

Landscape Design Segments

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INTRODUCTION

This chapter establishes the design direction for highway landscape and aesthetics. The chapter is organized into five sections. The first section describes program elements that relate to the highway type under consideration and its surrounding land uses. Sections two through five describe the design objectives associated with each landscape design segment and its theme. These design objectives clarify how the program elements should look.

Figure 7 illustrates the two main categories used to organize highways as they relate to landscape and aesthetics. Information derived from both categories is analyzed to design both the functional aspects and physical form of highway facilities.

General Highway Categories consider factors such as the road type, speed and volume of travel, type of access, and the densities of adjacent land use.

- Goals associated with the general categories represent planning and design ideas that should always be considered for roads with similar functions

Context-Sensitive Categories consider place specific features – environment, culture, and history.

- Goals describe how general design objectives should look

**Section One: Highway Zones/
Design Objectives**

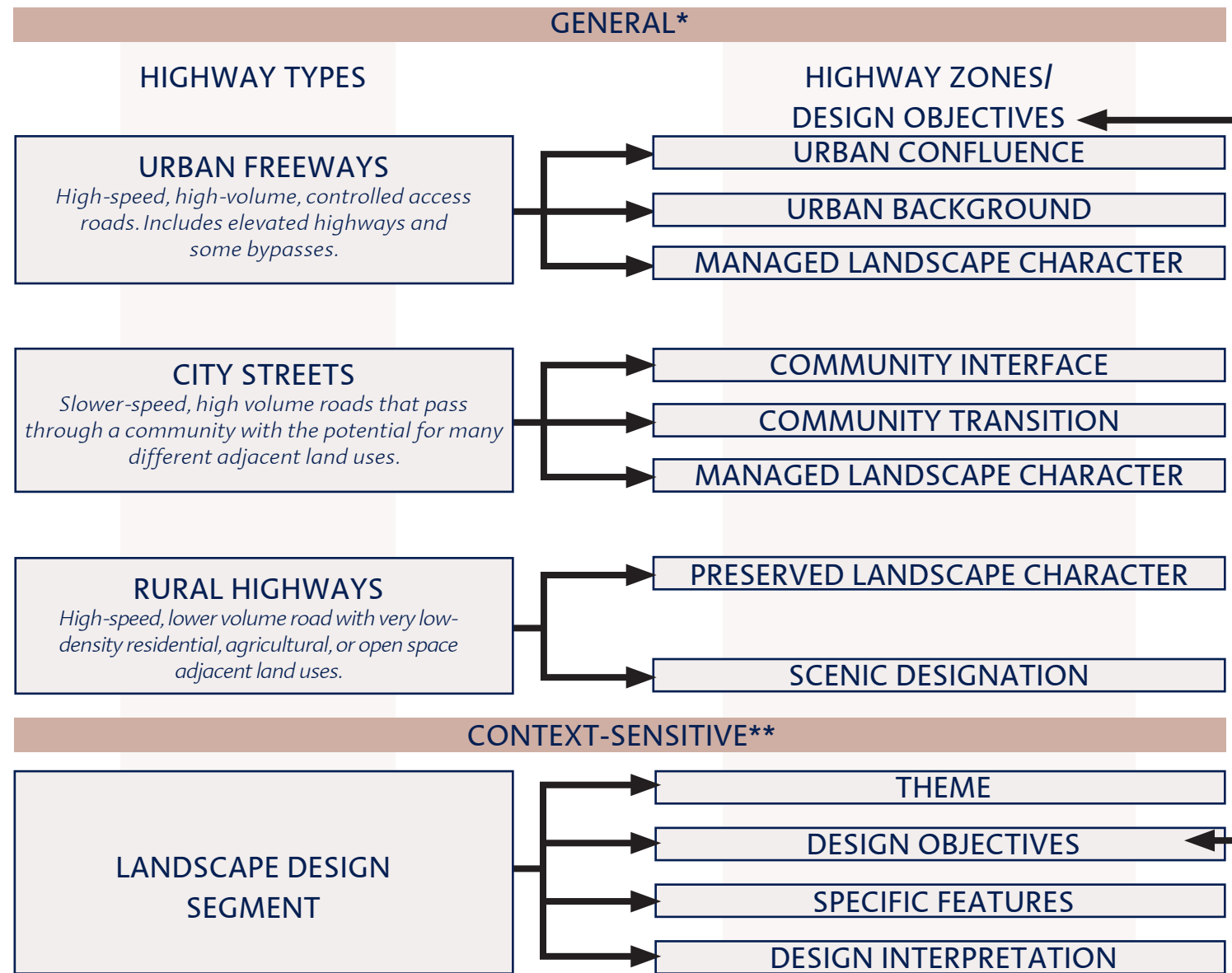
The Master Plan organizes road systems into different highway types: urban freeways, city streets, and rural highways. Highway types are categorized according to the type of road, the speed and volume of travel, and the type of access. Each classification may

be further divided into highway zones. These categories establish program elements and goals that should always be considered when addressing projects located along roads with similar characteristics (downtowns, transition areas, etc.).

For example, every low-speed road that travels through a downtown area is considered a commu-

nity interface zone. Within this zone, traffic-calming techniques are appropriate and pedestrian needs dominate. As communities develop and adjacent land uses change, the highway zone associated with the new land use and development can be updated. Figures 9 thru 11 (on pages 2.4, 2.5, and 2.9) illustrate the design objectives associated with the General Highway Categories.

Figure 7 - Corridor Organizing Elements.



*General: Includes design goals and objectives that should always be considered during the design of a project as it relates to the types of surrounding land uses, development, and street patterns regardless of the landscape design segment in which they are located.

**Context-sensitive: Includes themes, design goals and objectives, and projects that relate specifically to the landscape design segment in which they are located. The goals and objectives should be considered in addition to the general goals and objectives.

COMPREHENSIVE DESIGN CONCEPT

The corridor design concept can be articulated for both rural and urban segments. In rural or predominately undeveloped areas, the highway should blend with the natural landscape. The presence of the road is muted by design interpretations of naturally occurring patterns of geology, vegetation, and soils. The successful emulation of these patterns results in a landscape environment that avoids the distinct separation between road and land that often characterizes rural highways.

In urban areas, the perception of community character is often shaped by a highway’s design and its features. This is especially evident when a highway also serves as a community’s “Main Street.” Creating a coherent visual environment that unifies a community is key to the success of the highway system. The highway should consist of a range of landscape treatments that focus attention on important places, reveal community character and information, and blend the roadway with surrounding uses.



Sections Two through Five: Landscape Design Segments

The last four sections describe the design objectives, theme, and specific features associated with each landscape design segment. Landscape design segments organize the highway into areas of similar character based upon elements such as topography, plant communities, and community development. Segments set the major design theme and provide a unifying design concept that is interpreted during individual project design. Figure 8 describes the way in which landscape design segments are used to develop context sensitive designs.

Because landscape design segments relate to place and community character, design objectives express special features that should be considered and describe the appearance of general program elements designated by the highway zone.

Figure 8 – Landscape Design Segment Themes, Maps, and Sections

CONTEXT-SENSITIVE HIGHWAY CATEGORIES



Corridor
A group of highways evaluated to address a topic such as landscape and aesthetics.



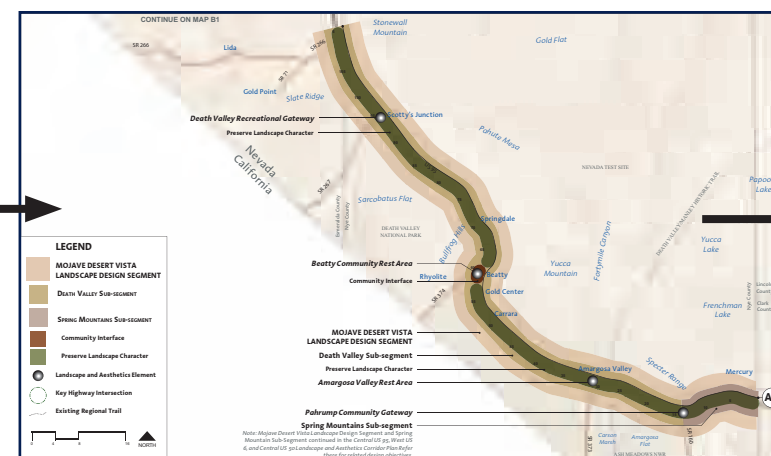
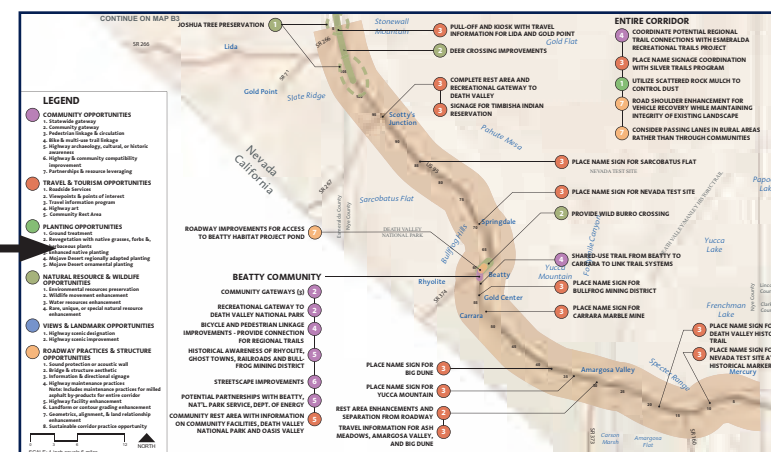
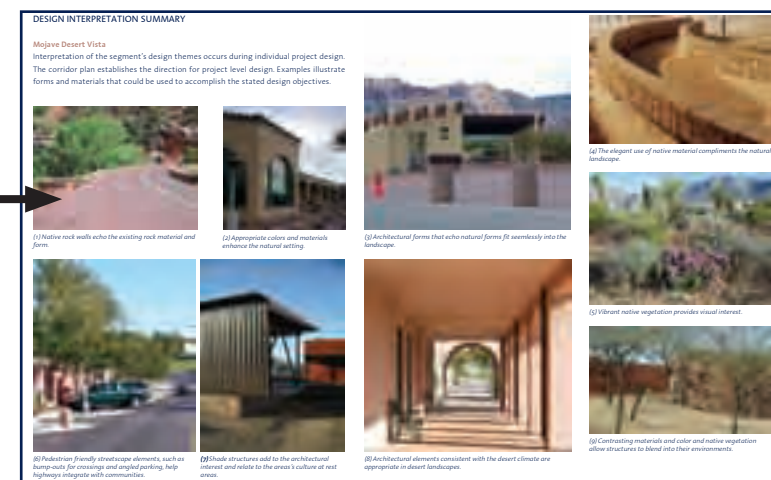
Using the Landscape Design Segments

Landscape design segments provide an organizational tool for applying design concepts along the highway. After understanding the project components that may be applied within each highway zone (community interface, managed landscape character, etc.), it is important to understand the theme and design objectives of the segment. These elements describe how the features should look. Design interpretation images provide physical examples of potential projects. Supporting maps, sections, aerial photos, and imagery illustrate the design objectives and appropriate application throughout the corridor.

The segments designated for the Central Corridor include the Mojave Desert Vista, Silver Legends, Great Basin Oasis, and Pony Express Passage as seen on the following pages.



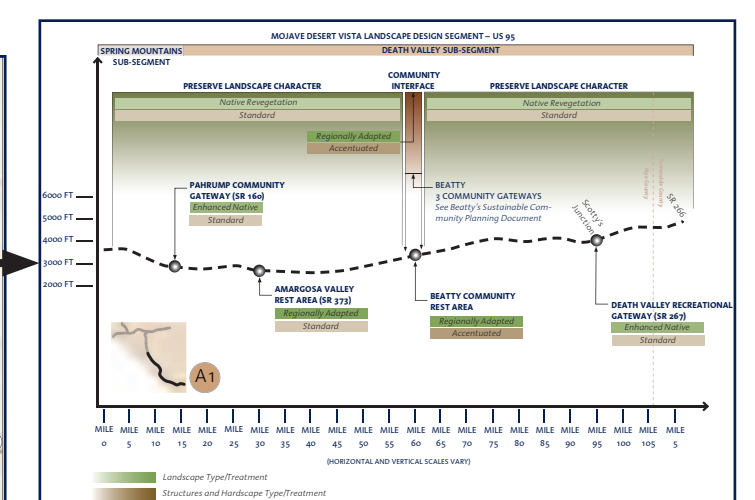
Landscape Design Segments
Sections of the highway organized according to the surrounding environmental and cultural context. Themes correlate with the segment name and location.



Design Objectives - Plan View
Design objectives and landscape and aesthetic elements are located within the segment.

Theme and Design Interpretation
The segment theme describes the vision for the segment in terms of how the highway should appear. Images that depict how the theme may be interpreted and applied through individual project design are provided.

Specific Features
Potential projects and improvements identified within the segment. Projects are grouped into six categories – community, travel and tourism, planting, natural resource and wildlife, views and landmarks, and roadway practices and structures.



Design Objectives - Section View
Landscape treatment types and interpretive themes provide additional direction for design objectives and the development of landscape and aesthetic elements.

SECTION ONE: Highway Zones

Design objectives form the parameters for landscape and aesthetics along the roadway. The general categories of urban freeways, city streets, and rural highways are illustrated in Figures 9, 10, and 11. The general objectives for city streets are reviewed in Figure 9 followed by a more detailed description of community interface, community transition, and managed landscape character. Rural highways are

described beginning on page 2.10 and include more specific information on preserve landscape character and scenic designation zones.

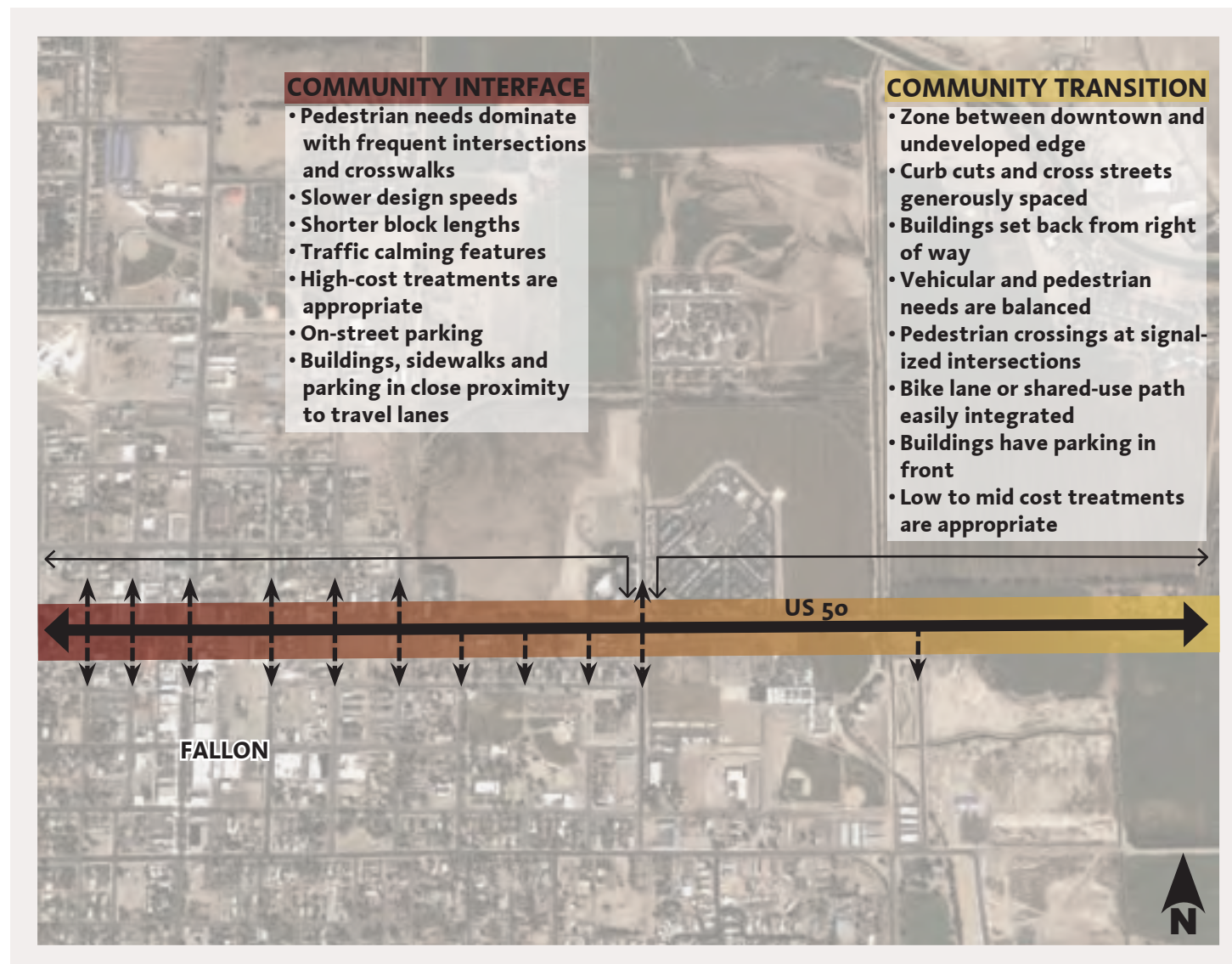
URBAN FREEWAYS

Description

Urban freeways include high-speed, high-volume roadways. The built environment dominates the visual experience, significantly contributing to the driving experience. Only a brief description of urban freeways is provided in this document due to the fact that the majority of road systems described fall into the city streets or rural highways category. Refer to the Master Plan for additional discussions regarding urban freeways. (Pattern and Palette of Place, 2002, p. 38-47)



(2) Stretches of highway with similar community growth patterns and development pressures may be organized as one landscape design segment.



(1) Design objectives are associated with development zones along the roadway. As growth becomes more dense design objectives move from community transition zones to community interface.

Figure 9 - Urban Freeways – Highway Zones

URBAN FREEWAYS – HIGHWAY ZONES



MANAGED LANDSCAPE CHARACTER

(Does not occur in this corridor)

Adjacent Land Uses: Vary from residential to industrial. Located in areas of current growth or planned growth at community edges along interstates or elevated highways.



URBAN BACKGROUND

(Does not occur in this corridor)

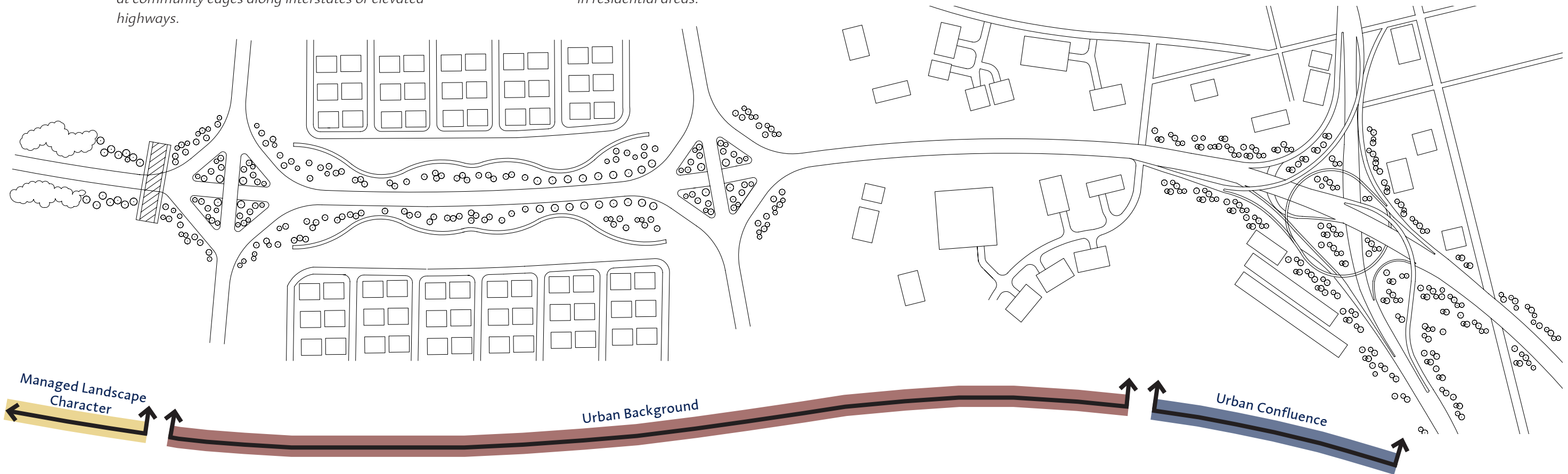
Adjacent Land Uses: Commercial development along interstates or elevated highways. Noise walls are used in residential areas.



URBAN CONFLUENCE

(Does not occur in this corridor)

Adjacent Land Uses: Highly visible location. Use of intersection is of high importance within the state.



MANAGED LANDSCAPE CHARACTER

- “Transition Zones” in the Master Plan
- Create a transition from rural to urban character
 - Establish gateways into urban areas
 - No-cost to low-cost treatments are appropriate

URBAN BACKGROUND

- “Urban Zones” in the Master Plan
- Typical urban highway segments
 - Consider pedestrian overpasses to connect regional systems
 - Utilize a consistent noise wall design
 - Emphasize segment design theme at interchanges through art, plants, materials, and signage
 - Low to mid-cost treatments are appropriate

URBAN CONFLUENCE

- “High Visibility Zones” in the Master Plan
- High traffic volumes and special character such as casino districts
 - Create a distinctive design that complements the design theme
 - Utilize special retaining walls and land graphics
 - Incorporate complex plantings and artwork
 - Mid- to high-cost treatments are appropriate



Figure 10 - City Streets – Highway Zones

CITY STREETS – HIGHWAY ZONES



MANAGED LANDSCAPE CHARACTER

Adjacent Land Uses: Vary from residential to industrial. Located in areas of current growth or planned growth at community edges.



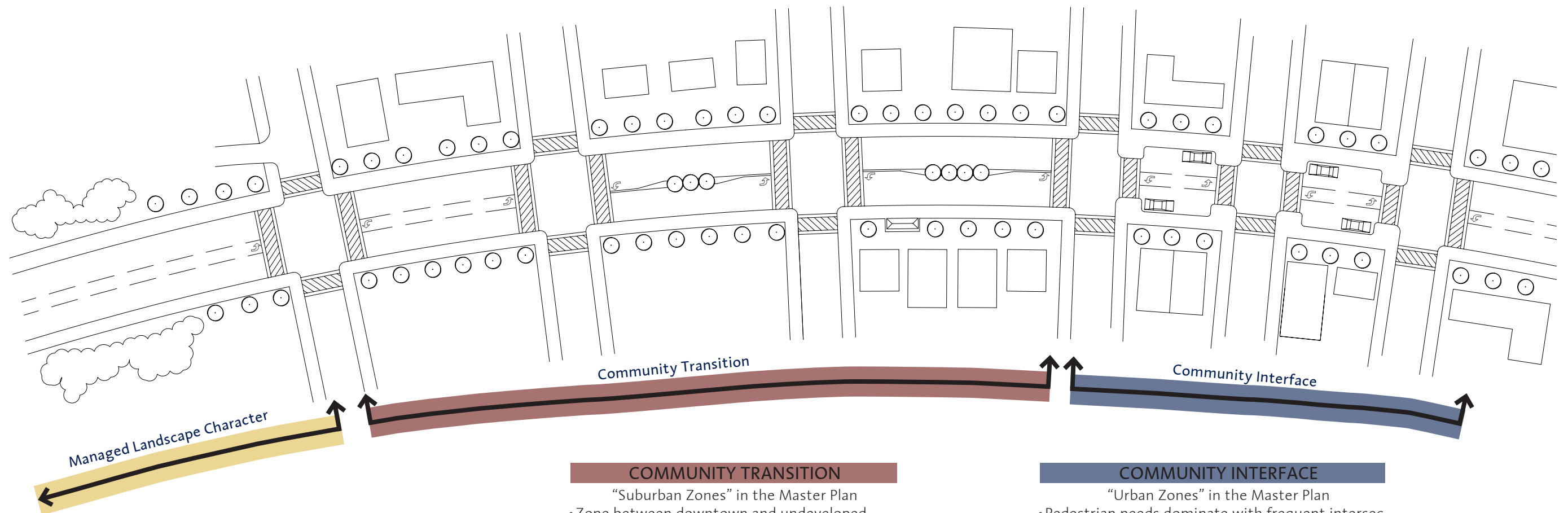
COMMUNITY TRANSITION

Adjacent Land Uses: Range from commercial to residential with larger setbacks. Located between a community's downtown and its undeveloped edges.



COMMUNITY INTERFACE

Adjacent Land Uses: Typically commercial, but many include other uses. Travel speeds are lower with frequent curb cuts and cross streets.



MANAGED LANDSCAPE CHARACTER

- “Transition Zones” in the Master Plan
- Areas of growing or planned development
- Indications of potential community expansion in an otherwise natural setting
- Vehicular needs dominate this zone
- Infrequent pedestrian crossings
- Frontage roads are common
- Low cost treatments are appropriate

COMMUNITY TRANSITION

- “Suburban Zones” in the Master Plan
- Zone between downtown and undeveloped edge
- Curb cuts and cross streets generously spaced
- Buildings set back from right of way
- Vehicular and pedestrian needs are balanced
- Pedestrian crossings at signalized intersections
- Bike lane or shared-use path easily integrated
- Buildings have parking in front
- Low to mid cost treatments are appropriate

COMMUNITY INTERFACE

- “Urban Zones” in the Master Plan
- Pedestrian needs dominate with frequent intersections and crosswalks
- Slower design speeds
- Shorter block lengths
- Traffic calming features
- On-street parking
- Buildings, sidewalks and parking in close proximity to travel lanes
- Mid- to high-cost treatments are appropriate





(1) The primary design objective for community interface zones is the highway's ability to accommodate a variety of town-center activities without reducing its function as a through street. On-street parking buffers pedestrians from travel lanes and helps slow traffic through town.



(2) Incorporating seating areas into the design of pedestrian space enhances the separation from the street.



(3) A 60' right-of-way provides space for on-street parking and widened sidewalks. Streetscape and pedestrian amenities enliven the downtown area.



(4) An 80' right-of-way accommodates dual travel lanes and a planted median. A striped bike lane accommodates cyclists through the community center. Pedestrian amenities may be enhanced with widened sidewalks.

CITY STREETS

Community Interface

Description

In many communities, highways provide the central point of access to all parts of the community. In small towns, the highway often becomes Main Street, a key component of the community's economic and social vitality. Pedestrian amenities are of primary importance in these areas. The highway must be compatible with pedestrian activities, unifying, not dividing, the town center.

Community interface zones are characterized by lower travel speeds, frequent curb cuts, cross streets, traffic control devices, and increased pedestrian and other non-vehicular traffic. Adjacent land uses are typically commercial, but may include residential areas, schools, parks, and other civic uses. Block lengths are generally shorter, with buildings, sidewalks, and parking in close proximity to the travel lanes.

Program Elements

The primary design objective for community interface zones is the highway's ability to accommodate a variety of town-center activities without reducing its function as a through street. Roadway design in these areas must incorporate traffic calming features that minimize conflicts between pedestrians and vehicles. The following goals establish the approach:

- Manage speed by reducing the appearance of wide roadways. Install raised or planted medians to create pedestrian refuge islands that can double as speed-reduction devices.
- Reduce vehicle-pedestrian conflicts with consolidated curb cuts and planted medians.
- Increase pedestrian safety and reduce

crossing distances by combining angle or parallel parking with bulb-outs at crosswalks. Bollards, located at the bulb-outs, a buffer zone separating travel lanes, and angled parking offer additional levels of pedestrian safety. Parallel parking is recommended in areas of limited right-of-way.

- Install pedestrian-activated signals for heavily used mid-block crossings or where the distance between crosswalks exceeds one quarter mile.

Adding pedestrian-scale amenities within a streetscape also encourages slower travel speeds. The following goals establish the approach:

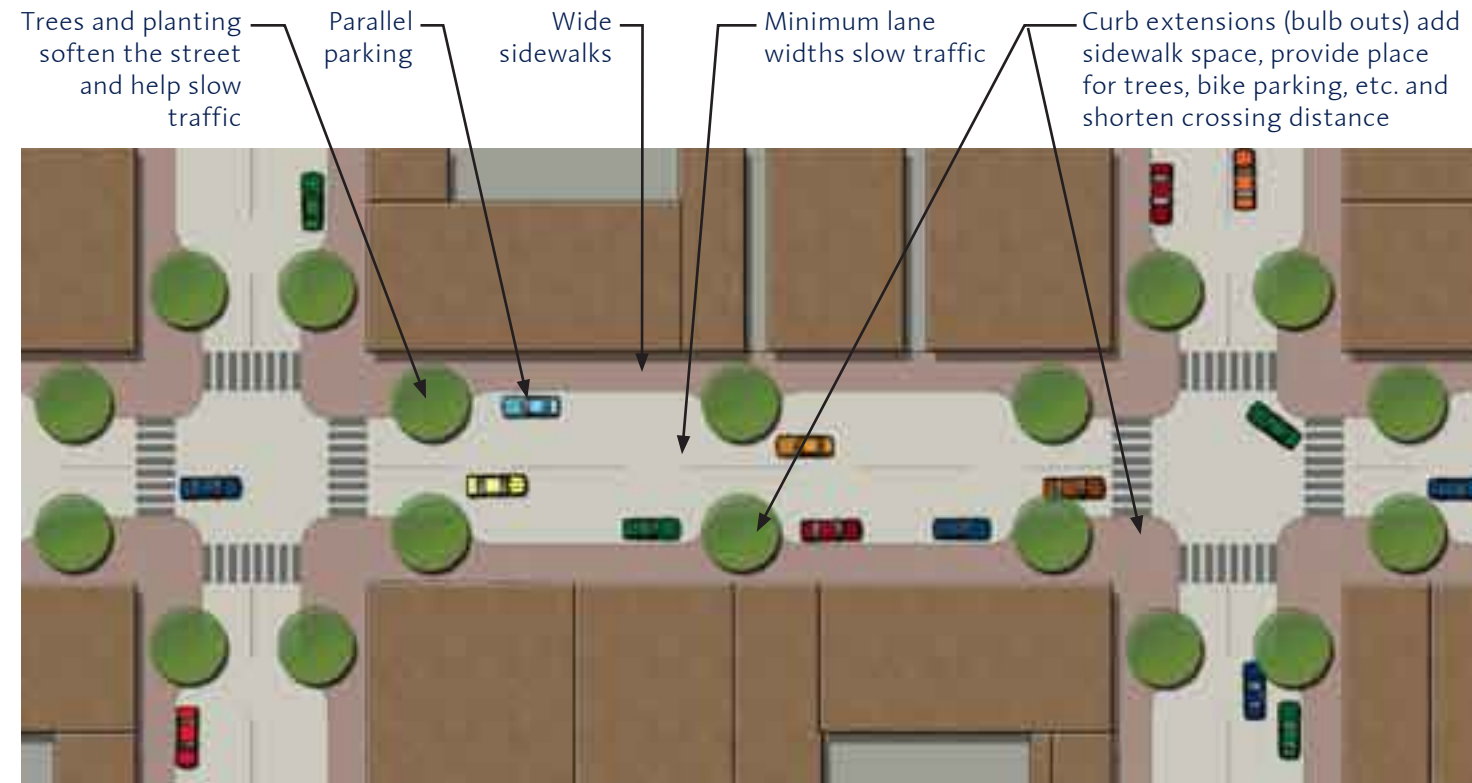
- Utilize street trees for shade and visual interest.
- Provide lighting that is appropriate in height, style, and intensity.
- Provide signage that is compatible with preferred architectural styles and is visible to pedestrians and vehicles.
- Provide street furnishings, including seating, shelters, trash containers, and way-finding aids, such as sidewalk inlays.

Clearly marked bike lanes must be incorporated into these stretches of highway. Where on-street parking exists, parallel parking is most compatible with bike lanes, particularly when combined with crosswalk bulb-outs. Where angle parking exists, parking areas must be deep enough to ensure adequate visibility of cyclists. In all cases, it is important to coordinate efforts with local multi-modal transportation plans.

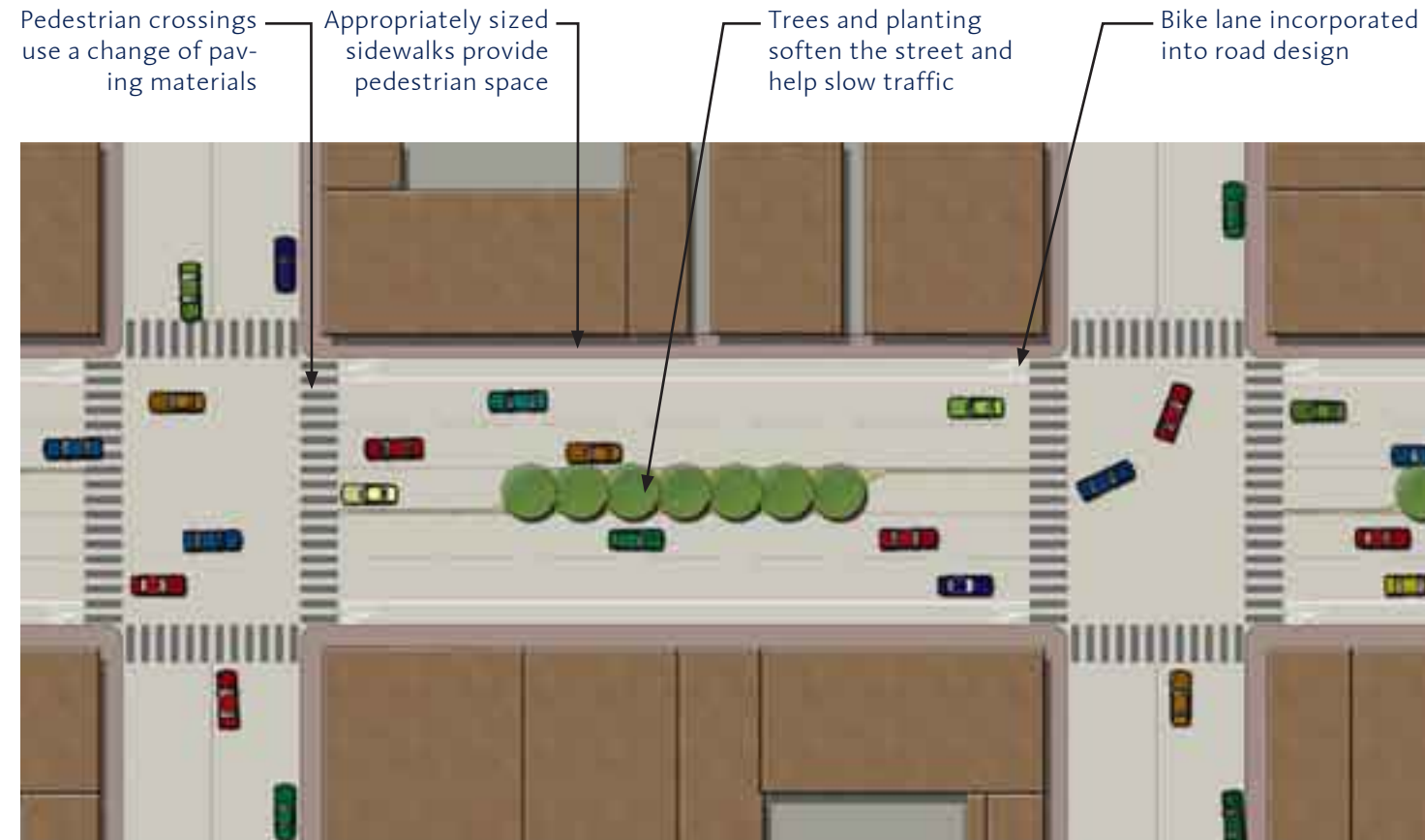
Community Transition

Description

Community transition zones include stretches of highway between the center of a community and its undeveloped edges. These zones provide access to outlying areas of a community and form a



(1) Traffic-calming features such as street tree planting, on-street parking, and curb extensions accentuate downtown community areas.



(2) Five-lane highways can be softened through raised, planted medians. Roadway design incorporates bike lanes to promote multi-modal transportation through downtown.



(1) The potential for streetscape improvements exists in community transition zones, as shown below.



(2) Streetscape improvements have the ability to change the character of the roadway and provide a more inviting atmosphere.

buffer between pedestrian-oriented town centers and open stretches of highway on their outskirts. Vehicle needs are balanced with pedestrian needs in these areas. Travel speeds vary, but are generally midway between those in community interface zones and those on open highway. Curb cuts and cross streets are used less frequently than in community interface zones; pedestrian crossings may be present at intersections. Adjacent land uses may be commercial, residential, industrial, or agricultural, but setbacks are typically greater than in community interface zones. Where adjacent uses are commercial, building setbacks commonly consist of large parking lots accessible from the highway.

Program Elements

Design objectives for community transition zones emphasize pedestrian safety in areas that accommodate heavier or higher speed traffic conditions. Objectives for project design include the following goals:

- Provide gateway features to mark the edge of a community. Utilize these opportunities to showcase locally relevant artwork, signage, or plantings.
- Increase visual interest and reinforce reduced speed limits with median landscape treatments.
- Improve pedestrian safety at crosswalks with elements such as refuge islands, signals, improved lighting, and signage.
- Provide separated shared-use paths in higher speed or heavy traffic areas. Where frontage roads are present, create buffered shared-use paths between the frontage road and highway.
- Require developers to revegetate roadside disturbance to an appropriate level.
- Plant street trees to calm traffic and separate vehicular and pedestrian travel lanes.
- Integrate transit and provide shaded bus stops.

Managed Landscape Character

Description

The managed landscape character zone is distinguished by areas of growing or planned development at community edges. The frequency and density of residential, commercial, or industrial development, indicates potential community expansion in an otherwise natural landscape setting. Built elements interrupt the natural environment in a more regular pattern, but without the intensity of urban density.

Program Elements

Objectives for project design include the following goals:

- Emphasize safe pedestrian and bicycle access.
- Provide adequate right-of-way for a separated, shared-use trail.
- Provide regional bike and pedestrian linkages.
- Use earth forms and vegetative materials, instead of sound walls, for acoustic mitigation.
- Identify locations for new wildlife crossings. Manage the corridor to maintain existing crossings and corridors.
- Provide sufficient right-of-way for landscape screening.
- Improve litter control.
- Preserve views of surrounding mountains and scenic vistas.
- Manage outdoor advertising to maximize scenic views and minimize ridgeline obstructions.
- Apply uniform design criteria to blend the roadway with surrounding landscape.
- Revegetate disturbed roadsides.
- Prevent the practice of spreading asphalt millings on road shoulders and promote the use of materials that blend with the natural landscape.

Figure 11 - Rural Highways – Highway Zones

RURAL HIGHWAYS – HIGHWAY ZONES



COMMUNITY INTERFACE

Adjacent Land Uses: Commercial and local community development.



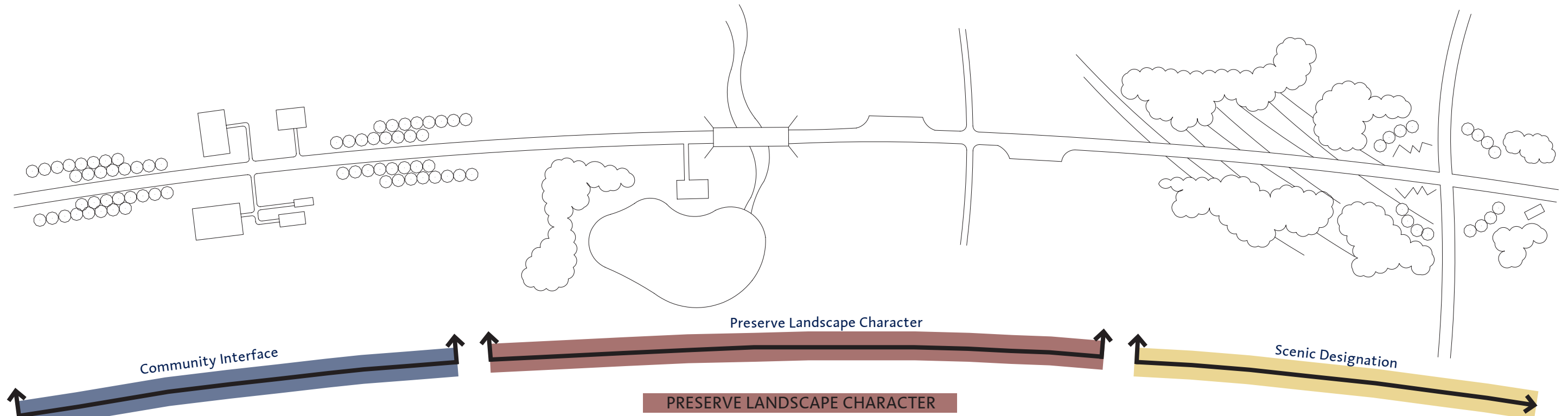
PRESERVE LANDSCAPE CHARACTER

Adjacent Land Uses: Typically includes agricultural or low-density residential. Federal or state land ownership dominates.



SCENIC DESIGNATION

Adjacent Land Uses: Varies from conservation and recreation to significant, historical commercial uses. Includes scenic byways and other portions of the highway that travel through areas of high scenic, cultural, or recreational value.



COMMUNITY INTERFACE

- “Rural Communities” in the Master Plan
- Pedestrian needs dominate with frequent intersections and crosswalks
- Slower design speeds
- Shorter block lengths
- Traffic calming features
- On-street parking
- Buildings, sidewalks and parking in close proximity to travel lanes
- Mid- to high-cost treatments are appropriate

PRESERVE LANDSCAPE CHARACTER

- “Rural Landscape Segments” in the Master Plan
- High speeds
- Maintain integrity of existing landscape – “do no harm”
- Agriculture or low density residential development
- Native vegetation and landforms dominate views
- Low-cost treatments are appropriate

SCENIC DESIGNATION

- “Rural Landscape Segments” in the Master Plan
- Existing scenic byways or potential scenic byway
- Located along rural highways, city streets, and urban freeways
- Unique scenic, cultural, historic, recreational, and/or natural qualities
- High level of visual management
- Low- to mid-cost treatments are appropriate



RURAL HIGHWAYS

Preserve Landscape Character

Description

Landscape character is best preserved in rural highway design. In rural areas, roadside development consists of agricultural uses or low-density residential. The potential for significant future growth appears to be low. Land ownership is dominated by Federal or state entities such as the Department of Defense or Bureau of Land Management. Built elements and human inter-

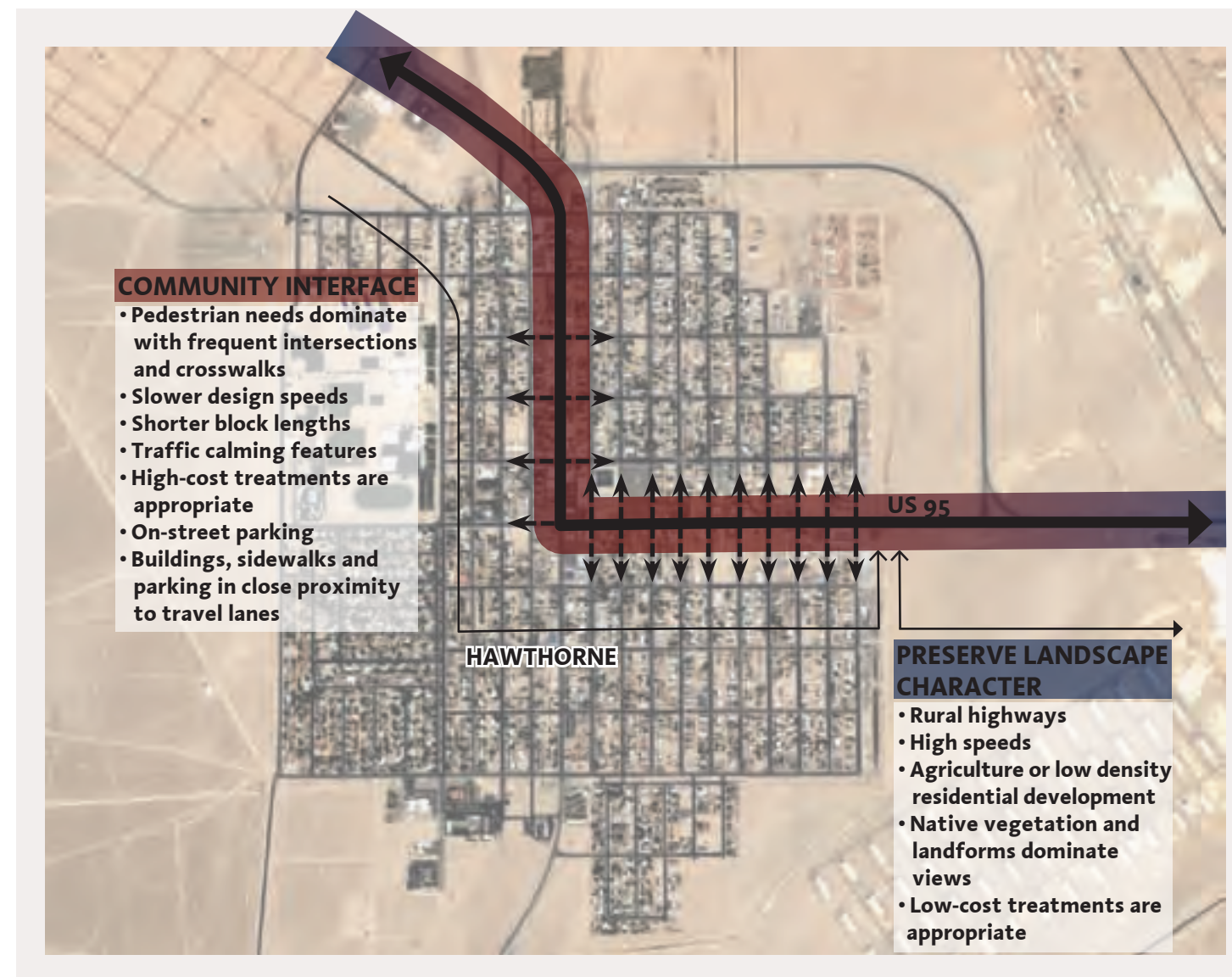
ventions are sparsely distributed throughout the landscape. Native vegetation, geologic features, and landforms, dominate the views.

Program Elements

Objectives for project design include the following goals:

- Utilize existing native vegetation to preserve the aesthetic integrity of the roadside.
- Preserve scenic views and viewsheds from the highway.

- Restrict outdoor advertising in scenic locations. Coordinate with local jurisdictions to prevent billboards from obstructing scenic views. Promote outdoor advertising requirements.
- Provide pedestrian and bicycle access to recreation destinations.
- Incorporate a separated, shared-use trail within the right-of-way.
- Incorporate the Place Name Signage program and audio interpretation (radio transmission) at areas with significant historical or natural features.
- Partner with federal and state agencies to coordinate the Corridor Plan with long-term planning.
- Fit the alignment of the highway into existing topography so structures blend into the surrounding landscape.
- Re-grade, stain, and revegetate rock cuts to blend with the adjacent hillside.
- Prevent degradation of surrounding landscape. Minimize vegetation removal during construction and maintenance practices.
- Prevent the practice of spreading asphalt millings on road shoulders. Use materials that blend with the natural landscape.
- Revegetate disturbed highway areas with native seed mix or salvaged plant materials where possible.
- Identify locations for new wildlife crossings and opportunities for improvements to existing wildlife crossings.
- Screen or visually blend maintenance facilities from roadway.
- Improve litter collection along the corridor.
- Provide activity pull-offs along the highway for recreation area access and pull-over traffic.



(1) Throughout central Nevada, design objectives relate to community interface and preserve landscape character. Outside of town, the highway runs through open landscape with little development. Within town the highway often serves as a Main Street.

Scenic Designation

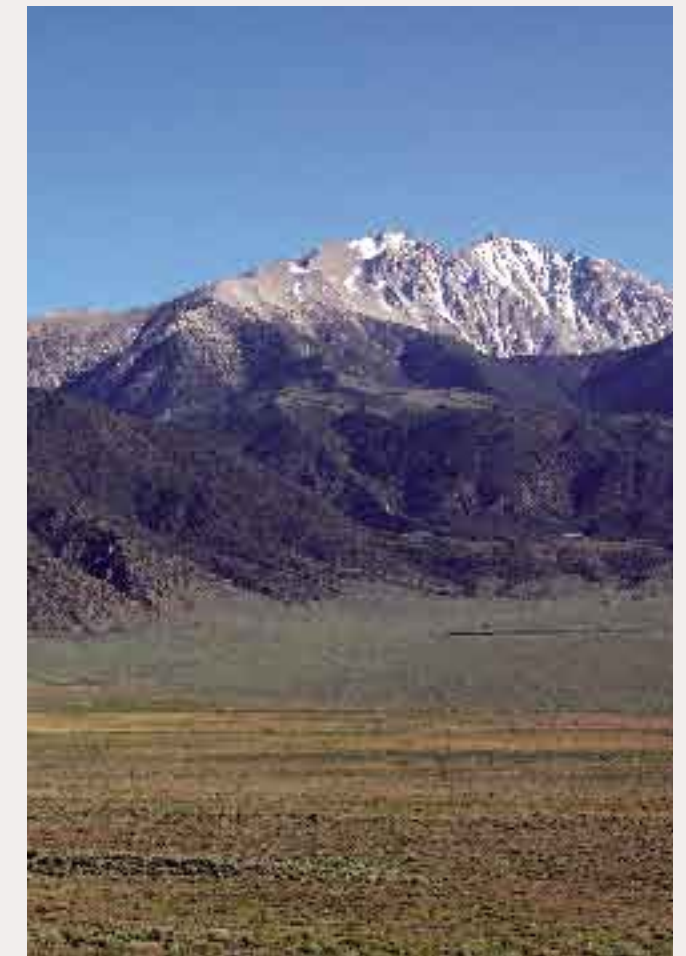
Description

Scenic designation includes existing and proposed scenic byways where scenic, cultural, historic, recreational, and/or natural qualities dominate the highway landscape. Facilities in these areas require the highest level of management and should incorporate enhanced treatment levels and a higher level of detail. Designation is based on scenic preservation, visual management, and access to recreational opportunities.

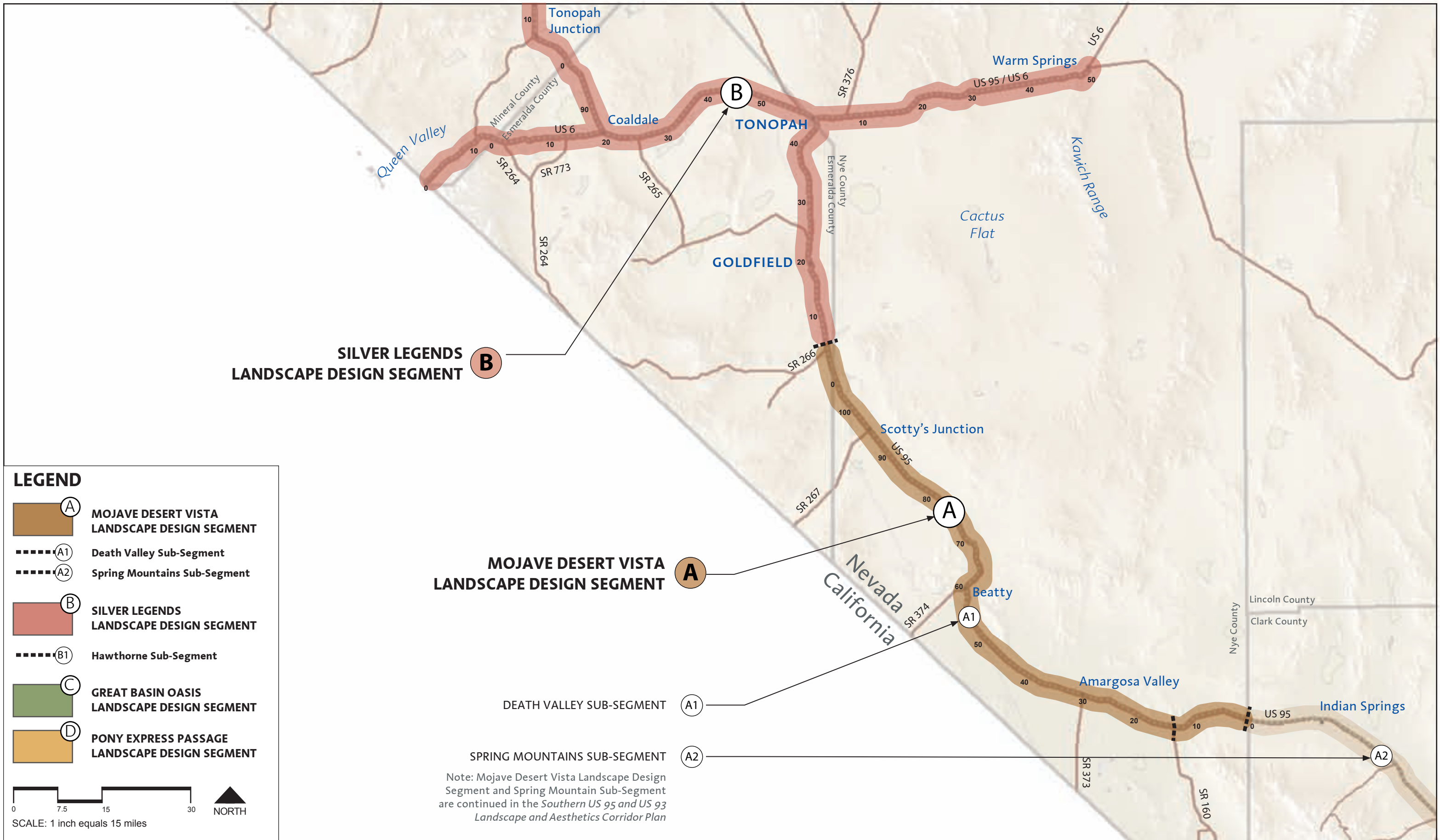
Program Elements

Objectives for project design include the following goals:

- Preserve existing view corridors.
- Protect scenic areas by discouraging structures that obscure views.
- Incorporate a separated, shared-use trail within the right-of-way.
- Provide rest areas that serve a diversity of purposes, including access to recreational opportunities, trailheads, and stopping points along shared-use trails.
- Limit vegetative clearing to the extent feasible. Allow for safety considerations and vehicle recovery within the clear zone. Minimize vegetation removal during construction and maintenance practices.
- Reduce the number of superfluous signs.
- Minimize the visual distraction of reflectors. Allow reflector components to blend with the background while maintaining the effectiveness of the reflector.
- Create structures that blend with the landscape by incorporating interesting textures and earth-tone colors.
- Preserve downhill trees to screen the roadway from off-site locations.
- Align highway to blend facilities into the surrounding landscape.
- Re-grade, stain, and revegetate rock cuts to blend with the adjacent hillside.
- Revegetate disturbed highway areas with native seed mix or salvaged plant materials where possible.
- Locate signage for scenic viewpoints at least 600' prior to entry. Provide screening for safety and enhanced visual quality.
- Reduce glare of traffic signs by painting the backsides.
- Provide barrier systems that define the travel corridor but do not dominate the setting. Barrier systems should become an integral part of the roadway and surrounding landscape.
- Identify locations for new wildlife crossings and opportunities for improvements to existing wildlife crossings.
- Screen or visually blend maintenance facilities from roadway.
- Incorporate the Place Name Signage program at locations with significant historical or natural features. Integrate interpretative elements throughout the corridor.
- Form partnerships with federal and state agencies to coordinate the long-term planning measures for the Corridor Plan.



(1) Scenic byways and highways through areas of high visual quality warrant special design treatments equal to their natural setting.



LEGEND

- A **MOJAVE DESERT VISTA LANDSCAPE DESIGN SEGMENT**
- A1 **Death Valley Sub-Segment**
- A2 **Spring Mountains Sub-Segment**
- B **SILVER LEGENDS LANDSCAPE DESIGN SEGMENT**
- B1 **Hawthorne Sub-Segment**
- C **GREAT BASIN OASIS LANDSCAPE DESIGN SEGMENT**
- D **PONY EXPRESS PASSAGE LANDSCAPE DESIGN SEGMENT**

0 7.5 15 30
SCALE: 1 inch equals 15 miles

▲ NORTH

MOJAVE DESERT VISTA LANDSCAPE DESIGN SEGMENT

DEATH VALLEY SUB-SEGMENT

SPRING MOUNTAINS SUB-SEGMENT

Note: Mojave Desert Vista Landscape Design Segment and Spring Mountain Sub-Segment are continued in the *Southern US 95 and US 93 Landscape and Aesthetics Corridor Plan*

SILVER LEGENDS LANDSCAPE DESIGN SEGMENT

MOJAVE DESERT VISTA LANDSCAPE DESIGN SEGMENT

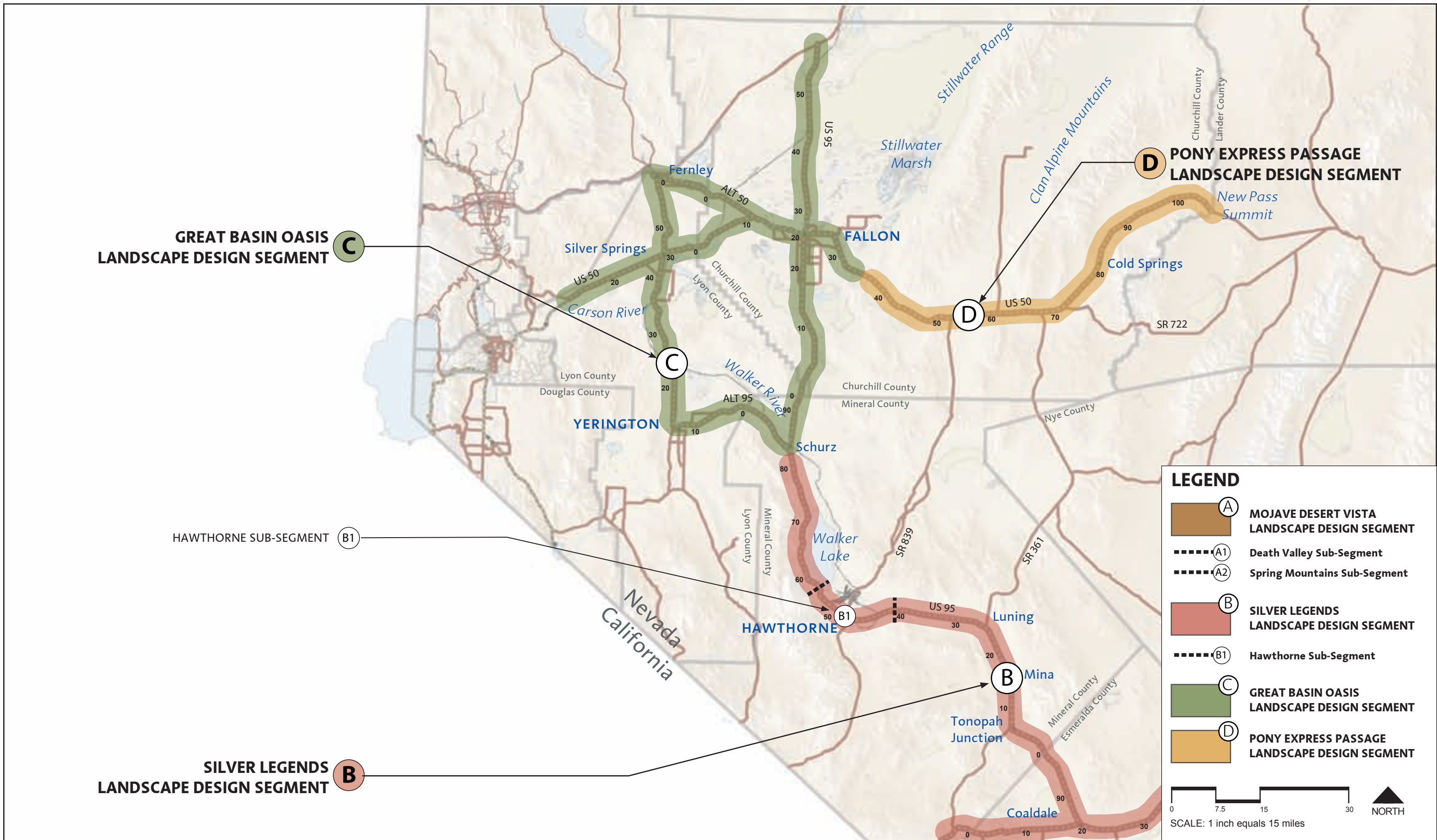
DEATH VALLEY SUB-SEGMENT

SPRING MOUNTAINS SUB-SEGMENT

Note: Mojave Desert Vista Landscape Design Segment and Spring Mountain Sub-Segment are continued in the *Southern US 95 and US 93 Landscape and Aesthetics Corridor Plan*

Central US 95, West US 6, and Central US 50 landscape and aesthetics corridor plan

**LANDSCAPE DESIGN SEGMENTS
AMARGOSA VALLEY TO TONOPAH JUNCTION**



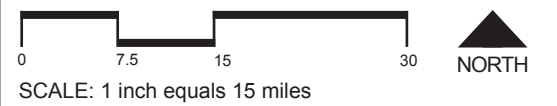
**GREAT BASIN OASIS
LANDSCAPE DESIGN SEGMENT** **C**

HAWTHORNE SUB-SEGMENT **B1**

**SILVER LEGENDS
LANDSCAPE DESIGN SEGMENT** **B**

**PONY EXPRESS PASSAGE
LANDSCAPE DESIGN SEGMENT** **D**

- LEGEND**
- (A)** MOJAVE DESERT VISTA LANDSCAPE DESIGN SEGMENT
 - (A1)** Death Valley Sub-Segment
 - (A2)** Spring Mountains Sub-Segment
 - (B)** SILVER LEGENDS LANDSCAPE DESIGN SEGMENT
 - (B1)** Hawthorne Sub-Segment
 - (C)** GREAT BASIN OASIS LANDSCAPE DESIGN SEGMENT
 - (D)** PONY EXPRESS PASSAGE LANDSCAPE DESIGN SEGMENT



Central US 95, West US 6, and Central US 50 landscape and aesthetics corridor plan



**LANDSCAPE DESIGN SEGMENTS
TONOPAH JUNCTION TO I-80**

CONSULTANT TEAM	DESIGN WORKSHOP	MAP LDS2 2.13
	PLACES	
	Sand County Studios JW Zunino & Associates CH2MHill	

SECTION TWO: Mojave Desert Vista

THEME

The Mojave Desert Vista Landscape Design Segment includes US 95, from Clark County to the SR 266 junction south of Goldfield. Roadway management concerns center on enhancing significant community features while preserving the general highway experience, including rural character, existing vegetation, and panoramic views. Traffic calming is utilized to slow traffic and enhance pedestrian movement in towns.

Educational and interpretive signage alert motorists to landscape viewing opportunities and significant landscape features. Outdoor recreation is diverse and widely available along this segment. Recreation and scenic opportunities are identified along the highway through a series of place name signs. Rest areas are identified by groves of trees that serve as visual landmarks. Signage and information provided at rest area facilities reinforces the gateways to Death Valley National Park.

DESIGN SEGMENT OBJECTIVES

Design objectives for this segment include establishing a vision for treatments within communities, enhancing the interface between communities and the highway, and preserving the existing natural landscape. The following objectives have been established specifically for this segment.

Community Interface

Amargosa Valley

- Enhance the connection to Amargosa Valley from US 95. Incorporate community information, recreational opportunities, and travel information at rest area.
- Recognize and interpret the environmental and recreational resources of Big Dune and Ash Meadows Wildlife Management Area as part of community and signage improvements.

Beatty

- Emphasize the town's role as a gateway community to Death Valley and its unique history and environment.
- Incorporate a trail system within the right-of-way linking Beatty to surrounding points of interest. Provide trail underpasses to facilitate crossing the highway.
- Utilize sustainable design principles for facilities and improvements.
- Preserve scenic quality through the Narrows and the cottonwood gallery forest.
- Emphasize the area's natural and scenic qualities. Incorporate habitat protection and enhancements as central features. Recognize the importance of the Amargosa toad.
- Create a modern interpretation of the historic west. Incorporate an authentic Oasis Valley image with beautiful downtown amenities and preservation of historic buildings.
- Increase awareness and understanding of the Amargosa River corridor. Interpret its value and importance.
- Provide a community rest area that serves as a town pocket park. Orient and provide travel information for motorists in the area to enhance their enjoyment of the town and region. Incorporate trailhead facilities and connect to regional trails.
- Create community gateways per the Sustainable Community Planning and Design Considerations for Beatty, Nevada document.

Preserve Landscape Character

- Preserve scenic views of distant mountain ranges and dry lake beds. Incorporate information regarding dry lake beds and geologic features into interpretive signage.
- Improve road shoulders to accommodate the vehicle recovery of large trucks. Enhancements should not detract from roadside aesthetics. Minimize disturbance to existing vegetation. Utilize rock mulches with complementary colors to maintain an integrated visual transition from travel lanes to roadside vegetation. (Rock mulches provide a safe recovery zone. A textural change minimizes the risk of unpredictable wildlife movement directly adjacent to and across the roadway.)
- Create a rest area at Scotty's Junction (SR 267) as a gateway to recreational opportunities in Death Valley.
- Provide opportunities to discover the stories and history of the region. Interpret cultural and recreational resources, such as mining and Death Valley National Park.
- Coordinate the Statewide Place Name Sign Program with community efforts and programs such as the "Silver Trails" program. Reduce traveler confusion by coordinating signage associated with audio programs.
- Provide rest area facilities to accommodate large trucks and hazardous waste vehicles. Design facilities with appropriate safety measures and fencing. Separate facilities from the highway travel lanes, and provide adequate screening.
- Utilize signage and enhanced landscape treatment to enhance connections to growth areas, such as Pahrump.

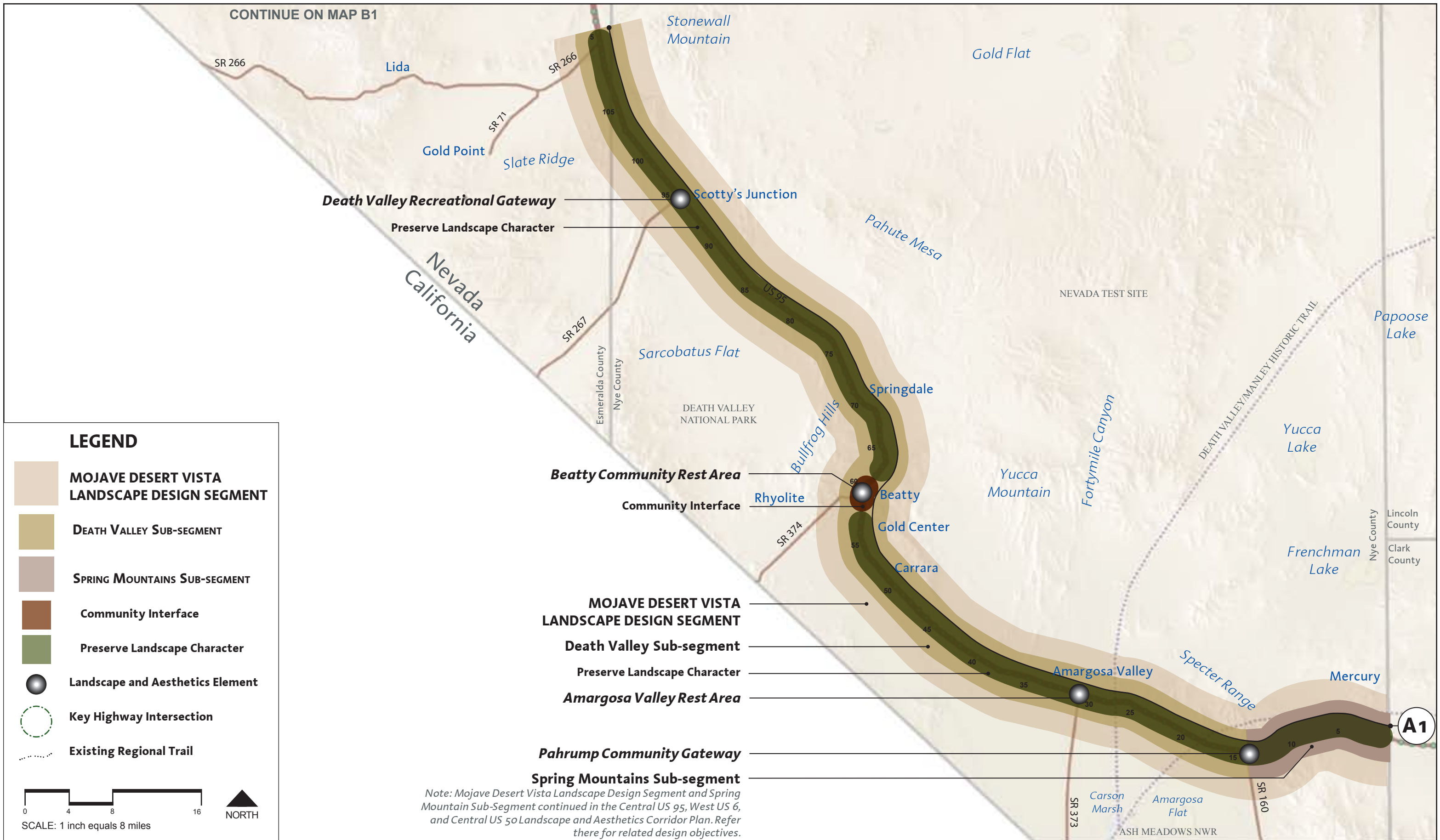


(1) Mojave Desert Vista key map



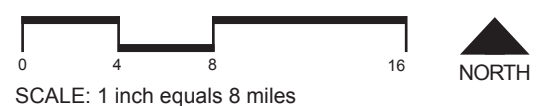
(2) Preservation of landscape character can be achieved by using native species to revegetate roadsides.

CONTINUE ON MAP B1



LEGEND

- MOJAVE DESERT VISTA LANDSCAPE DESIGN SEGMENT**
- DEATH VALLEY SUB-SEGMENT**
- SPRING MOUNTAINS SUB-SEGMENT**
- Community Interface**
- Preserve Landscape Character**
- Landscape and Aesthetics Element**
- Key Highway Intersection**
- Existing Regional Trail**

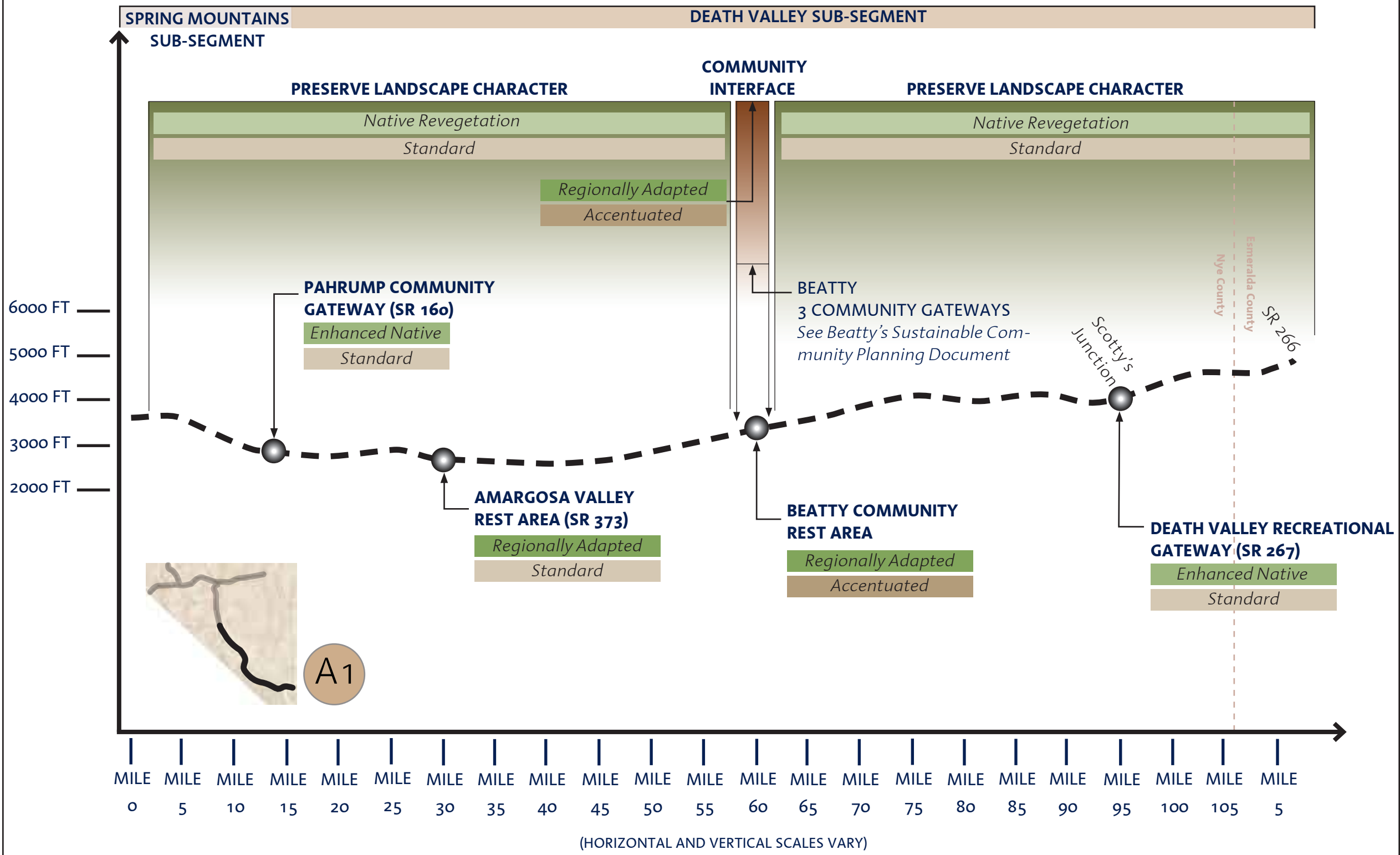


Note: Mojave Desert Vista Landscape Design Segment and Spring Mountain Sub-Segment continued in the Central US 95, West US 6, and Central US 50 Landscape and Aesthetics Corridor Plan. Refer there for related design objectives.

MOJAVE DESERT VISTA – DESIGN OBJECTIVES
US 95: CLARK/NYE COUNTY LINE TO ESERALDA COUNTY MM 5

Central US 95, West US 6, and Central US 50 landscape and aesthetics corridor plan

MOJAVE DESERT VISTA LANDSCAPE DESIGN SEGMENT – US 95



ELEMENTS

- Preserve Landscape Character**
1. Consider Place Name Signage to interpret features such as dry lake beds, Gold Point, Sarcobatus Flat, and Oasis Valley.
 2. Maintain existing vegetation and landforms. Preservation of existing native landscape is the first aesthetic approach for any capacity improvement or maintenance projects.
 3. Preserve scenic quality through the Narrows and the cottonwood gallery forest.

- Amargosa Valley Rest Area**
1. Buffer facilities from the highway.
 2. Provide a system to inform travelers of surrounding recreational and environmental opportunities such as Big Dune, Devil's Hole, and Ash Meadows Wildlife Management Area.
 3. Design elements should reflect surrounding environmental, cultural, and historical influences such as Big Dune and the Amargosa toad.

- Beatty Community Rest Area**
1. Link rest area with surrounding destinations and town facilities through a trail system.
 2. Interpretative elements could include the Amargosa toad, Amargosa River corridor, Death Valley National Park, and other environmental features.
 3. Create a facility that also serves as a town pocket park.
 4. Provide traveler information on features such as Death Valley, Rhyolite, and community services.

- Community Interface – Beatty**
1. Create a modern interpretation of the historic west. Incorporate an authentic Oasis Valley image with beautiful downtown amenities and preservation of historic buildings.

Central US 95, West US 6, and Central US 50 landscape and aesthetics corridor plan



MOJAVE DESERT VISTA – LONGITUDINAL SECTION
US 95: CLARK/NYE COUNTY LINE TO ESMERALDA COUNTY MM 5

CONSULTANT TEAM	DESIGN WORKSHOP	SECTION A1 2.17
	PLACES	
	Sand County Studios JW Zunino & Associates CH2MHill	

CONTINUE ON MAP B3

JOSHUA TREE PRESERVATION

SR 266

Lida

SR 71

Gold Point

Slate Ridge

Stonewall Mountain

PULL-OFF AND KIOSK WITH TRAVEL INFORMATION FOR LIDA AND GOLD POINT

DEER CROSSING IMPROVEMENTS

COMPLETE REST AREA AND RECREATIONAL GATEWAY TO DEATH VALLEY

SIGNAGE FOR TIMBISHA INDIAN RESERVATION

ENTIRE CORRIDOR

- 4 COORDINATE POTENTIAL REGIONAL TRAIL CONNECTIONS WITH ESMERALDA RECREATIONAL TRAILS PROJECT
- 3 COORDINATE PLACE NAME SIGNS WITH SILVER TRAILS PROGRAM
- 1 UTILIZE SCATTERED ROCK MULCH TO CONTROL DUST
- 7 ROAD SHOULDER ENHANCEMENT FOR VEHICLE RECOVERY WHILE MAINTAINING INTEGRITY OF EXISTING LANDSCAPE
- 7 CONSIDER PASSING LANES IN RURAL AREAS RATHER THAN THROUGH COMMUNITIES

LEGEND

- COMMUNITY OPPORTUNITIES**
 - 1. Statewide gateway
 - 2. Community gateway
 - 3. Pedestrian linkage and circulation
 - 4. Bike and multi-use trail linkage
 - 5. Highway archaeology, cultural, or historic awareness
 - 6. Highway and community compatibility improvement
 - 7. Partnerships and resource leveraging
- TRAVEL AND TOURISM OPPORTUNITIES**
 - 1. Roadside Services
 - 2. Viewpoints and points of interest
 - 3. Travel information program
 - 4. Highway art
 - 5. Community Rest Area
- PLANTING OPPORTUNITIES**
 - 1. Ground treatment
 - 2. Revegetation with native grasses, forbs and herbaceous plants
 - 3. Enhanced native planting
 - 4. Mojave Desert regionally adapted planting
 - 5. Mojave Desert ornamental planting
- NATURAL RESOURCE AND WILDLIFE OPPORTUNITIES**
 - 1. Environmental resources preservation
 - 2. Wildlife movement enhancement
 - 3. Water resources enhancement
 - 4. Rare, unique, or special natural resource enhancement
- VIEWS AND LANDMARK OPPORTUNITIES**
 - 1. Highway scenic designation
 - 2. Highway scenic improvement
- ROADWAY PRACTICES AND STRUCTURE OPPORTUNITIES**
 - 1. Sound protection or acoustic wall
 - 2. Bridge and structure aesthetic
 - 3. Information and directional signage
 - 4. Highway maintenance practices
Note: Includes maintenance practices for milled asphalt by-products for entire corridor
 - 5. Highway facility enhancement
 - 6. Landform or contour grading enhancement
 - 7. Geometrics, alignment, and land relationship enhancement
 - 8. Sustainable corridor practice opportunity

Nevada
California

SR 267

Esmeralda County
Nye County

Sarcobatus Flat

DEATH VALLEY NATIONAL PARK

ROADWAY IMPROVEMENTS FOR ACCESS TO BEATTY HABITAT PROJECT POND

Bullfrog Hills

Springdale

PLACE NAME SIGN FOR SARCOBATUS FLAT
NEVADA TEST SITE

PLACE NAME SIGN FOR NEVADA TEST SITE

PROVIDE WILD BURRO CROSSING

SHARED-USE TRAIL FROM BEATTY TO CARRARA TO LINK TRAIL SYSTEMS

PLACE NAME SIGN FOR BULLFROG MINING DISTRICT

PLACE NAME SIGN FOR CARRARA MARBLE MINE

BEATTY COMMUNITY

COMMUNITY GATEWAYS (3)

RECREATIONAL GATEWAY TO DEATH VALLEY NATIONAL PARK

BICYCLE AND PEDESTRIAN LINKAGE IMPROVEMENTS - PROVIDE CONNECTION FOR REGIONAL TRAILS

HISTORICAL AWARENESS OF RHYOLITE, GHOST TOWNS, RAILROADS, AND BULLFROG MINING DISTRICT

STREETScape IMPROVEMENTS

POTENTIAL PARTNERSHIPS WITH BEATTY, NPS, DOE

COMMUNITY REST AREA WITH INFORMATION ON COMMUNITY FACILITIES, DEATH VALLEY NATIONAL PARK, AND OASIS VALLEY

Rhyolite

Beatty

Gold Center

Carrara

PLACE NAME SIGN FOR BIG DUNE

PLACE NAME SIGN FOR YUCCA MOUNTAIN

REST AREA ENHANCEMENTS AND SEPARATION FROM ROADWAY

TRAVEL INFORMATION FOR ASH MEADOWS, AMARGOSA VALLEY, AND BIG DUNE

Yucca Mountain

PLACE NAME SIGN FOR BULLFROG MINING DISTRICT

PLACE NAME SIGN FOR CARRARA MARBLE MINE

Amargosa Valley

SR 373

Carson Marsh

Amargosa Flat

Specter Range

SR 160

ASH MEADOWS NWR

Papoose Lake

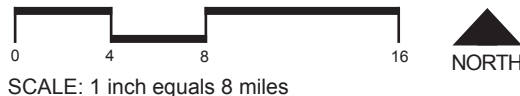
Yucca Lake

Frenchman Lake

PLACE NAME SIGN FOR DEATH VALLEY HISTORIC TRAIL

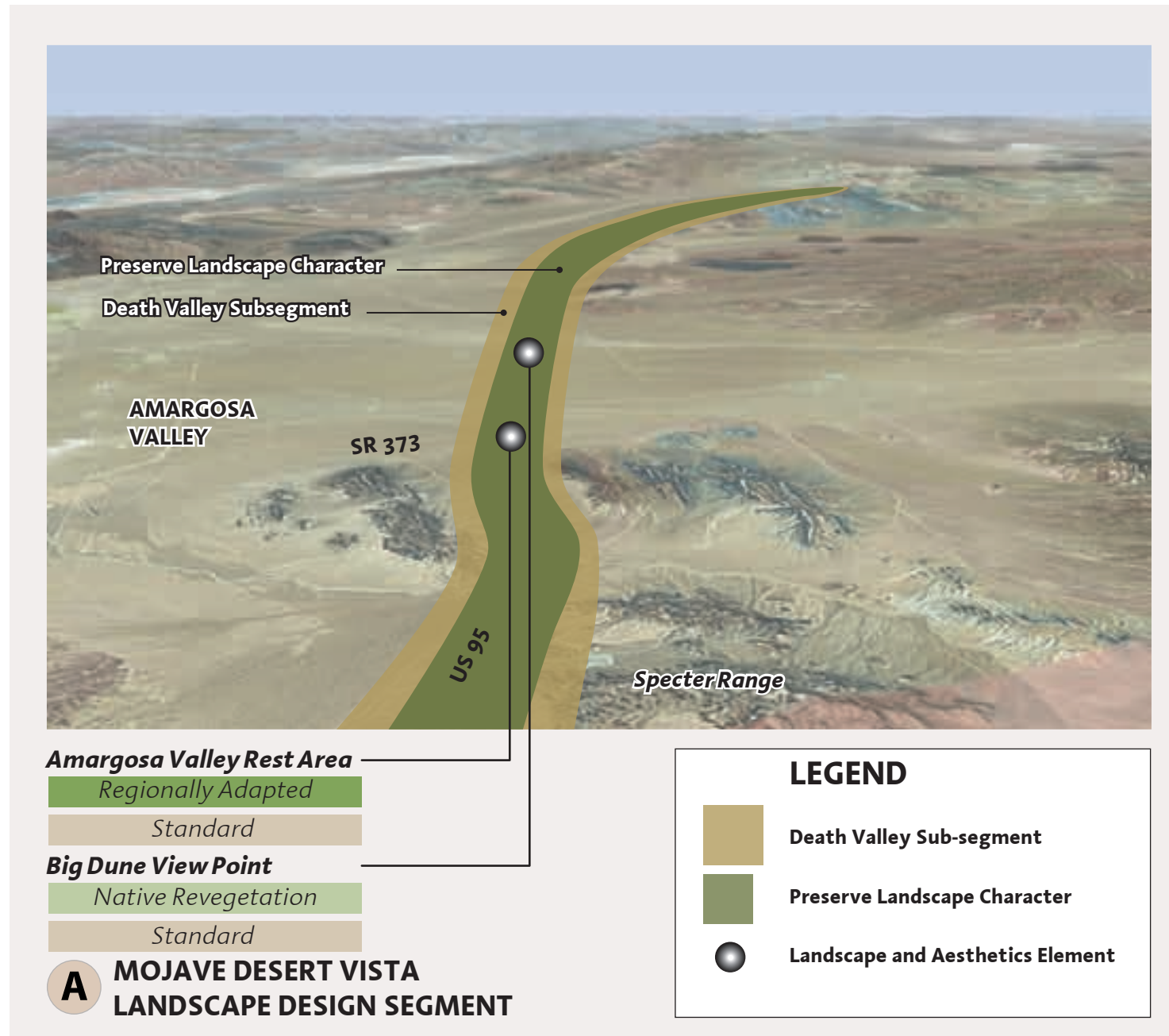
PLACE NAME SIGN FOR NEVADA TEST SITE AT HISTORICAL MARKER MERCURY

Nye County
Lincoln County
Clark County

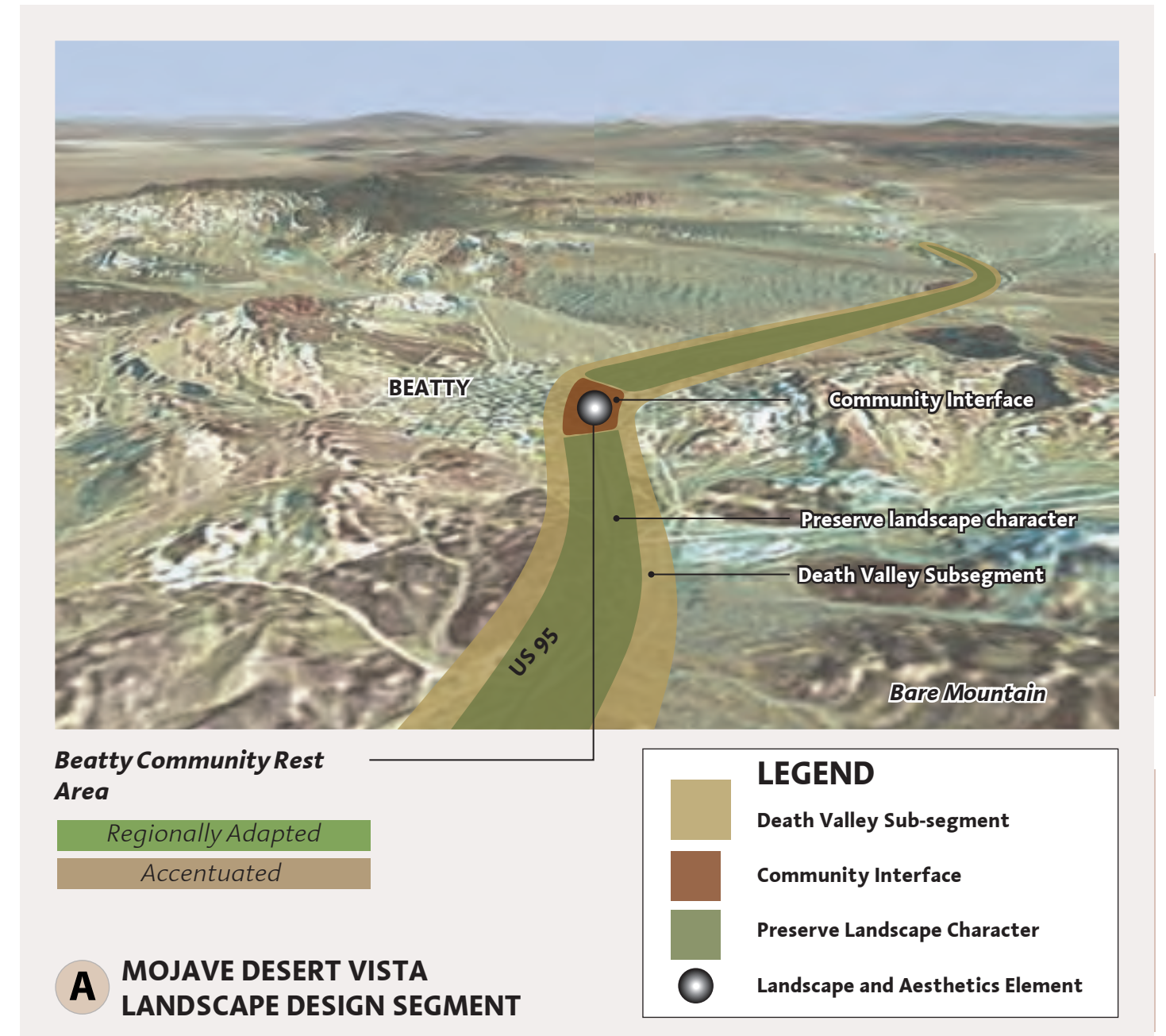


Aerial Landscape and Aesthetic Treatment Simulations

The following aerial images are meant to illustrate landscape and aesthetic treatments at key points along the Mojave Desert Vista Landscape Design Segment.



(1) This aerial view looks west towards Death Valley National Park from US 95 near Amargosa Valley. This stretch of road is located within the Death Valley Sub-segment and landscape treatments should highlight the gateway locations to the park.



(2) This aerial view looks west towards Beatty from US 95. The transition in landscape treatments between the road segments on either side of Beatty and the segment within the community.

DESIGN INTERPRETATION SUMMARY

Mojave Desert Vista

Interpretation of the segment’s design themes occurs during individual project design. The corridor plan establishes the direction for project level design. Examples illustrate forms and materials that could be used to accomplish the stated design objectives.



(1) Native rock walls reflect the existing rock material and form.



(2) Appropriate colors and materials enhance the natural setting.



(3) Architectural forms that echo natural forms fit seamlessly into the landscape.



(4) The elegant use of native material compliments the natural landscape.

Photo courtesy of K. Helphand, 2002, p. 190.



(6) Pedestrian friendly streetscape elements, such as bump-outs for crossings and angled parking, help highways integrate with communities.



(7) Shade structures add architectural and cultural interest to rest areas.



(8) Architectural elements consistent with the desert climate are appropriate in desert landscapes.



(5) Vibrant native vegetation provides visual interest.



(9) Contrasting materials, color and native vegetation allow structures to blend into their environments.



(1) Road shoulders can be improved for truck safety while preserving existing vegetation and incorporating a designated bike lane.



(2) The existing shoulders may not be adequate for heavy truck traffic with hazardous waste.



(1) Silver Legends key map



(2) Distinctive mining facilities mark the entry into Tonopah. The use of similar materials within the segment define the character of the area.



SECTION THREE: Silver Legends

THEME

The Silver Legends Landscape Design Segment includes US 95, from the junction of SR 266 south of Goldfield northward to Shurz, and US 6, from the California state line eastward to Warm Springs. This segment is characterized by numerous small and deteriorating mining communities. Little remains of the town of Goldfield, which, from 1903 to 1910, was the largest city in Nevada. However, the remnants of buildings and structures provide ideas for choosing appropriate materials for roadway aesthetic treatments.

The Silver Legends segment traverses the Basin and Range landscape of western Nevada. The highways are simple and rural, highlighted only by the use of native revegetation and standard hardscape treatments. Vegetation and landforms are consistent. Maintaining the integrity of the existing landscape is a primary concern.

Communities maintain regionally-adapted landscape and accentuated hardscape treatment to enhance the visual character and sense of place. Improvements include crosswalks, way-finding signage, expanded and integrated park-streetscape-rest area design and community bicycle and pedestrian trails. Traffic calming reduces conflicts with non-vehicular traffic and enhances the existing pedestrian character.

Place name signs are coordinated with audio tourist information programs, relating stories of the region's mining legacy, prominent landscape and

historic features, wildlife, significant military and federal sites, and scenic views (refer to Place Name Sign Program on page 1.11).

Rest areas reflect the history and culture of the area. Community and civic partnerships promote local interest at rest areas. Opportunities for locally-sponsored programs exist; the driver-alertness service, staffed by volunteers, offers travelers coffee and other refreshments. Viewpoints at rest areas provide opportunities to observe the surrounding landscape. Viewpoints outside of rest areas subtly emphasize the austere character of the landscape by utilizing materials and design that minimize cost, spatial, and visual impact. A secondary-type gateway, identifying the Nevada state boundary, is located near Montgomery Pass. This universal monument is located on all of state routes to communicate transition between states.

DESIGN SEGMENT OBJECTIVES

The Silver Legends design segment capitalizes on the area's mining history and natural resources. Landscape character and highway/community interface are key components in this segment. Design objectives include improving the highway/community compatibility and designating scenic byways. In addition to applicable corridor-level objectives, design objectives have been established specifically for this segment.

Preserve Landscape Character

- Preserve scenic views of distant mountain ranges and dry lake beds. Incorporate information regarding dry lake beds and geologic features into interpretive signage at rest areas and viewpoints.

- Improve riparian areas. Support coordinated efforts between agencies and organizations to improve riparian habitat along Walker River through measures such as weed abatement.
- Improve road shoulders to accommodate the vehicle recovery of large trucks. Enhancements should not detract from roadside aesthetics. Minimize disturbance to existing vegetation. Utilize rock mulches with complementary colors to maintain an integrated visual transition from travel lanes to roadside vegetation. (Rock mulches provide a safe recovery zone. A textural change minimizes the risk of unpredictable wildlife movement directly adjacent to and across the roadway.)
- Provide visitors with opportunities to uncover the stories and history of the region. Interpret the importance of cultural and recreational resources such as mining, US Navy Ammunition Depot, and Walker Lake State Park.
- Coordinate the Place Name Sign Program with community efforts and programs such as the "Silver Trails" program. Reduce traveler confusion by coordinating signage associated with audio programs.
- Provide rest area facilities to accommodate large trucks and hazardous waste vehicles. Design facilities with appropriate safety measures and fencing. Separate facilities from the highway travel lanes, and provide adequate screening.

Community Interface

Goldfield

- Provide highway improvements in conjunction with Goldfield's designation as a National Historic District.
- Create a community rest area with interpretive elements on the mining and history of Goldfield.
- Incorporate a street tree program and expand the application of current streetscape amenities.

- Highlight historical buildings as part of streetscape amenities.
- Incorporate designated bike lanes to connect the community to regional trails.

Tonopah

- Enhance the sense of arrival to Tonopah. Convey a positive and welcoming image.
- Define the downtown area. Improve sidewalks and pedestrian amenities. Consider widening sidewalks and incorporating a street tree program and planted median.
- Create a community rest area that serves as the central, downtown plaza space with shaded seating.
- Incorporate historic buildings as part of streetscape amenities. Foster an atmosphere of community pride.
- Capitalize on the mining heritage and provide signage for interpretive sites and attractions. Utilize a modern interpretation of mining resources as part of the design character.
- Facilitate the completion of community enhancement projects along the NDOT rights-of-way.
- Incorporate designated bike lanes to connect the community to regional trails.

Mina

- Enhance pedestrian amenities through town. Reconsider the designation of a continuous right turn lane. Provide improved sidewalks and street trees to define the town.
- Integrate a modern interpretation of mining facilities as part of streetscape character.

Luning

- Enhance the existing rest area and develop as a community rest area. Provide community information and tourism brochures for the Berlin-Ichthyosaur State Park.
- Incorporate existing mining artifacts as part of design character.
- Provide separated truck parking facilities.
- Incorporate a street tree program to define the community and slow traffic.

Hawthorne

- Enhance the sense of arrival into Hawthorne and provide signage to encourage motorists to enter downtown.
- Define the downtown area. Incorporate a planted median, on-street parking, and street tree program to improve the sense of community.
- Incorporate a community rest area. Consider enhancing the existing community park to provide a central community gathering space.
- Utilize a simple, elegant interpretation of national pride and military presence to convey the sense of America's Patriotic Home.
- Provide gateway signage highlighting access to Yosemite National Park and recreation opportunities along the eastern Sierra range front.

Walker Lake

- Enhance the connection and sense of arrival to the community of Walker Lake from US 95.

Scenic Designation

- Designate US 6 through Queen Valley as a scenic byway.
- Enhance access to recreational opportunities within Queen Valley and around Boundary Peak. Highlight the US 6/SR 264 intersection and its access to hiking and fishing opportunities within the scenic area.
- Relocate the existing Boundary Peak viewpoint to maximize the view of both Boundary Peak and Queen Valley. Incorporate interpretive information on Boundary Peak, Nevada's highest mountain peak.
- Mark the entry to and exit from Nevada along US 6 near Montgomery Pass. Convey the identity of Nevada with a subtle gateway feature that relates to the surrounding landscape.
- Designate US 95 around Walker Lake as a scenic byway.

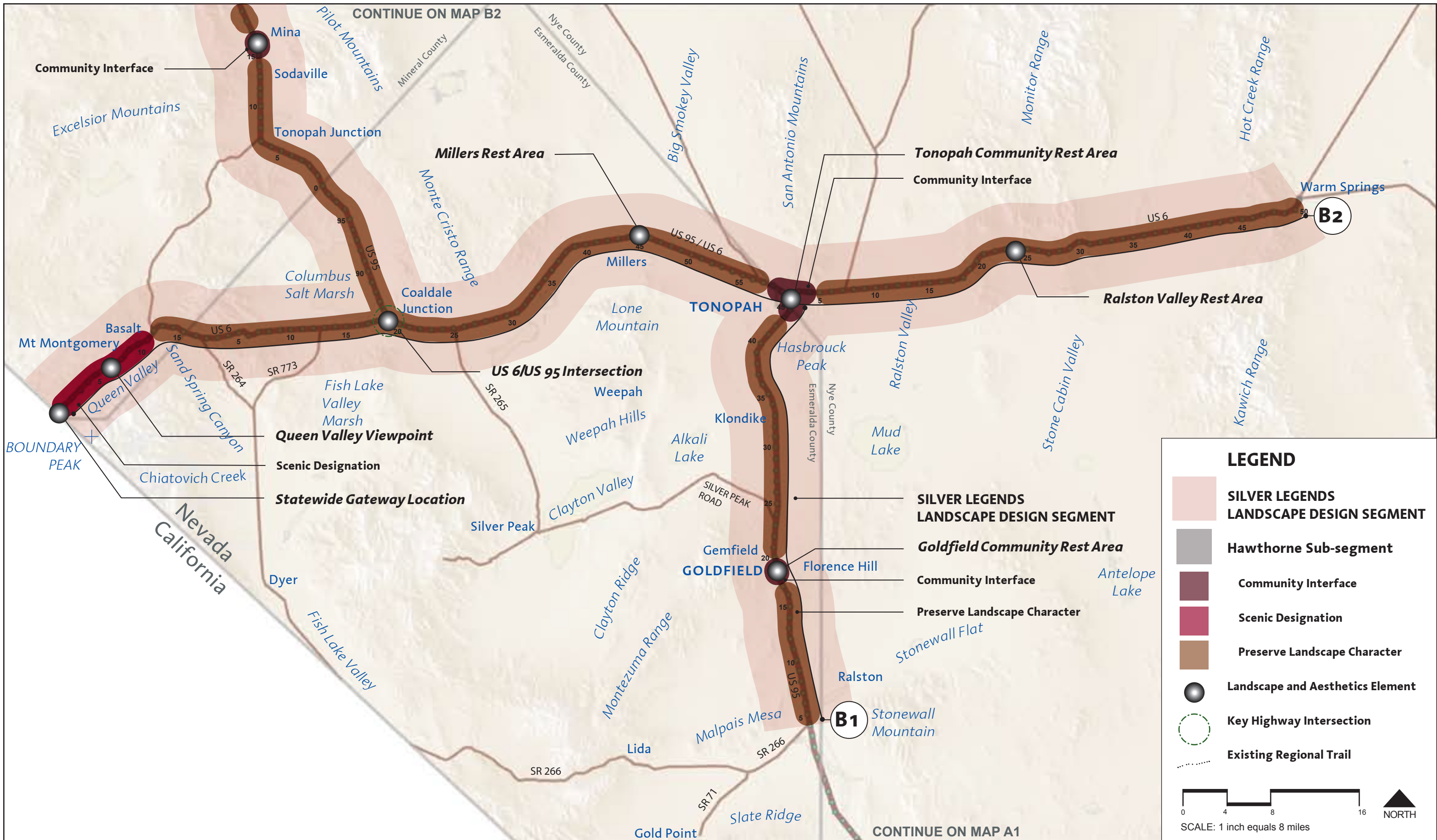
- Enhance connections to Walker Lake State Park. Enhance existing pull-off areas at Walker Lake to accommodate viewfinders and interpretive signage.

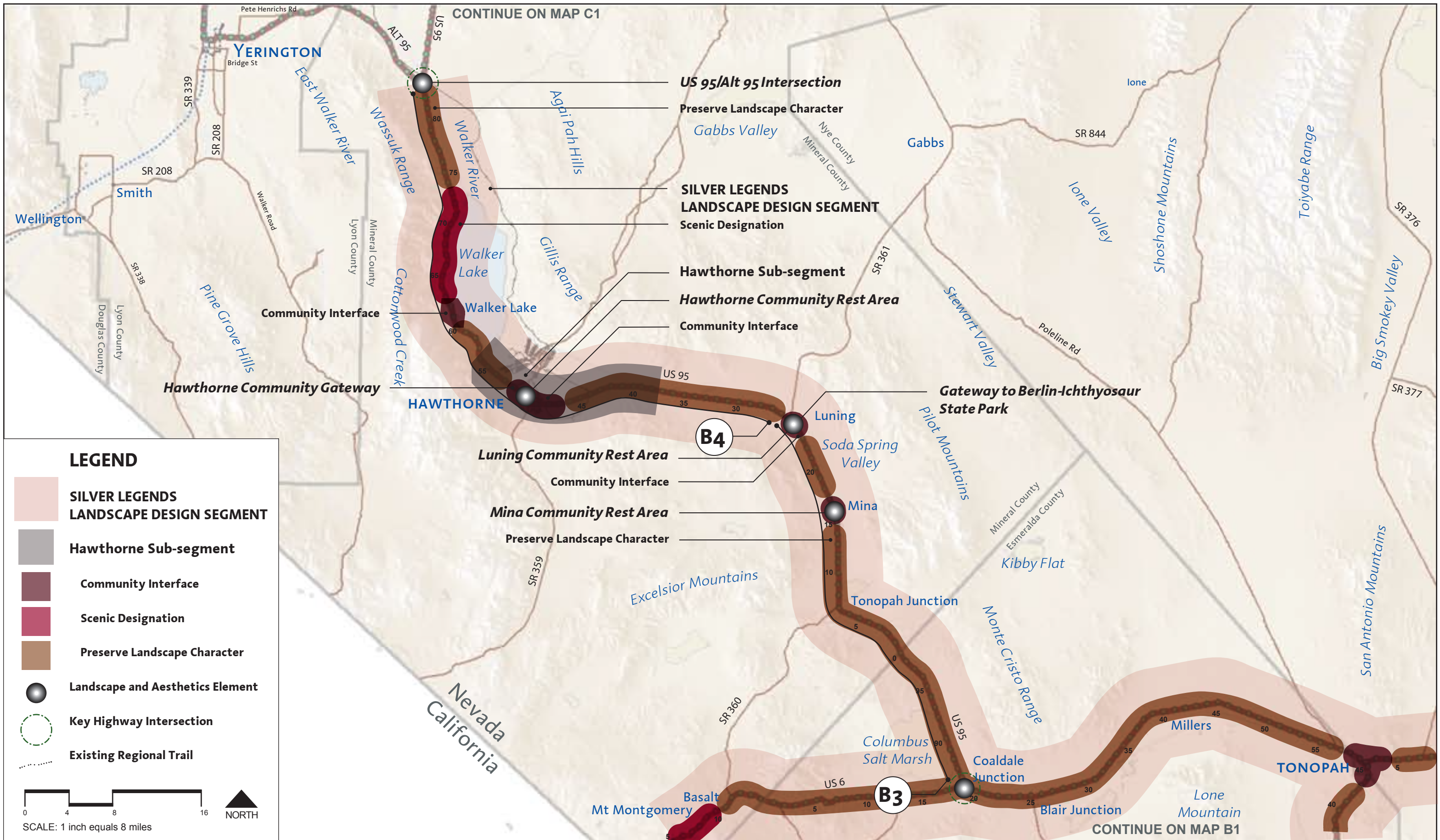


(1) Existing development may be used as part of a community rest area. Facilities provide travel information to motorists and invite visitors to explore the town.



(2) Hawthorne's military history and sense of patriotism distinguish it from the rest of the segment. The community goal to be recognized as America's Patriotic Home is portrayed.





Central US 95, West US 6, and Central US 50 landscape and aesthetics corridor plan



SILVER LEGENDS – DESIGN OBJECTIVES
US 95: COALDALE JUNCTION TO US 95/ALT 95 INTERSECTION

CONSULTANT TEAM	DESIGN WORKSHOP	MAP B2 2.25
	PLACES	
	Sand County Studios JW Zunino & Associates CH2MHill	

ELEMENTS

Community Interface

Goldfield

1. Provide highway improvements in conjunction with Goldfield's designation as a National Historic District.
2. Create a community rest area with interpretative elements on the mining and history of Goldfield.
3. Incorporate a street tree program and expand the application of current streetscape amenities.
4. Highlight historical buildings as part of streetscape amenities.
5. Incorporate designated bike lanes to connect the community to regional trails.

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2. Define the downtown area. Improve sidewalks and pedestrian amenities. Consider widening sidewalks and incorporating a street tree program and planted median.
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4. Incorporate the qualities of historical buildings as part of streetscape amenities. Foster an atmosphere of community pride.
5. Capitalize on the mining heritage and provide signage for interpretive sites and attractions. Utilize a modern interpretation of mining resources as part of the design character.
6. Facilitate the completion of community enhancement projects along the NDOT rights-of-way.
7. Incorporate designated bike lanes to connect the community to regional trails.

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4. Provide visitors with opportunities to discover the stories and history of the region. Interpret the importance of cultural and recreational resources such as mining, US Navy Ammunition Depot, and Walker Lake State Park.
5. Coordinate the place name signage program with community efforts and programs such as the "Silver Trails" program. Reduce traveler confusion by coordinating signage associated with audio programs.
6. Provide rest area facilities to accommodate large trucks and trucks carrying hazardous waste. Design facilities with appropriate safety measures and fencing. Separate facilities from the highway travel lanes, and provide adequate screening.

SILVER LEGENDS LANDSCAPE DESIGN SEGMENT – US 95

