

Landscape Design Segments

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INTRODUCTION

This chapter establishes the design direction for highway landscape and aesthetics and is organized into five sections. Section One discusses design objectives to address general design goals related to roadway type and surrounding land uses. Sections Two through Five describe the specific design objectives associated with each landscape design segment and its theme. These design objectives clarify how program elements should look.

Figure 7 shows the two categories of highway organization: general and context-sensitive. Information from both categories is used to direct the design of 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 density of adjacent land use.

- Goals represent planning and design ideas that should always be considered for roads with similar functions.

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

- Goals describe how general design objectives should be interpreted in context.

Design Objectives in Section One: Highway Zones

The Master Plan organizes road systems into different highway types according to the type of road, the speed and volume of travel, and the type of access. They are classified as urban freeways, city streets, or rural highways; each of these may

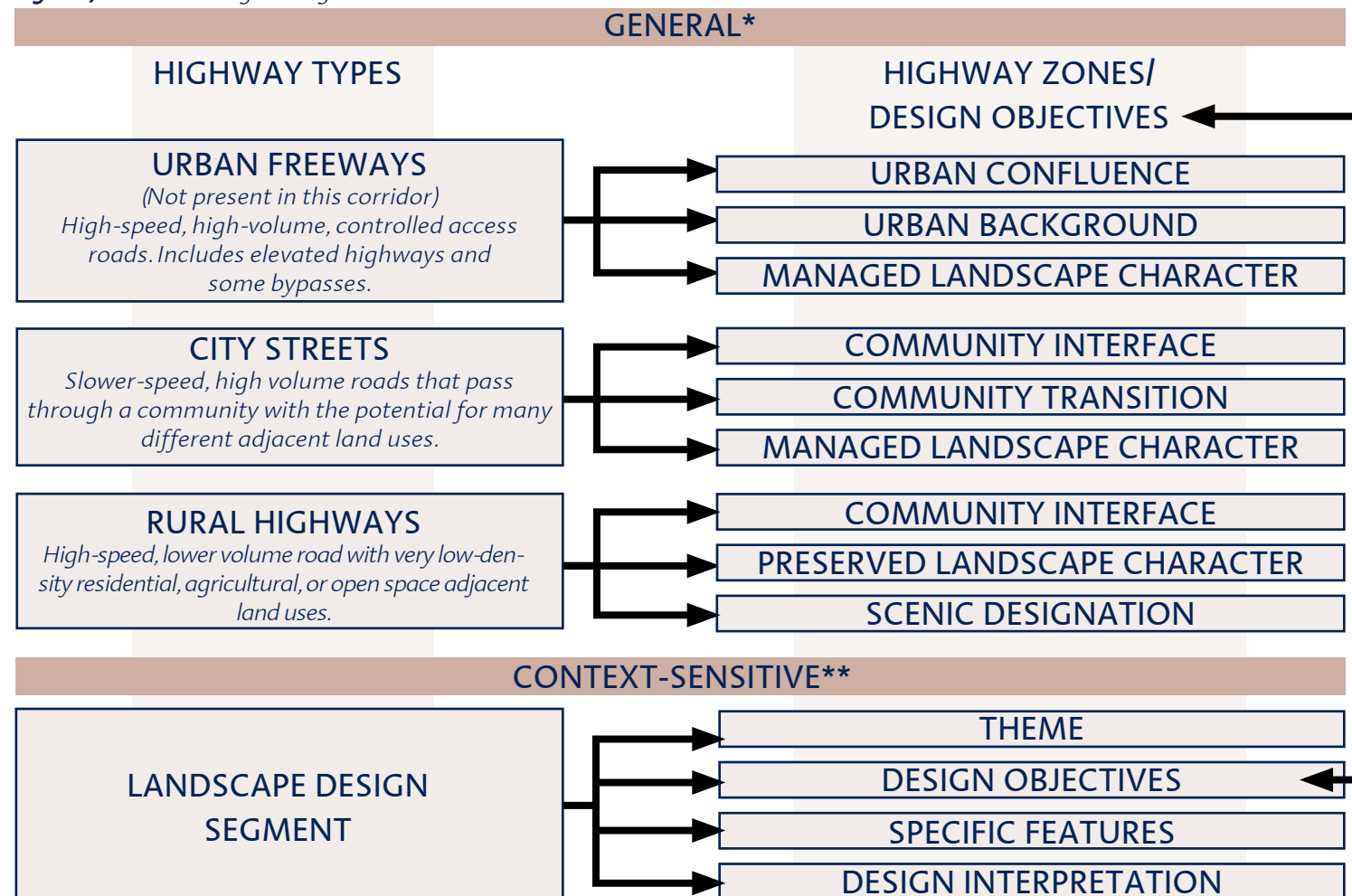
be further divided into highway zones. The program elements and goals established for each zone should always be considered when addressing projects located in areas of similar character. For example, low-speed roads that travel through downtown areas are considered community interface zones. Within these zones, 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 8 and 9 (on pages 2.3 and 2.5)

show where different design objectives are appropriate according to general highway categories and zones.

Design Objectives in Sections Two through Five: Landscape Design Segments

The last four sections of this chapter describe the design objectives, theme, and specific features associated with each landscape design segment. These segments organize the highway into areas of similar character based on elements such as topography, plant communities, and community development.

Figure 7 - Corridor Organizing Elements



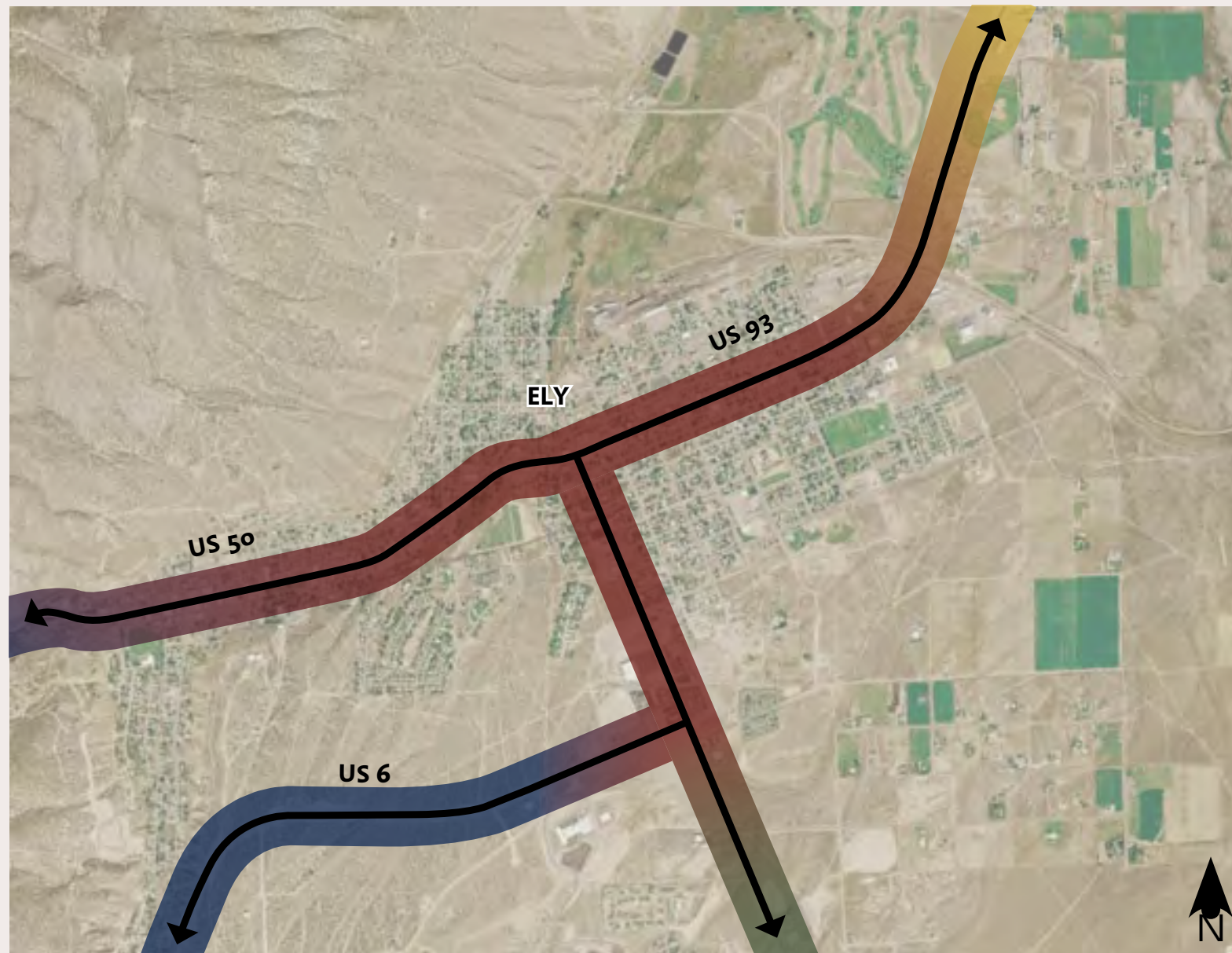
*General: Includes design goals and objectives that should always be considered during the design of a project as it relates to the types of surrounding land uses, development, and street patterns regardless of the landscape design segment in which they are located.

**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 undeveloped and developed rural 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 towns, 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.



(2) 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.



(1) Community Interface Zone



(3) Preserve Landscape Character Zone

SECTION ONE: Highway Zones

Design objectives form the parameters for landscape and aesthetics along the roadway. The Master Plan’s general categories of city streets and rural highways are illustrated in Figures 8 and 9. (Because the urban freeways designation is not applicable to this corridor, it is not shown.) Figure 8 provides an overview of the general objectives for city streets (community interface, community transition, and managed landscape character) follows on the next page. Figure 9 illustrates the general objectives for the highway zones of rural highways. Specific descriptions of community interface, preserve landscape character, and scenic designation zones along rural highways are found beginning on page 2.6.

COMMUNITY INTERFACE

- Pedestrian needs dominate with frequent intersections and crosswalks
- Slower design speeds
- Shorter block lengths
- Traffic-calming features
- High-cost treatments are appropriate
- On-street parking
- Buildings, sidewalks, and parking in close proximity to travel lanes

MANAGED LANDSCAPE CHARACTER

- 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

PRESERVE LANDSCAPE CHARACTER

- Rural highways
- High speeds
- Agriculture or low-density residential development
- Native vegetation and landforms dominate views
- Low-cost treatments are appropriate

SCENIC DESIGNATION

- Existing scenic byway
- Potential scenic byway
- Unique scenic, cultural, historic, recreational, and/or natural qualities
- High level of visual management
- Mid-cost treatments are appropriate



Figure 8 - City Streets – Highway Zones

GENERAL HIGHWAY CATEGORIES: 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.



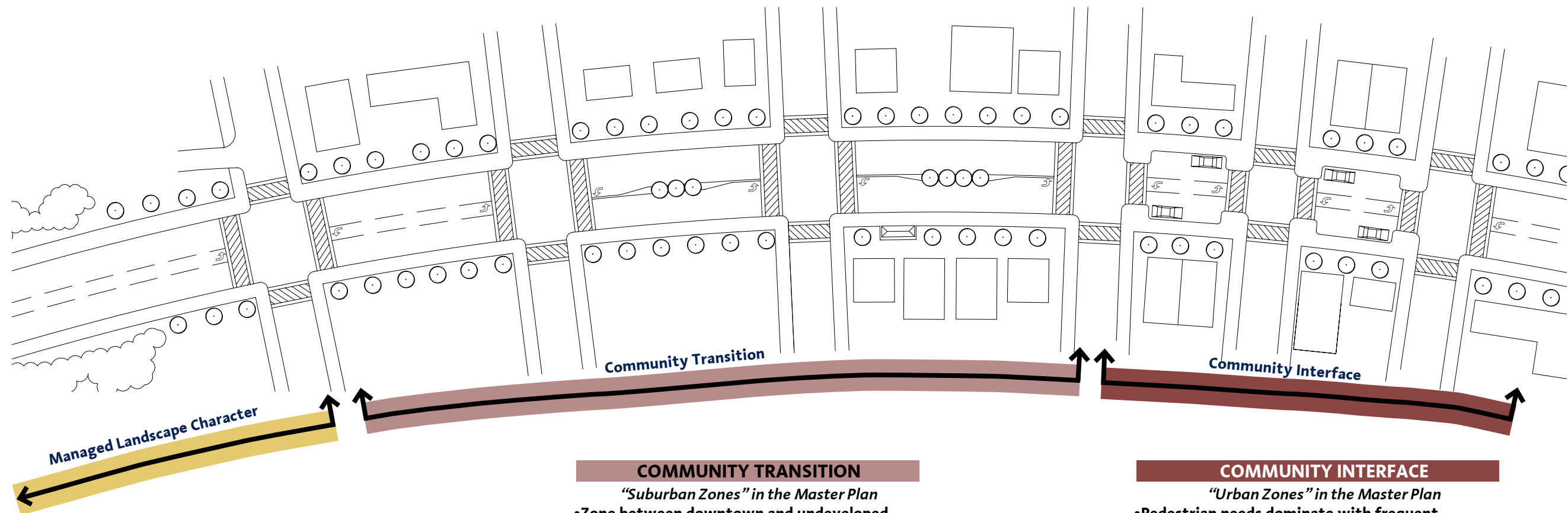
COMMUNITY TRANSITION

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 may 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) Areas of managed landscape character indicate locations of planned or expected growth such as Coyote Springs in Clark County and south Lincoln County. Management focuses on transitioning development into the surrounding landscape through the use of native and enhanced native treatment types as depicted.



(2) Outlying industrial areas and areas zoned for development are included in the managed landscape character zone. Emphasis is placed on developing partnerships and proactively working with agencies and towns to preserve viewsheds and prevent disturbance to right-of-way vegetation.



CITY STREETS

Community Interface

Description

In many communities, highways provide the central point of access to all parts of the community. Pedestrian amenities are of primary importance in these areas. The highway must be compatible with pedestrian activities and unify, not divide, 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 than in community transition zones, with buildings, sidewalks, and parking in close proximity to the travel lanes.

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 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 the open highway. Pedestrian crossings may be present at intersections, although curb cuts and cross streets are used less frequently than in community interface zones. 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.

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 somewhat regular pattern, but without the intensity of urban density.



Figure 9 - Rural Highways – Highway Zones

RURAL HIGHWAYS – HIGHWAY ZONES



COMMUNITY INTERFACE

Adjacent Land Uses: Commercial and local community development.



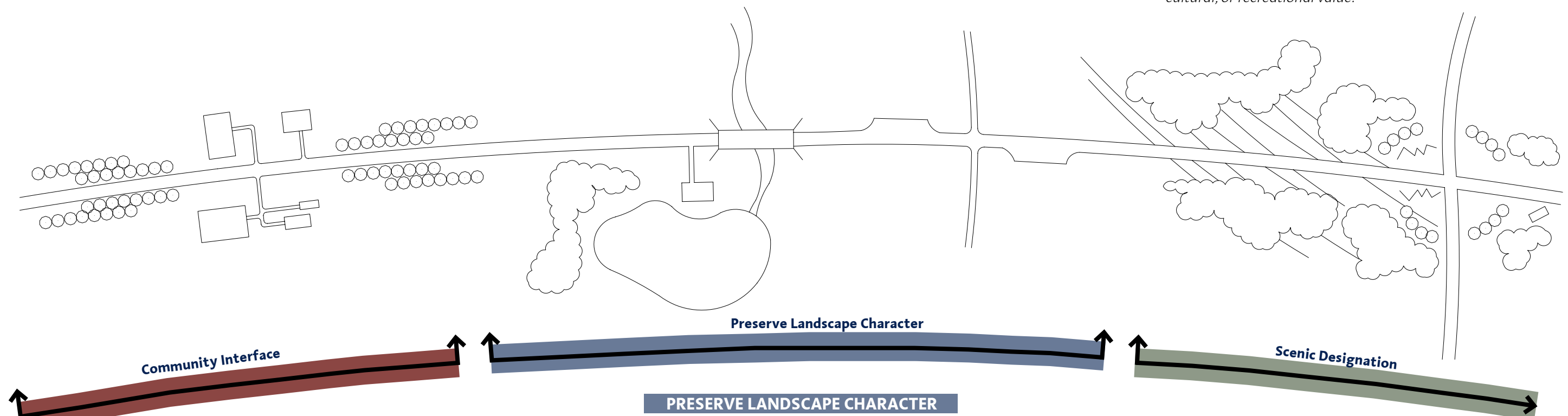
PRESERVE LANDSCAPE CHARACTER

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-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





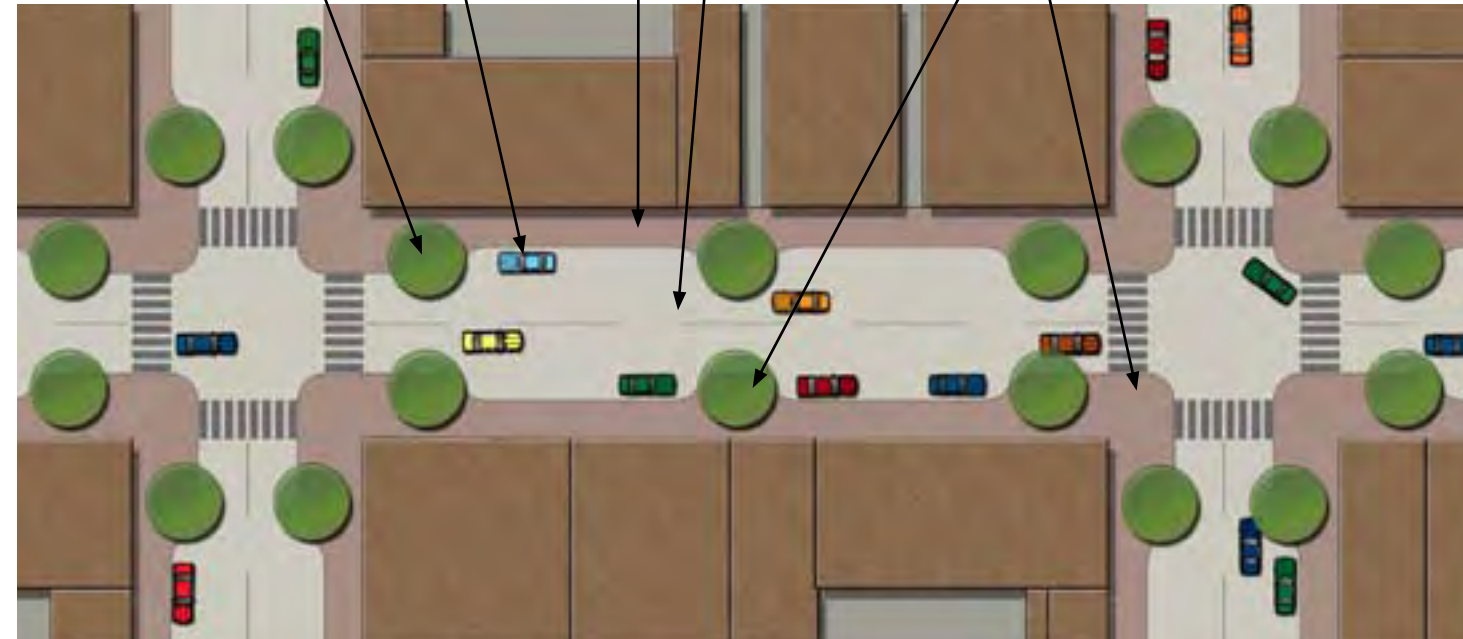
(1) The primary design objective for community interface zones is to improve the highway's ability to accommodate a variety of town center activities without reducing its function as a through street. On-street parking buffers pedestrians from travel lanes and helps slow traffic through town.



(2) Pedestrian movement and amenities are of high concern in community interface zones. Highway improvements consider not only the street but the adjacent development and pedestrian needs.

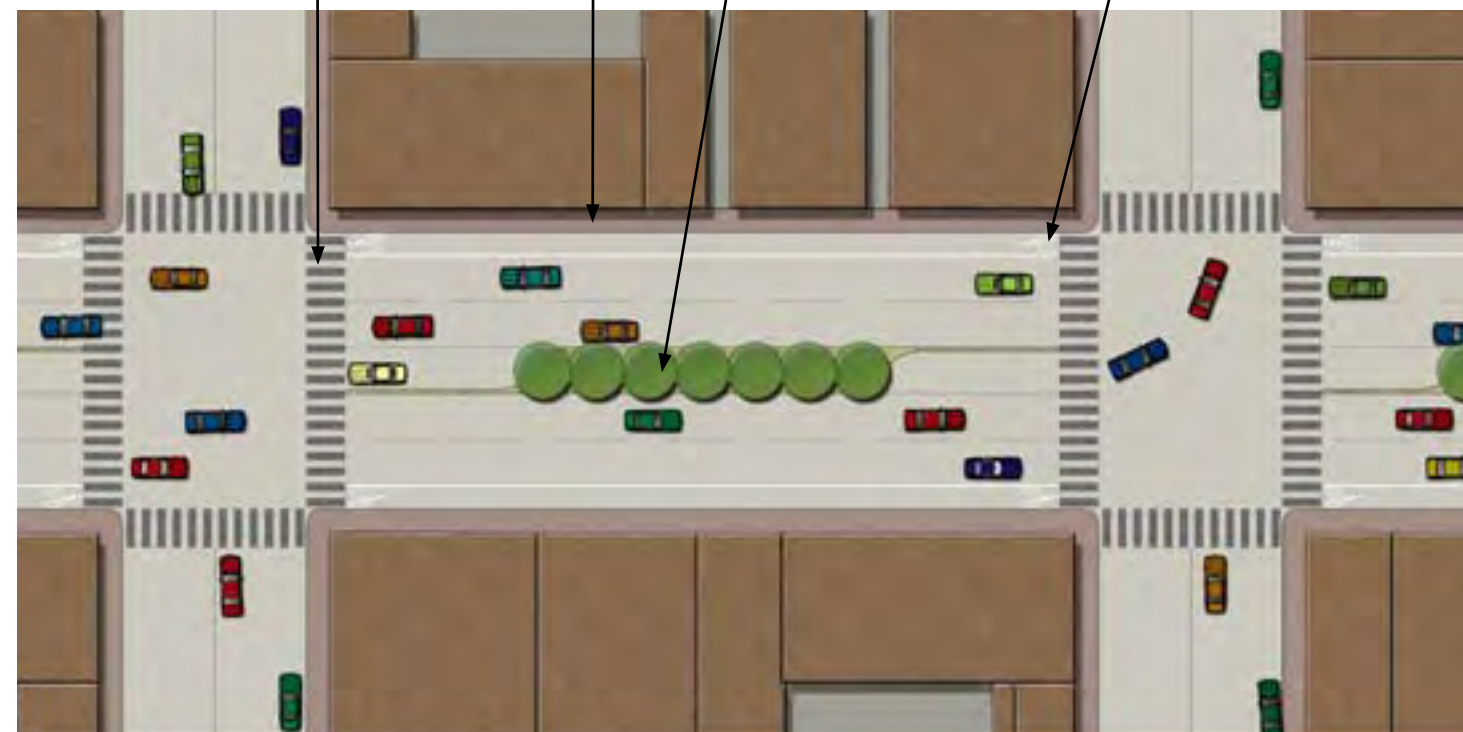


Trees and planting soften the street and help slow traffic
 Parallel parking
 Wide sidewalks
 Minimum lane widths slow traffic
 Curb extensions (bulb outs) add sidewalk space, provide place for trees, bike parking, etc. and shorten crossing distance



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

Pedestrian crossings use a change of paving materials
 Appropriately sized sidewalks provide pedestrian space
 Trees and planting soften the street and help slow traffic
 Bike lane incorporated into road design



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

RURAL HIGHWAYS

Community Interface

Description

Community interface zones along rural highways are similar in description to those along city streets. They are primarily located in the developed town centers and the primary design objective focuses on the highway's ability to accommodate a variety of town center activities without reducing its function as a through street.

In small towns, the highway often becomes the main street, a key component of the community's economic and social vitality. Limited commercial development reinforces the need to quickly establish a defined community image for motorists as they are welcomed into town and slow their travel speeds significantly. Towns serve as resting points along lengthy highway stretches. Community rest areas with travel information orient the driver while providing economic returns for the town.

Program Elements

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 angled or parallel parking with bulb-outs at crosswalks. Bollards located at 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.
- Develop community rest areas that combine travel service facilities with local park and community gathering spaces. Encourage motorists to stop in towns for travel information and use of facilities.
- Encourage slower travel speeds by adding pedestrian-scaled amenities.
- 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 motorists.
- Provide street furnishings that include seating, shelters, trash containers, and wayfinding aids such as sidewalk inlays.



(1) 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.



(2) Before streetscape improvements.



(3) After streetscape improvements.

(2), (3) The potential for streetscape improvements exists for roadways through commercial and residential areas. Enhancements have the ability to change the character of the roadway and provide a more inviting atmosphere.



(1) Scenic byways and highways through areas of high visual quality such as the Great Basin National Park warrant design treatments equal to their natural setting.

- Incorporate clearly marked bike lanes. Coordinate efforts with local multi-modal transportation plans. Parallel parking is most compatible with bike lanes. Where angled parking exists, parking areas must be deep enough to ensure adequate visibility of cyclists.

Preserve Landscape Character

Description

Landscape character is best preserved in rural highway design. In rural areas, roadside development consists of agricultural or low-density residential uses. The potential for significant future growth appears 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 interventions are sparsely distributed throughout the landscape. Native vegetation, geologic features, and landforms dominate the view.

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.
- Provide ample space for road bikers on a paved shoulder that is not disrupted by the rumble strip.

- Incorporate the Place Name Sign Program and audio interpretation (radio transmission) at areas with significant historic 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.
- Regrade, stain, and revegetate rock cuts to blend with the adjacent hillside.
- Prevent the degradation of surrounding landscapes. Minimize vegetation removal during construction and maintenance activities.
- 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 maintenance facilities from the roadway or visually blend them with their surroundings.
- Improve litter collection along the corridor.

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 accentuated treatment levels with a higher level of detail. Designation is indicated where scenic preservation, viewshed management, and access to recreational opportunities are needed.

Program Elements

In addition to the objectives set in preserve landscape character zones, areas of scenic designation include the following goals:

- Protect scenic areas by discouraging structures that obscure views.
- Provide rest areas that serve a diversity of purposes, including access to recreational opportunities, locations for trailheads, and stopping points along shared-use trails.
- Incorporate a separated, shared-use trail within the right-of-way.
- Promote the scenic byway and its statewide importance.
- Create structures that blend with the landscape yet express the special quality of the scenic byway.
- Integrate interpretative elements throughout the corridor.
- Form partnerships with federal and state agencies to maintain scenic intactness of the surrounding landscape.

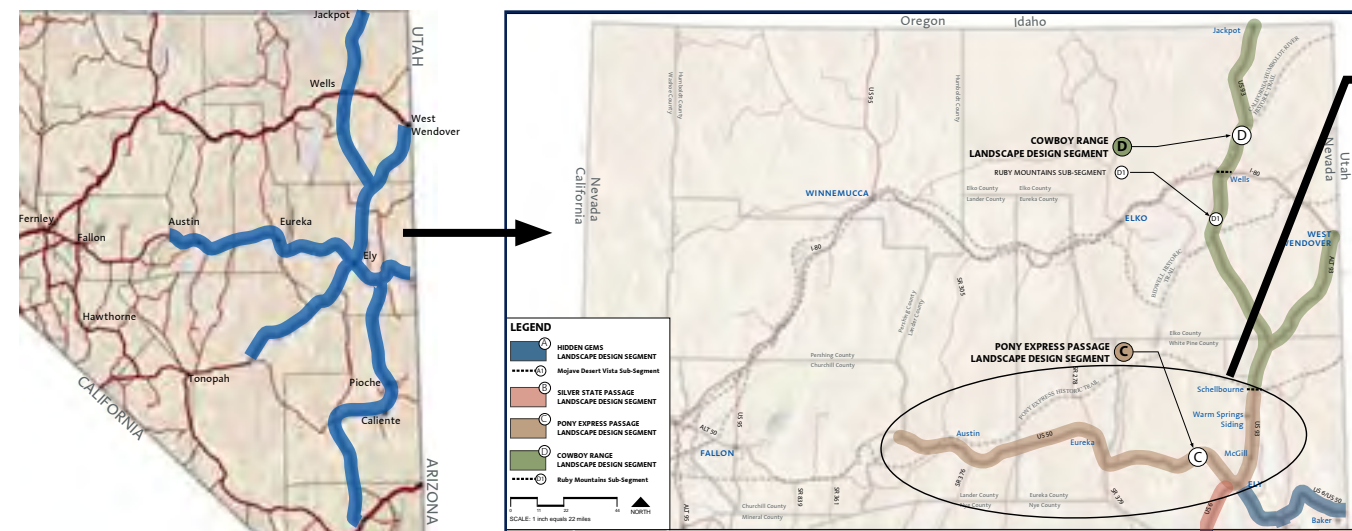
SECTIONS TWO – FIVE: Landscape Design Segments

Sections Two through Five describe the design objectives, theme, and specific features associated with each landscape design segment. The major design theme for each segment provides a unifying design concept that is interpreted during individual project design. Figure 10 shows how landscape design segments are used to develop context-sensitive designs.

General program elements, described in the previous section, are further developed through the application of landscape design segment objectives. Because landscape design segments relate to place and community character, design objectives at this level refine program elements to express special features.

Figure 10 – 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

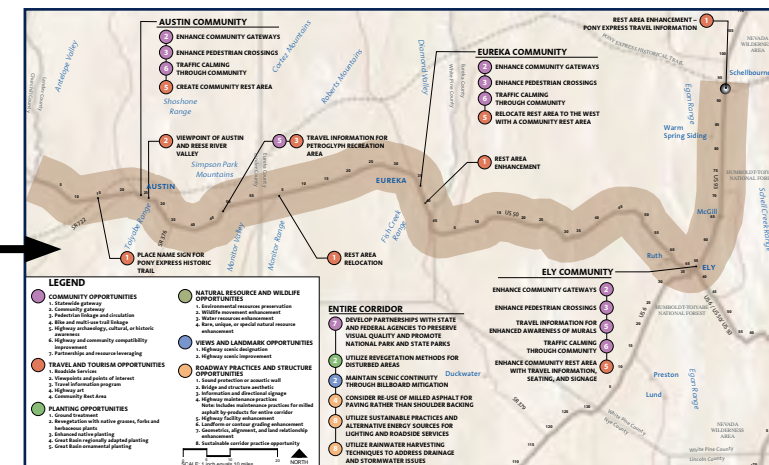
Landscape design segments provide an organizational tool for applying design concepts along the highway. After understanding the project components that may be applied within each highway zone (community interface, managed landscape character, etc.), it is important to understand the theme and design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

The segments designated for this corridor include Hidden Gems, Silver State Passage, Pony Express Passage, and Cowboy Range as shown on the following pages.

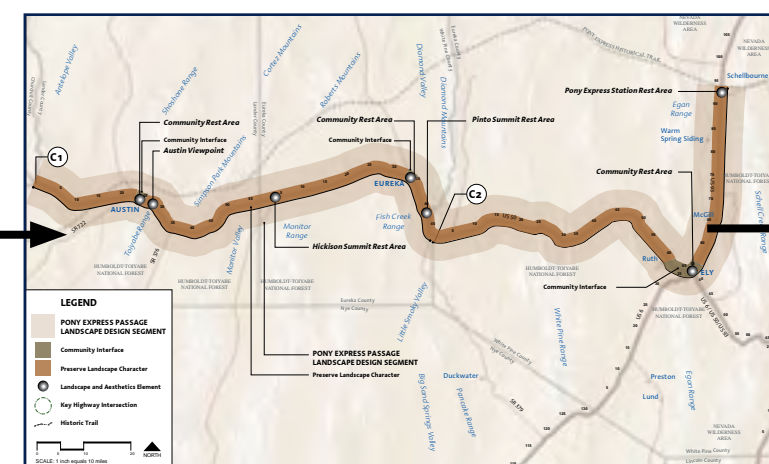
Landscape Design Segments
Sections of the highway organized according to the surrounding environmental and cultural context. Themes correlate with the segment name and location.



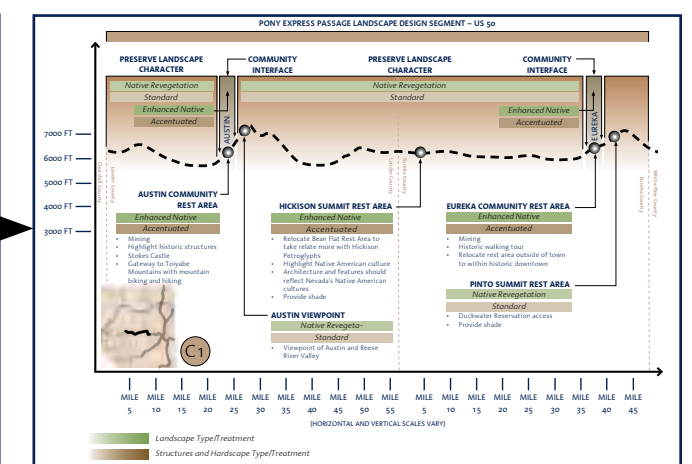
Theme and Design Interpretation
The segment theme describes the vision for the segment in terms of how the highway should appear. Images that depict how the theme may be interpreted and applied through individual project design are provided.



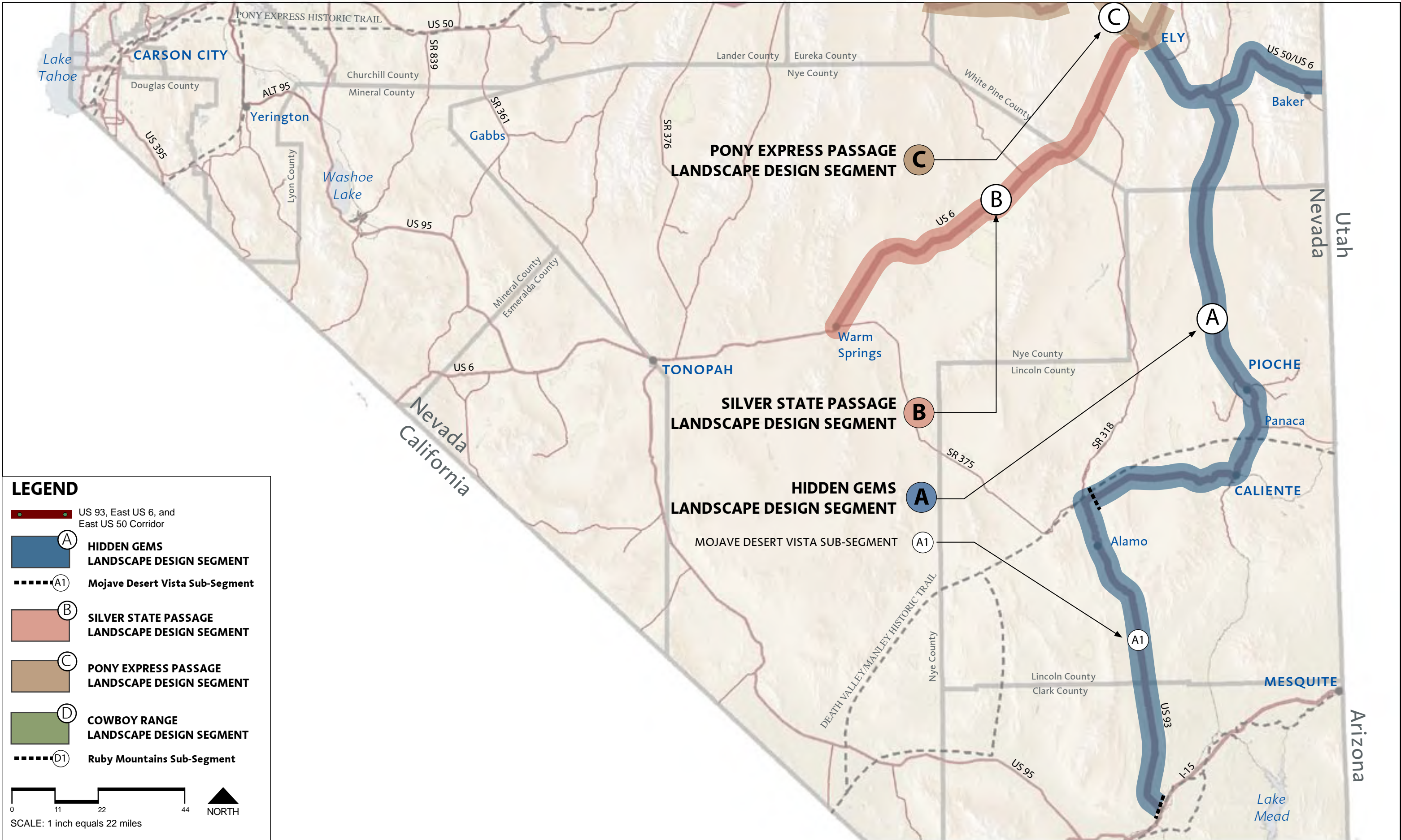
Specific Features
Potential projects and improvements identified within the segment. Projects are grouped into six categories – community, travel and tourism, planting, natural resource and wildlife, views and landmarks, and roadway practices and structures.



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



Design Objectives - Section View
Landscape treatment types and interpretive themes provide additional direction for design objectives and the development of specific landscape and aesthetic elements. The elements shown include improvements to both existing and proposed roadside facilities, major intersections, and statewide gateways.

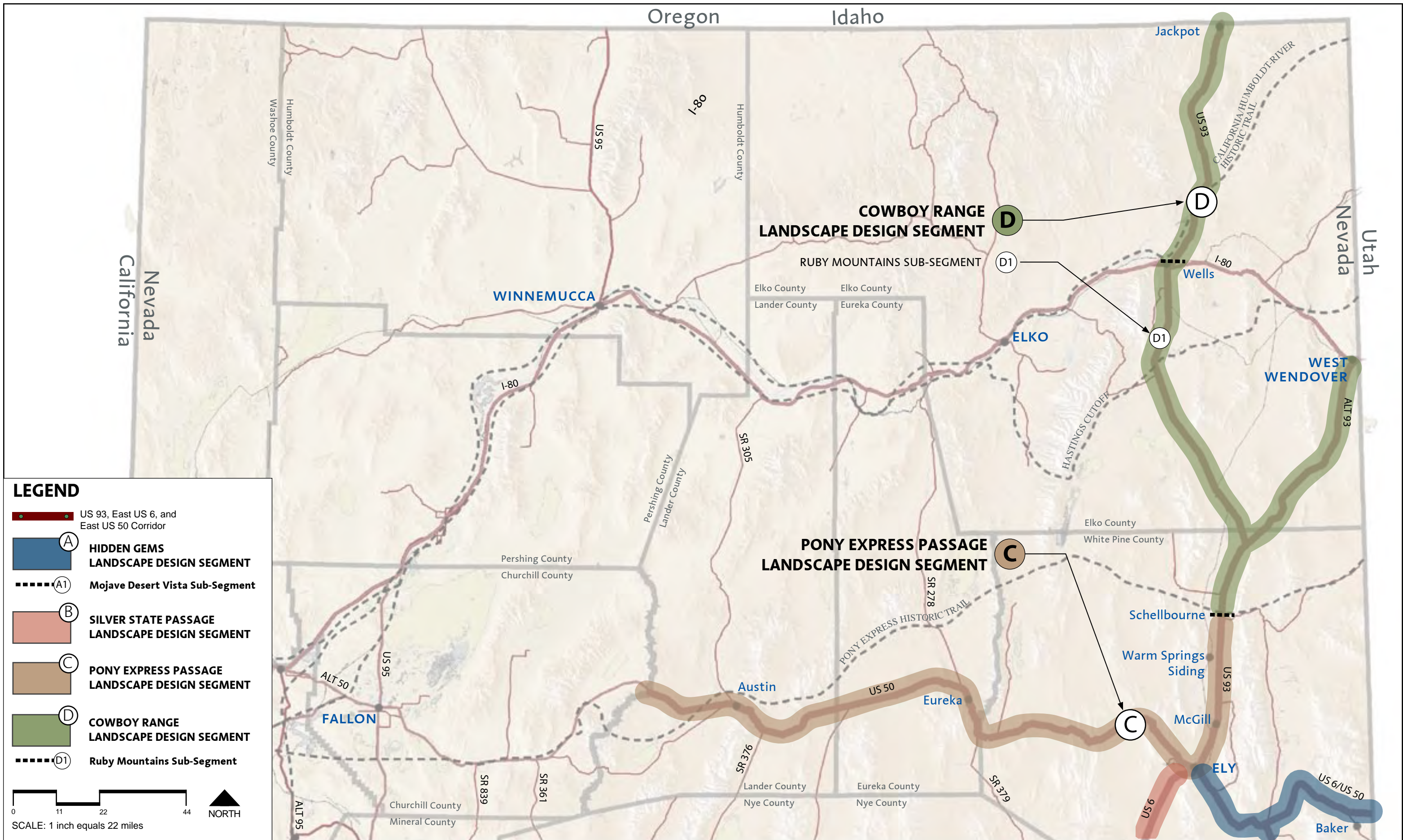


LEGEND

- US 93, East US 6, and East US 50 Corridor
- HIDDEN GEMS LANDSCAPE DESIGN SEGMENT**
- Mojave Desert Vista Sub-Segment**
- SILVER STATE PASSAGE LANDSCAPE DESIGN SEGMENT**
- PONY EXPRESS PASSAGE LANDSCAPE DESIGN SEGMENT**
- COWBOY RANGE LANDSCAPE DESIGN SEGMENT**
- Ruby Mountains Sub-Segment**

0 11 22 44
SCALE: 1 inch equals 22 miles

NORTH



LEGEND

- US 93, East US 6, and East US 50 Corridor
- (A)** HIDDEN GEMS LANDSCAPE DESIGN SEGMENT
- (A1)** Mojave Desert Vista Sub-Segment
- (B)** SILVER STATE PASSAGE LANDSCAPE DESIGN SEGMENT
- (C)** PONY EXPRESS PASSAGE LANDSCAPE DESIGN SEGMENT
- (D)** COWBOY RANGE LANDSCAPE DESIGN SEGMENT
- (D1)** Ruby Mountains Sub-Segment

0 11 22 44
SCALE: 1 inch equals 22 miles

NORTH

US 93, East US 6, and East US 50 landscape and aesthetics corridor plan



LANDSCAPE DESIGN SEGMENTS
CENTRAL NEVADA TO NORTHERN NEVADA

DESIGNWORKSHOP
Landscape Architecture Land Planning Urban Design Tourism Planning

MAP
LDS2
2.11



(1) Hidden Gems Landscape Design Segment key map.



(2) A segment's theme considers the region's culture, history, and natural resources. Design elements used along the segment reinterpret these features to provide depth of meaning to road facilities and connect travelers to the region.



SECTION TWO: Hidden Gems

THEME

The Hidden Gems Landscape Design Segment includes US 93 from the I-15 interchange to Ely and US 50/US 6 east to the Utah border. Geographic differentiation and shifting plant communities compel the designation of the Mojave Desert Vista Sub-segment from the I-15 interchange to the SR 318 intersection. Here, southern desert and salt desert vegetation along with interspersed Joshua trees dot the landscape. Traveling along the segment, plant communities merge together as Joshua trees and Utah juniper are seen in the same setting. This transition to higher elevation plant communities marks the passage out of the Mojave Desert Vista Sub-segment.

Numerous recreation destinations are easily accessible from the corridor, including eight state parks, one national park, and two national wildlife refuges. Objectives for this segment focus on providing travelers with the necessary signage, information, and facilities to experience the treasures lying just off the highway. This segment also provides scenic opportunities; except for the Mojave Desert Vista Sub-segment, the entire segment has a Nevada scenic byway designation.

Communities along the corridor respond by providing community rest areas that support outdoor recreation and encourage motorists to stop.

The new development of Coyote Springs appropriately transitions into the surrounding landscape

with right-of-way landscaping that utilizes enhanced native softscape treatment types. Rather than looking out of place in the desert landscape, intersection and potential interchange improvements blend into the topography with minimal disturbance.

The general highway experience preserves scenic continuity and emphasizes the beauty of the natural resource. Panoramic views are uninterrupted and native revegetation heals any roadside disturbance.

DESIGN SEGMENT OBJECTIVES

Outdoor recreation is diverse and widely available along this segment; design goals emphasize its importance. Design objectives for this segment also include enhancing the interface between communities and the highway and preserving the existing natural landscape. The following objectives are specific to this segment:

Preserve Landscape Character

- Preserve scenic views of distant mountain ranges. Work with other state and federal agencies to maintain visual quality.
- Proactively work with Clark County to influence the placement of any industrial uses zoned for the southern part of the corridor. Site planning should minimize disruption of the area's scenic quality.
- Partner with the U.S. Fish and Wildlife Service (USFWS) to influence the roadside facilities provided at the Pahranaagat National Wildlife Refuge (NWR). Provide appropriate signage to mark pull-offs. Design shelters and seating areas that are comfortable and visually inviting.
- Utilize signage to interpret geological, cultural, and recreational resources such as the Desert NWR and Sheep Range.

- Promote the use of US 93 as the route to Ely and other northern destinations in order to support tourism growth in communities like Caliente and Pioche.
- Partner with Lincoln County to ensure that planned BLM land disposals do not negatively affect the existing visual continuity.

Managed Landscape Character

- Recognize the development of the Coyote Springs new community adjacent to US 93. Develop working relationships that support the use of subdued softscape and hardscape materials. Focus design efforts on visually blending the development into the larger natural landscape.
- Utilize signage at the SR 168 intersection to encourage exploration of the recreation opportunities along the corridor. Tie signage into the recreational gateway at the Glendale I-15 interchange.

Scenic Designation

- Preserve the scenic quality of the byway. Prevent any billboard construction and other visual distractions along the highway.
- Connect travelers to the landscape through place name signage. Interpret distinct features such as the merging of plant communities west of Caliente.
- Coordinate roadside facilities to provide ample information on the area's parks.
- Partner with USFWS to enhance viewpoints around Pahranaagat.
- At Pahranaagat rest area, partner with USFWS to provide vault toilets and information on the Pahranaagat NWR. Include information on the valley's pre-refuge establishment and ranching history.
- Partner with USFWS to provide a kiosk with information on the valley and refuge water management for migratory birds at the Pahranaagat Middle Marsh access/pull-off point.
- Partner with USFWS to provide a pull-off

and informational kiosk at Maynard Lake at the southern boundary of the Pahrangat NWR. Create a “history trail” of information including the valley’s early settlement, rock mustang corrals located near the canyon, Paiute use of the canyon, origin of the Red-tailed Hawk story, and history of the ancient White River that created the valley and canyon.

- Partner with Nevada Division of State Parks (NDSP) to develop a multi-use trail connecting the state parks around Caliente, Panaca, and Pioche. Encourage visitors to stay within a community and bike to various park destinations.
- Consider creating acceleration/deceleration lanes to and from the Pahrangat NWR headquarters and campground entrances.
- Develop community rest areas that promote the many recreation opportunities and describe each town’s history and services.
- Enhance scenic byway signage through the incorporation of iconic imagery that evokes meaningful aspects of the byway.
- Emphasize the connection to the Great Basin National Park.
- Create an appropriately scaled statewide gateway at the Utah border. Design and scale should reflect the culture and history of the area as well as the volume of traffic along US 50/US 6.
- Partner with NDSP to develop a multi-use trail connecting the Ward Charcoal Ovens and Cave Lake state parks.
- Partner with Lincoln County to ensure that planned BLM land disposals do not negatively affect the existing visual intactness.

- Designate US 93 as a scenic byway from Maynard Lake to the intersection with SR 375/318.
- Partner with Pahrangat NWR to develop a shared-use path between the refuge and the Town of Alamo.
- Work with NDOW to address vehicle-deer collision issues from Maynard Lake Canyon to Alamo.

Community Interface

Alamo

- Reinforce town entry with gateway signage. Locate signage according to growth boundary that proactively plans for development spurred by Las Vegas and Coyote Springs outgrowth.
- Recognize and interpret the environmental and recreational resources of the Pahrangat NWR as part of community and signage improvements.
- Where water is available or in naturally moist zones, plant native cottonwoods or similar plant material to emphasize sense of place. Highlight the importance of cottonwoods to the Alamo settlement.

Caliente

- Utilize signage and streetscape design to promote exploration of downtown Caliente. Reinforce the community main street through pedestrian enhancements and downtown gateways.
- Preserve scenic quality and provide signage to Rainbow Canyon, a regional visual resource.

Pioche

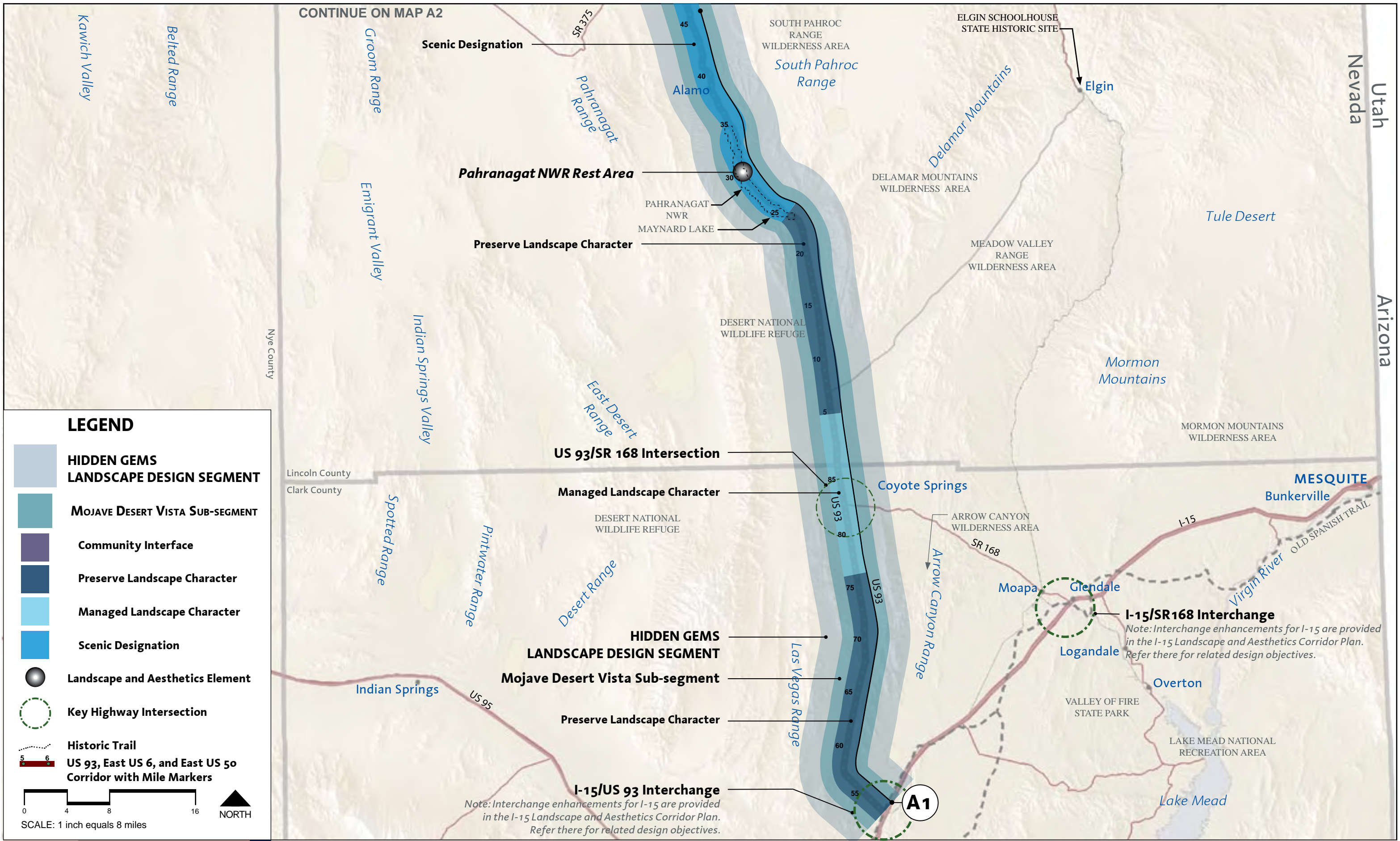
- Emphasize the town’s history and mining culture.
- Encourage visitation and exploration of the downtown. Develop gateways and signage to the town and downtown areas.

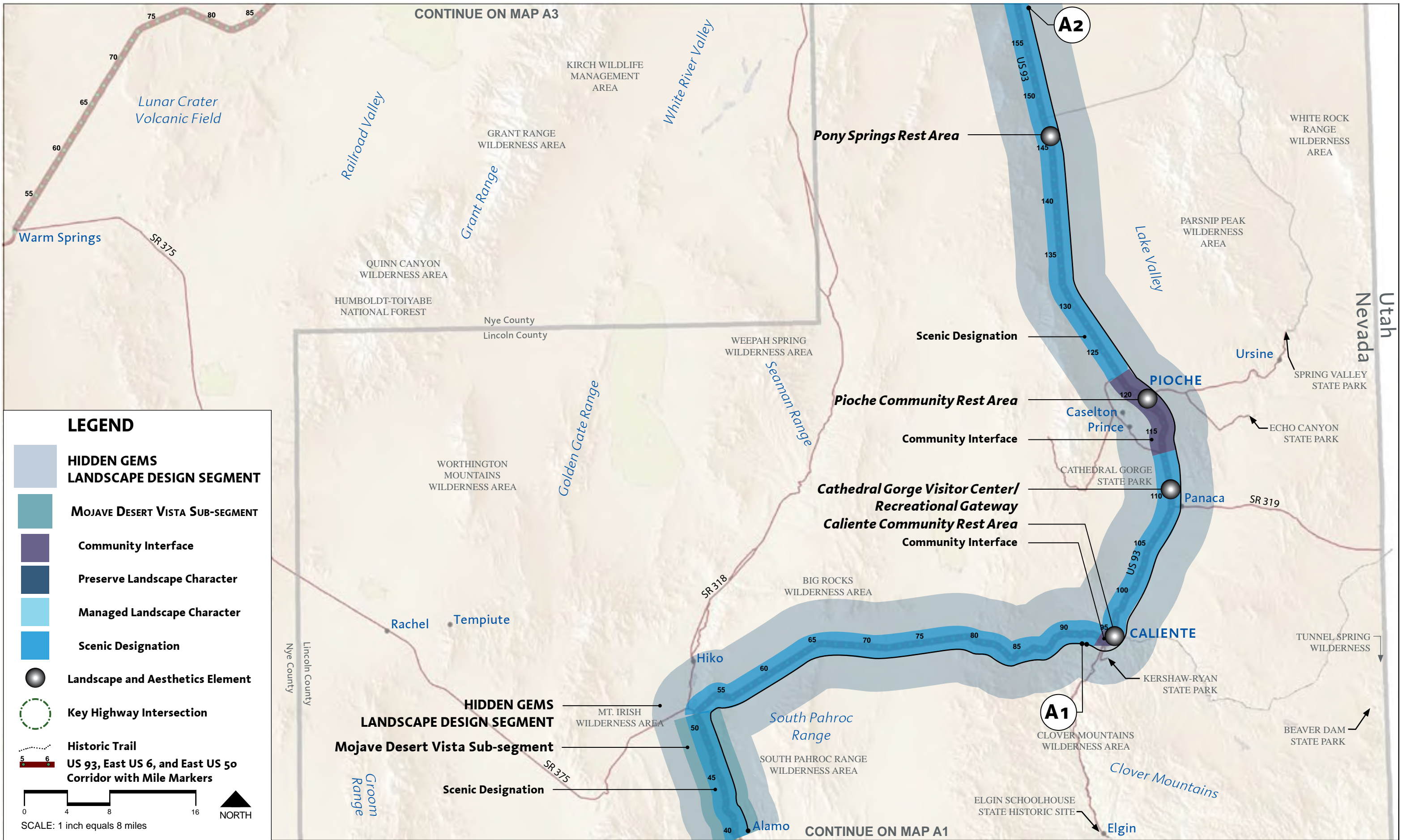


(1) Eight state parks, a national park, and several wildlife refuges are accessed directly off the Hidden Gems scenic byway. Travel information and facilities should be coordinated to elevate the traveler’s awareness of recreation opportunities and promote exploration.



(2) Highlighting town historical elements and architectural sites enriches the traveler’s experience. Clear connections to downtown areas and enhanced pedestrian amenities increase the highway’s compatibility with community goals.





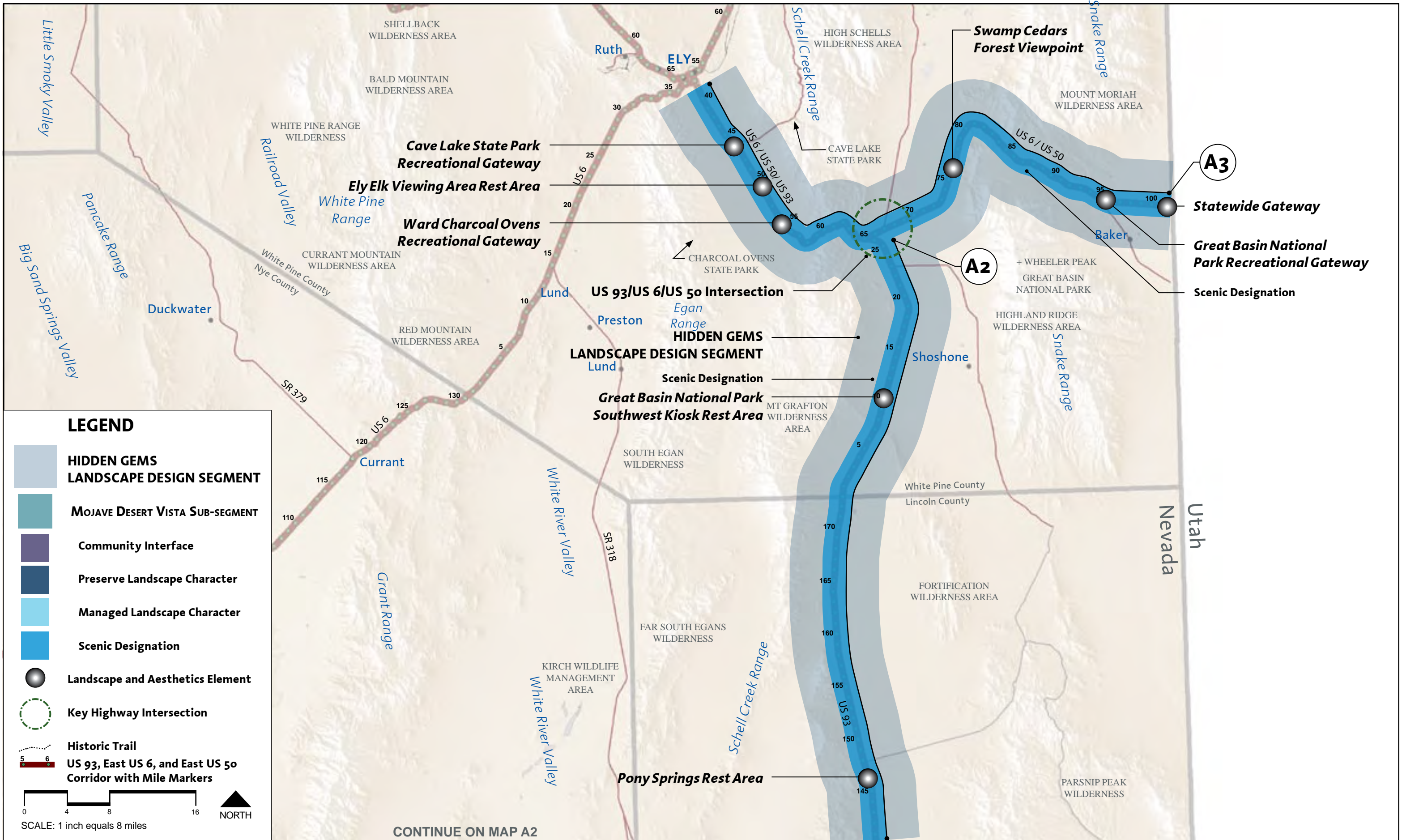
US 93, East US 6, and East US 50 landscape and aesthetics corridor plan



HIDDEN GEMS – DESIGN OBJECTIVES
US 93: ALAMO TO MM 155

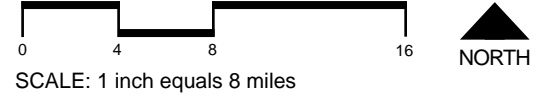
DESIGNWORKSHOP
Landscape Architecture Land Planning Urban Design Tourism Planning

MAP A2
2.15



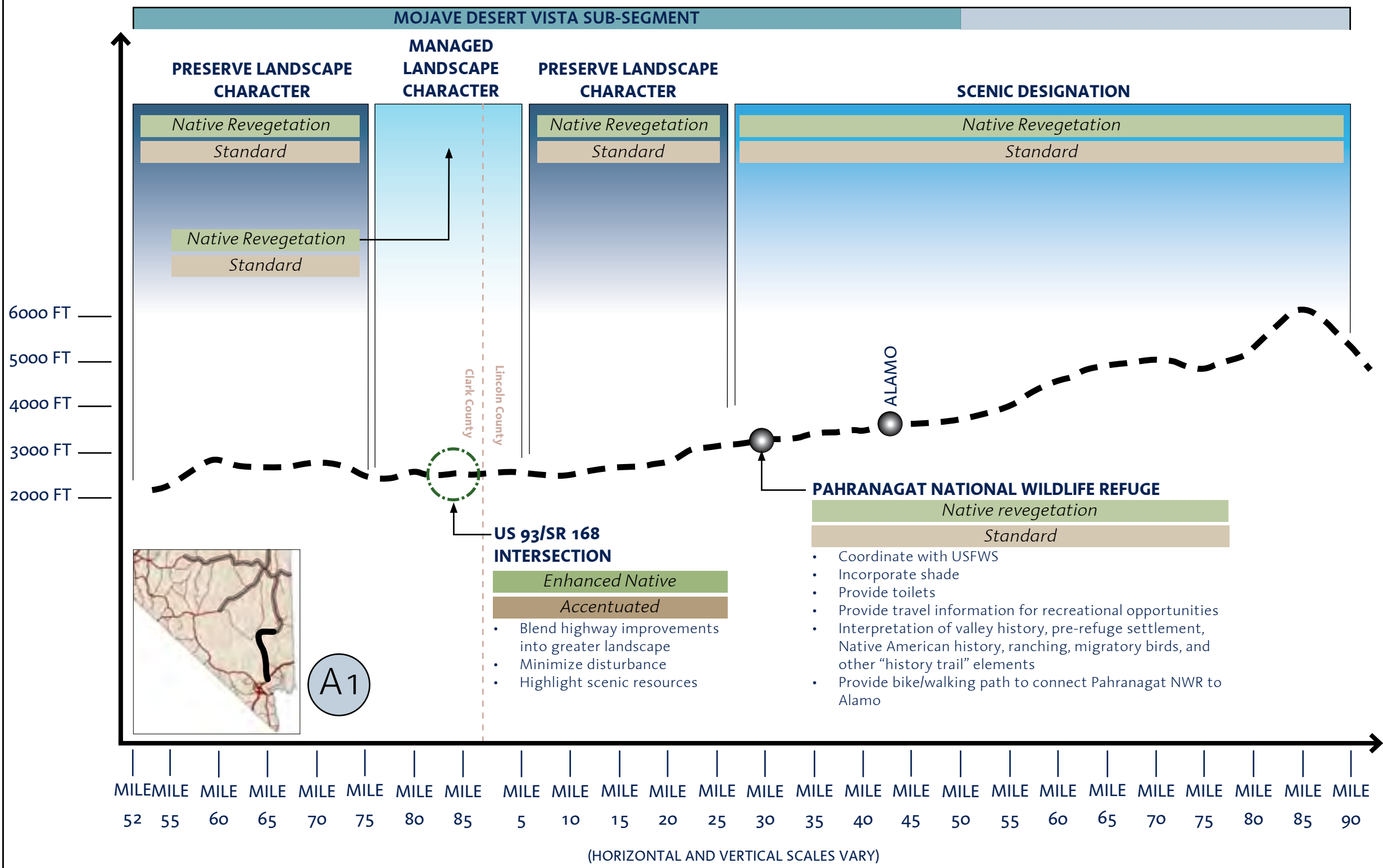
LEGEND

- HIDDEN GEMS LANDSCAPE DESIGN SEGMENT**
- MOJAVE DESERT VISTA SUB-SEGMENT**
- Community Interface**
- Preserve Landscape Character**
- Managed Landscape Character**
- Scenic Designation**
- Landscape and Aesthetics Element**
- Key Highway Intersection**
- Historic Trail**
- US 93, East US 6, and East US 50 Corridor with Mile Markers**



CONTINUE ON MAP A2

HIDDEN GEMS LANDSCAPE DESIGN SEGMENT – US 93



ELEMENTS

Preserve Landscape Character

1. Consider place name signage to interpret geological and vegetative areas of interest.
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 Pahrnagat Valley.

Managed Landscape Character

1. Buffer the highway from new development.
2. Use subdued landscape treatments to blend development into the larger landscape.

Scenic designation

1. Designate US 93 from Maynard Lake to SR 375/318 intersection as scenic byway.
2. Coordinate with other federal and state agencies to promote recreational opportunities along the byway.

Pahrnagat National Wildlife Refuge

1. Partner with USFWS to enhance viewpoints and rest area around Pahrnagat.
2. At Pahrnagat rest area partner with USFWS to provide vault toilets and information on the Pahrnagat NWR. Include information on the valley's pre-refuge establishment and ranching history.
3. Partner with USFWS to provide kiosk with information on the valley and refuge water management for migratory birds at the Pahrnagat Middle Marsh access/pull-off point.
4. Partner with USFWS to provide pull-off and informational kiosk at Maynard Lake at the southern boundary of the Pahrnagat NWR. Create a "history trail" of information including the valley's early settlement, rock mustang corrals located near the canyon, Paiute use of the canyon, origin of the Red-tailed Hawk story, and history of the ancient White River that created the valley and canyon.
5. Consider creation of acceleration and deceleration lanes into the Pahrnagat NWR headquarters and campground entrances.
6. Create a mountain bike/walking path from Alamo to the Pahrnagat NWR.
7. Work with NDOW to address vehicle-deer collision issues from Maynard Lake Canyon to Alamo. Consider reducing speed and signing.

Alamo

1. Highlight the historic importance of cottonwoods. Use native cottonwoods in riparian and wet areas as part of plant selections.

ELEMENTS

Community Interface

Caliente

1. Integrate a modern interpretation of railroad facilities as part of streetscape character. Use Rainbow Canyon and unique vegetation communities as design inspiration.
2. Encourage visitation of downtown area. Consider connections and signage during US 93 enhancements.
3. Coordinate travel information and facilities with state parks, Panaca, and Pioche. Provide a consistent message that markets the region as an abundant source of recreation and history.
4. Connect towns to state parks and rest areas by a coordinated multi-use trail loop.

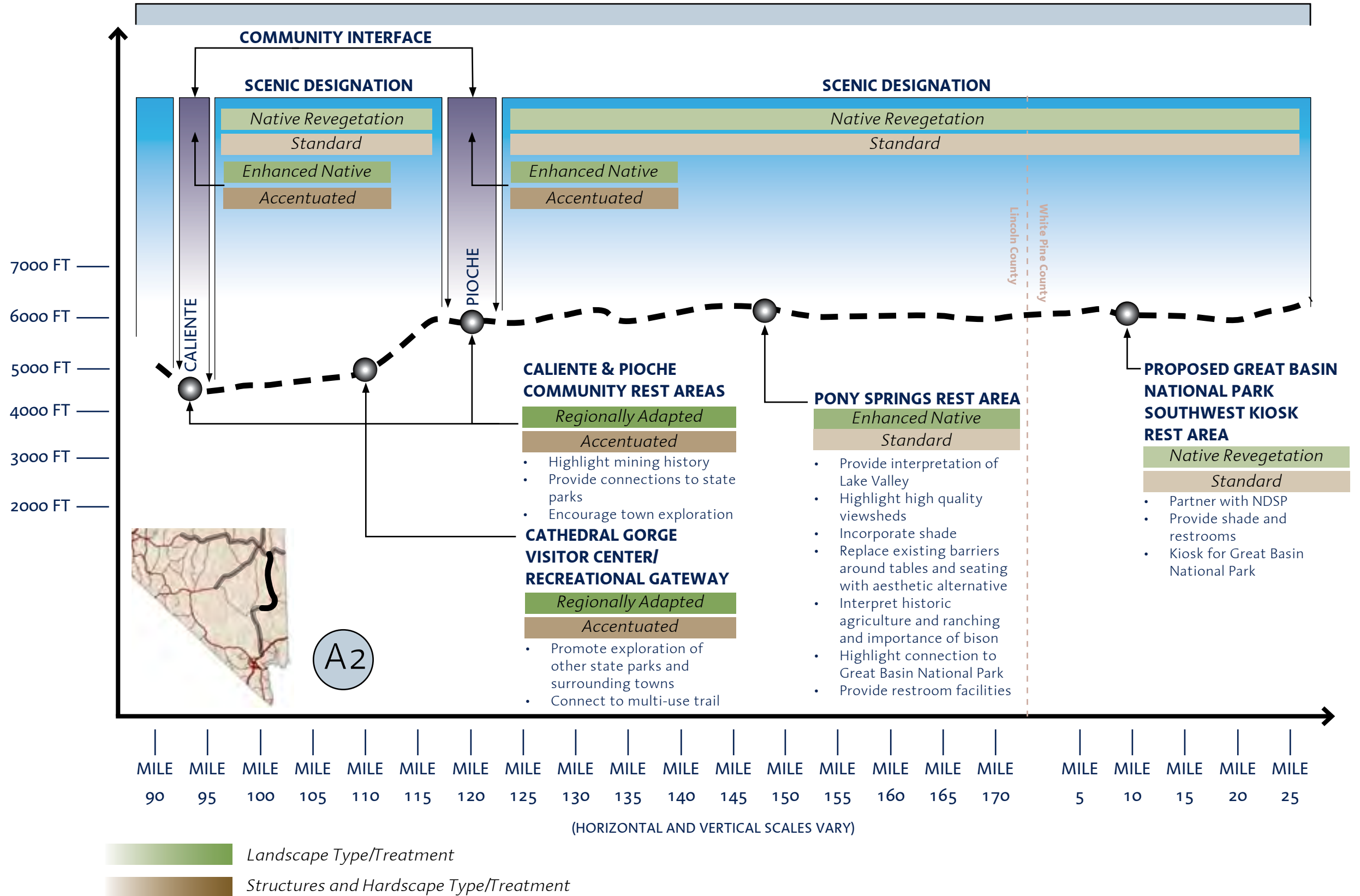
Pioche

1. Encourage travelers to drive to historic downtown. Develop a strong gateway and enhance signage at business route intersection to promote town exploration.
2. Use mining history and recreation opportunities as inspiration for design concepts.
3. Coordinate travel information and facilities with state parks, Caliente, and Panaca. Provide a consistent message that markets the region as an abundant source of recreation and history.
4. Connect towns to state parks and rest areas by a coordinated multi-use trail loop.

Scenic Designation

1. Reinvent entry experience into the scenic byway. Enhance signage to visually tell the story of the byway's resources.
2. Rename the scenic byway to Hidden Gems to encourage travelling along the highway.

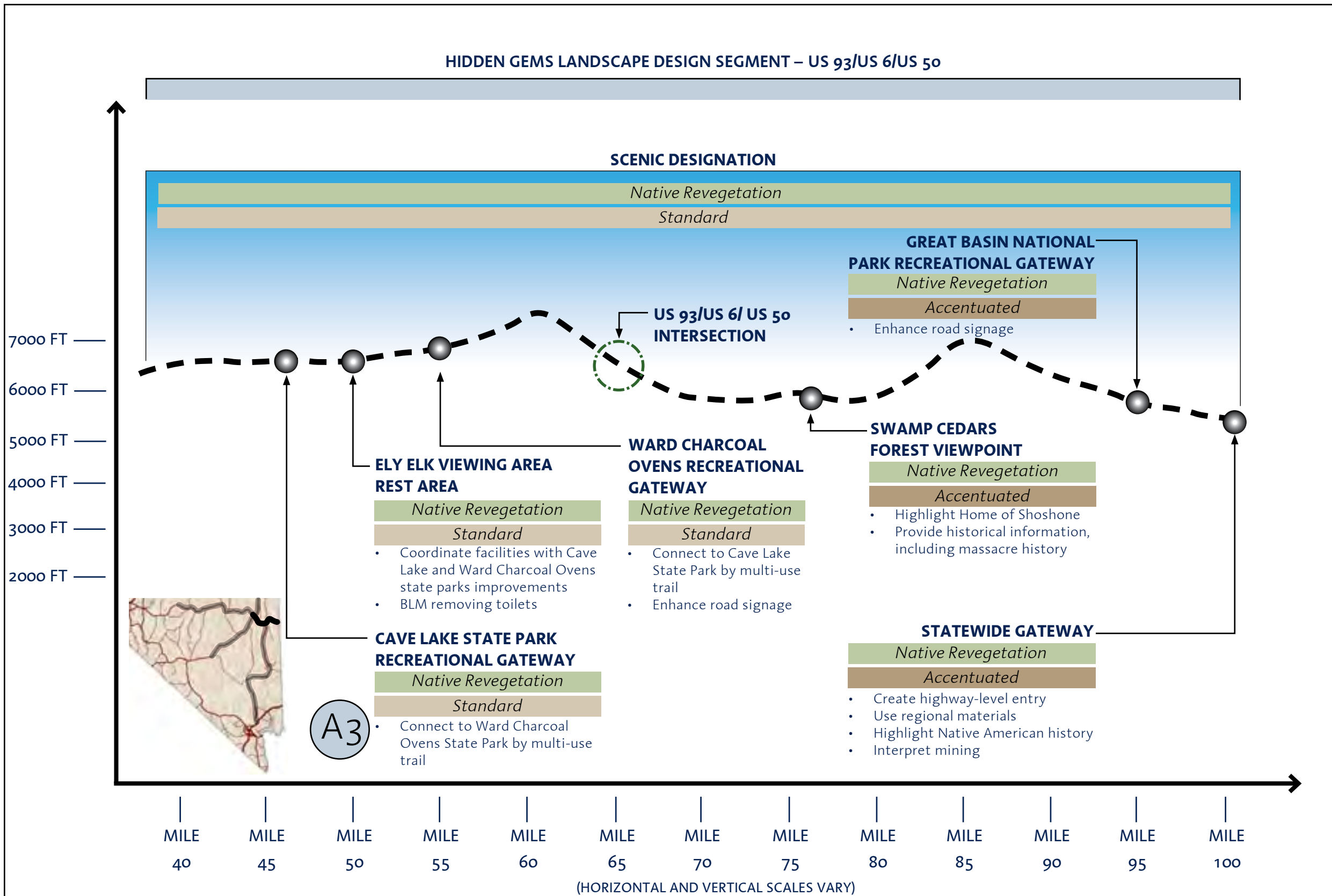
HIDDEN GEMS LANDSCAPE DESIGN SEGMENT – US 93



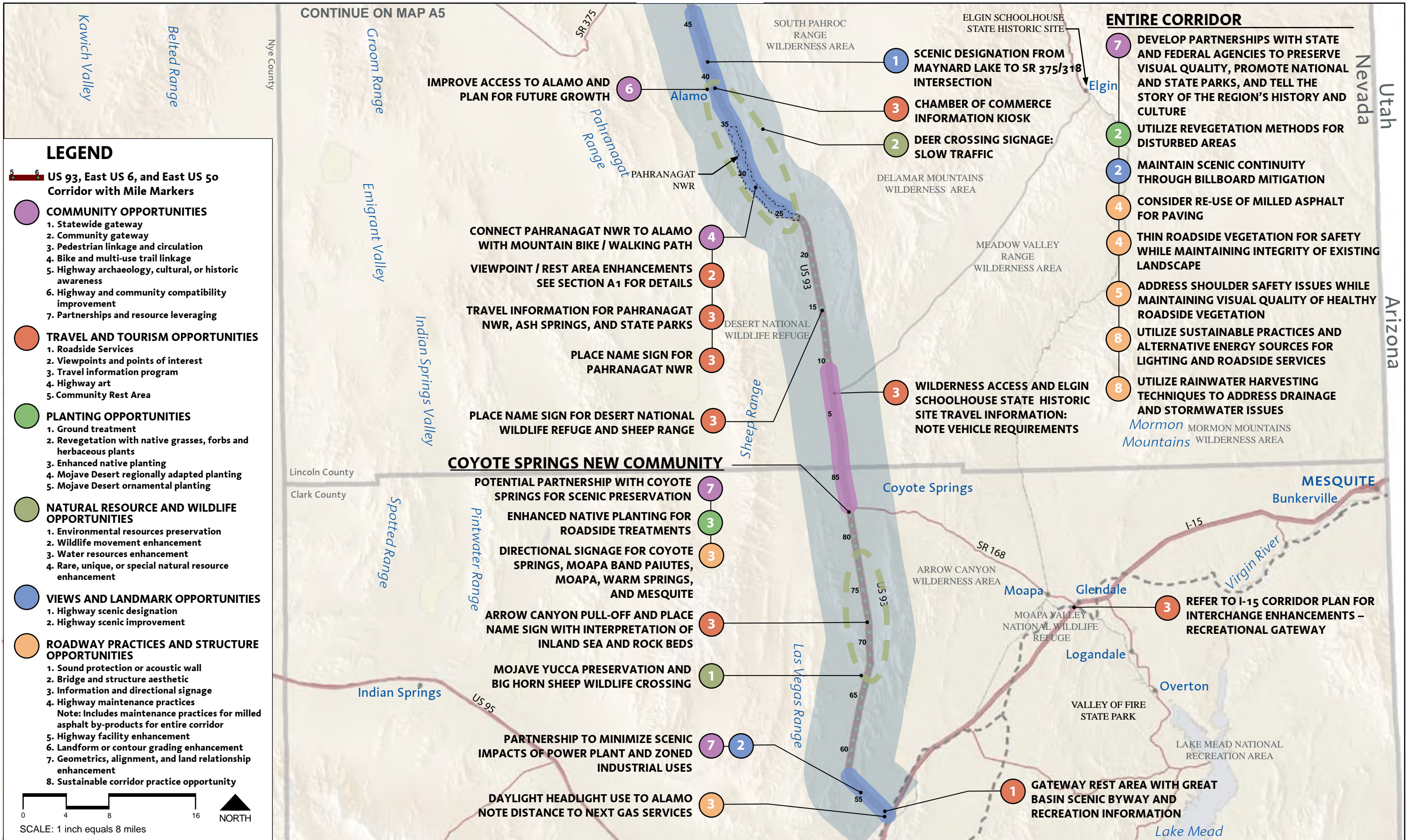
ELEMENTS

Scenic Designation

1. Reinvent entry experience into the scenic byway. Enhance signage to visually tell the story of the byway's resources.
2. Rename the scenic byway to Hidden Gems to encourage travelling along the highway.



CONTINUE ON MAP A5



- ENTIRE CORRIDOR**
- 7 DEVELOP PARTNERSHIPS WITH STATE AND FEDERAL AGENCIES TO PRESERVE VISUAL QUALITY, PROMOTE NATIONAL AND STATE PARKS, AND TELL THE STORY OF THE REGION'S HISTORY AND CULTURE
 - 2 UTILIZE REVEGETATION METHODS FOR DISTURBED AREAS
 - 2 MAINTAIN SCENIC CONTINUITY THROUGH BILLBOARD MITIGATION
 - 4 CONSIDER RE-USE OF MILLED ASPHALT FOR PAVING
 - 4 THIN ROADSIDE VEGETATION FOR SAFETY WHILE MAINTAINING INTEGRITY OF EXISTING LANDSCAPE
 - 5 ADDRESS SHOULDER SAFETY ISSUES WHILE MAINTAINING VISUAL QUALITY OF HEALTHY ROADSIDE VEGETATION
 - 8 UTILIZE SUSTAINABLE PRACTICES AND ALTERNATIVE ENERGY SOURCES FOR LIGHTING AND ROADSIDE SERVICES
 - 8 UTILIZE RAINWATER HARVESTING TECHNIQUES TO ADDRESS DRAINAGE AND STORMWATER ISSUES
- Mormon Mountains* MORMON MOUNTAINS WILDERNESS AREA

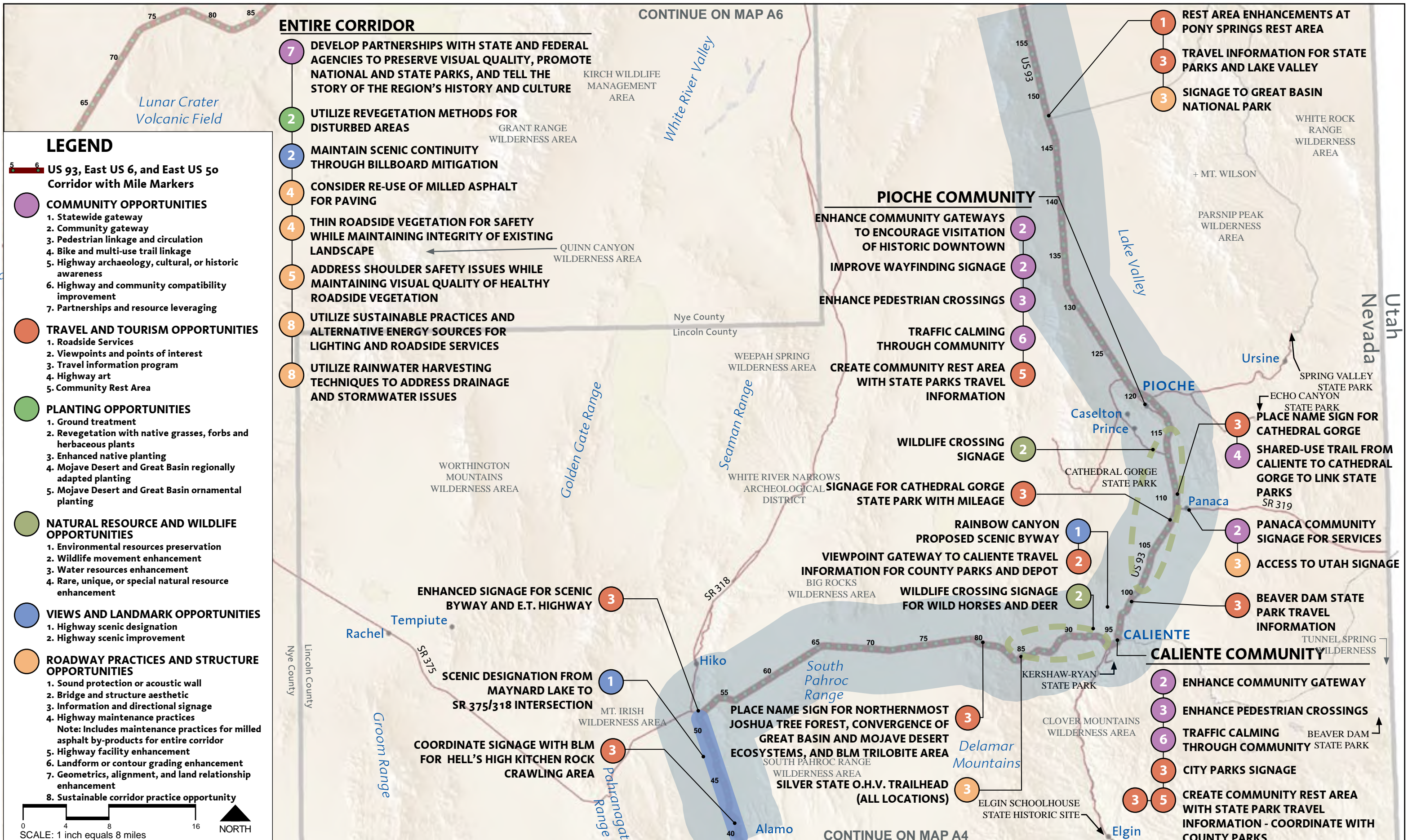
LEGEND

5 6 US 93, East US 6, and East US 50 Corridor with Mile Markers

- 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

SCALE: 1 inch equals 8 miles

NORTH



LEGEND

US 93, East US 6, and East US 50 Corridor with Mile Markers

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 and Great Basin regionally adapted planting
5. Mojave Desert and Great Basin 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

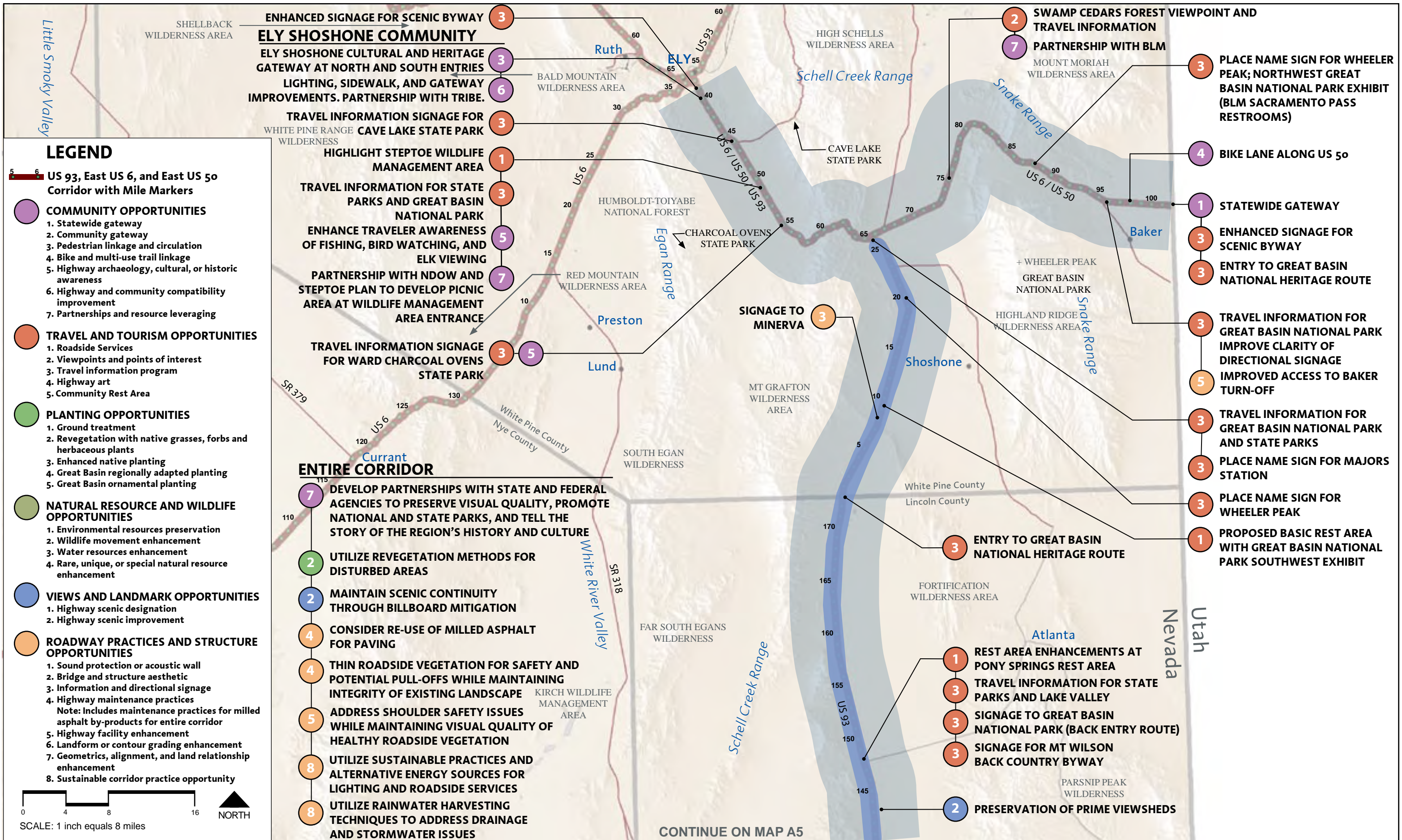
1. Highway scenic designation
2. Highway scenic improvement

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

SCALE: 1 inch equals 8 miles

NORTH



LEGEND

5 6 US 93, East US 6, and East US 50 Corridor with Mile Markers

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. Great Basin regionally adapted planting
5. Great Basin 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

SCALE: 1 inch equals 8 miles

NORTH

ENHANCED SIGNAGE FOR SCENIC BYWAY ELY SHOSHONE COMMUNITY

ELY SHOSHONE CULTURAL AND HERITAGE GATEWAY AT NORTH AND SOUTH ENTRIES

LIGHTING, SIDEWALK, AND GATEWAY IMPROVEMENTS. PARTNERSHIP WITH TRIBE.

TRAVEL INFORMATION SIGNAGE FOR WHITE PINE RANGE CAVE LAKE STATE PARK WILDERNESS

HIGHLIGHT STEPTOE WILDLIFE MANAGEMENT AREA

TRAVEL INFORMATION FOR STATE PARKS AND GREAT BASIN NATIONAL PARK

ENHANCE TRAVELER AWARENESS OF FISHING, BIRD WATCHING, AND ELK VIEWING

PARTNERSHIP WITH NDOW AND STEPTOE PLAN TO DEVELOP PICNIC AREA AT WILDLIFE MANAGEMENT AREA ENTRANCE

TRAVEL INFORMATION SIGNAGE FOR WARD CHARCOAL OVENS STATE PARK

ENTIRE CORRIDOR

7. DEVELOP PARTNERSHIPS WITH STATE AND FEDERAL AGENCIES TO PRESERVE VISUAL QUALITY, PROMOTE NATIONAL AND STATE PARKS, AND TELL THE STORY OF THE REGION'S HISTORY AND CULTURE
2. UTILIZE REVEGETATION METHODS FOR DISTURBED AREAS
2. MAINTAIN SCENIC CONTINUITY THROUGH BILLBOARD MITIGATION
4. CONSIDER RE-USE OF MILLED ASPHALT FOR PAVING
4. THIN ROADSIDE VEGETATION FOR SAFETY AND POTENTIAL PULL-OFFS WHILE MAINTAINING INTEGRITY OF EXISTING LANDSCAPE
5. ADDRESS SHOULDER SAFETY ISSUES WHILE MAINTAINING VISUAL QUALITY OF HEALTHY ROADSIDE VEGETATION
8. UTILIZE SUSTAINABLE PRACTICES AND ALTERNATIVE ENERGY SOURCES FOR LIGHTING AND ROADSIDE SERVICES
8. UTILIZE RAINWATER HARVESTING TECHNIQUES TO ADDRESS DRAINAGE AND STORMWATER ISSUES

SWAMP CEDARS FOREST VIEWPOINT AND TRAVEL INFORMATION

PARTNERSHIP WITH BLM

PLACE NAME SIGN FOR WHEELER PEAK; NORTHWEST GREAT BASIN NATIONAL PARK EXHIBIT (BLM SACRAMENTO PASS RESTROOMS)

BIKE LANE ALONG US 50

STATEWIDE GATEWAY

ENHANCED SIGNAGE FOR SCENIC BYWAY

ENTRY TO GREAT BASIN NATIONAL HERITAGE ROUTE

TRAVEL INFORMATION FOR GREAT BASIN NATIONAL PARK IMPROVE CLARITY OF DIRECTIONAL SIGNAGE

IMPROVED ACCESS TO BAKER TURN-OFF

TRAVEL INFORMATION FOR GREAT BASIN NATIONAL PARK AND STATE PARKS

PLACE NAME SIGN FOR MAJORS STATION

PLACE NAME SIGN FOR WHEELER PEAK

PROPOSED BASIC REST AREA WITH GREAT BASIN NATIONAL PARK SOUTHWEST EXHIBIT

ENTRY TO GREAT BASIN NATIONAL HERITAGE ROUTE

REST AREA ENHANCEMENTS AT PONY SPRINGS REST AREA

TRAVEL INFORMATION FOR STATE PARKS AND LAKE VALLEY

SIGNAGE TO GREAT BASIN NATIONAL PARK (BACK ENTRY ROUTE)

SIGNAGE FOR MT WILSON BACK COUNTRY BYWAY

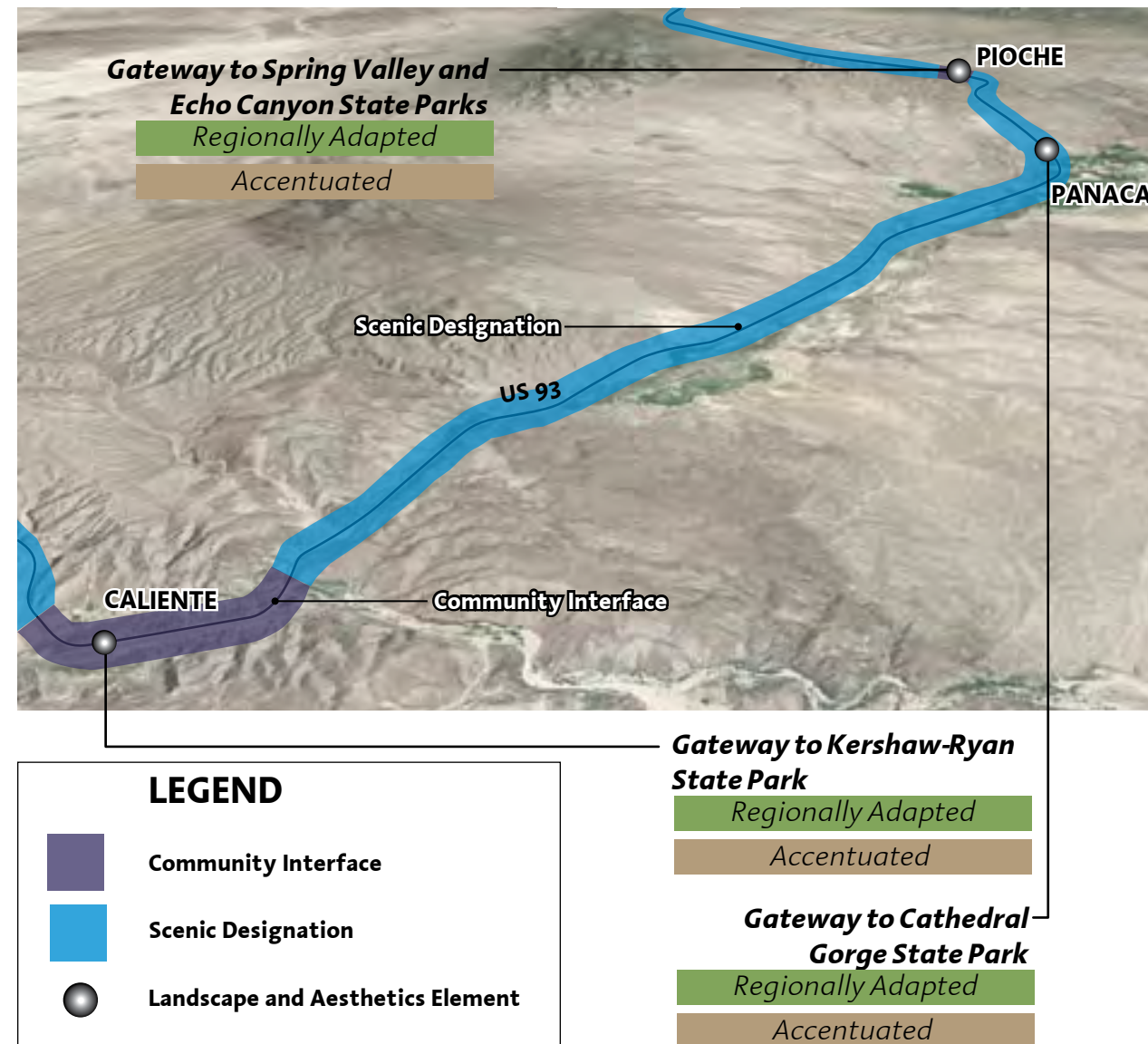
PRESERVATION OF PRIME VIEWSHEDS

SIGNAGE TO MINERVA

CONTINUE ON MAP A5

Aerial Landscape and Aesthetic Treatment Simulations

The purpose of the following aerial image is to illustrate landscape and aesthetic treatments at one of the key points along the Hidden Gems Landscape Design Segment.



A HIDDEN GEMS LANDSCAPE DESIGN SEGMENT

(1) This aerial view looks north towards Meadow Valley along US 93. This stretch of road is located within the Hidden Gems Landscape Design Segment and landscape treatments should highlight gateway connections to the region's many state parks.

Design Interpretation Summary – Hidden Gems

Interpretation of the segment's design theme 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),(2) Colors and textures should be muted earth tones that echo hues of historic structures. Enhancements use cultural and geological elements as design inspiration.



(3) Nevada's harsh arid climate mandates shelter from the wind and sun be provided at all rest areas. Structures should provide travelers shelter without detracting from the overall surroundings.



(4) The Hidden Gems segment emphasizes coordinated access to recreation opportunities. Rest areas and state park visitor centers are linked to provide a variety of services and visitor information.



(5) Softscape treatment levels include native revegetation and enhanced native plantings. Plant material relates to the native plant community, whether it be Mojave Desert or Basin and Range.



(6) Structures should be oriented to highlight scenic vistas and constructed with materials that blend with their desert surroundings.



(1) Silver State Passage key map



(2) Maintaining an undisturbed right-of-way is the prime focus for the Silver State Passage segment. Revegetation uses native plants that fit within the surrounding plant community.

SECTION THREE: Silver State Passage

THEME

The Silver State Passage Landscape Design Segment includes US 6 from Warm Springs to Ely. The segment mainly travels through BLM and USFS lands. Development is limited to ranches and a few small clusters of homes along the corridor.

East US 6 is one of the least traveled highways in the state. The number of road services and the level of landscape treatments reflect this fact. Two annual road races, the Nevada Open Road Challenge and the Silver State Classic Challenge are held just off the highway on SR 318 southward to Las Vegas. These events typify the untamed spirit of the segment.

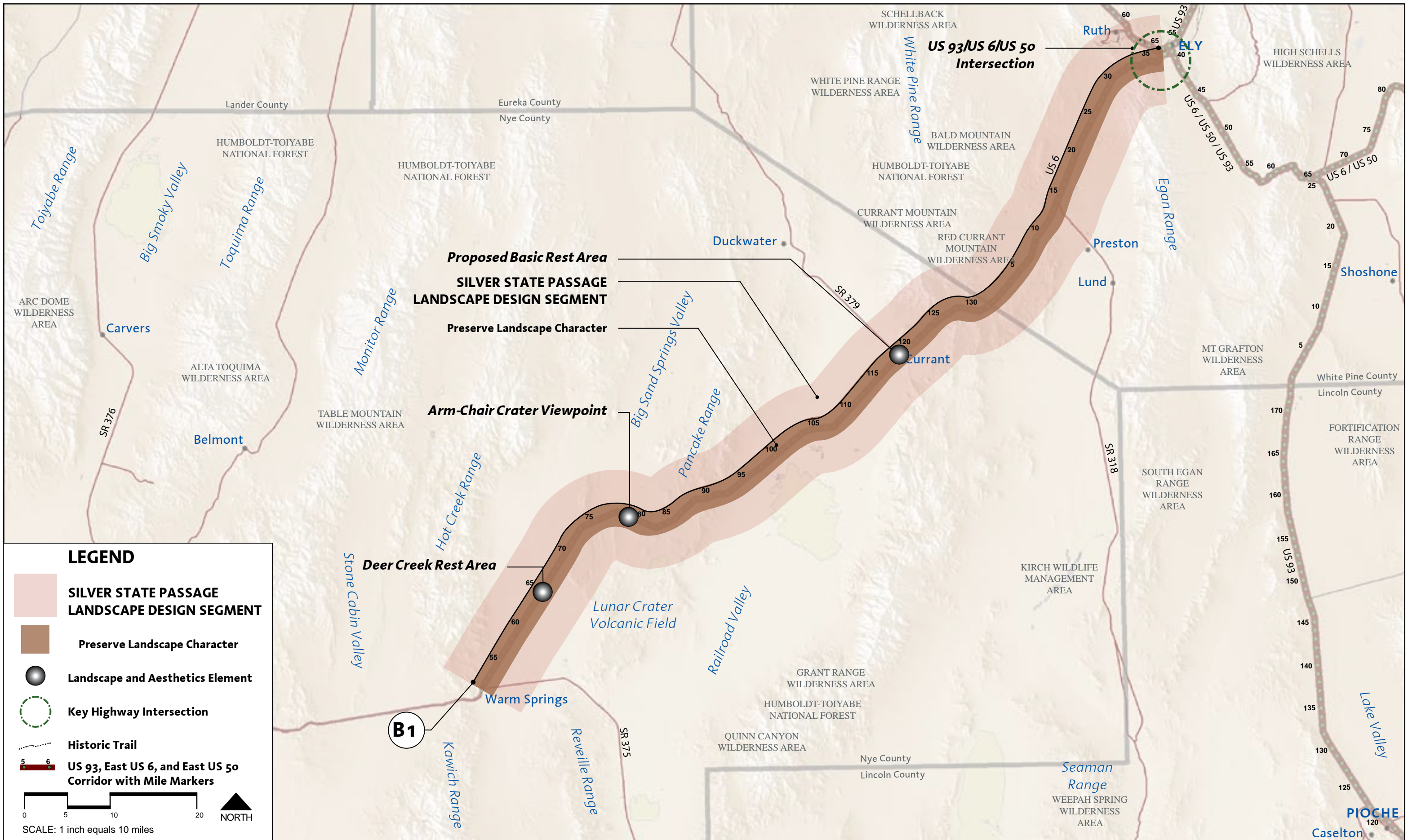
Lunar Crater Volcanic Field subtly changes the landscape and provides interpretive opportunities. Otherwise, the highway is simple and rural, highlighted only by the use of native revegetation and standard hardscape treatments. Vegetation and landforms are consistent and maintain the integrity of the existing landscape.

DESIGN SEGMENT OBJECTIVES

The Silver State Passage segment beautifully integrates road facilities into the landscape. Design efforts focus on little to no landscape disturbance within the right-of-way and the viewshed beyond. Segment-specific design objectives (in addition to previously described corridor-level objectives) include the following:

Preserve Landscape Character

- Minimize landscape disturbance and revegetate according to appropriate plant community requirements.
- Preserve scenic views of distant mountain ranges and adjacent sagebrush plant communities.
- Enhance travel tourism connection to Lunar Crater and surrounding lava fields.
- Keep rest area facilities simple; provide shade and a consistent, welcoming visual image.



LEGEND

- SILVER STATE PASSAGE LANDSCAPE DESIGN SEGMENT
- Preserve Landscape Character
- Landscape and Aesthetics Element
- Key Highway Intersection
- Historic Trail
- US 93, East US 6, and East US 50 Corridor with Mile Markers
- SCALE: 1 inch equals 10 miles
- NORTH

US 93, East US 6, and East US 50 landscape and aesthetics corridor plan

SILVER STATE PASSAGE – DESIGN OBJECTIVES
US6: WARM SPRINGS TO ELY

DESIGNWORKSHOP
 Landscape Architecture Land Planning Urban Design Tourism Planning

MAP
B1
2.25



ELEMENTS

Preserve Landscape Character

1. Highlight areas of geologic or cultural interest.
2. Provide signage for Pancake Range.
3. Manage the highway for visual consistency without disruption to the surrounding landscape.

Deer Creek Rest Area

1. Enhance aesthetic appeal of facilities. Replace concrete barriers and brightly colored features with elements that meet safety requirements while being visually inviting and attractive.
2. Utilize agrarian landscape and cultural features as cues for design ideas.
3. Incorporate shade.
4. Provide travel information for surrounding towns and nearby Lunar Crater and BLM recreation opportunities. Include vehicular requirements in travel information.

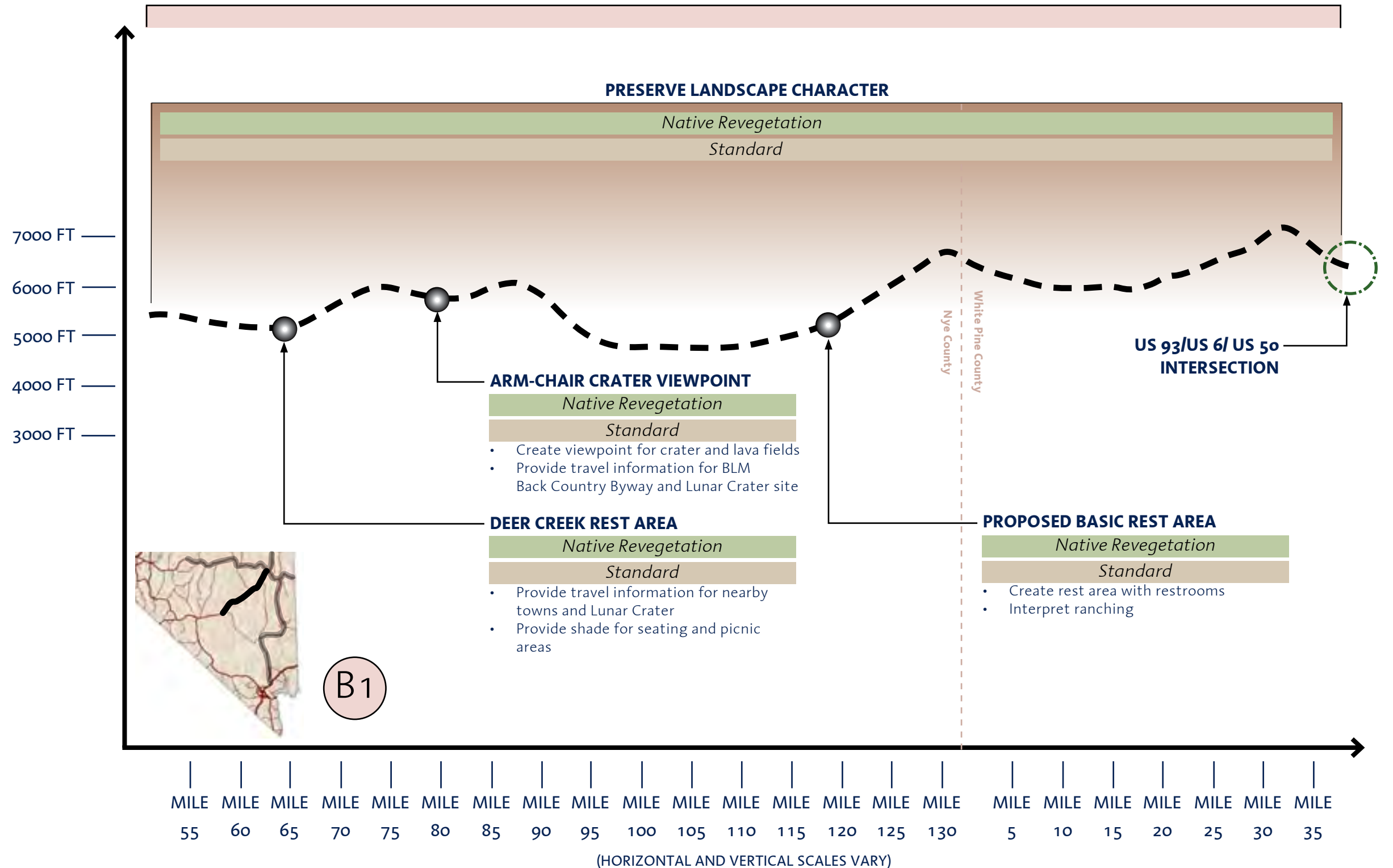
Lunar Crater Viewpoint

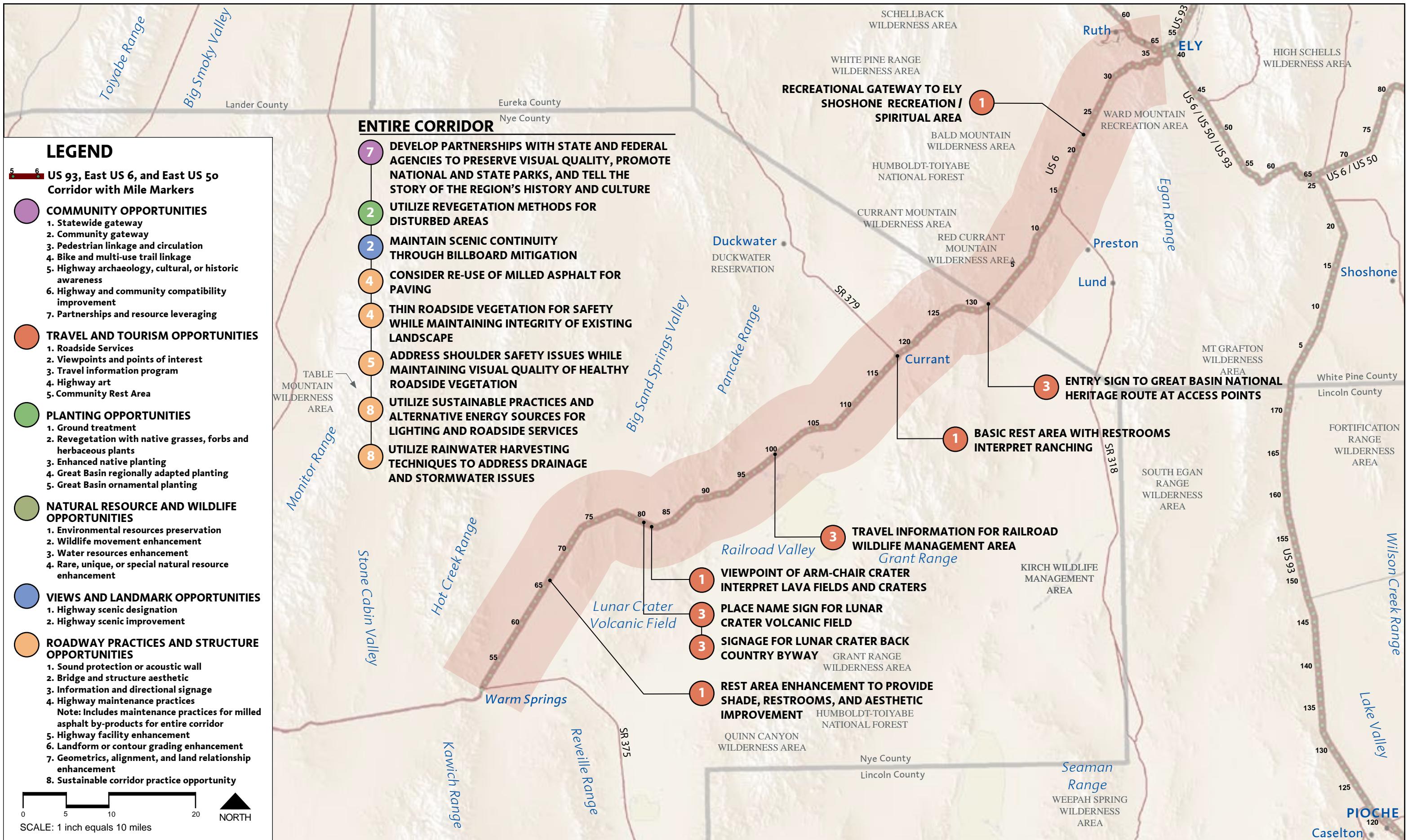
1. Provide viewpoint of Lunar Crater, the surrounding lava fields, and Pancake Range.
2. Incorporate travel information for BLM recreation opportunities and the Back Country Byway accessed from the highway.

US 93/US 6/US 50 Intersection

1. Maintain existing scenic integrity of surrounding landscape.
2. Ensure appropriate signage and lighting while minimizing disturbance to vegetation and the night sky.

SILVER STATE PASSAGE LANDSCAPE DESIGN SEGMENT – US 6





LEGEND

5 6 US 93, East US 6, and East US 50 Corridor with Mile Markers

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. Great Basin regionally adapted planting
5. Great Basin 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

0 5 10 20
SCALE: 1 inch equals 10 miles

NORTH

ENTIRE CORRIDOR

- 7 DEVELOP PARTNERSHIPS WITH STATE AND FEDERAL AGENCIES TO PRESERVE VISUAL QUALITY, PROMOTE NATIONAL AND STATE PARKS, AND TELL THE STORY OF THE REGION'S HISTORY AND CULTURE
- 2 UTILIZE REVEGETATION METHODS FOR DISTURBED AREAS
- 2 MAINTAIN SCENIC CONTINUITY THROUGH BILLBOARD MITIGATION
- 4 CONSIDER RE-USE OF MILLED ASPHALT FOR PAVING
- 4 THIN ROADSIDE VEGETATION FOR SAFETY WHILE MAINTAINING INTEGRITY OF EXISTING LANDSCAPE
- 5 ADDRESS SHOULDER SAFETY ISSUES WHILE MAINTAINING VISUAL QUALITY OF HEALTHY ROADSIDE VEGETATION
- 8 UTILIZE SUSTAINABLE PRACTICES AND ALTERNATIVE ENERGY SOURCES FOR LIGHTING AND ROADSIDE SERVICES
- 8 UTILIZE RAINWATER HARVESTING TECHNIQUES TO ADDRESS DRAINAGE AND STORMWATER ISSUES

RECREATIONAL GATEWAY TO ELY SHOSHONE RECREATION / SPIRITUAL AREA 1

ENTRY SIGN TO GREAT BASIN NATIONAL HERITAGE ROUTE AT ACCESS POINTS 3

BASIC REST AREA WITH RESTROOMS INTERPRET RANCHING 1

TRAVEL INFORMATION FOR RAILROAD WILDLIFE MANAGEMENT AREA 3

VIEWPOINT OF ARM-CHAIR CRATER INTERPRET LAVA FIELDS AND CRATERS 1

PLACE NAME SIGN FOR LUNAR CRATER VOLCANIC FIELD 3

SIGNAGE FOR LUNAR CRATER BACK COUNTRY BYWAY 3

REST AREA ENHANCEMENT TO PROVIDE SHADE, RESTROOMS, AND AESTHETIC IMPROVEMENT 1

Map labels include: Ruth, ELY, Shoshone, Lund, Currant, Duckwater, Warm Springs, Pioche, Caselton, and various wilderness areas like Scheellback, White Pine Range, Bald Mountain, Humboldt-Toiyabe, Currant Mountain, Red Currant Mountain, Mt Grafton, South Egan, Weepah Spring, and Quinn Canyon.

Aerial Landscape and Aesthetic Treatment Simulations

The purpose of the following aerial image is to illustrate landscape and aesthetic treatments at one of the key points along the Silver State Passage Landscape Design Segment.



LEGEND

- Preserve Landscape
- Landscape and Aesthetics Element

Lunar Crater Viewpoint

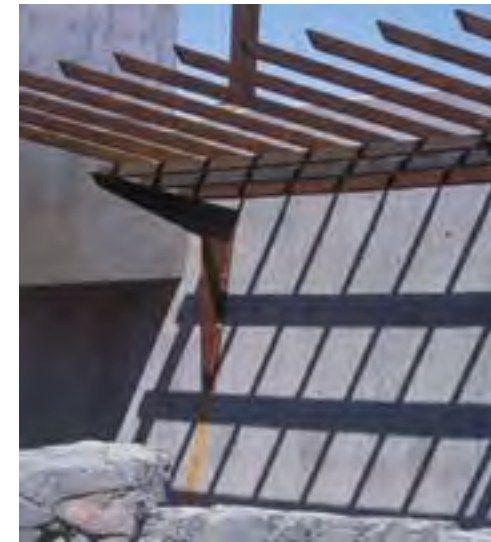
- Native Revegetation
- Standard

B SILVER STATE PASSAGE LANDSCAPE DESIGN SEGMENT

(1) This aerial view looks west towards Big Sand Springs Valley along US 6. This stretch of road is located within the Silver State Passage Landscape Design Segment and landscape treatments should focus on restoring plant communities and minimizing disturbance.

Design Interpretation Summary – Silver State Passage

Interpretation of the segment’s design theme 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),(2) Shade structures provide respite from the intense desert sun while also creating architecturally interesting shadow patterns.



(3) The history of abandoned mining towns across the state provides a unique interpretive opportunity.



(4) Ancient lava flow and volcanic craters provide travelers with an indication of the natural forces that helped shape the Great Basin landscape.



(5) This segment emphasizes the preservation of healthy native roadside plant communities and appropriate revegetation methods. Roadside facilities are minimal due to the low traffic volumes, however, rest areas may include simple path systems that engage the traveler with interpretive signage and native desert plants.

SECTION FOUR: Pony Express Passage

THEME

The Pony Express Passage Landscape Design Segment includes US 50 from New Pass Summit east to Ely and continuing north on US 93 to Schellbourne. Paralleling the highway is a series of trails used by Pony Express riders to deliver mail and encourage western settlement. This segment is a continuation of the Pony Express Passage segment described in the Central US 93, West US 6, and Central US 50 Corridor Plan.

The influence of Native Americans on the corridor is prominent. Hickison Summit's rare petroglyphs are an important feature. Signage and interpretive opportunities exist for four different tribes that are accessed directly off the corridor:

- Yomba Tribe south of Austin
- Duckwater Tribe southwest of Ely
- Ely Shoshone Tribe in Ely
- Goshute Tribe west of Schellbourne

Native American culture and history are expressed along with mining as part of the corridor's landscape features and road service facilities. Color and material choices tell the story. Motorists are encouraged to stop at the community rest areas within developed towns. Enhanced landscape treatments and accentuated hardscape treatments increase community visibility and visual interest.

Similar to other segments, design interventions are minimal and the focus is on the surrounding landscape. Roadside disturbance is minimized as

the native plant communities thrive and support a beautiful working landscape.

DESIGN SEGMENT OBJECTIVES

The Great Basin landscape is dotted with historic remnants from the Pony Express Trail and early human settlements. The preservation and management of this history is a key component of the design objectives. In addition to applicable corridor-level objectives, these specific design objectives have been established:

Preserve Landscape Character

- Provide signage for important cultural and historic resources, including Pony Express stations, sites of Native American heritage, and mining. Connect travelers with the area's history.
- Improve facilities at the Schellbourne rest area. Reduce paving and reorganize seating areas. Do not store roadway materials at the rest area.
- Recognize the use of the highway as part of the American Discovery Trail and provide appropriate shoulder width for bike travel that is not disrupted by rumble strips.
- Relocate the Bean Flat roadside pull-off. Improve its connection to the Hickison Petroglyph Recreation Area and highlight Native American culture.
- Create a viewpoint of Austin and the Reese River Valley on the westbound side of Austin. Include community services information encouraging motorists to stop in Austin.
- Provide opportunities to discover the stories and history attached to the region. Interpret the importance of cultural and recreational resources such as the Native American petroglyphs, Illipah Reservoir Recreation Area, and the Pony Express.
- The Pony Express and Native American heritage should be a predominant focus of interpretive efforts along the corridor.

- Provide signage to interpret the Lincoln Highway at roadside service areas and SR 722.

Community Interface

Austin

- Promote historic sites such as Stokes Castle, frontier churches, and cemeteries within the town. Utilize the community rest area to promote town exploration.
- Promote connections to the Toiyabe Mountains and the town's gateway to mountain biking and recreation opportunities.
- Support the creation of a community rest area.

Eureka

- Emphasize the area's well-preserved historic buildings and mining history to reinforce community identity.
- Utilize the town's listing on the National Register of Historic Places to facilitate improvements through the Main Street Program.
- Relocate the Eureka rest area to a community rest area within the town. Design the facility to serve as a town pocket park. Provide travel information to enhance motorists' enjoyment of the town and region.

Ely

- Enhance signage and information for tourist and historic destinations such as the Nevada Northern Railway Museum and the many murals celebrating Ely's multicultural heritage.
- Emphasize the town's role as a gateway community to the Great Basin National Park and its unique environment.

Managed Landscape Character

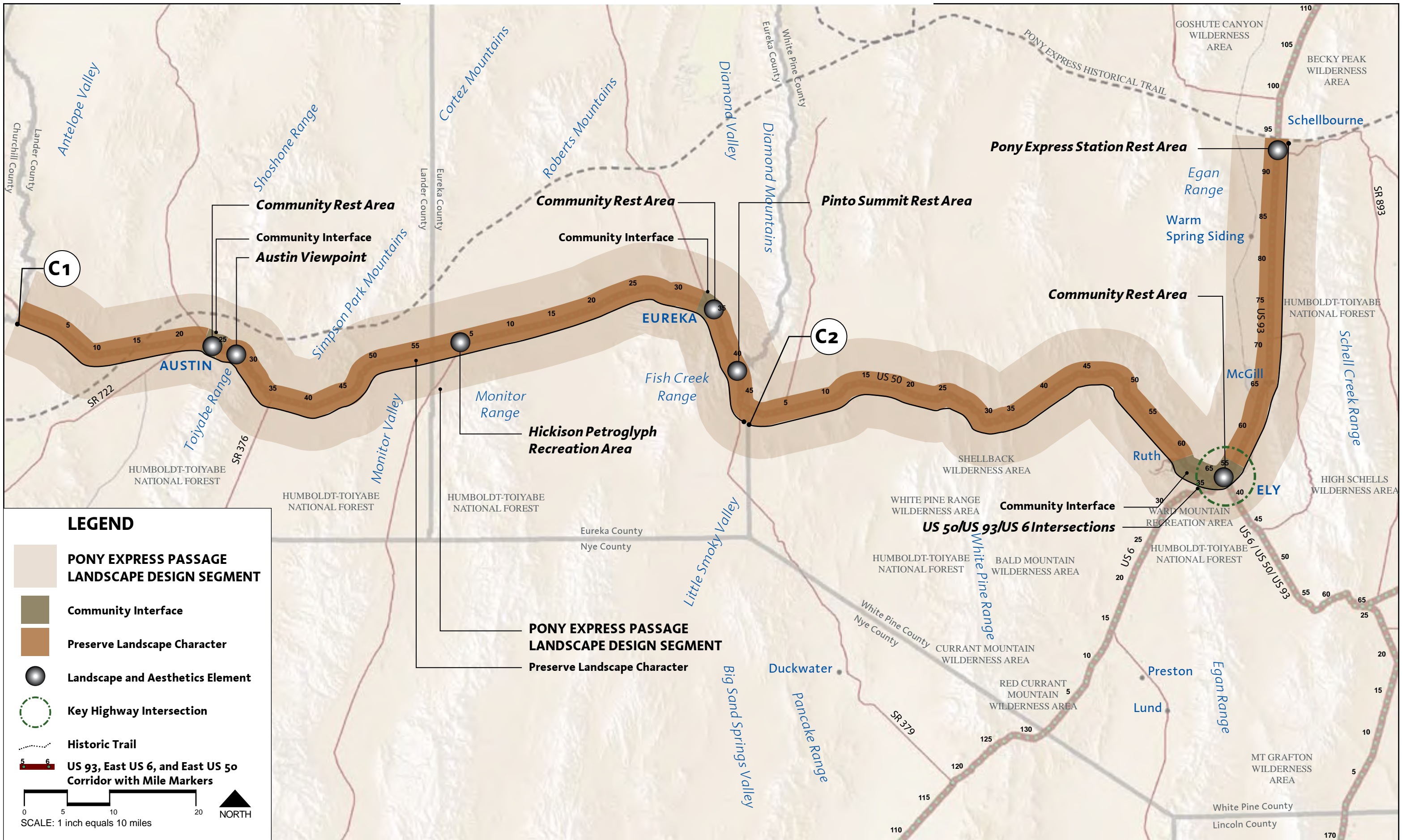
- Maintain the visual intactness of the natural landscape on the outskirts of Ely.
- Reinforce a clear entry into developed portions of Ely from the north.
- Screen or buffer industrial and storage uses paralleling the highway. Elevate the importance of the natural landscape in creating a desirable scenic presence.



(1) Pony Express Passage key map.



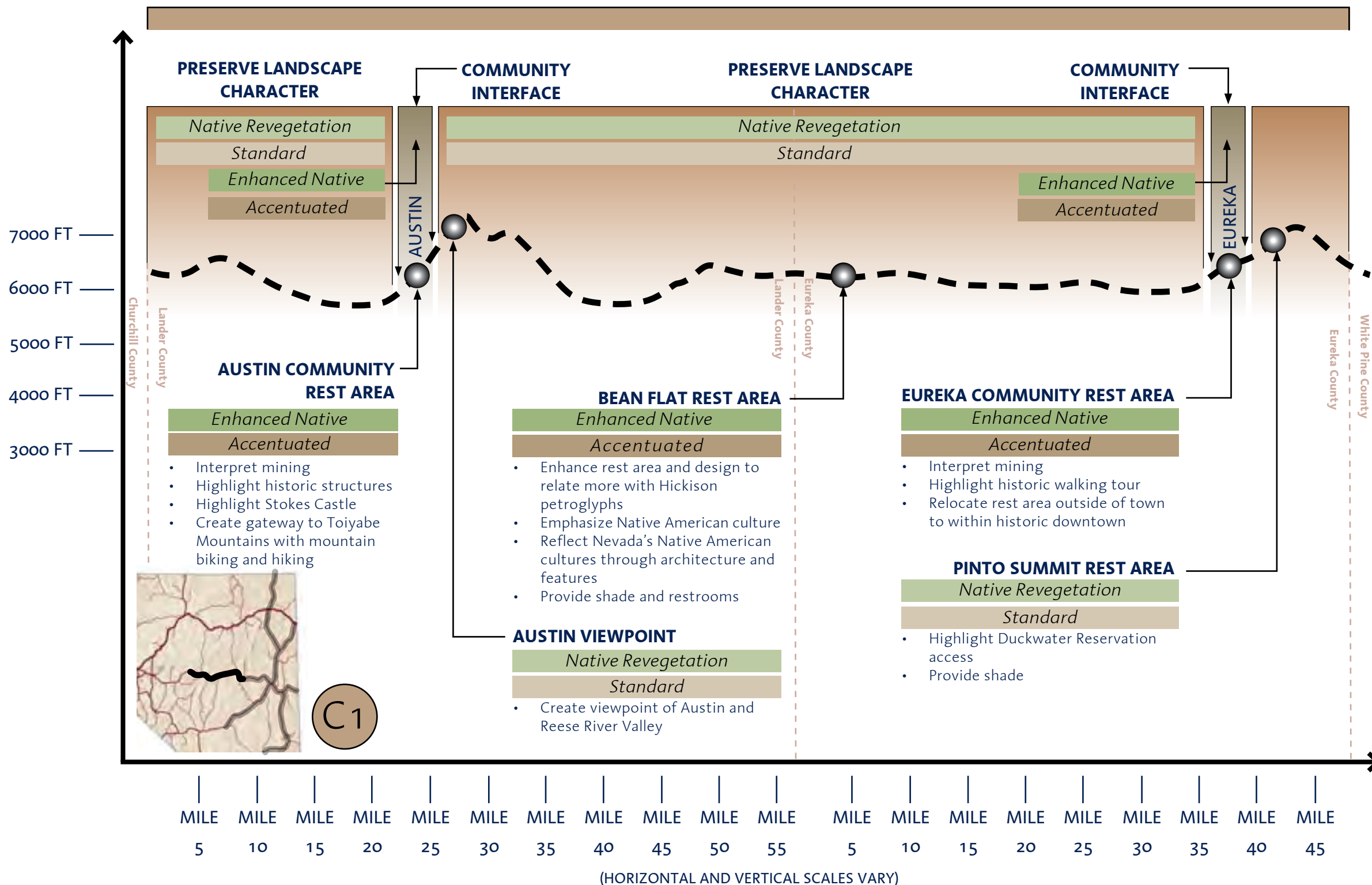
(2) Community rest areas provide travelers with space to relax, stretch, and explore the town. They also double as a place for the community to gather for town events. Along the Pony Express Passage segment, development of these road facilities reinforces the importance of travel tourism for local economies.



LEGEND

- PONY EXPRESS PASSAGE LANDSCAPE DESIGN SEGMENT**
- Community Interface**
- Preserve Landscape Character**
- Landscape and Aesthetics Element**
- Key Highway Intersection**
- Historic Trail**
- US 93, East US 6, and East US 50 Corridor with Mile Markers**
- SCALE: 1 inch equals 10 miles**
- NORTH**

PONY EXPRESS PASSAGE LANDSCAPE DESIGN SEGMENT – US 50



ELEMENTS

Preserve Landscape Character

1. First priority is to maintain and preserve existing landscape. Minimize disturbance and preserve existing vegetation.

Community Interface - Austin

1. Highlight mining and ranching history.
2. Incorporate enhanced native street tree program to define downtown and slow traffic.

Austin Community Rest Area

1. Provide community park that serves as a rest area for travelers. Promote Austin as the gateway to the Toiyabe Mountains.
2. Provide interpretative information enhancing motorists recognition of Native American history and culture in the area. Provide signage to the Yomba Reservation south of Austin. Integrate interpretive features of Native American history and culture.

Austin Viewpoint

1. Provide viewpoint overlooking Austin and the Reese River Valley.
2. Incorporate travel information regarding Austin and the Yomba Reservation.

Bean Flat Rest Area

1. Enhance existing Bean Flat rest area to emphasize Nevada's Native American history and cultures and highlight Hickison petroglyphs. Provide shade and restrooms.

Community Interface - Eureka

1. Highlight mining history and historic structures.
2. Provide travel information for historic walking tour.
3. Incorporate enhanced native street tree program to reinforce town character.
4. Emphasize main street improvements that enhance pedestrian facilities and amenities.

Eureka Community Rest Area

1. Relocate existing rest area located just outside of town to downtown Eureka. Rest area should double as a community park.
2. Promote Eureka's historic district.

Pinto Summit Rest Area

1. Highlight connection to Duckwater Reservation. Incorporate architecture and design materials evocative of Native American culture.
2. Enhance facilities to provide shade.
2. Incorporate aesthetic enhancements through replacement of brightly colored fencing and jersey barriers with context-appropriate alternatives.

ELEMENTS

Preserve Landscape Character

1. First priority is to maintain and preserve existing landscape. Minimize disturbance and preserve existing vegetation.

Community Interface - Ely

1. Highlight mining and railroad history.
2. Promote community as gateway to the Great Basin National Park and eastern Nevada's state parks.
3. Incorporate regionally adapted street tree program to define downtown and slow traffic.
4. Emphasize pedestrian movement and enhance streetscape and sidewalk amenities.

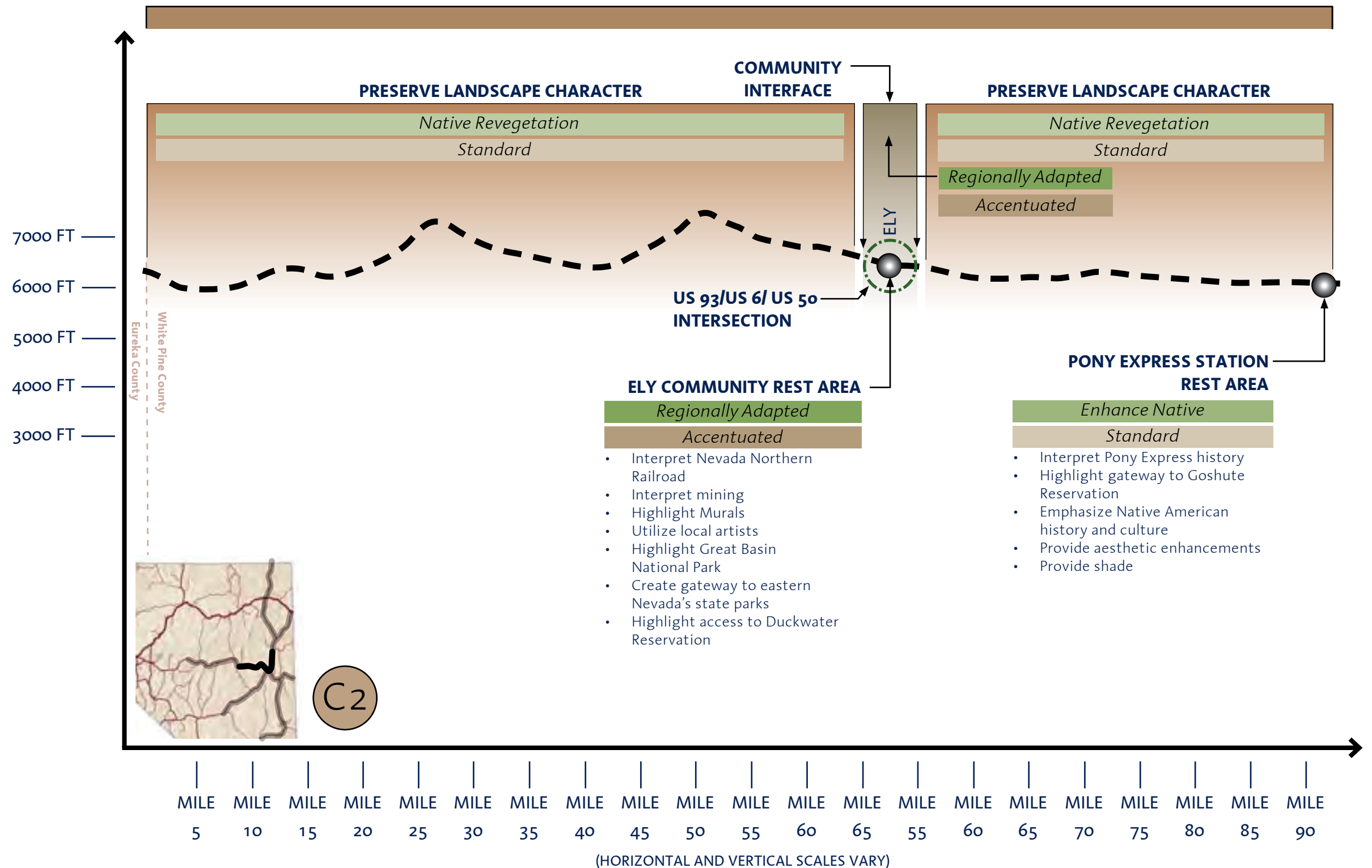
Ely Community Rest Area

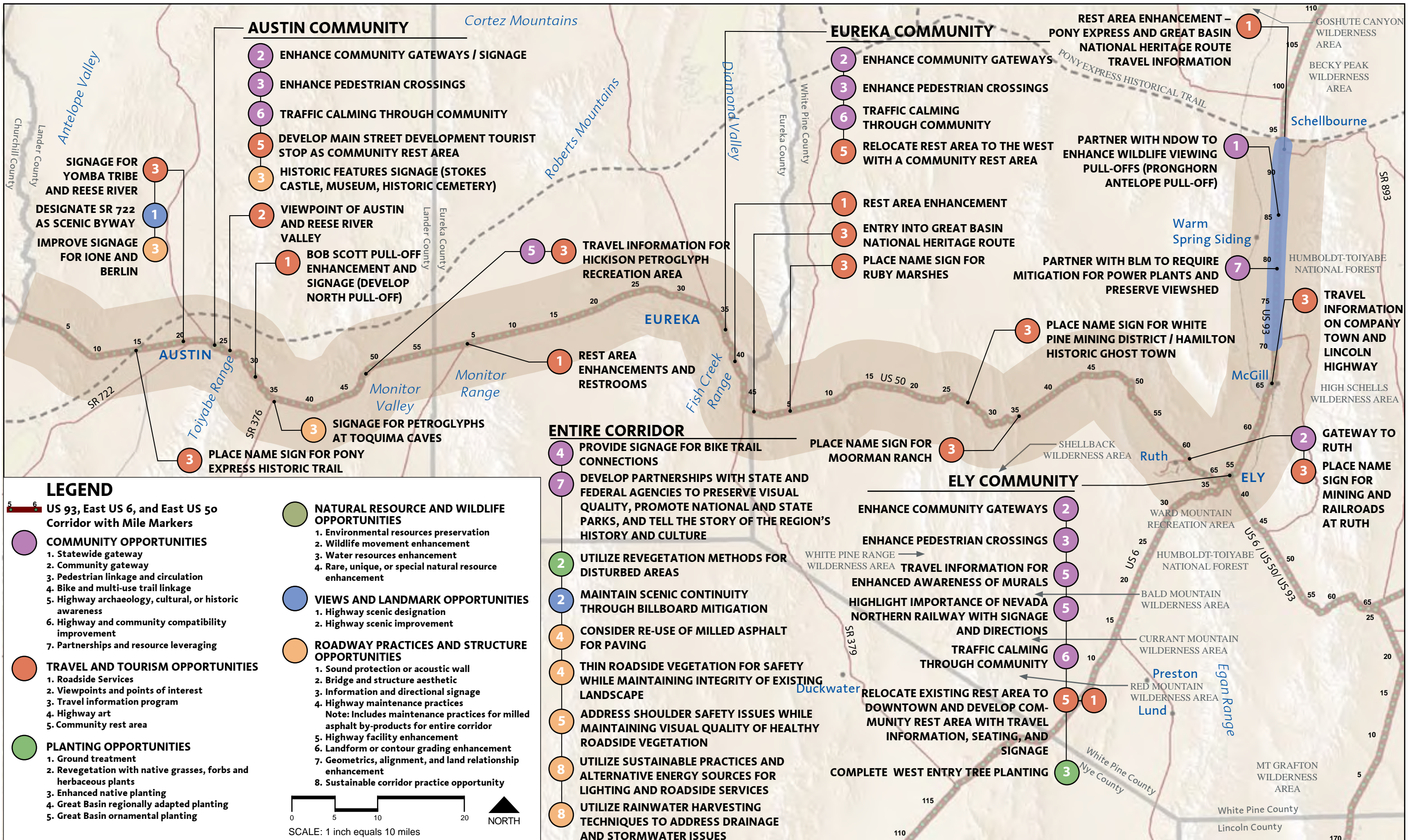
1. Redefine community park area as a community rest area to encourage travelers to stop and explore the community.
2. Provide interpretative information enhancing motorists recognition of the rich mining and railroad history. Utilize local artists and highlight murals located throughout town.
3. Incorporate cultural information for the Duckwater Shoshone and Ely Shoshone tribes. Integrate interpretive features of Native American history and culture.

Pony Express Station Rest Area

1. Highlight Egan Canyon Pony Express Station.
2. Highlight connection to Goshute Reservation. Incorporate architecture and design materials evocative of Native American culture.
3. Enhance facilities to provide shade
4. Incorporate aesthetic enhancements through replacement of brightly colored fencing and jersey barriers with context-appropriate alternatives.
5. Remove or provide screening of maintenance materials and storage piles.
6. Simplify parking and automobile movement to reduce paving and reintroduce the natural environment into the rest area.

PONY EXPRESS PASSAGE LANDSCAPE DESIGN SEGMENT – US 50 & US 93





AUSTIN COMMUNITY

- 2 ENHANCE COMMUNITY GATEWAYS / SIGNAGE
- 3 ENHANCE PEDESTRIAN CROSSINGS
- 6 TRAFFIC CALMING THROUGH COMMUNITY
- 5 DEVELOP MAIN STREET DEVELOPMENT TOURIST STOP AS COMMUNITY REST AREA
- 3 HISTORIC FEATURES SIGNAGE (STOKES CASTLE, MUSEUM, HISTORIC CEMETERY)
- 2 VIEWPOINT OF AUSTIN AND REESE RIVER VALLEY
- 1 BOB SCOTT PULL-OFF ENHANCEMENT AND SIGNAGE (DEVELOP NORTH PULL-OFF)
- 3 SIGNAGE FOR PETROGLYPHS AT TOQUIMA CAVES
- 3 PLACE NAME SIGN FOR PONY EXPRESS HISTORIC TRAIL

EUREKA COMMUNITY

- 2 ENHANCE COMMUNITY GATEWAYS
- 3 ENHANCE PEDESTRIAN CROSSINGS
- 6 TRAFFIC CALMING THROUGH COMMUNITY
- 5 RELOCATE REST AREA TO THE WEST WITH A COMMUNITY REST AREA
- 1 REST AREA ENHANCEMENT
- 3 ENTRY INTO GREAT BASIN NATIONAL HERITAGE ROUTE
- 3 PLACE NAME SIGN FOR RUBY MARSHES
- 3 TRAVEL INFORMATION FOR HICKISON PETROGLYPH RECREATION AREA
- 1 REST AREA ENHANCEMENTS AND RESTROOMS

REST AREA ENHANCEMENT – PONY EXPRESS AND GREAT BASIN NATIONAL HERITAGE ROUTE TRAVEL INFORMATION

- 1 PARTNER WITH NDOW TO ENHANCE WILDLIFE VIEWING PULL-OFFS (PRONGHORN ANTELOPE PULL-OFF)

PARTNER WITH BLM TO REQUIRE MITIGATION FOR POWER PLANTS AND PRESERVE VIEWSHED

- 7
- 3 PLACE NAME SIGN FOR WHITE PINE MINING DISTRICT / HAMILTON HISTORIC GHOST TOWN

ENTIRE CORRIDOR

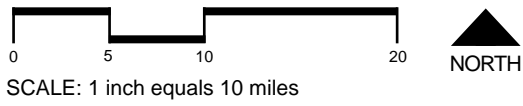
- 4 PROVIDE SIGNAGE FOR BIKE TRAIL CONNECTIONS
- 7 DEVELOP PARTNERSHIPS WITH STATE AND FEDERAL AGENCIES TO PRESERVE VISUAL QUALITY, PROMOTE NATIONAL AND STATE PARKS, AND TELL THE STORY OF THE REGION'S HISTORY AND CULTURE
- 2 UTILIZE REVEGETATION METHODS FOR DISTURBED AREAS
- 2 MAINTAIN SCENIC CONTINUITY THROUGH BILLBOARD MITIGATION
- 4 CONSIDER RE-USE OF MILLED ASPHALT FOR PAVING
- 4 THIN ROADSIDE VEGETATION FOR SAFETY WHILE MAINTAINING INTEGRITY OF EXISTING LANDSCAPE
- 5 ADDRESS SHOULDER SAFETY ISSUES WHILE MAINTAINING VISUAL QUALITY OF HEALTHY ROADSIDE VEGETATION
- 8 UTILIZE SUSTAINABLE PRACTICES AND ALTERNATIVE ENERGY SOURCES FOR LIGHTING AND ROADSIDE SERVICES
- 8 UTILIZE RAINWATER HARVESTING TECHNIQUES TO ADDRESS DRAINAGE AND STORMWATER ISSUES

ELY COMMUNITY

- 2 ENHANCE COMMUNITY GATEWAYS
- 3 ENHANCE PEDESTRIAN CROSSINGS
- 5 TRAVEL INFORMATION FOR ENHANCED AWARENESS OF MURALS
- 5 HIGHLIGHT IMPORTANCE OF NEVADA NORTHERN RAILWAY WITH SIGNAGE AND DIRECTIONS
- 6 TRAFFIC CALMING THROUGH COMMUNITY
- 5 RELOCATE EXISTING REST AREA TO DOWNTOWN AND DEVELOP COMMUNITY REST AREA WITH TRAVEL INFORMATION, SEATING, AND SIGNAGE
- 3 COMPLETE WEST ENTRY TREE PLANTING

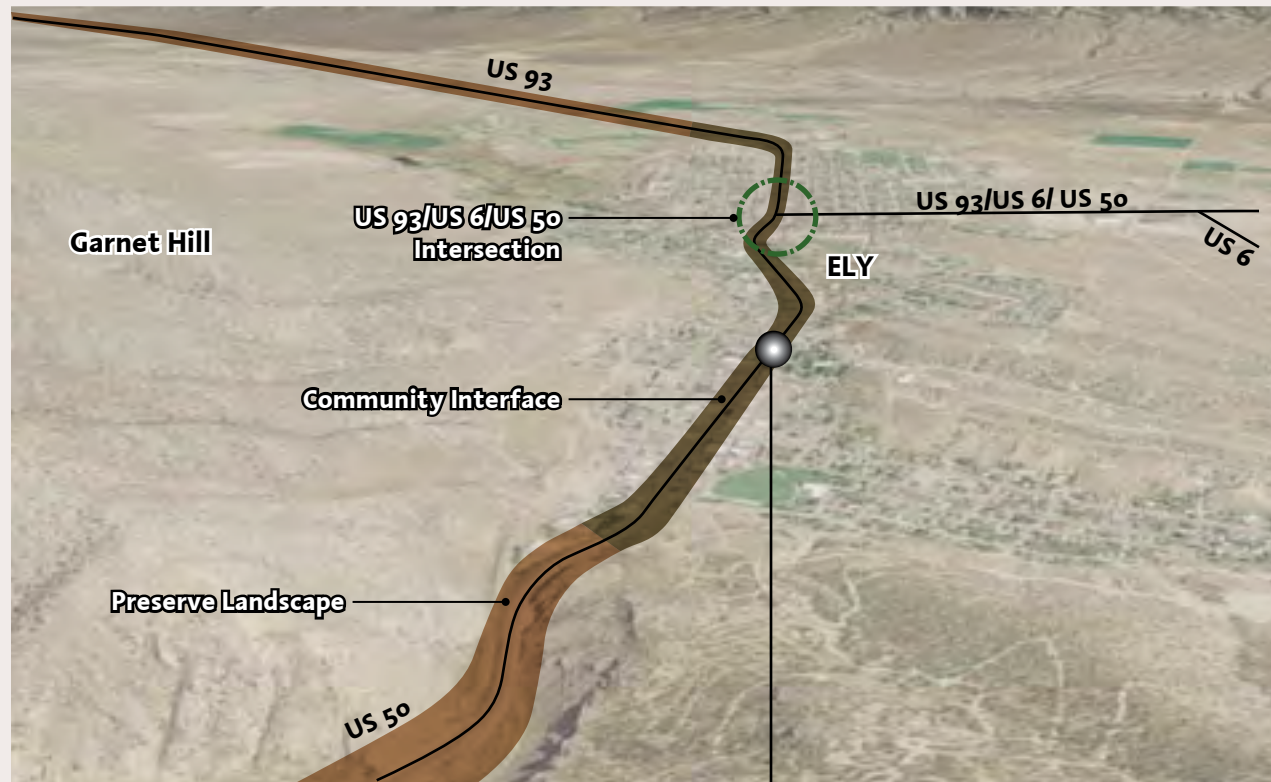
LEGEND

- 5 6 US 93, East US 6, and East US 50 Corridor with Mile Markers
- 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. Great Basin regionally adapted planting
 - 5. Great Basin 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



Aerial Landscape and Aesthetic Treatment Simulations

The purpose of the following aerial image is to illustrate landscape and aesthetic treatments at one of the key points along the Pony Express Passage Landscape Design Segment.



LEGEND

- Community Interface
- Preserve Landscape
- Key Highway Intersection
- Landscape and Aesthetics Element

Ely Community Rest Area

- Regionally Adapted
- Accentuated

C PONY EXPRESS PASSAGE LANDSCAPE DESIGN SEGMENT

(1) This aerial view looks east towards Ely along US 50 and US 93. This stretch of road is located within the Pony Express Passage Landscape Design Segment and landscape treatments should highlight community gateway connections and points of interest within the town of Ely.

Design Interpretation Summary – Pony Express Passage

Interpretation of the segment’s design theme 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.



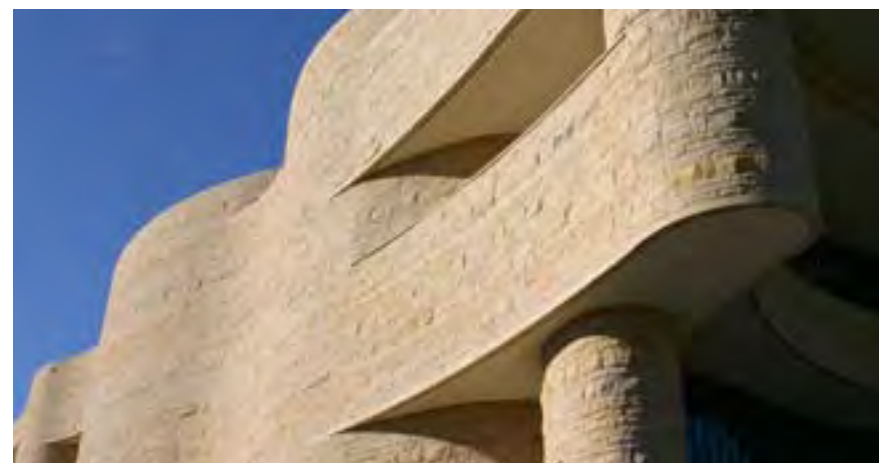
(2) Interpretation of sites and activities that established the towns along US 50 and US 93 allows travelers to better appreciate the historic and scenic qualities of the landscape.



(1) Although short lived, remnants of pony express stations stand as reminders to the early period of western settlement and should be incorporated into roadside facilities.



(3), (4) Artistically designed features can be inspired by the forms and patterns of historic structures. Integrated design elements infuses history into daily life.



(5) Nevada contains a rich supply of Native American history and culture. Culturally significant objects and patterns can be reinterpreted to create contemporary facilities that convey the traditional feel of the region.



(6) This segment highlights the preservation and presentation of scenic desert landscapes. Use of architectural windows can make the view more vivid.



SECTION FIVE: Cowboy Range

THEME

The Cowboy Range Landscape Design Segment includes US 93 from Schellbourne north to the Idaho state line at Jackpot and Alt 93 to West Wendover. Scenic vistas of the Ruby Mountains west of US 93 influence the Ruby Mountains Sub-segment designation extending from Schellbourne to Wells.

Defining characteristics of this segment are inspired by the rugged mountains and long-standing working ranches that characterize this portion of the American West. Generations of families have grown up working the land in spite of challenging environmental factors. Today, the highway landscape reflects the legacy of early human settlements and Native American history as well as the dedicated pioneering cowboys and the settling of the West.

Traditions and cultures become more meaningful as they are emphasized through color and material selection. Components of the open range, such as snow fences and wind breaks, are interpreted and expressed as important landscape elements. Rest areas and viewpoints provide information about the local folklore and Great Basin landscape.

Emphasis is placed on the beauty of the landscape and its open grandeur. Improvements and maintenance projects seek opportunities to seamlessly knit the highway into the native setting. Enhanced native vegetation and accentuated hardscape

treatments are utilized at roadside facilities, with standard and native revegetation treatments occurring along the majority of the highway.

DESIGN SEGMENT OBJECTIVES

This segment, with its Ruby Mountains Sub-segment, contains several recreational opportunities. Using simple landscape treatments and maintaining the beauty of the working landscape are key to all the design objectives. In addition to applicable corridor-level objectives, the following goals relate specifically to this segment:

Preserve Landscape Character

- Create a viewpoint to emphasize the arrival into Ruby Valley and Clover Valley with the Ruby Mountains and East Humboldt Range flanking the highway to the west.
- Provide travel information for recreation opportunities at the viewpoint.
- Acquaint travelers with the region's traditions and culture through signage and material choice.
- Use warm, muted colors.
- Blend highway facilities into the contours of the landscape to maintain the corridor's scenic quality.
- Simplify the truck pull-off and staging area at the US 93/Alt 93 intersection. Revegetate and define parking areas to reduce the visual impact of large paved areas.
- Address trash and dumping issues at locations such as the US 93/Alt 93 intersection. Maintain the high scenic quality of the landscape to stimulate a desire to keep the state beautiful and clean.
- Recognize the importance of wildlife crossings and wildlife movement corridors along and across the highway.

Community Interface

Wells

- Improve visual quality of the town's entries. Create an enhanced gateway and screen large parking areas. Reinvent the entry experience to reflect the town's importance as a stopping point along the Humboldt River portion of the California National Historic Trail.
- Provide signage to connect motorists to the historic downtown area.

West Wendover

- As per the I-80 Landscape and Aesthetics Corridor Plan, create a statewide entry at the Utah border.
- Reinforce the importance of the Nevada Welcome Center in greeting and orienting travelers. Provide ample travel information for regional and state destinations. Facilities should reflect state character and traditions.
- Improve visual quality of the town's entry along Alt 93.

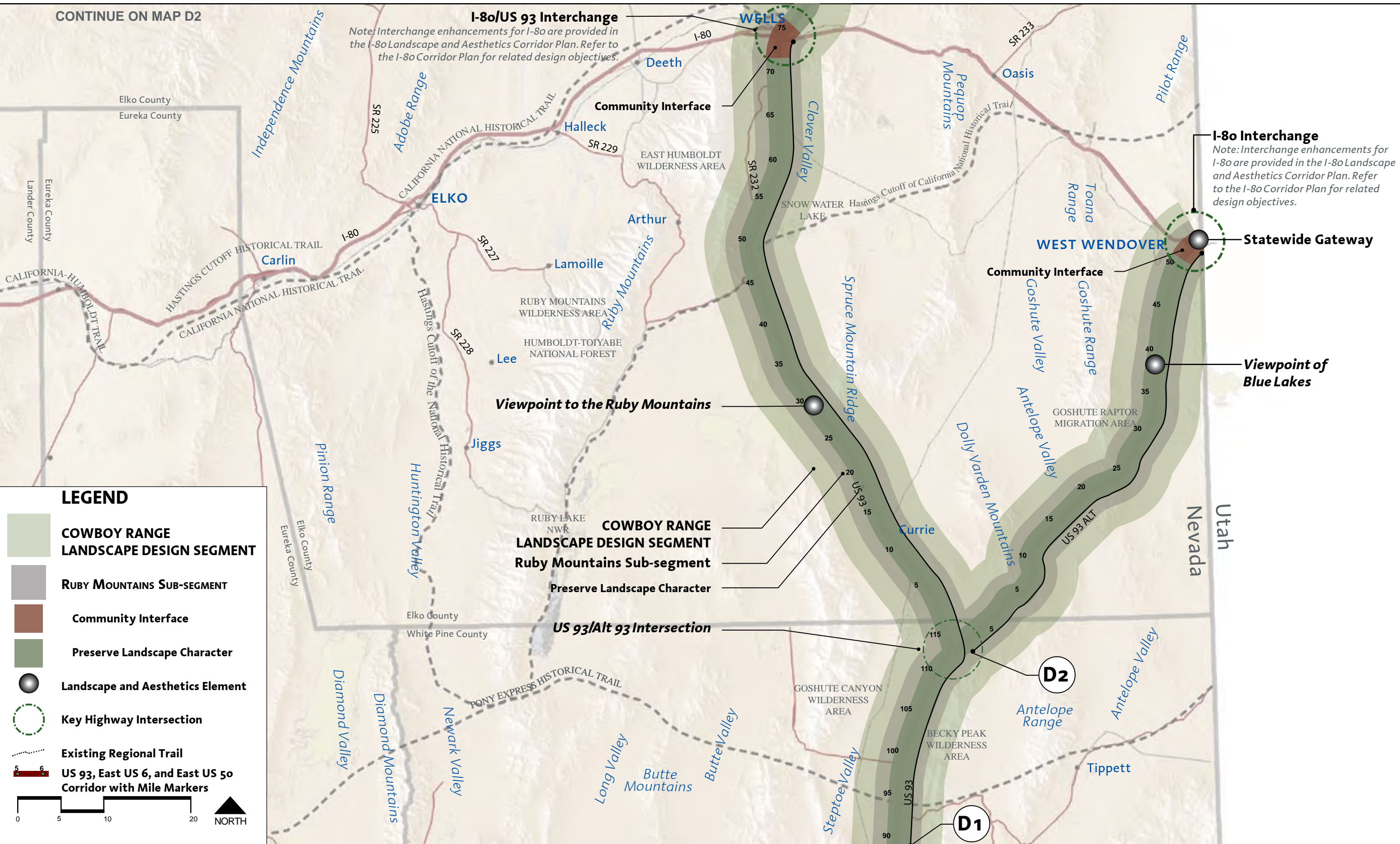


(1) Cowboy Range key map.



(2) Cultural icons and scenic vistas enrich a traveler's experience. The Cowboy Range segment sets preservation of native plant material as first priority. Design elements take their cue from the region's Native American, ranching, and agrarian lifestyles.

CONTINUE ON MAP D2



I-80/US 93 Interchange
 Note: Interchange enhancements for I-80 are provided in the I-80 Landscape and Aesthetics Corridor Plan. Refer to the I-80 Corridor Plan for related design objectives.

I-80 Interchange
 Note: Interchange enhancements for I-80 are provided in the I-80 Landscape and Aesthetics Corridor Plan. Refer to the I-80 Corridor Plan for related design objectives.

COWBOY RANGE LANDSCAPE DESIGN SEGMENT
Ruby Mountains Sub-segment

Preserve Landscape Character

US 93/Alt 93 Intersection

LEGEND

- COWBOY RANGE LANDSCAPE DESIGN SEGMENT
- RUBY MOUNTAINS SUB-SEGMENT
- Community Interface
- Preserve Landscape Character
- Landscape and Aesthetics Element
- Key Highway Intersection
- Existing Regional Trail
- US 93, East US 6, and East US 50 Corridor with Mile Markers



ELEMENTS

Preserve Landscape Character

1. First priority is to maintain and preserve existing landscape. Minimize disturbance and preserve existing vegetation.
2. Highlight ranching and regional character.

US 93/Alt 93 Intersection

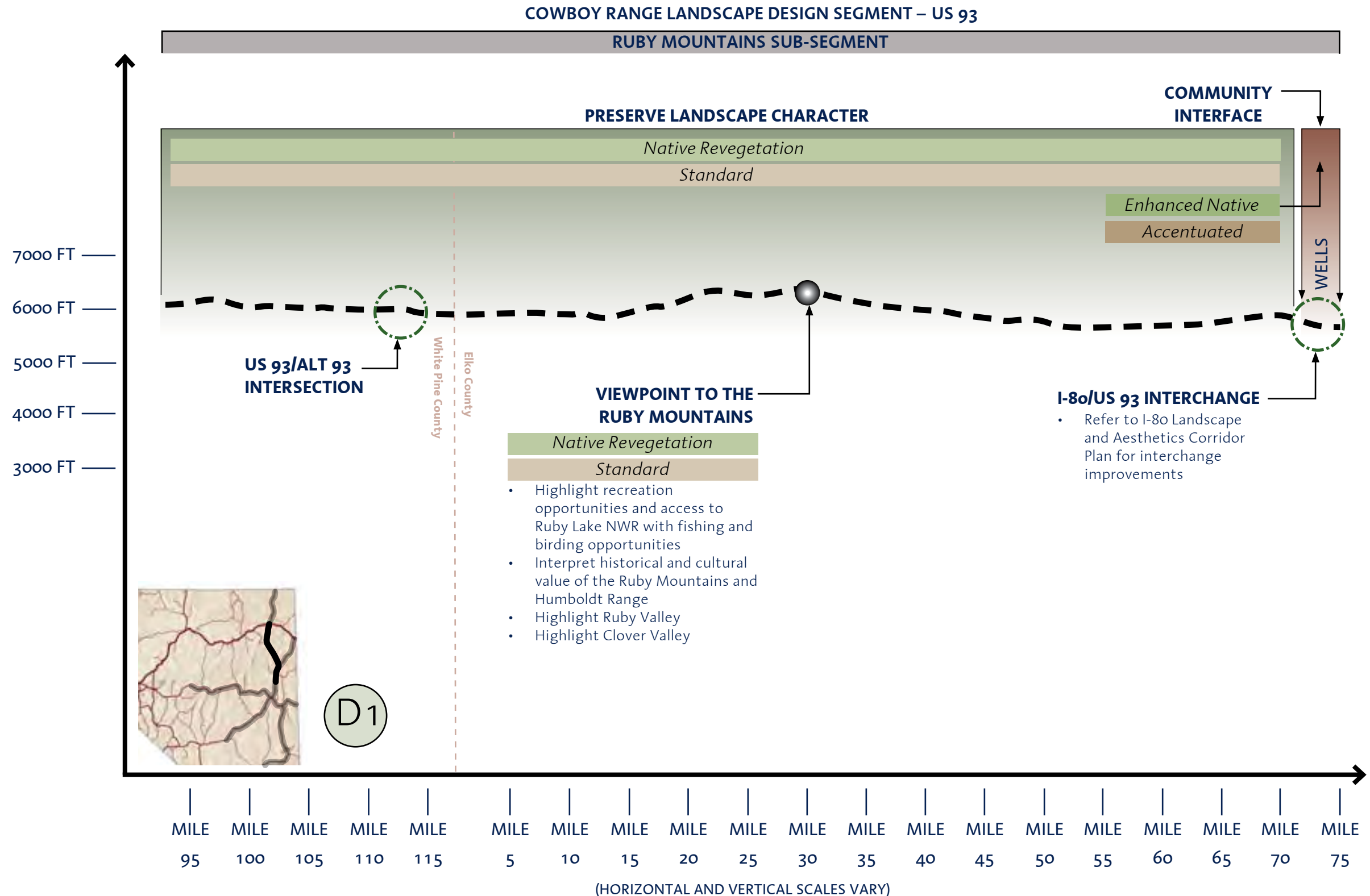
1. Reduce appearance of overall paving at intersection.
2. Simplify pull-off areas and incorporate vegetation to reduce appearance of over-paving.
3. Relocate or screen stockpiled road materials.
4. Address litter along intersection. Promote clean-up and adopt-a-highway used along other parts of the corridor.

Viewpoint to the Ruby Mountains

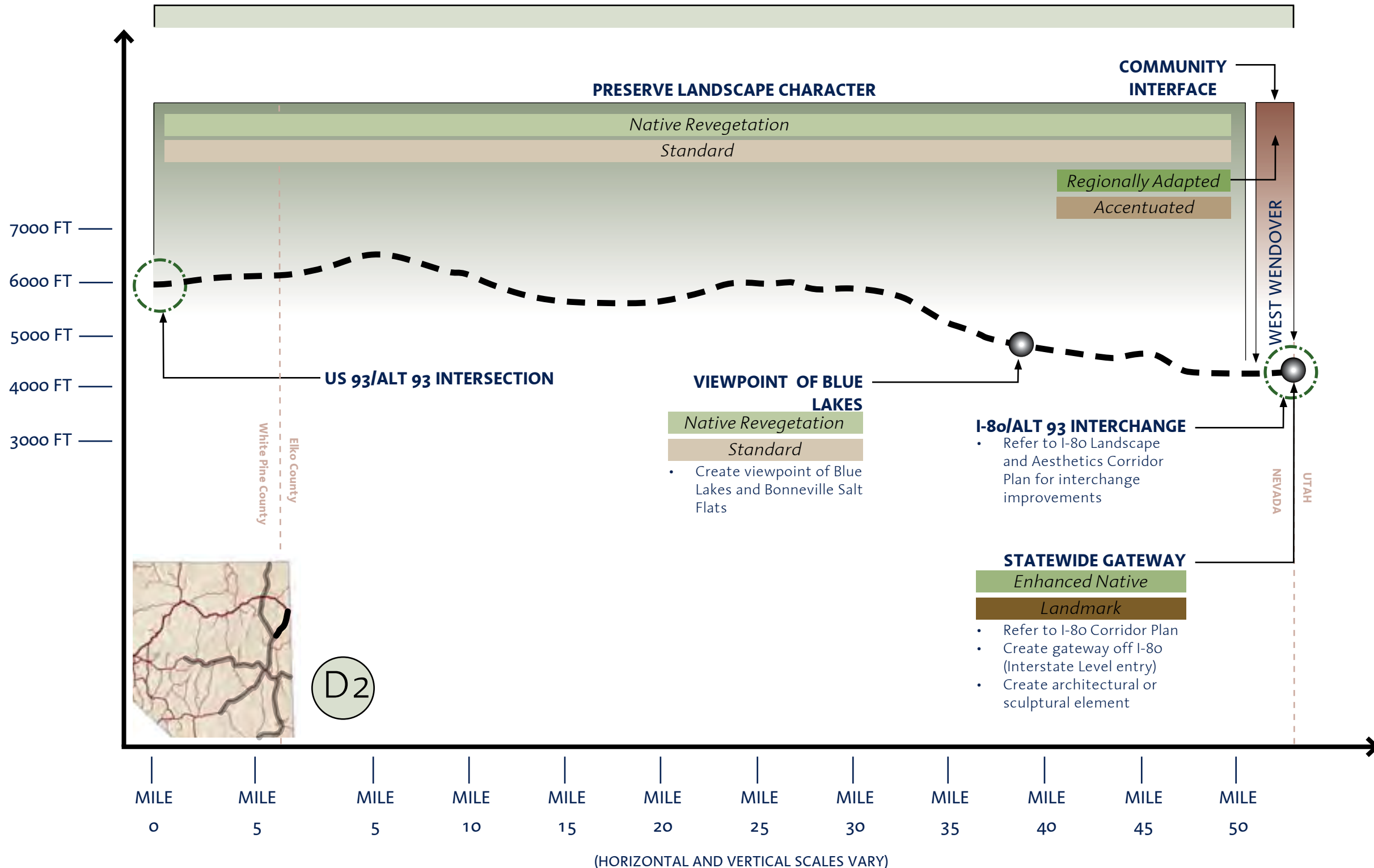
1. Emphasize importance of Ruby Mountains and Humboldt Range.
2. Reflect historical and cultural value of surrounding landscape, including Ruby Valley and Clover Valley.
3. Incorporate travel information regarding recreation opportunities to encourage exploration of the region.

Community Interface – Wells

1. Enhance entry experience into Wells. Simplify curb cuts and buffer large parking lots.
2. Establish compelling community gateways that create a clear town entry and sense of civic pride.
3. Enhance signage to historic downtown area.
4. Interpret Native American history and regional importance.



COWBOY RANGE LANDSCAPE DESIGN SEGMENT – ALT 93



Landscape Type/Treatment
 Structures and Hardscape Type/Treatment

ELEMENTS

- Preserve Landscape Character**
1. First priority is to maintain and preserve existing landscape. Minimize disturbance and preserve existing vegetation.
 2. Highlight ranching and regional character.
- Community Interface –**
- West Wendover**
1. Incorporate regionally adapted street tree program to define downtown and slow traffic.
 2. Emphasize pedestrian movement and enhance streetscape and sidewalk amenities.
- Statewide Gateway**
1. Statewide gateway established on I-80 route.
 2. Emphasize regional and statewide resources and culture. Utilize local materials to create architectural or sculptural element.

ELEMENTS

Preserve Landscape Character

1. First priority is to maintain and preserve existing landscape. Minimize disturbance and preserve existing vegetation.
2. Highlight ranching and regional character.

Community Interface – Jackpot

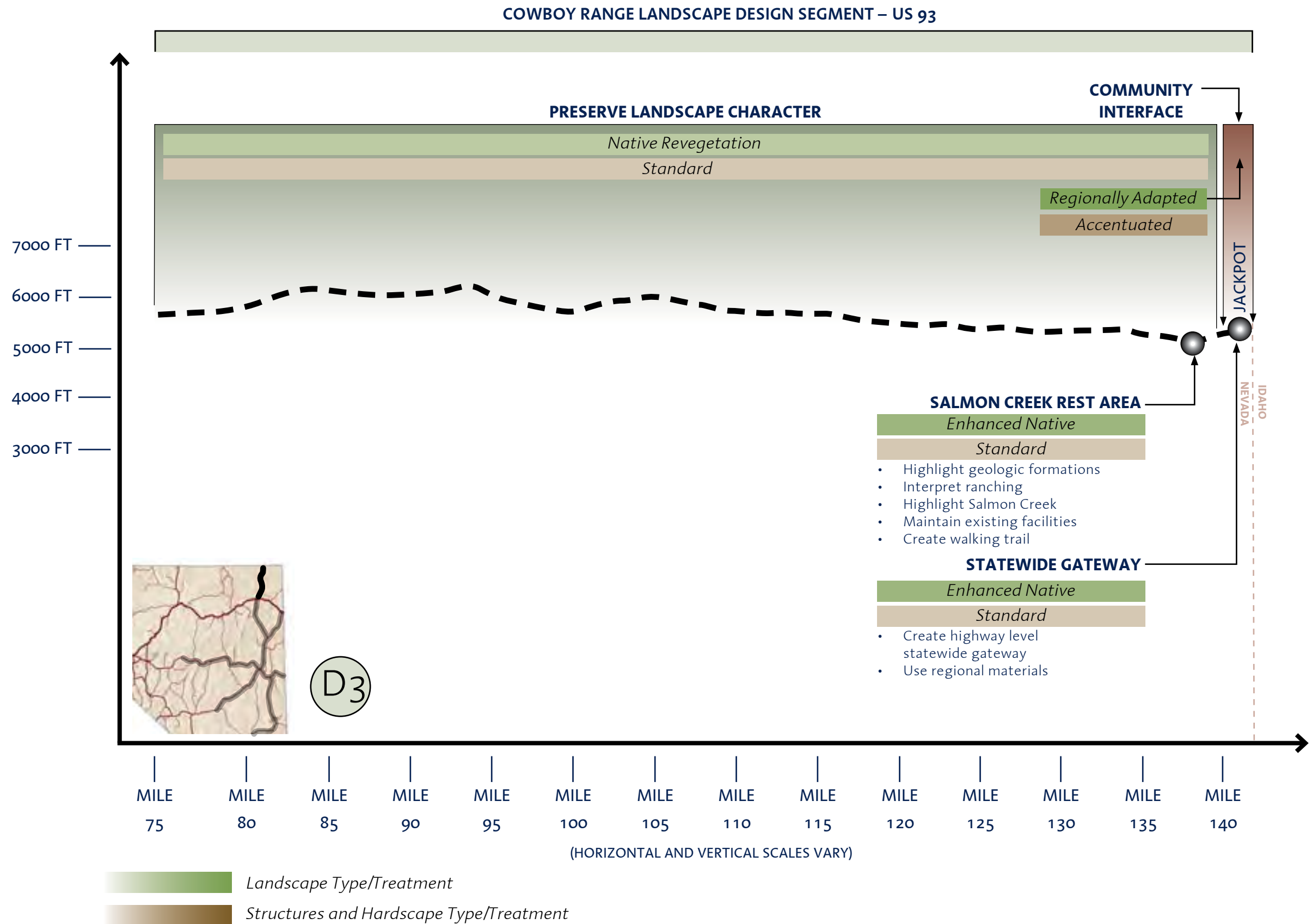
1. Highlight ranching and gaming history.
2. Incorporate regionally adapted street tree program to define development, reduce the scale of surrounding parking and buildings, and slow traffic.

Salmon Creek Rest Area

1. Maintain existing facilities and shade structures.
2. Incorporate walking trail to allow motorists an opportunity to stretch.
3. Connect travelers to the larger landscape through interpretive information regarding geological formations, Salmon Creek, the Great Basin, and surrounding wildlife habitats.
4. Highlight importance of ranching and agriculture in the region. Provide travel information regarding open range and snow fences.

Statewide Gateway

1. Develop secondary level statewide entry consistent with traffic associated with US highway.
2. Incorporate regional materials.
3. Connect travelers to culture and history of the region.
4. Place sign so it is appears consistent and part of the surrounding landforms rather than being disconnected and arbitrarily placed.



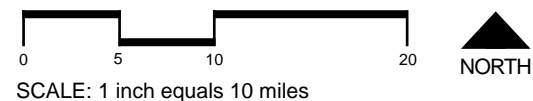
ENTIRE CORRIDOR

- 7 DEVELOP PARTNERSHIPS WITH STATE AND FEDERAL AGENCIES TO PRESERVE VISUAL QUALITY, PROMOTE NATIONAL AND STATE PARKS, AND TELL THE STORY OF THE REGION'S HISTORY AND CULTURE
- 2 UTILIZE REVEGETATION METHODS FOR DISTURBED AREAS
- 2 MAINTAIN SCENIC CONTINUITY THROUGH BILLBOARD MITIGATION
- 4 CONSIDER RE-USE OF MILLED ASPHALT FOR PAVING
- 4 THIN ROADSIDE VEGETATION FOR SAFETY WHILE MAINTAINING INTEGRITY OF EXISTING LANDSCAPE
- 5 ADDRESS SHOULDER SAFETY ISSUES WHILE MAINTAINING VISUAL QUALITY OF HEALTHY ROADSIDE VEGETATION
- 8 UTILIZE SUSTAINABLE PRACTICES AND ALTERNATIVE ENERGY SOURCES FOR LIGHTING AND ROADSIDE SERVICES
- 8 UTILIZE RAINWATER HARVESTING TECHNIQUES TO ADDRESS DRAINAGE AND STORMWATER ISSUES

CONTINUE ON MAP D4

LEGEND

- 5 6 US 93, East US 6, and East US 50 Corridor with Mile Markers
- 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. Great Basin regionally adapted planting
 - 5. Great Basin 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



WEST WENDOVER COMMUNITY

- 2 ENHANCE COMMUNITY GATEWAYS
- 3 ENHANCE PEDESTRIAN CROSSINGS
- 6 TRAFFIC CALMING THROUGH COMMUNITY

WELLS COMMUNITY

- 2 ENHANCE COMMUNITY GATEWAYS
- 3 ENHANCE PEDESTRIAN CROSSINGS
- 6 TRAFFIC CALMING THROUGH COMMUNITY
- 6 CREATE TRANSITION ZONE TO SLOW THROUGH TRAFFIC AND ENCOURAGE EXPLORATION
- 2 IMPROVE VISUAL QUALITY OF ENTRY ALONG US 93

- 1 STATEWIDE GATEWAY (REFER TO I-80 CORRIDOR PLAN)
- 2 VIEWPOINT OF CURVATURE OF EARTH AND BONNEVILLE LAKE LEVELS OFF I-80 AT 3-MILE EXIT
- 2 VIEWPOINT OF BLUE LAKES

- 2 WILD HORSE VIEWING AREA

- 3 PLACE NAME SIGN FOR CHERRY CREEK

US 93, East US 6, and East US 50 landscape and aesthetics corridor plan



COWBOY RANGE – SPECIFIC FEATURES
US 93: SCHELLBOURNE TO WELLS AND ALT 93

DESIGNWORKSHOP
Landscape Architecture Land Planning Urban Design Tourism Planning

MAP D3
2.41

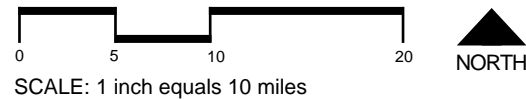
Idaho
Nevada

Owyhee
Desert

LEGEND

5 6 US 93, East US 6, and East US 50 Corridor with Mile Markers

- **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. Great Basin regionally adapted planting
 5. Great Basin 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



ENTIRE CORRIDOR

- **7 DEVELOP PARTNERSHIPS WITH STATE AND FEDERAL AGENCIES TO PRESERVE VISUAL QUALITY, PROMOTE NATIONAL AND STATE PARKS, AND TELL THE STORY OF THE REGION'S HISTORY AND CULTURE**
- **2 UTILIZE REVEGETATION METHODS FOR DISTURBED AREAS**
- **2 MAINTAIN SCENIC CONTINUITY THROUGH BILLBOARD MITIGATION**
- **4 CONSIDER RE-USE OF MILLED ASPHALT FOR PAVING**
- **4 THIN ROADSIDE VEGETATION FOR SAFETY WHILE MAINTAINING INTEGRITY OF EXISTING LANDSCAPE**
- **5 ADDRESS SHOULDER SAFETY ISSUES WHILE MAINTAINING VISUAL QUALITY OF HEALTHY ROADSIDE VEGETATION**
- **8 UTILIZE SUSTAINABLE PRACTICES AND ALTERNATIVE ENERGY SOURCES FOR LIGHTING AND ROADSIDE SERVICES**
- **8 UTILIZE RAINWATER HARVESTING TECHNIQUES TO ADDRESS DRAINAGE AND STORMWATER ISSUES**

JACKPOT COMMUNITY

- **2 ENHANCE COMMUNITY GATEWAYS**
- **3 ENHANCE PEDESTRIAN CROSSINGS**
- **6 TRAFFIC CALMING THROUGH COMMUNITY**

PLACE NAME SIGN FOR GEOLOGIC FORMATIONS ● **3**

PLACE NAME SIGN FOR CALIFORNIA NATIONAL HISTORIC TRAIL ● **3**

COORDINATE WITH NDOW FOR WILDLIFE CROSSING ENHANCEMENTS ● **2**

WELLS COMMUNITY - REFER TO MAP D3 ●

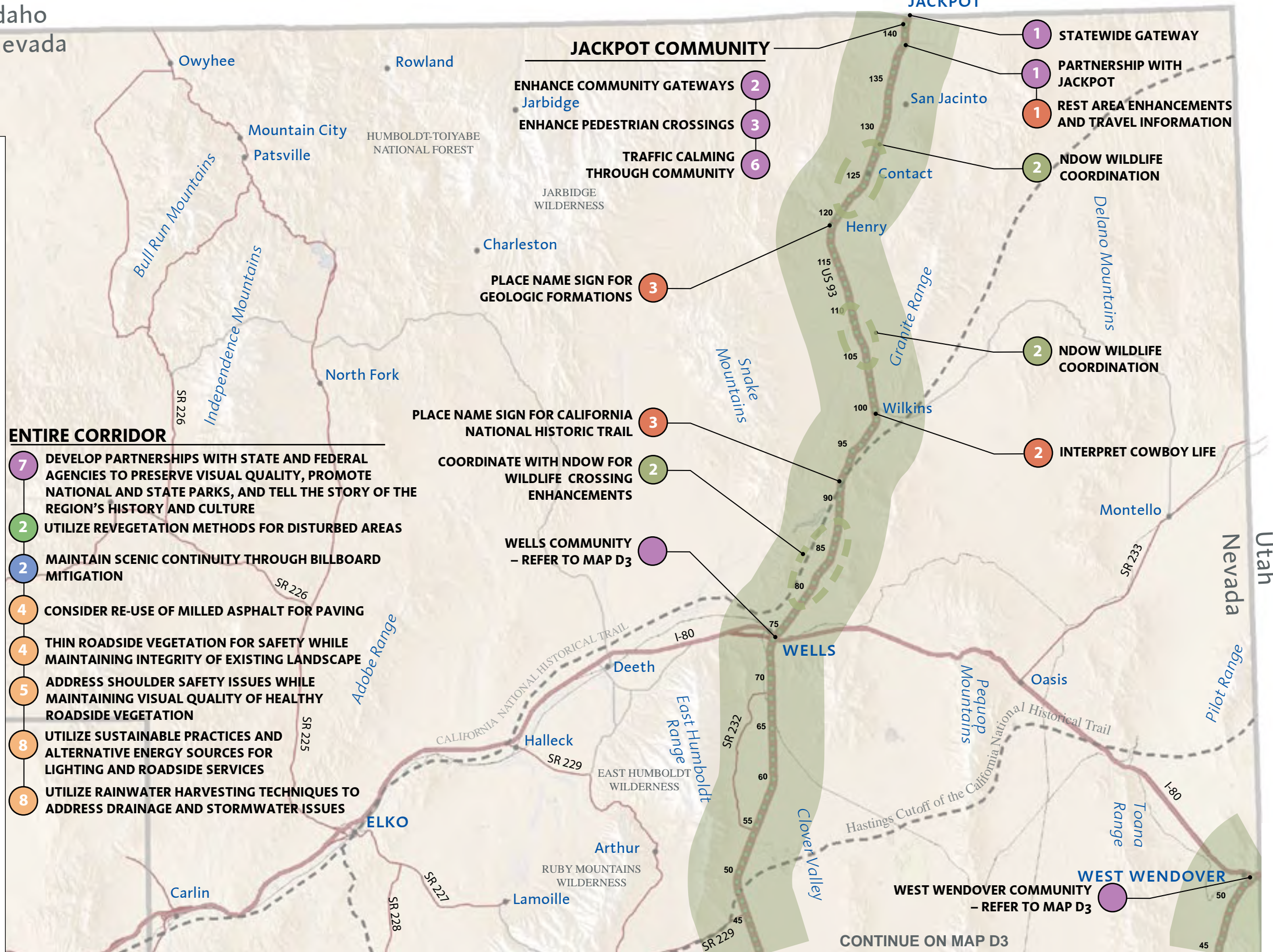
- **1 STATEWIDE GATEWAY**
- **1 PARTNERSHIP WITH JACKPOT**
- **1 REST AREA ENHANCEMENTS AND TRAVEL INFORMATION**
- **2 NDOW WILDLIFE COORDINATION**

● **2 NDOW WILDLIFE COORDINATION**

● **2 INTERPRET COWBOY LIFE**

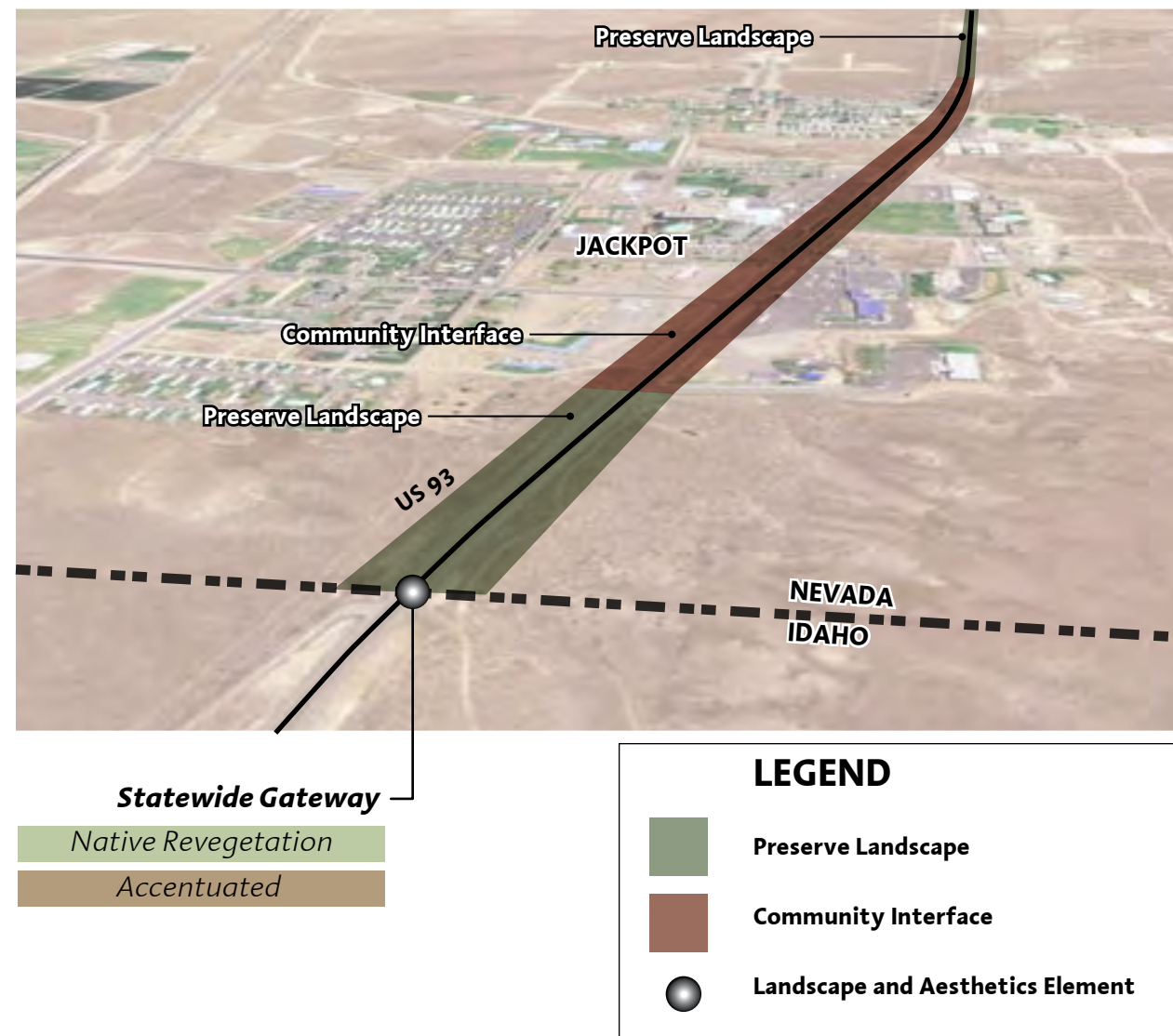
WEST WENDOVER COMMUNITY - REFER TO MAP D3 ●

CONTINUE ON MAP D3



Aerial Landscape and Aesthetic Treatment Simulations

The purpose of the following aerial image is to illustrate landscape and aesthetic treatments at one of the key points along the Cowboy Range Landscape Design Segment.



D COWBOY RANGE LANDSCAPE DESIGN SEGMENT

(1) This aerial view looks south towards Jackpot along US 93. This stretch of road is located within the Cowboy Range Landscape Design Segment and landscape treatments should include aesthetic treatments that reflect the region's ranching heritage.

Design Interpretation Summary – Cowboy Range

Interpretation of the segment's design theme 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) The Cowboy Range continues to celebrate the heritage of the western frontier, including both Native American and Euro-American influences.



(2) Artistic interpretations of the cowboy way of life provide the foundation for meaningful interpretation along the corridor.



(3), (4) Materials and forms found in the rural landscape convey the cultural and natural history of the region.



(5) Appropriately sited rest areas take advantage of views and allow visitors to access and appreciate natural resources.



(6) Forms and styles derived from the surrounding context provide the basis for conveying the segment's design theme.