
Traveler Information	Roadway Weather Information System (TEH 16.85, Deer Creek Bridge)
Roadside	Continue existing maintenance strategies
Roadside	Manage roadside vegetation
Pavement	Pavement maintenance improvements/rehabilitation
Operational	Achieve standard lane widths
Operational	Achieve standard shoulders and clear recovery zone
Operational	Consider paving existing unimproved turnouts

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