

Landscape Design Segments

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INTRODUCTION

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

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

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

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

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

- Goals describe how general design objectives should look.

Section One: Highway Zones/ Design Objectives

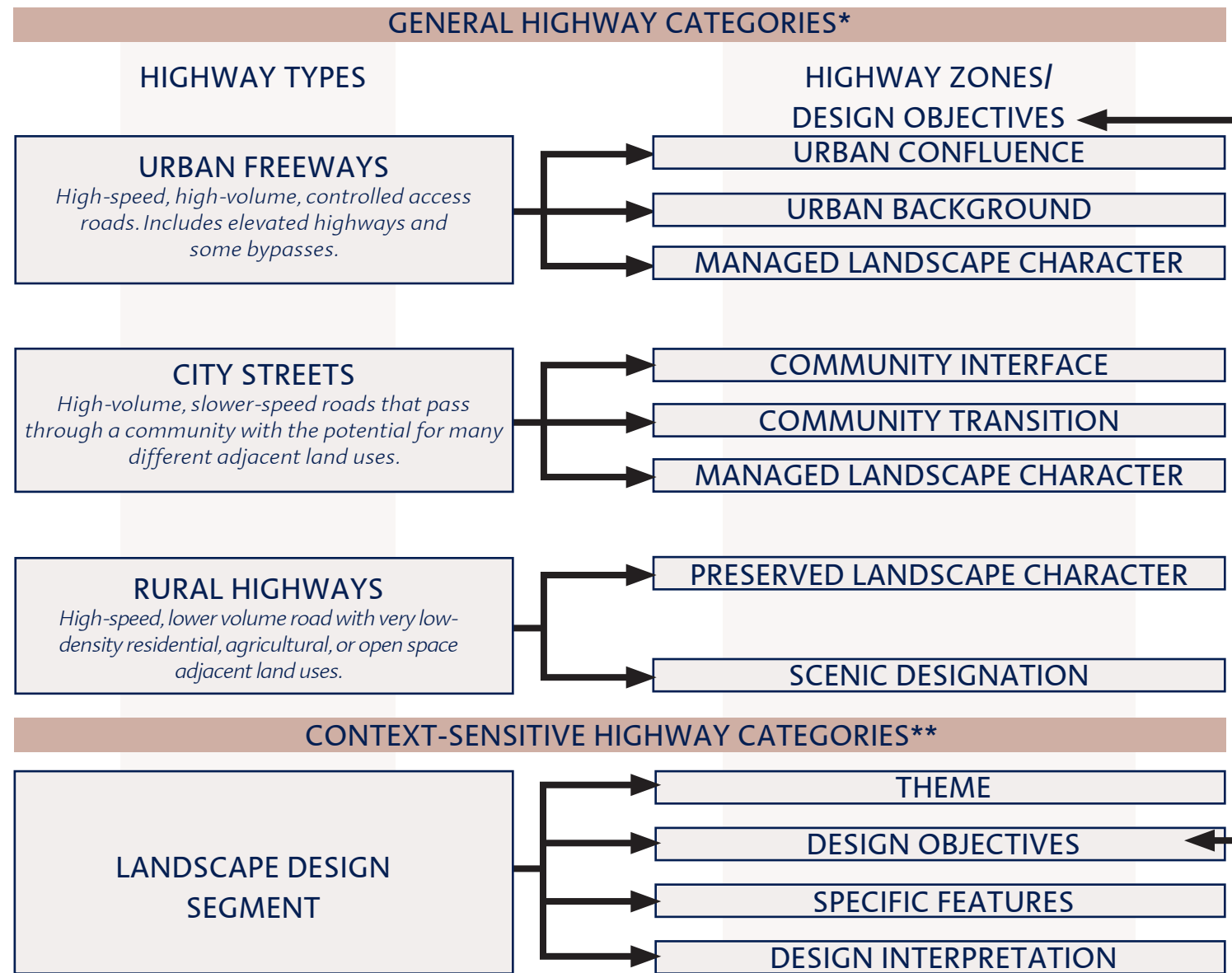
The Master Plan organizes road systems into different highway types: urban freeways, city streets, and rural highways. Highway types are categorized according to the type of road, the speed and volume of travel, and the type of access. Each classification may

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

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

interface zone. Within this zone, traffic-calming techniques are appropriate and pedestrian needs dominate. As communities develop and adjacent land uses change, the highway zone associated with the new land use and development can be updated. Figures 9-11 (pages 2.5, 2.6, and 2.10) illustrate the design objectives associated with the General Highway Categories.

Figure 7 - Corridor Organizing Elements



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

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

COMPREHENSIVE DESIGN CONCEPT

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

In urban areas, the perception of community character is often shaped by the 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 builds unity in the community fabric is key to the success of the highway system. The highway should consist of a range of landscape treatments that focus attention on important places, reveal community character and information, and blend the roadway with surrounding uses.



Sections Two through Five: Landscape Design Segments

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

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

Using the Landscape Design Segments

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

The segments designated for the Northern Corridor include the Great Basin Forest, Capital Crossroads, Lake of the Sky, and Edge of the Sierra as shown on the following page.



Theme and Design Interpretation

The segment theme describes the vision for how the highway should appear. Images depict how the theme may be interpreted and applied through individual project design.



Specific Features

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

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

CONTEXT-SENSITIVE HIGHWAY CATEGORIES



Corridor

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



Landscape Design Segments

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



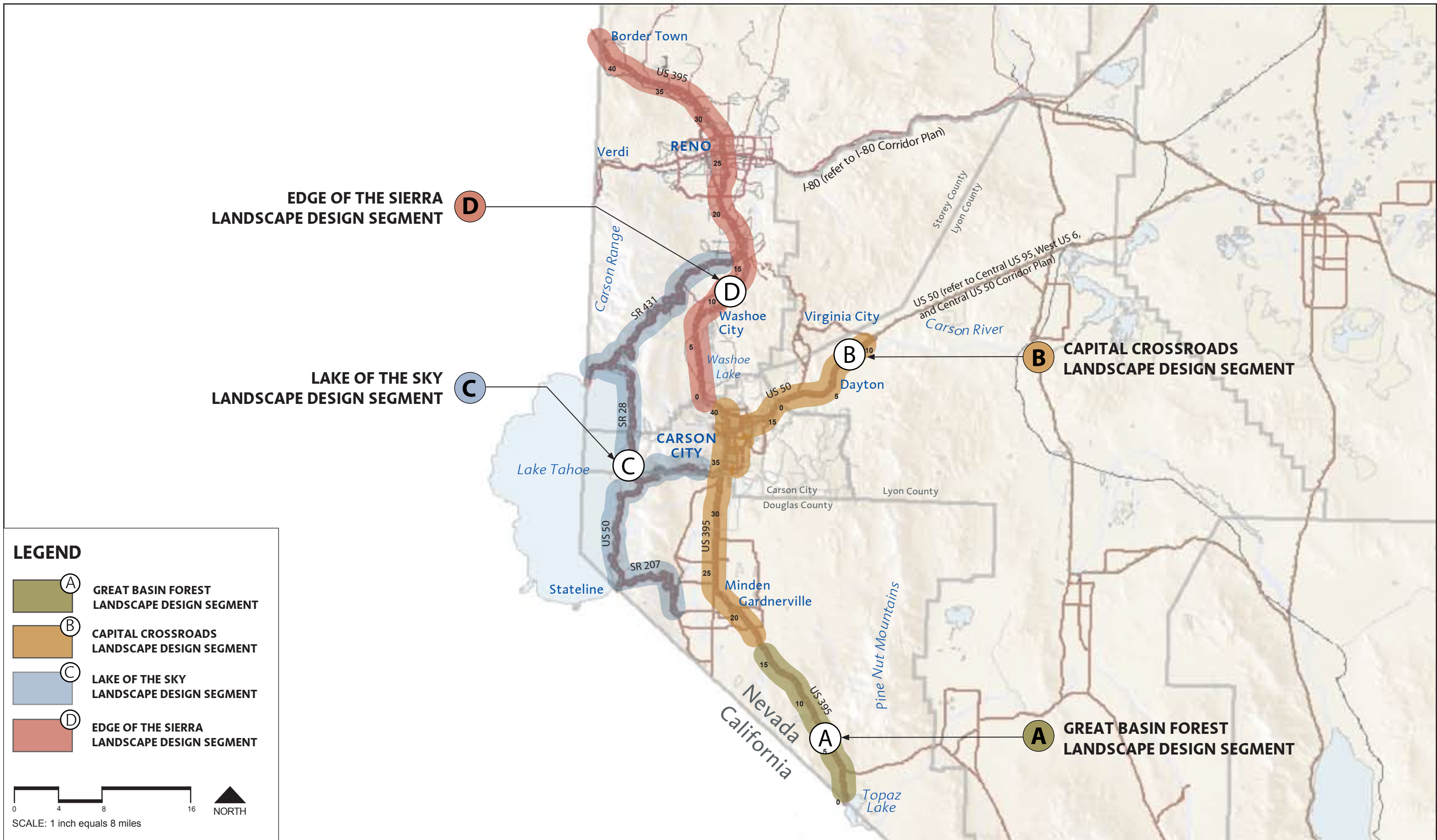
Design Objectives - Plan View

Design objectives and landscape and aesthetic elements are located within the segment.



Design Objectives - Section View

Landscape treatment types and interpretive themes provide additional direction for design objectives and the development of landscape and aesthetic elements.



US 395, West US 50, SR 28, SR 207 and SR 431 preliminary corridor plan



LANDSCAPE DESIGN SEGMENTS
TOPAZ LAKE TO BORDER TOWN

DESIGN WORKSHOP
PLACES
Sand County Studios
JW Zunino & Associates
CH2MHill

SECTION ONE: Highway Zones

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

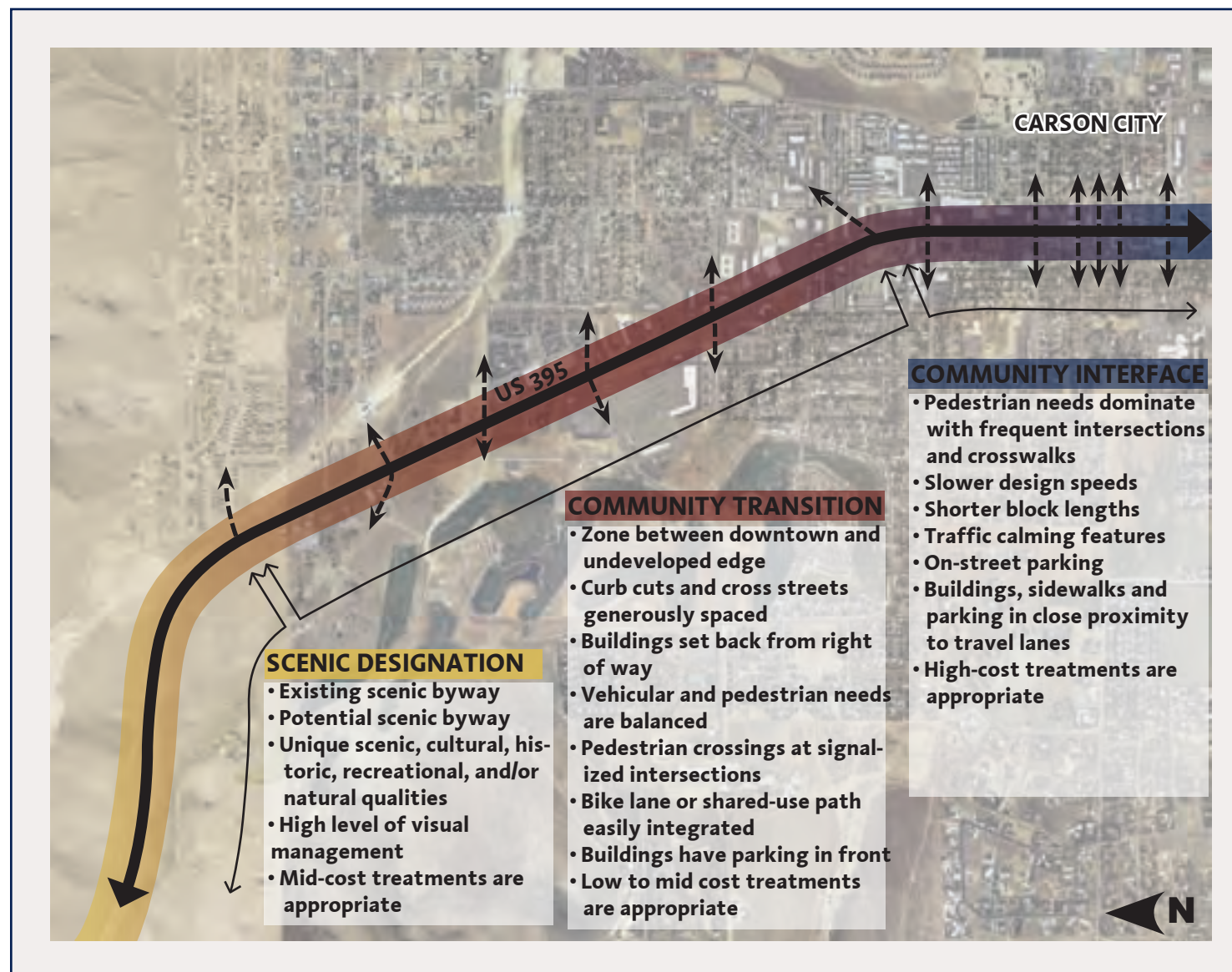
described beginning on page 2.10 and include more specific information on preserve landscape character and scenic designation zones.

URBAN FREEWAYS

Description

Urban freeways include high-speed, high-volume roadways. The built environment dominates the visual experience, significantly contributing to the driving experience. Only a brief description of urban freeways is provided in this document due

to the fact that the majority of road systems described fall into the city streets or rural highways category. The exception includes the Carson City Freeway, I-580, and US 395 through Reno. Design objectives that relate specifically to these highways may be found in the description of the individual landscape design segment. Refer to the Master Plan for additional discussions regarding urban freeways. (*Pattern and Palette of Place*, 2002, p. 38-47)



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

Figure 9 - Urban Freeways – Highway Zones

GENERAL HIGHWAY CATEGORIES: URBAN FREEWAYS – 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 along interstates or elevated highways.



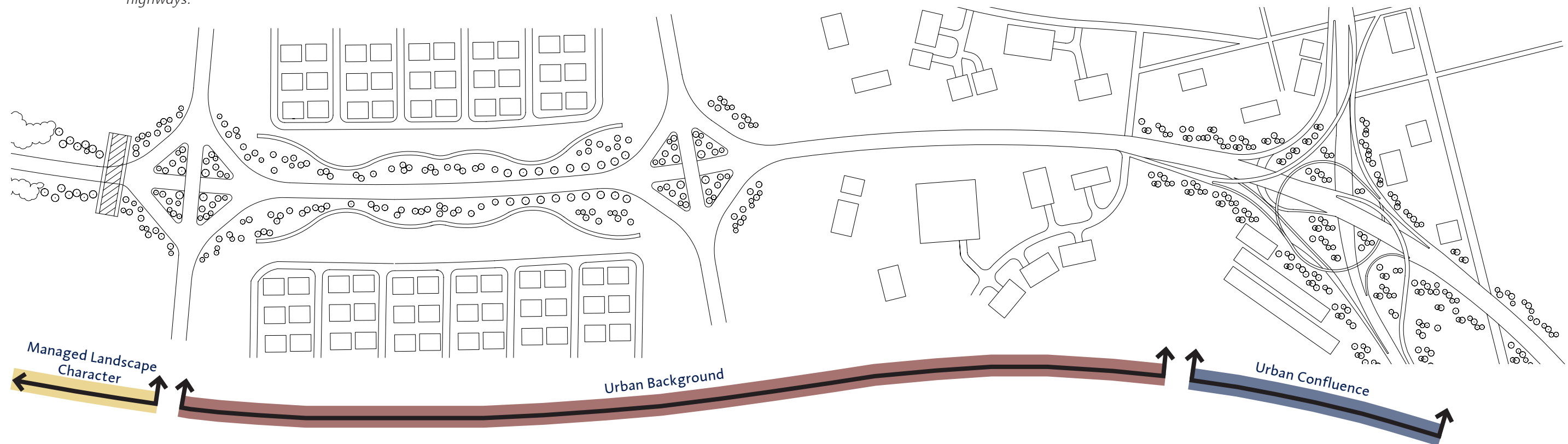
URBAN BACKGROUND

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



URBAN CONFLUENCE

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



MANAGED LANDSCAPE CHARACTER

“Transition Zones” in the Master Plan

- Create a transition from rural to urban character
- Establish gateways into urban areas
- No-cost to low-cost treatments are appropriate

URBAN BACKGROUND

“Urban Zones” in the Master Plan

- Typical urban highway segments
- Consider pedestrian overpasses to connect regional systems
- Utilize a consistent soundwall design
- Emphasize segment design theme at interchanges through art, plants, materials, and signage
- Low- to mid-cost treatments are appropriate

URBAN CONFLUENCE

“High Visibility Zones” in the Master Plan

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



Figure 10 - City Streets – Highway Zones

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.



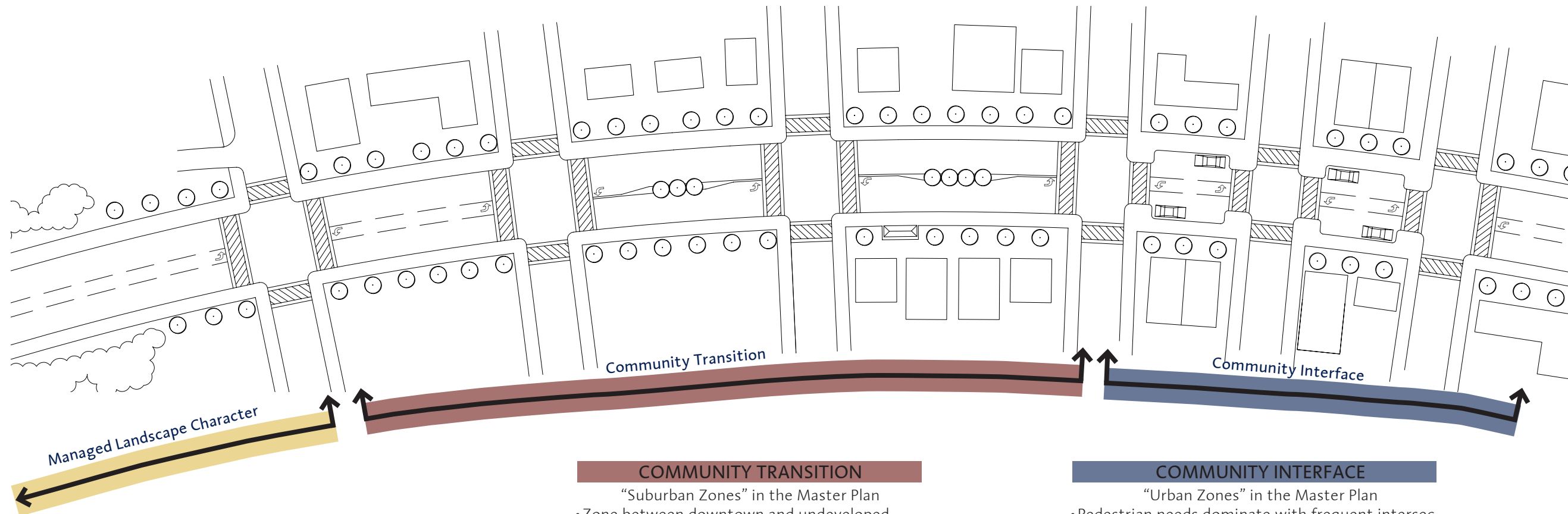
COMMUNITY TRANSITION

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



CITY STREETS

Community Interface

Description

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

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

Program Elements

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

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



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



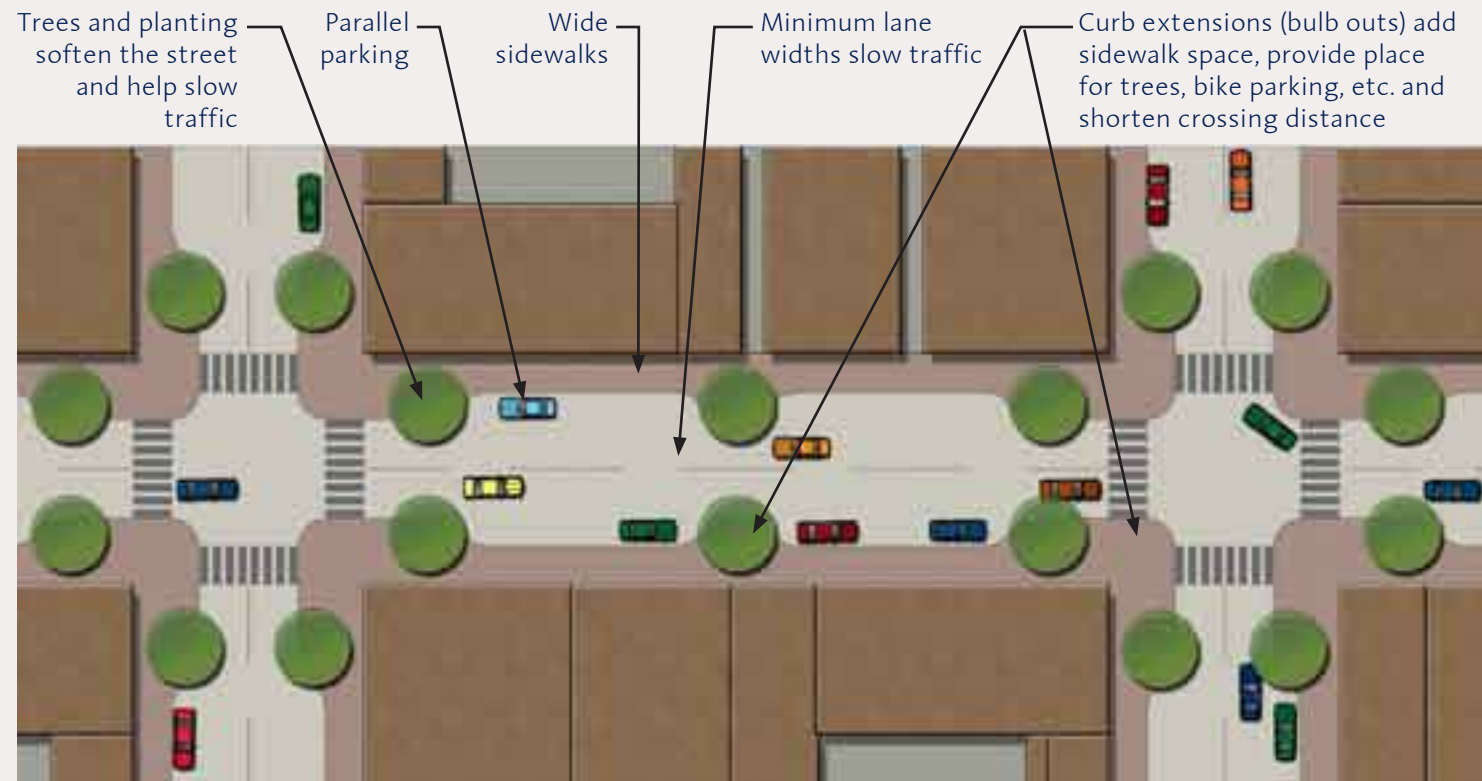
(2) An 80' right-of-way accommodates dual travel lanes and a planted median. A striped bike lane accommodates cyclists through the community center. Pedestrian amenities may be enhanced with widened sidewalks.



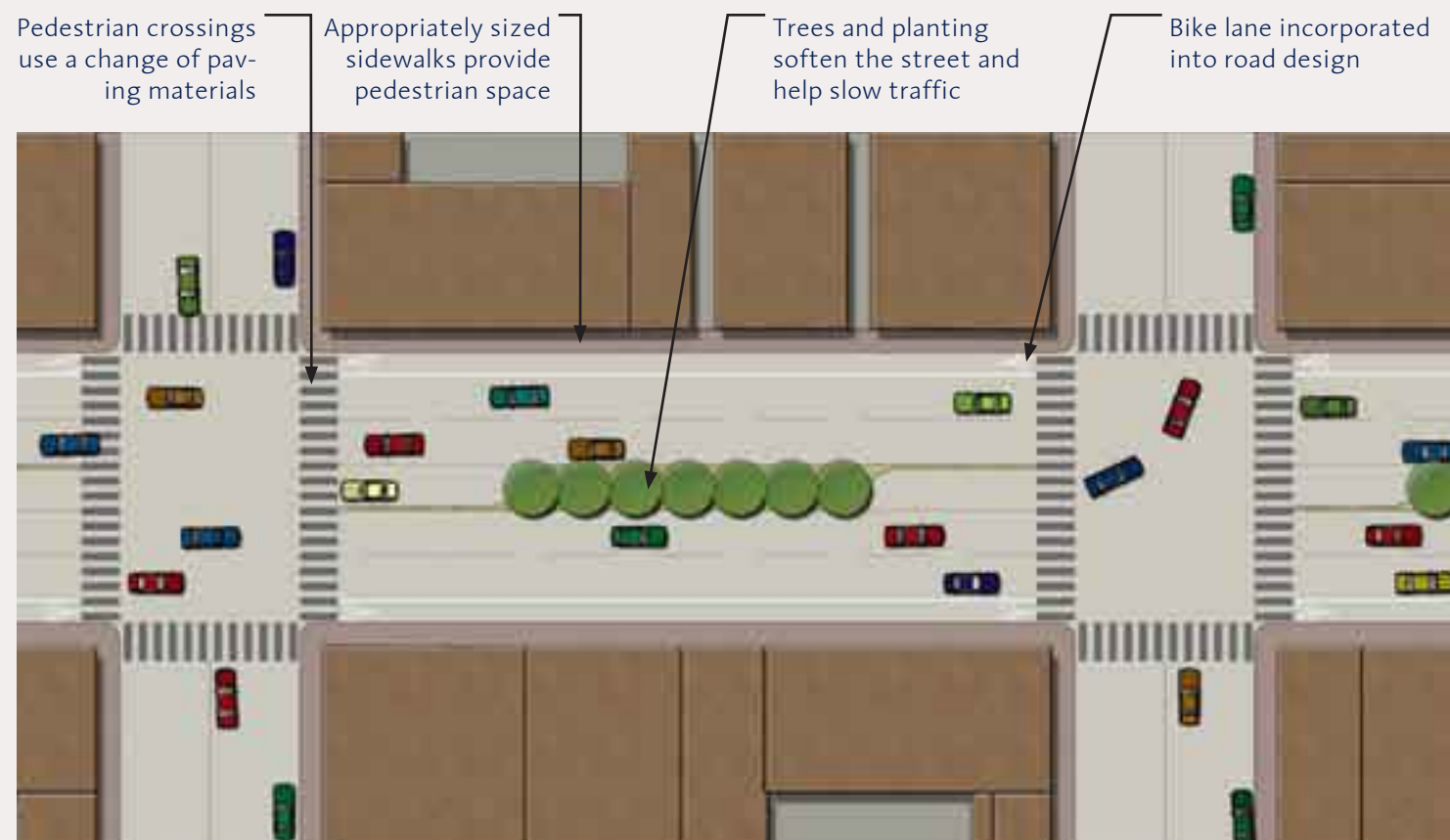
(3) The primary design objective for community interface zones is the highway's ability to accommodate a variety of town-center activities without reducing its function as a through street. On-street parking buffers pedestrians from travel lanes and helps slow traffic through town.



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



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



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

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

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

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

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

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

Community Transition

Description

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

Program Elements

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

- Provide gateway features to mark the edge of a community. Utilize these opportunities to showcase locally relevant artwork, signage, or plantings.
- Increase visual interest and reinforce reduced speed limits with median landscape treatments.

- Improve pedestrian safety at crosswalks with elements such as refuge islands, signals, improved lighting, and signage.
- Provide separated, shared-use paths in higher speed or heavy traffic areas. Where frontage roads are present, create buffered shared-use paths between the frontage road and highway.
- Require developers to revegetate roadside disturbance to an appropriate level.
- Plant street trees to calm traffic and separate vehicular and pedestrian travel lanes.
- Integrate transit and provide shaded bus stops.

Managed Landscape Character

Description

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

Program Elements

Objectives for project design include the following goals:

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



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



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

Figure 11 - Rural Highways – Highway Zones

GENERAL HIGHWAY CATEGORIES: RURAL HIGHWAYS – HIGHWAY ZONES



COMMUNITY INTERFACE

Adjacent Land Uses: Commercial and local community development.



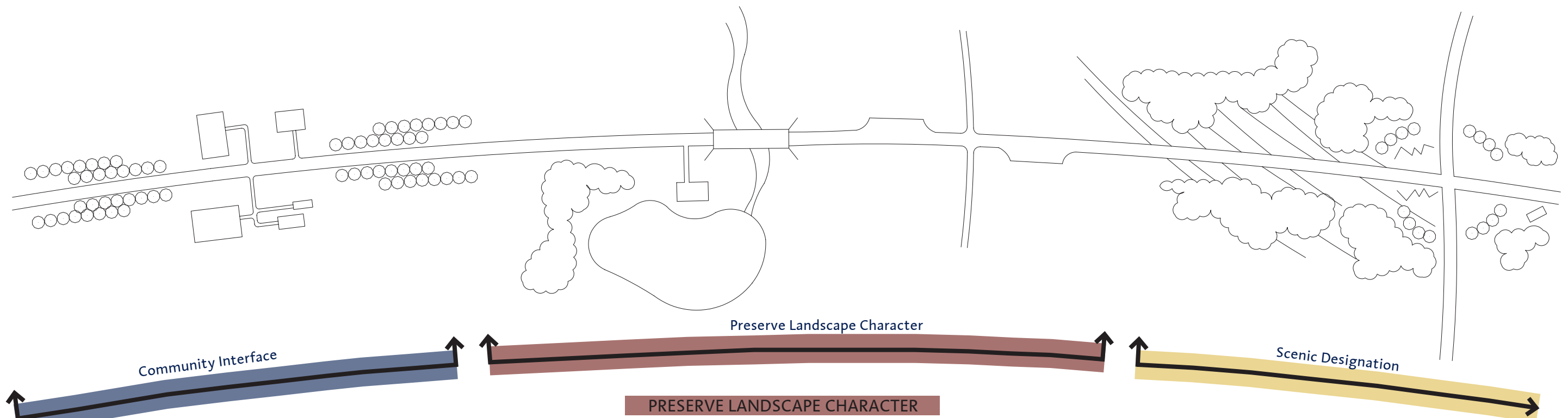
PRESERVE LANDSCAPE CHARACTER

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



SCENIC DESIGNATION

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



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

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

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



RURAL HIGHWAYS

Preserve Landscape Character

Description

Landscape character is best preserved in rural highway design. In rural areas, roadside development consists of agricultural uses or low-density residential. The potential for significant future growth appears to be low. Land ownership is dominated by Federal or State entities such as the USFS or Nevada Division of State Parks (NDSP). Built elements and human interventions are sparsely distributed throughout the landscape. Native vegetation, geologic features, and landforms, dominate the views.

Program Elements

Objectives for project design include the following goals:

- Utilize existing native vegetation to preserve the aesthetic integrity of the roadside.
- Preserve scenic views and viewsheds from the highway.
- Restrict outdoor advertising in scenic locations. Coordinate with local jurisdictions to prevent billboards from obstructing scenic views. Promote outdoor advertising requirements.
- Provide pedestrian and bicycle access to recreation destinations.
- Incorporate a separated, shared-use trail within the right-of-way.
- Incorporate the Place Name Signage program and audio interpretation (radio transmission) at areas with significant historical or natural features.
- Partner with federal and state agencies to coordinate the Corridor Plan with long-term planning.
- Blend the highway alignment with existing topography in order that structures may also blend into the surrounding landscape.

- Re-grade, stain, and revegetate rock cuts to blend with the adjacent hillside.
- Prevent degradation of surrounding landscape. Minimize vegetation removal during construction and maintenance practices.
- Prevent the practice of spreading asphalt millings on road shoulders. Use materials that blend with the natural landscape.
- Revegetate disturbed highway areas with native seed mix or salvaged plant materials where possible.
- Identify locations for new wildlife crossings and opportunities for improvements to existing wildlife crossings.
- Screen or visually blend maintenance facilities from roadway.
- Improve litter collection along the corridor.
- Provide activity pull-offs along the highway for recreation area access and pull-over traffic.

Scenic Designation

Description

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

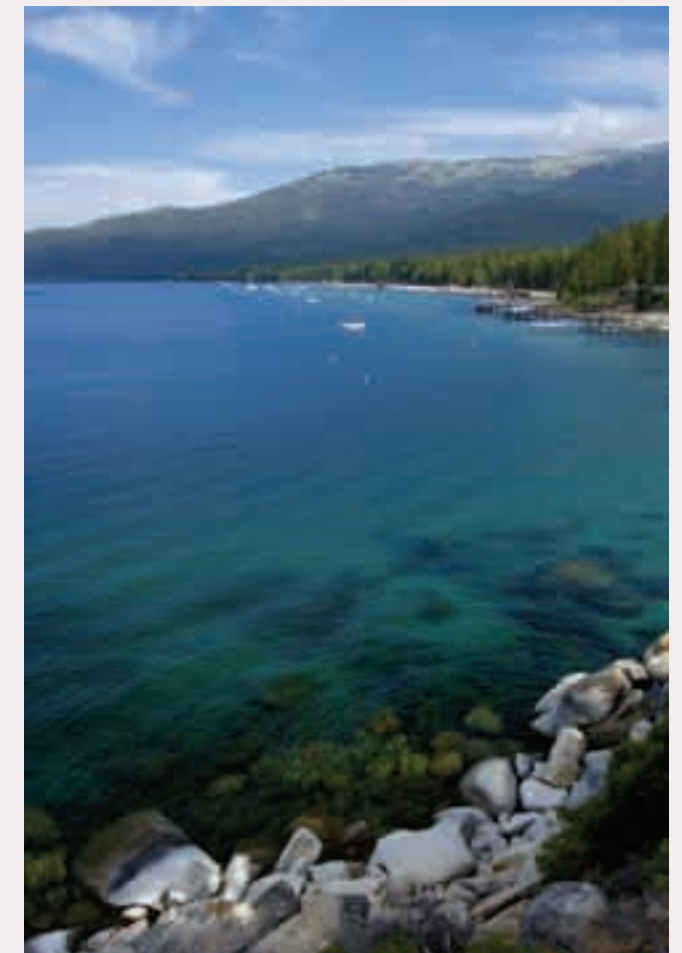
Program Elements

Objectives for project design include the following goals:

- Preserve existing view corridors.
- Protect scenic areas by prohibiting structures that obscure views.
- Incorporate a separated, shared-use trail within the right-of-way.
- Provide rest areas that serve a diversity of purposes, including access to recreational

opportunities, trailheads, and stopping points along shared-use trails.

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



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

SECTION TWO: Great Basin Forest

THEME

The Great Basin Forest design segment provides entry to Nevada along US 395 from the south. It is marked by Topaz Lake and surrounding mountain vistas. Stretching from the state line to Carson Valley, this rural section of US 395 is characterized by pinyon-juniper forests and rock outcroppings with views to the Sierra Mountains.

The gateway to the state creates an important impression and introduces the state to visitors. Overlooking Topaz Lake and mountains beyond, the gateway utilizes rustic materials and simple architectural forms to capture the essence of the rural and scenic landscape. Subtle colors derived from the surrounding pinyon-juniper forest help to blend the facility with its environment.

The Great Basin Forest Corridor rises over the Sierra foothills before dropping back into the Carson Valley. Preserving the rural and rugged character of the landscape will ensure that visitors continue to be impressed by this stretch of eastern Sierra highway.

DESIGN SEGMENT OBJECTIVES

The Great Basin Forest design segment runs from the California state line at Topaz Lake to the southern edge of Carson Valley. Design objectives include enhancing the sense of community in Topaz Lake and preserving the visual quality of the roadway through the pinyon-juniper forests. The following objectives have been established specifically for this segment.

Preserve Landscape Character

- Preserve scenic views of Topaz Lake.
- Coordinate with Douglas County to improve the visual quality of the roadside. Partner with community to screen or relocate cluttered and unattractive development adjacent to the roadway.
- Utilize pinyons and junipers as part of landscape palette.
- Provide a statewide gateway monument at the California-Nevada border. Utilize signage that both welcomes and thanks travelers. Coordinate signage with the surrounding landforms and vegetation. Consider bi-state cooperation opportunities.
- Relocate existing pull-off to an appropriate viewpoint of Topaz Lake. Buffer viewpoint from the highway's travel lanes. Create a pleasant facility for travelers.
- Provide gateway viewpoint at the California/Nevada state line that offers views of the lake and travel information regarding tourism opportunities within Nevada. Incorporate rough-hewn timbers, stone, and dark earth-tone colors in the design.
- Incorporate Bidwell Trail interpretation into road service facilities.



(1) Great Basin Forest (Segment A) key map.

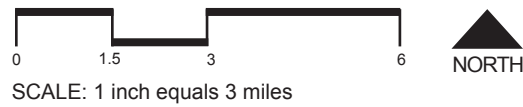


(2) Preservation of landscape character can be achieved through the use of pinyons and junipers as part of the roadside revegetation.



LEGEND

- GREAT BASIN FOREST LANDSCAPE DESIGN SEGMENT
- Preserve Landscape Character
- Landscape and Aesthetics Element
- Key Highway Intersection
- Existing Regional Trail

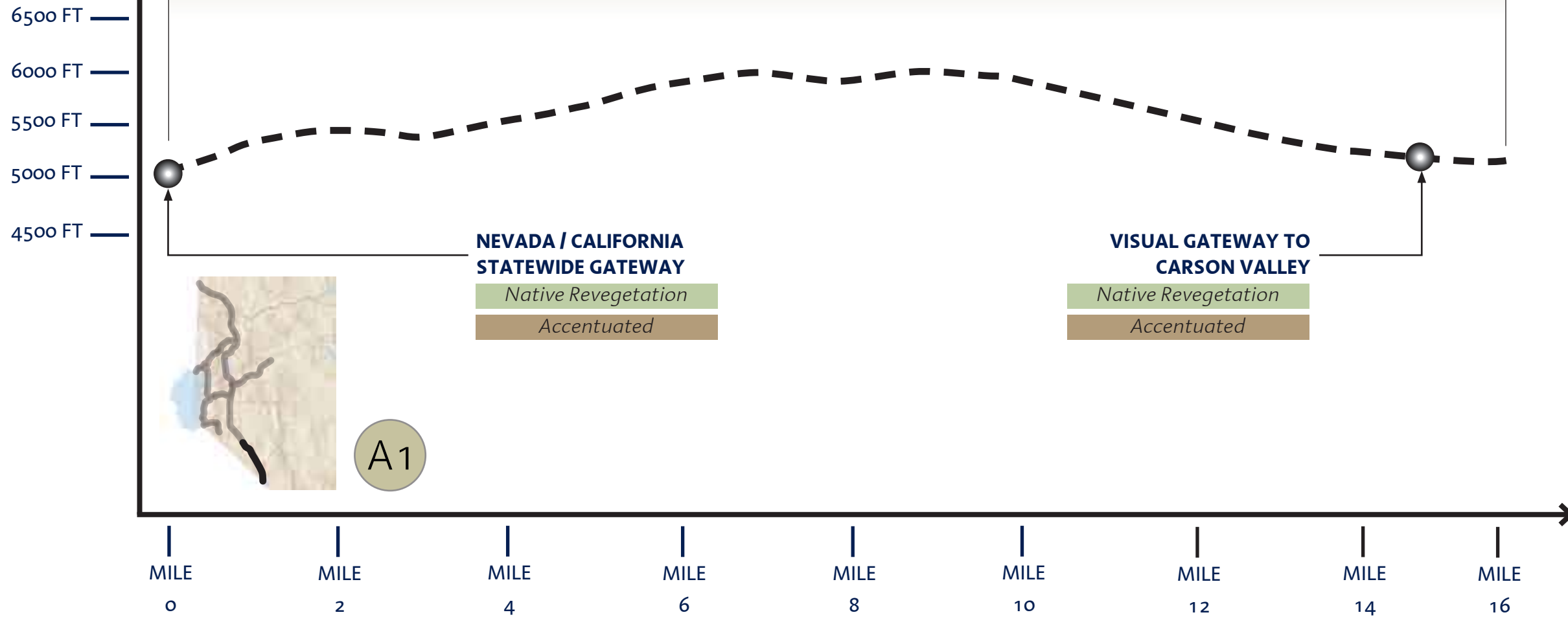


GREAT BASIN FOREST LANDSCAPE DESIGN SEGMENT

PRESERVE LANDSCAPE CHARACTER

Native Revegetation

Standard



NEVADA / CALIFORNIA STATEWIDE GATEWAY

Native Revegetation

Accentuated

VISUAL GATEWAY TO CARSON VALLEY

Native Revegetation

Accentuated

A1

Landscape Type/Treatment
 Structures and Hardscape Type/Treatment

(HORIZONTAL AND VERTICAL SCALES VARY)

ELEMENTS

Preserve Landscape Character

1. Incorporate separated shared-use path from Gardnerville to Topaz Lake.
2. Identify wildlife crossing opportunities.
3. Maintain aesthetic integrity of landscape.
4. Work with Bureau of Indian Affairs to mitigate billboards.

Nevada/California Statewide Gateway

1. Mark entry and exit.
2. Provide viewpoint at entry.
3. Incorporate rough hewn timbers.
4. Interpret Native American history.
5. Create viewpoint to overlook Topaz Lake.

Visual Gateway to Carson Valley

1. Establish entry to and exit from Carson Valley.
2. Provide a simple architectural feature of local stone and regional character.

US 395, West US 50, SR 28, SR 207, and SR 431 preliminary corridor plan

GREAT BASIN FOREST – LONGITUDINAL SECTION

US 395: TOPAZ LAKE TO DOUGLAS CO. MM 16



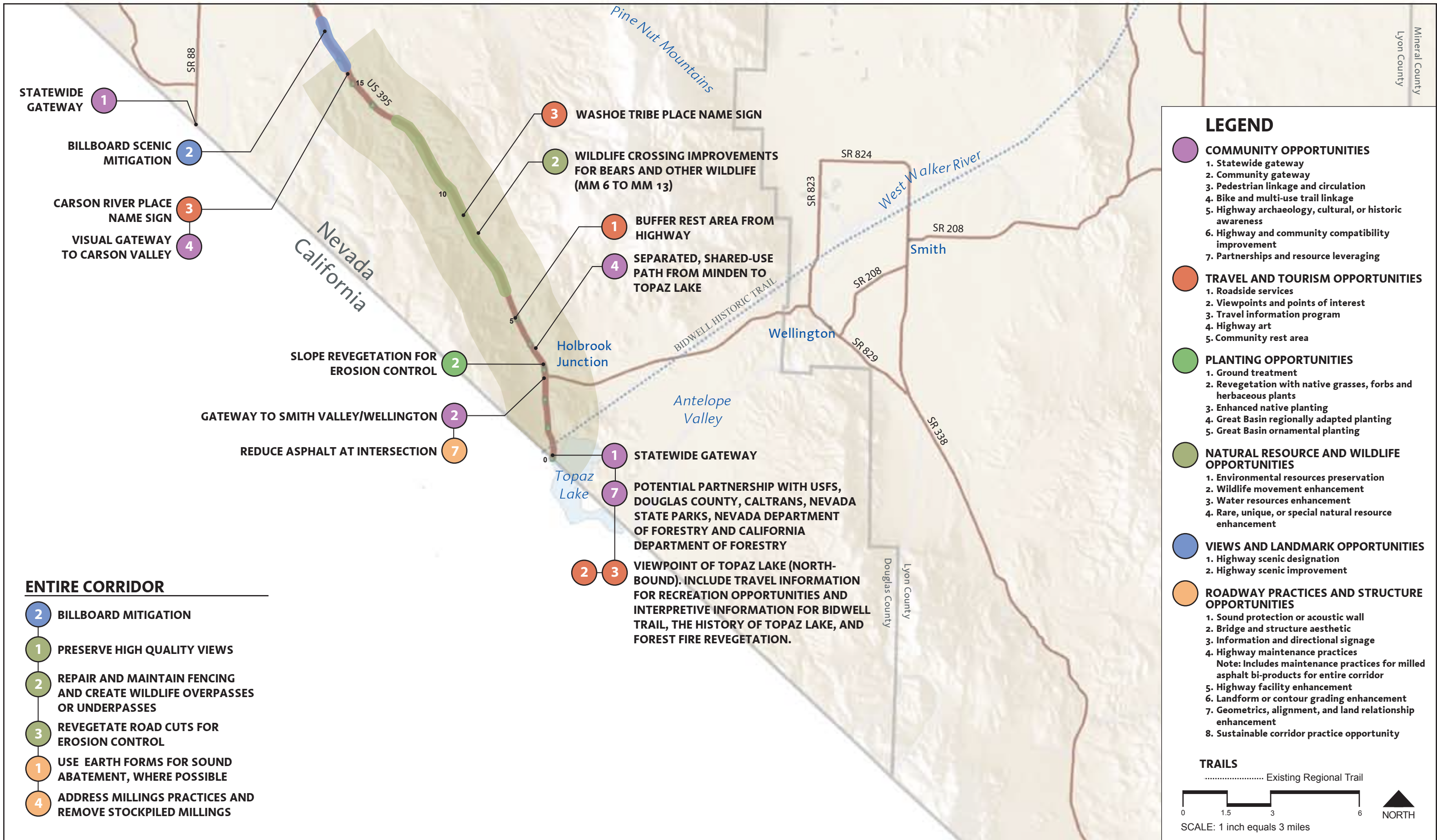
CONSULTANT TEAM

DESIGN WORKSHOP PLACES
Sand County Studios
JW Zunino & Associates
CH2MHill

SECTION

A1

2.15



STATEWIDE GATEWAY 1

BILLBOARD SCENIC MITIGATION 2

CARSON RIVER PLACE NAME SIGN 3

VISUAL GATEWAY TO CARSON VALLEY 4

3 WASHOE TRIBE PLACE NAME SIGN

2 WILDLIFE CROSSING IMPROVEMENTS FOR BEARS AND OTHER WILDLIFE (MM 6 TO MM 13)

1 BUFFER REST AREA FROM HIGHWAY

4 SEPARATED, SHARED-USE PATH FROM MINDEN TO TOPAZ LAKE

2 SLOPE REVEGETATION FOR EROSION CONTROL

2 GATEWAY TO SMITH VALLEY/WELLINGTON

7 REDUCE ASPHALT AT INTERSECTION

1 STATEWIDE GATEWAY

7 POTENTIAL PARTNERSHIP WITH USFS, DOUGLAS COUNTY, CALTRANS, NEVADA STATE PARKS, NEVADA DEPARTMENT OF FORESTRY AND CALIFORNIA DEPARTMENT OF FORESTRY

2 3 VIEWPOINT OF TOPAZ LAKE (NORTH-BOUND). INCLUDE TRAVEL INFORMATION FOR RECREATION OPPORTUNITIES AND INTERPRETIVE INFORMATION FOR BIDWELL TRAIL, THE HISTORY OF TOPAZ LAKE, AND FOREST FIRE REVEGETATION.

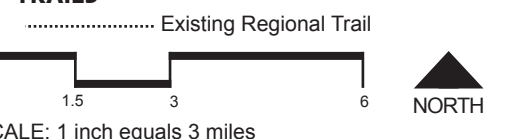
ENTIRE CORRIDOR

- 2 BILLBOARD MITIGATION
- 1 PRESERVE HIGH QUALITY VIEWS
- 2 REPAIR AND MAINTAIN FENCING AND CREATE WILDLIFE OVERPASSES OR UNDERPASSES
- 3 REVEGETATE ROAD CUTS FOR EROSION CONTROL
- 1 USE EARTH FORMS FOR SOUND ABATEMENT, WHERE POSSIBLE
- 4 ADDRESS MILLINGS PRACTICES AND REMOVE STOCKPILED MILLINGS

LEGEND

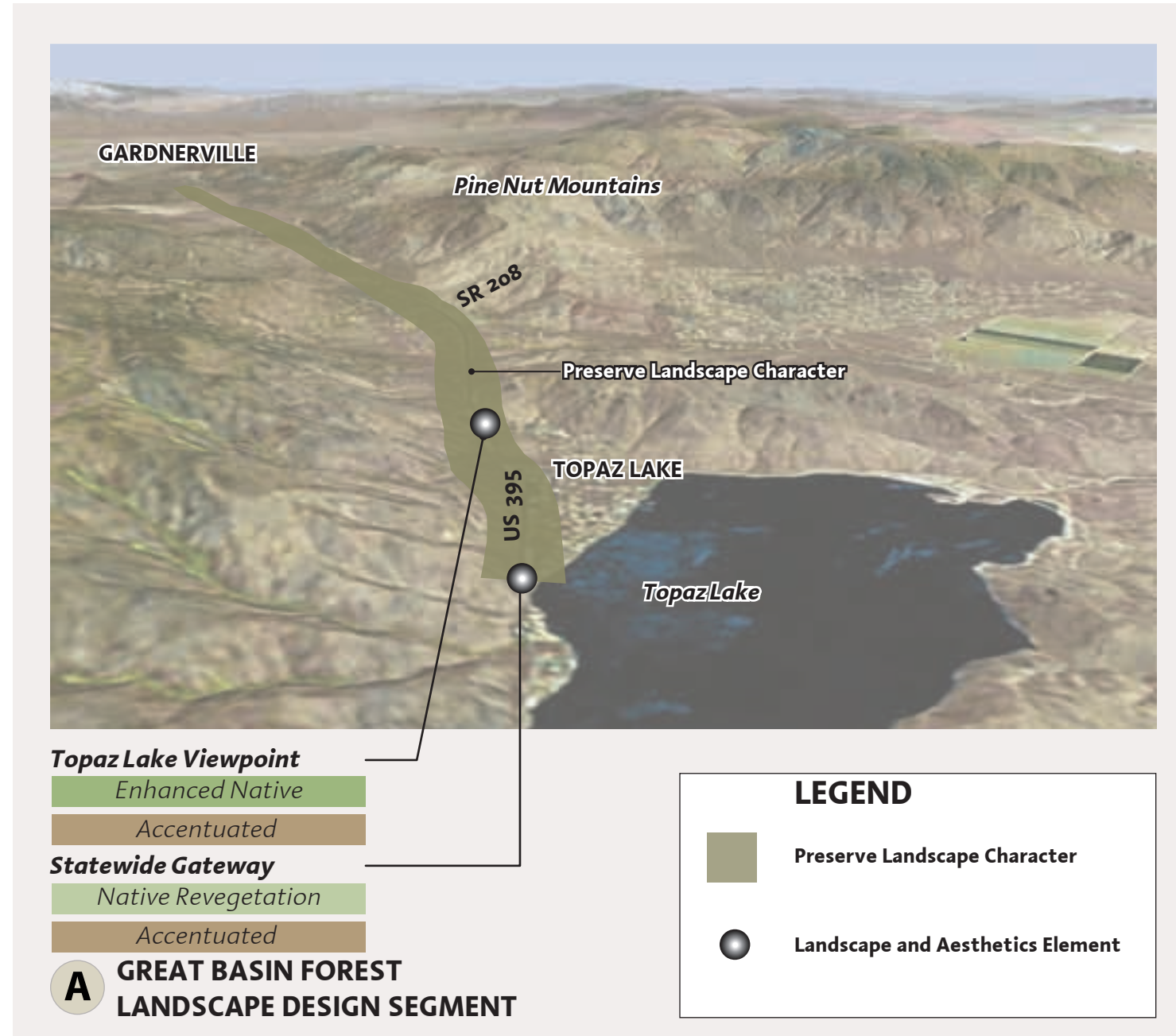
- COMMUNITY OPPORTUNITIES**
 - 1. Statewide gateway
 - 2. Community gateway
 - 3. Pedestrian linkage and circulation
 - 4. Bike and multi-use trail linkage
 - 5. Highway archaeology, cultural, or historic awareness
 - 6. Highway and community compatibility improvement
 - 7. Partnerships and resource leveraging
- TRAVEL AND TOURISM OPPORTUNITIES**
 - 1. Roadside services
 - 2. Viewpoints and points of interest
 - 3. Travel information program
 - 4. Highway art
 - 5. Community rest area
- PLANTING OPPORTUNITIES**
 - 1. Ground treatment
 - 2. Revegetation with native grasses, forbs and herbaceous plants
 - 3. Enhanced native planting
 - 4. 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 bi-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

TRAILS



Aerial Landscape and Aesthetic Treatment Simulations

The following aerial images are meant to illustrate landscape and aesthetic treatments at key points along the Great Basin Forest Landscape Design Segment.



(1) This aerial view looks north towards Carson Valley along US 395 from Topaz Lake. The statewide gateway is located at the California border. Native revegetation and standard hardscape treatments are used along the segment.

**Design Interpretation Summary –
Great Basin Forest**

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



(1) Preservation of vegetation and revegetation of disturbed areas strengthens the area’s natural beauty and draws attention to its distinctive pinyon/juniper plant community.



(2) Structure design can reflect the natural forms of the landscape.



(3) Structures marking community entries reinforce the character of an area.



(4), (5) Hand-crafted structures and simple forms express the rugged quality of the Great Basin Forest Landscape Design Segment.



(6) Overlooks highlight unique and scenic landscape features.



(1) Incorporating a subtle statewide entry sign with a viewpoint pull-off area welcomes travelers and provides opportunities to learn about state resources and regional environmental resources.



(2) The existing entry into Nevada near Topaz Lake lacks a visually inviting aesthetic.



(3) Opportunities exist at the statewide gateway near Topaz to view the unique Topaz Lake vista. Combinations of shaded seating areas and interpretive elements provide traveler amenities and enhance the overall experience.



(1) Capital Crossroads (Segment B) key map.



(2) The construction of the Carson City Freeway creates the opportunity to enhance streetscape amenities within the Historic Downtown/Capitol Mall area of Carson City. Wider sidewalks and pedestrian safety islands create a friendlier environment.

SECTION THREE: Capital Crossroads

THEME

The Capital Crossroads design segment is notable because of its pioneering history and role as the civic capital of northern Nevada. The segment includes US 395 from Carson Valley through Carson City, and US 50 from Carson City to Dayton, a region that served as the trading center for the Comstock Lode mining district. The design theme for this segment focuses on the historical significance of the area.

In downtown Minden and Gardnerville, signage with an historic focus highlights unique aspects of each community. Similar to Carson City, the downtown core areas transition to pedestrian-oriented roadways with traffic calming, widened sidewalks, pedestrian crossings, and signage informing visitors of unique opportunities for visiting community sites.

Carson City, Minden, and Gardnerville utilize consistent background landscape treatments. Pedestrian connections and median safety islands offer safe crossing zones. Median and sidewalk enhancements provide relief for large spans of roadway. Managed curb cuts for parking entries allow for safe and well-planned access. Upgraded plantings and hardscape highlight key intersections that serve recreation sites such as Lake Tahoe. In the rural areas, the highways bisect the landscape with minimal disturbance. Recreational opportunities, such as horseback riding and fishing in the Carson Valley, are highlighted with

travel information provided at viewpoints and on place name signs. Roadside development is carefully managed, preserving views of the Carson Range and adjacent ranches within Carson Valley. Sculptural earth forms and revegetation soften the edges of new developments.

The vernacular architecture and historical features of each community add diversity and enrichment to the traveler's experience. In Carson City, the immediate view from the roadway focuses on the city center and capital grounds. Regional ornamental softscape and focal hardscape treatments delineate the capital grounds and adjacent civic uses. The new Carson City Freeway reduces traffic in the downtown core, facilitating enhanced pedestrian use. Wide sidewalks, well-marked and designed roadway crossings, and traffic calming provide for comfortable pedestrian circulation. Ample signage informs visitors of numerous historic sites, recreational opportunities, and community facilities.

Stretching from the eastern side of Carson City to Dayton on US 50, the roadway is designed to accommodate high daily traffic volumes. Right-of-way management considers the area's growth and desire to maintain viewsheds and rural character. Revegetation efforts are implemented and maintained as needed to provide dust control. ATV disturbance is considered during segment design. The right-of-way encourages pedestrian and bicycle travel and provides safe crossings. Continuing east, signs demarcate nearby community sites. Traffic calming measures in Dayton slow motorists and facilitate well-managed access to commercial areas. Signage appropriate to the town's historic character highlights tourist opportunities in adjacent Old Town Dayton.

DESIGN SEGMENT OBJECTIVES

The Capital Crossroads segment includes the Carson City, Carson Valley, and Dayton areas. These developing communities create unique pressures on the highway. In response, design goals include creating pleasing downtown environments, managing community transition areas, and preserving the scenic character of the roadway. In addition to general goals associated with community transition, community interface, scenic designation, and managed landscape character zones, the following objectives have been established specifically for this segment.

Community Transition

- Provide gateway entries and exits that reflect community character and the landscape setting.
- Consolidate community entry signage. Simplify the number of signs and boldly represent the community character.
- Coordinate the location of gateways with community goals and future growth plans.
- Continue regional trails through the right-of-way. Incorporate a separated, shared-use trail.
- Support efforts to reduce vehicular speeds as motorists enter town. Increase densities of roadside plantings. Incorporate transit stops.

Community Interface - Carson Valley

- Soften roadway appearance and visually mitigate large parking areas fronting the highway through plantings.
- Incorporate a separated, shared-use trail within right-of-way where feasible. Incorporate streetscape planting to separate bike paths and sidewalks from travel lanes.

- Provide bike lane through community center to connect regional trails to commercial destinations.
- Within Carson City, and potentially Minden and Gardnerville, evaluate potential streetscape improvements resulting from the Carson City Freeway and other potential bypasses. Allow for the addition of planted medians, street trees, and bike lanes.
- Recognize historic districts through enhanced streetscape and pedestrian amenities.
- Incorporate street tree programs in Minden, Gardnerville, Carson City, and Dayton.
- Improve the safety of pedestrian crossings. Create bulb-outs and refuge islands, and add signage.
- Incorporate safe facilities for multi-modal transportation. Provide shaded bus stops with plantings.
- Provide directional signage to the community historical destinations such as the Historic Downtown/Capitol Mall and Old Town Dayton encouraging travelers to visit.

Scenic Designation

- Preserve scenic views of the Carson Range and ranches along the design segment.
- Improve riparian areas and river crossings with plantings and erosion control features that mimic natural features and enhance riparian habitat.
- Apply for scenic byway designation through Carson Valley and along Jack's Valley Road.
- Manage the roadway system to maintain the area's rural character. Utilize earth forms and vegetative buffers to mitigate conflicts with roadside development.
- Revegetate disturbed areas and allow the roadway to fit within the natural environment.
- Allow motorists to connect to the surrounding environment by providing place name signage and interpretative information.

Community Interface - Carson City

- Enhance the pedestrian character of the downtown area. Improve sidewalks and streetscape amenities. Provide enhanced refuge zones and pedestrian crossings.
- Reduce road widths or the number of travel lanes. The freeway creates an opportunity to reinvent the Historic Downtown/Capitol Mall's streetscape character and introduce enhanced pedestrian facilities. Enhance median and streetscape plantings.
- Coordinate tourism information and signage to direct visitors to historic sites.
- Create a corridor that prominently emphasizes civic quality.

Urban Background - Carson City Freeway

- Reflect the importance of surrounding environmental features such as the mountains to the west and the hills to the east.
- Utilize native revegetation seed mixes to blend features into existing landscape.
- Utilize landscape boulders on highly visible freeway slopes.
- Utilize boulders excavated during construction for aesthetic treatments.
- Contour slopes with gentle undulations to simulate a natural terrain.

Managed Landscape Character

- Incorporate shared-use trail in right-of-way to connect Carson City and Dayton. Provide connections to regional trails.
- Maintain adequate right-of-way width to buffer new development with earth forms and vegetative screening.
- Revegetate disturbed roadsides.
- Interpret and provide connections to the V&T Railroad, Virginia City, and the Comstock Lode.

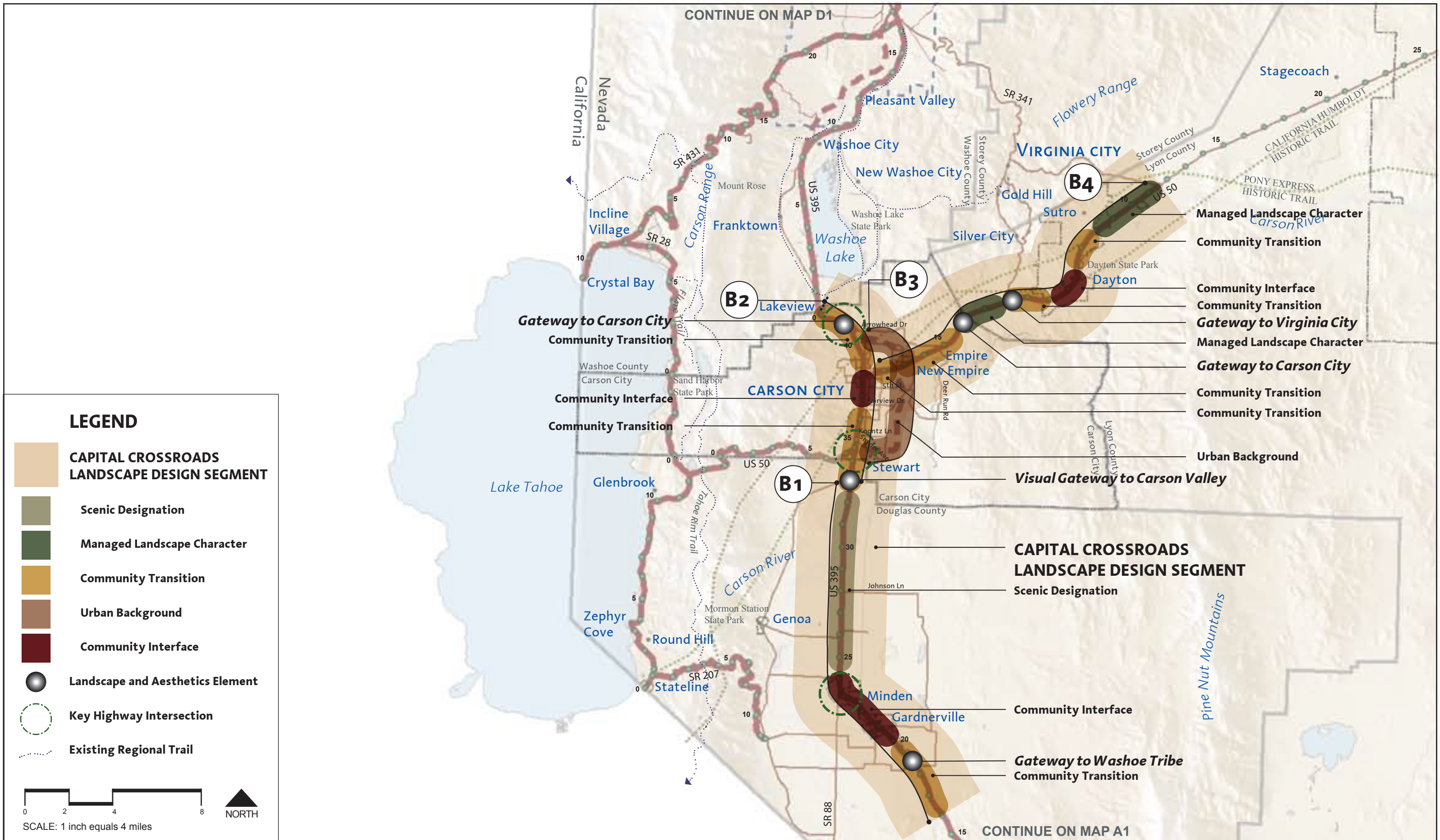
- Use a simple palette of materials that blend with the contextual landscape.
- Maintain view corridors of surrounding mountain ranges.
- Incorporate wildlife crossings to accommodate wild horses.



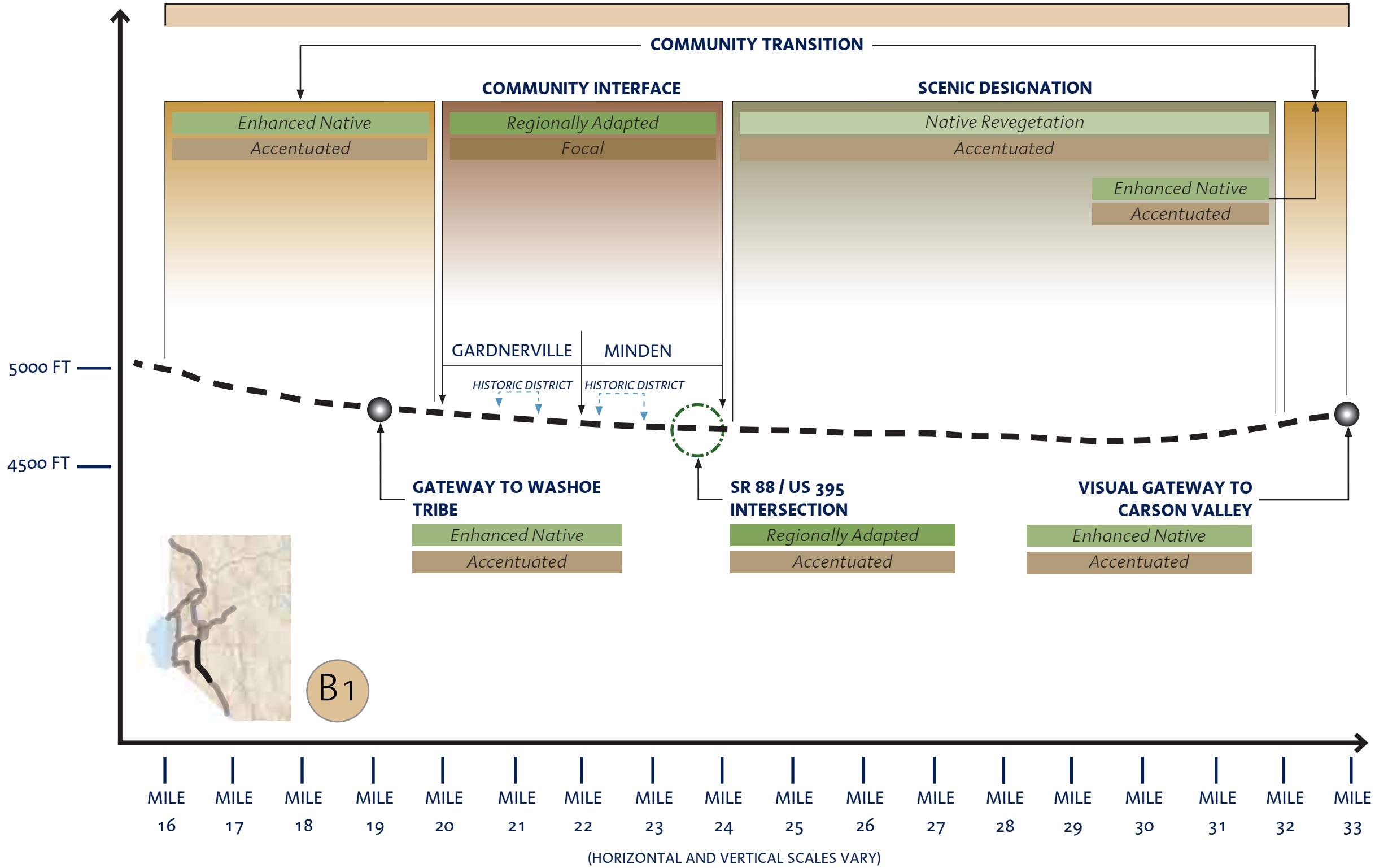
(1) Within downtown community interface areas, pedestrian-oriented roadways include traffic calming features such as widened sidewalks, on-street parking, and pedestrian crossings. Signage should inform visitors of unique opportunities for visiting community sites.



(2) Pressure from developing communities, such as the Dayton area, create unique pressures on the highway. Design goals include coordinating new development to maintain a revegetated buffer along highway.



CAPITAL CROSSROADS LANDSCAPE DESIGN SEGMENT - US 395



Landscape Type/Treatment
 Structures and Hardscape Type/Treatment

ELEMENTS

Community Interface - Gardnerville and Minden

1. Provide signage to historic main street.
2. Establish community gateway at SR 88 intersection.
3. Link regional trails with marked and signed bike trails through town.
4. Preserve downtown character.
5. Utilize brick masonry compatible with historic buildings.
6. Utilize consistent street lighting fixtures.
7. Enhance street tree program. Provide regularly spaced trees to distinguish districts. Consider creating a planted median to calm traffic.

Scenic Designation

1. Preserve open views.
2. Highlight ranching character and historical connections to Genoa.
3. Designate scenic byway from SR 88 intersection to south of Jack's Valley Road intersection.

Gateway to Washoe Tribe

1. Interpret Native American culture.
2. Provide information about how to respect Native American lands. Increase awareness of regulations, permits, and ways to be respectful at kiosk.

SR 88 / US 395 Intersection

1. Provide gateway to Minden/Gardnerville.
2. Reduce paving.
3. Interpret ranching and wildlife character.
4. Utilize materials consistent with historic character.
5. Consider utilizing a roundabout.

Visual Gateway to Carson Valley

1. Establish entry into and exit from Carson Valley.
2. Provide simple architectural feature of local stone and regional character.

US 395, West US 50, SR 28, SR 207, and SR 431 preliminary corridor plan



CAPITAL CROSSROADS – LONGITUDINAL SECTION
US 395: DOUGLAS CO. MM 16 TO DOUGLAS CO. MM 33

CONSULTANT TEAM	DESIGN WORKSHOP	SECTION B1 2.23
	PLACES	
	Sand County Studios JW Zunino & Associates	
	CH2MHill	

ELEMENTS

Community Interface

1. Establish civic presence.
2. Recognize historic significance and city's importance to the state.
3. Utilize cut stone and historical elements.

US 395 / Carson City Freeway

Interchange (South)

1. Establish the entry into the state Capital.
2. Emphasize unique landforms and geologic features.

Stewart Street / US 395 Intersection

1. Establish the gateway to the Historic Downtown/Capitol Mall area traveling north along US 395.

US 50 (East) / US 395 Intersection

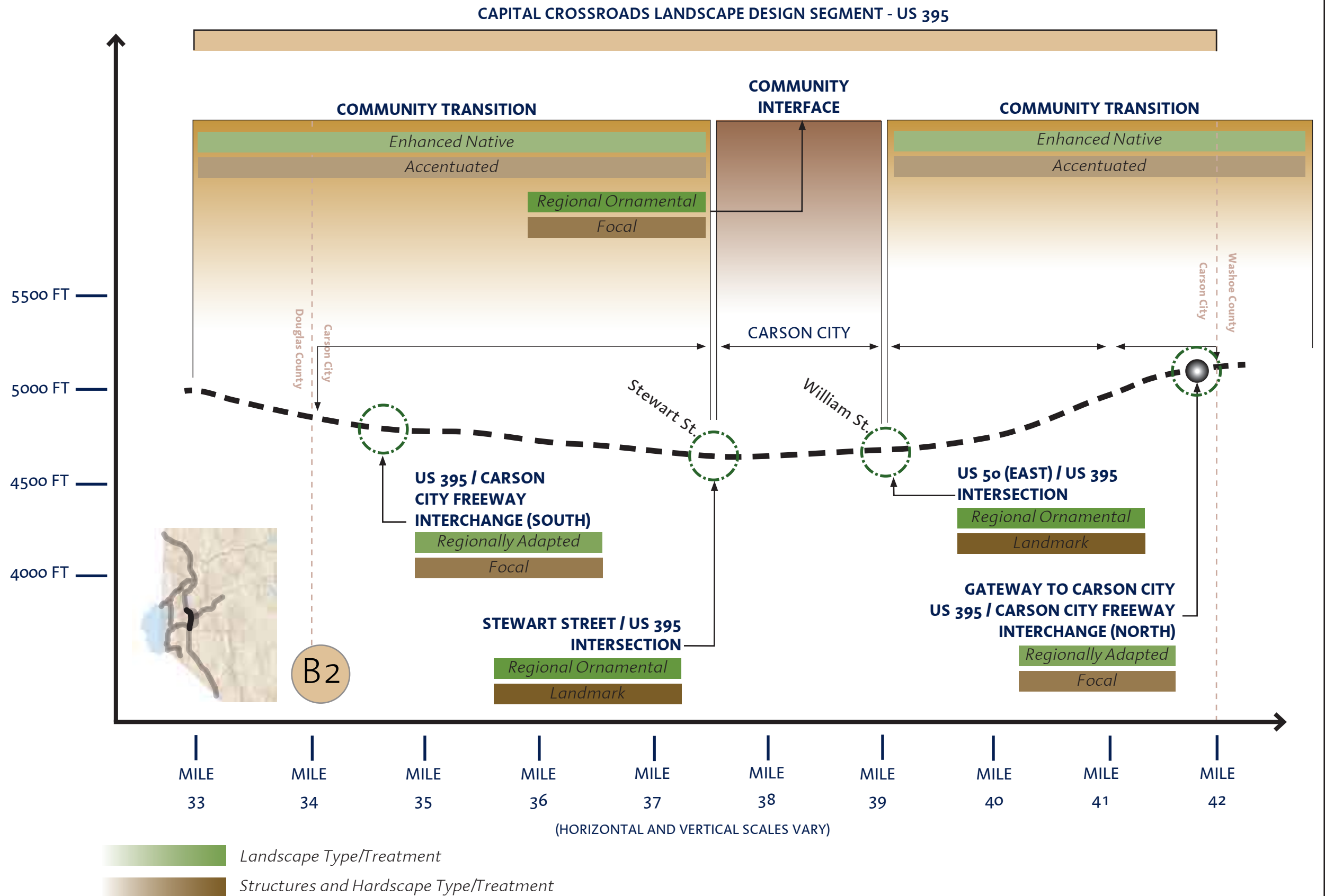
1. Establish the gateway to the Historic Downtown/Capitol Mall area.

Gateway to Carson City US 395 /

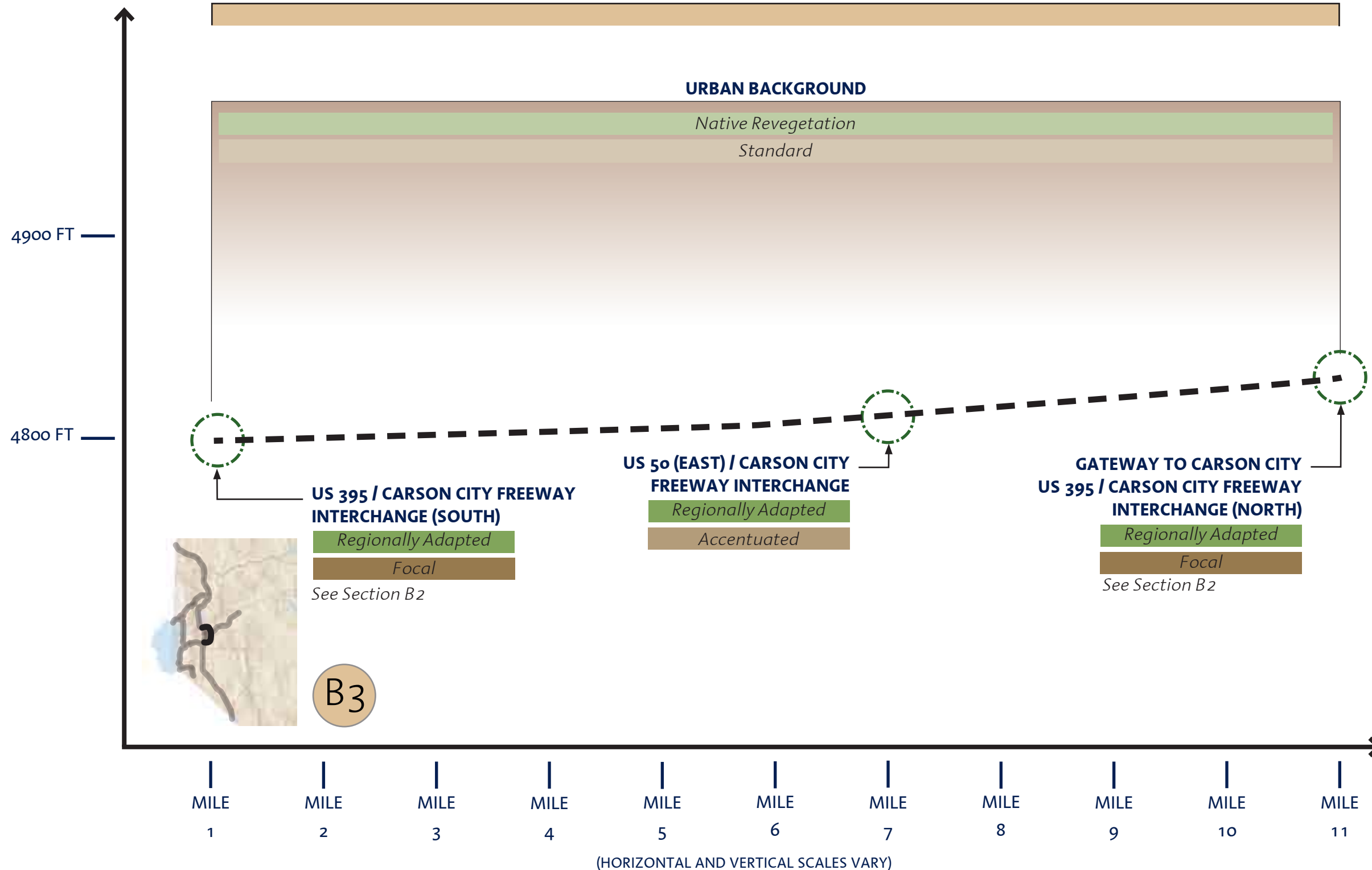
Carson City Freeway

Interchange (North)

1. Create a stately civic gateway into the Capital City.
2. Incorporate historical elements.
3. Include access to trailheads.



CAPITAL CROSSROADS LANDSCAPE DESIGN SEGMENT - CARSON CITY FREEWAY



ELEMENTS

Urban Background

1. Emphasize surrounding geology and landforms as design elements.
2. Paint/stain highway facilities to coordinate and visually recede into the contextual landscape.
3. Incorporate rock outcroppings where appropriate.
4. Create pedestrian linkages to ensure the community is not separated by the Freeway.

US 395 / Carson City Freeway

Interchange (South)

1. Establish the entry into the state Capital.
2. Emphasize unique landforms and geologic features.

US 50 (East) / Carson City Freeway

Interchange

1. Establish a civic presence to provide entry into the Historic Downtown/Capitol Mall area.

Gateway to Carson City

US 395 / Carson City Freeway

Interchange (North)

1. Create a stately civic gateway into the Capital City.
2. Incorporate historical elements from the V&T Railroad.
3. Include access to trailheads.

US 395, West US 50, SR 28, SR 207, and SR 431 preliminary corridor plan



**CAPITAL CROSSROADS – LONGITUDINAL SECTION
CARSON CITY FREEWAY**

CONSULTANT TEAM

DESIGN WORKSHOP PLACES
Sand County Studios
JW Zunino & Associates
CH2MHill

SECTION

B3

2.25

ELEMENTS

Community Interface - Dayton

1. Provide gateway connection to Old Downtown.
2. Establish community gateways that are integrated into highway facilities and include historic features.
3. Minimize access through Moundhouse area. Provide revegetated median.
4. Coordinate new development to maintain revegetated buffer along highway.
5. Address floodplain issues during highway design.

Gateway Viewpoint and Point of Interest to Carson City (V&T Railroad Bridge)

1. Create gateway announcing the entry into Carson City and the State Capital. Locate at the visual entry into the valley.
2. Integrate built elements into the hillside.

US 50 / SR 431 Intersection and

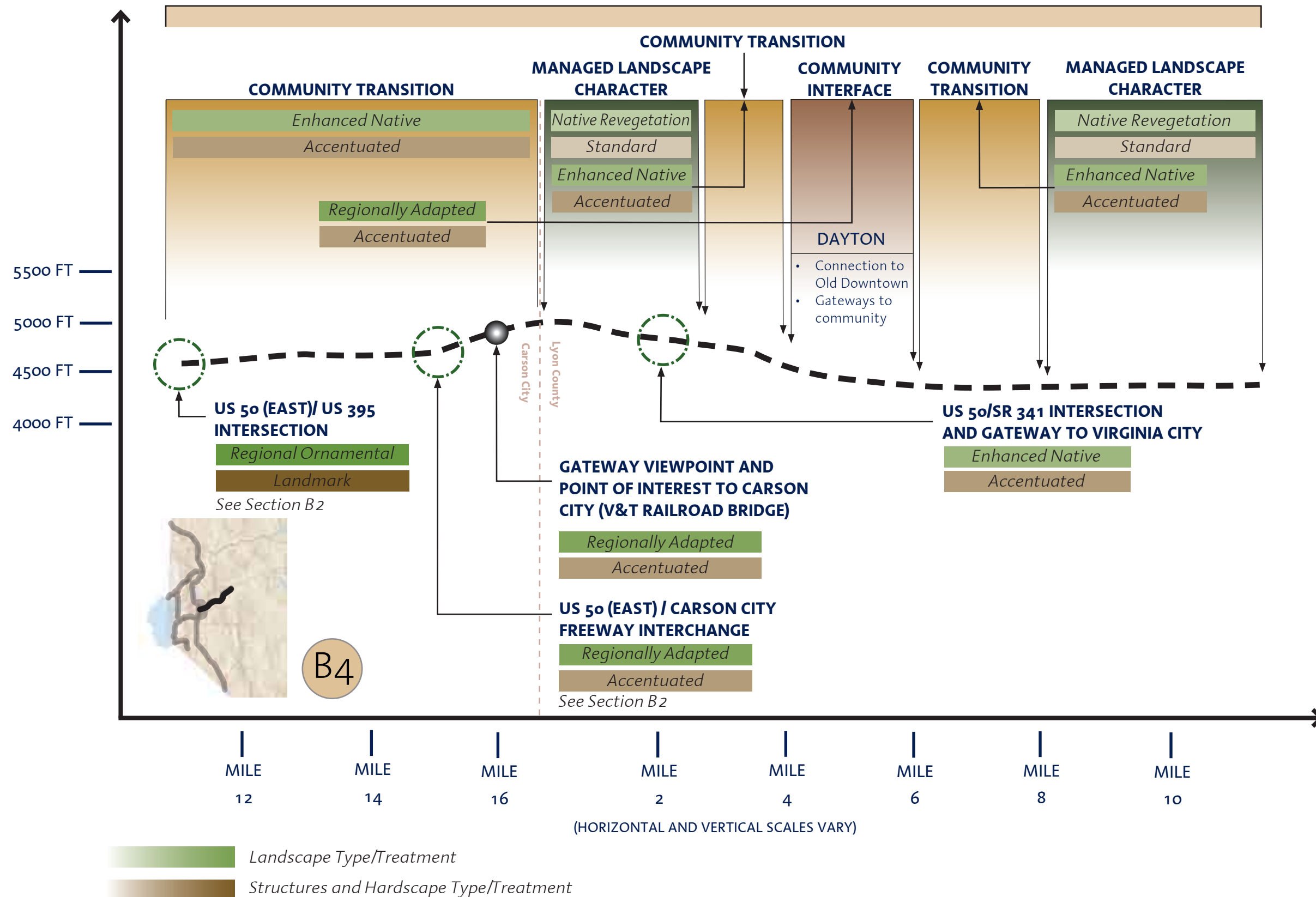
Gateway to Virginia City

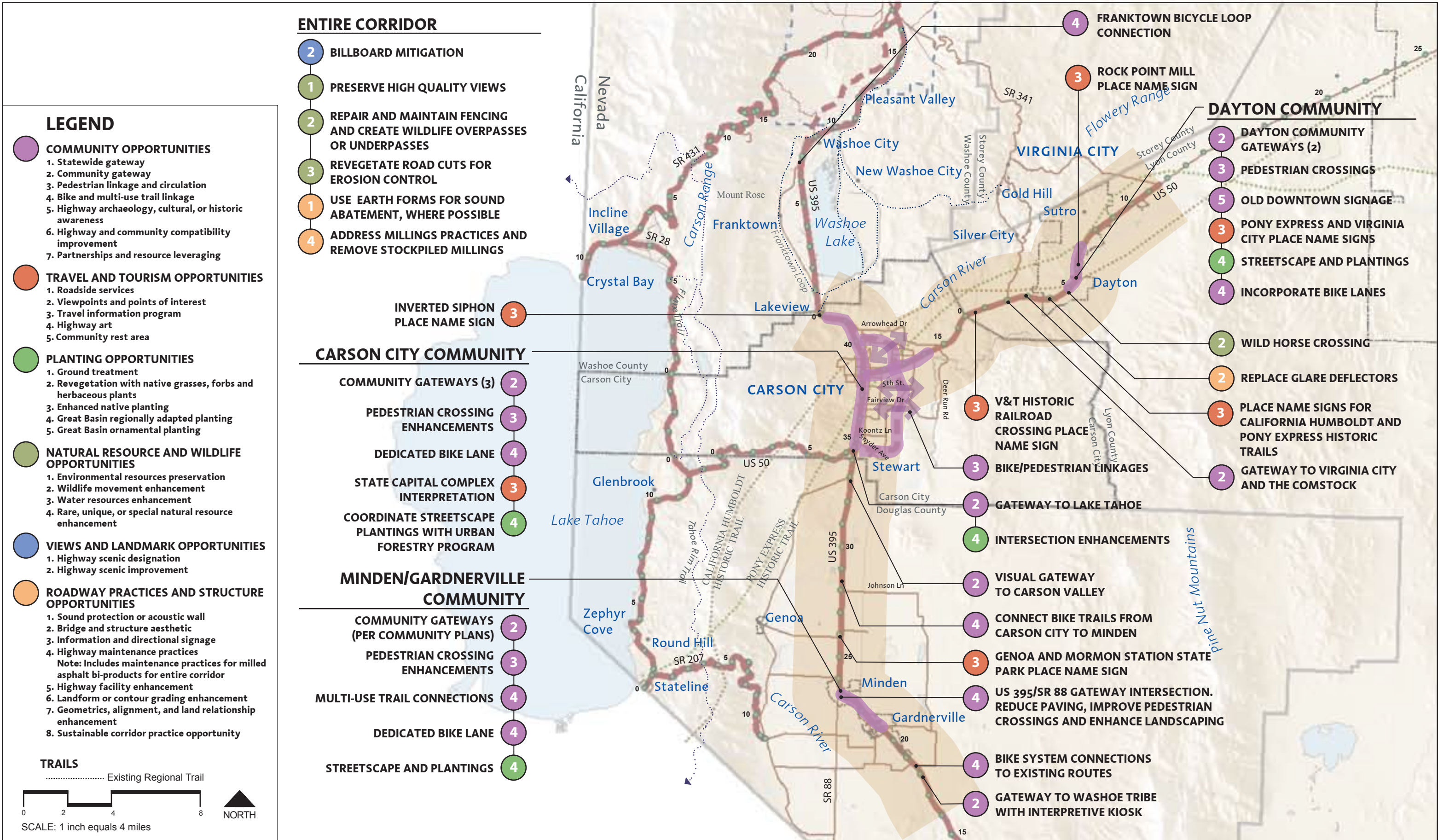
1. Establish entry into Virginia City.
2. Provide thoughtful interpretation of Comstock Lode and V&T Railroad.

Managed Landscape Character

1. Revegetate disturbed areas.
2. Utilize scattered rock mulch for dust control.

CAPITAL CROSSROADS LANDSCAPE DESIGN SEGMENT - US 50 (EAST)





US 395, West US 50, SR 28, SR 207 and SR 431 preliminary corridor plan



CAPITAL CROSSROADS – SPECIFIC FEATURES

CARSON VALLEY, CARSON CITY, AND DAYTON

DESIGN WORKSHOP
PLACES
Sand County Studios
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MAP
B2
2.27