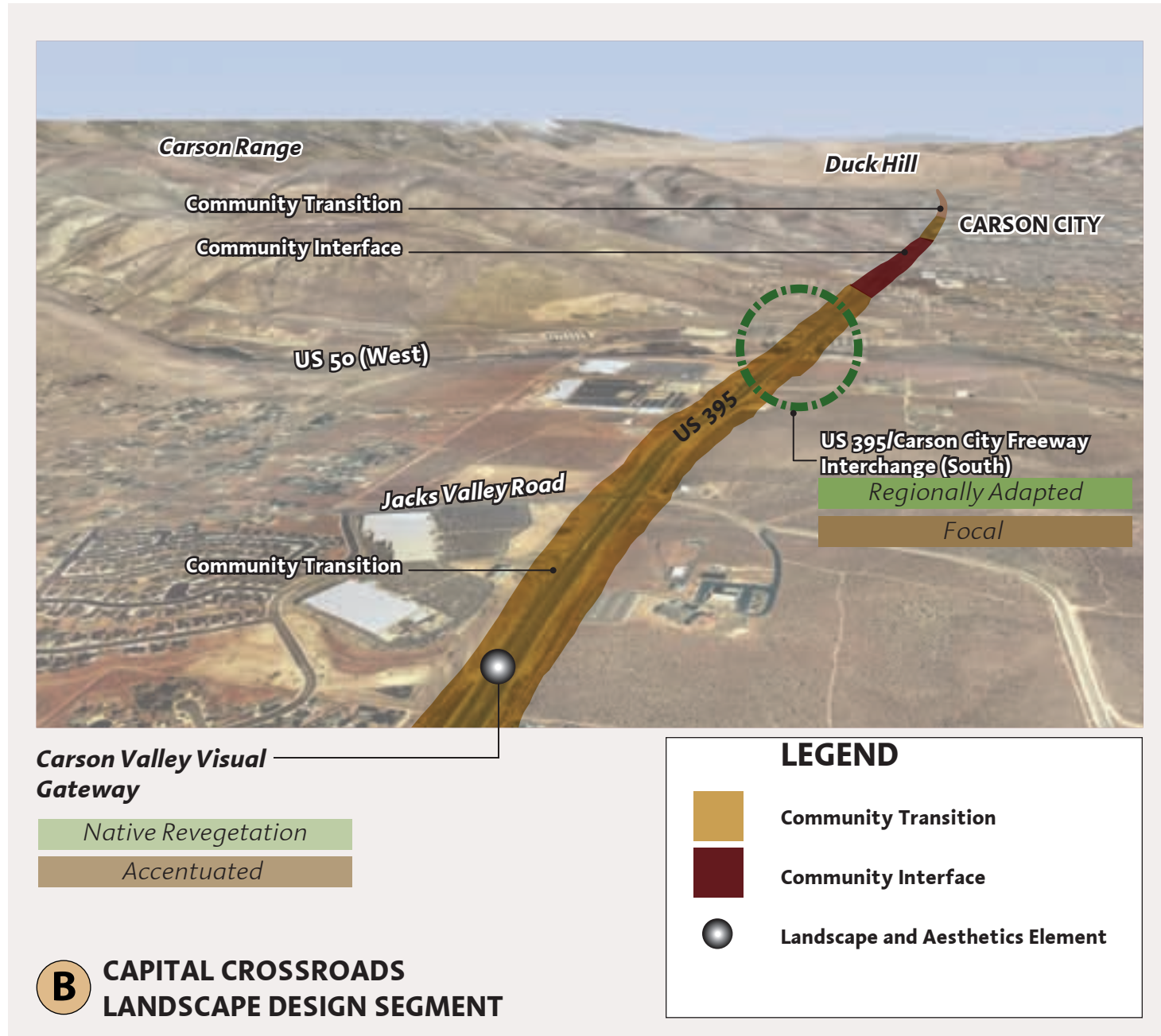


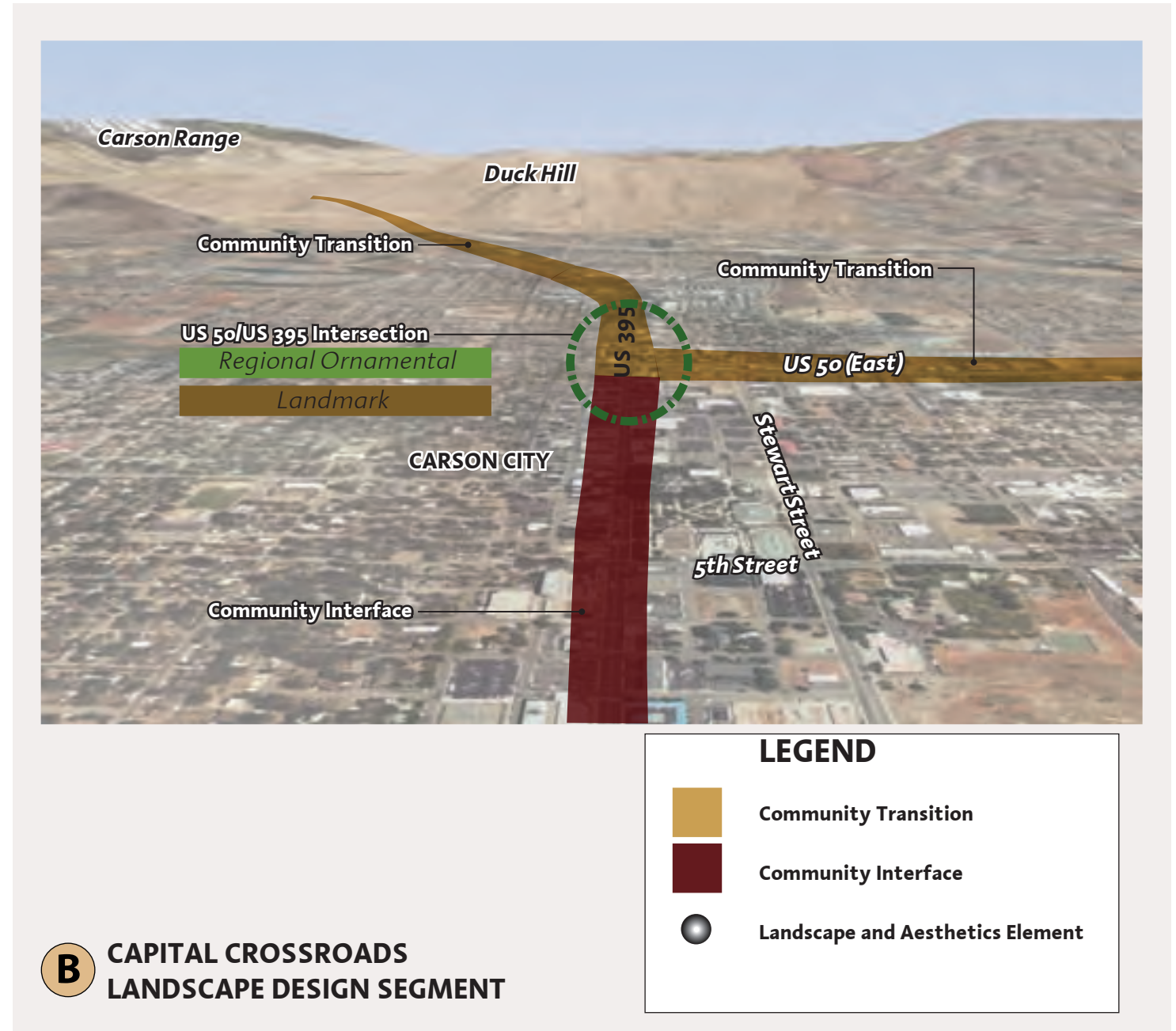
Aerial Landscape and Aesthetic Treatment Simulations

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



(1) This aerial view looks north towards Carson City along US 395 from Carson Valley. The US 50/US 395 intersection creates a gateway to Lake Tahoe. Along US 395, Community Background stretches toward the Historic Downtown/Capitol Mall in the center of Carson City.

*Note: The Carson City Freeway is not shown on these aerials due to the date of aerial information, but they are illustrated on the maps and sections.

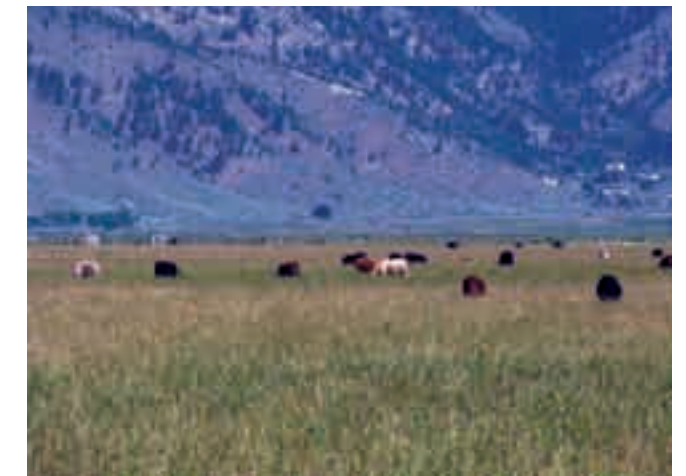


(2) This aerial view looks north through Carson City along US 395. The Historic Downtown/Capitol Mall distinguishes itself from the surrounding community background with heightened landscape types and treatments. The US 50/US 395 intersection enhances the entry into historic downtown Carson City.



**Design Interpretation Summary –
Capital Crossroads**

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), (2), (3) Civic buildings and historic structures reinforce community character. Architectural styles and community elements express dignity and have a timeless quality.

(4) The legacy of ranching and mining sets the tone of the Capital Crossroads segment.



(5) Gateway elements denote community boundaries and establish the character of a place.

(6) Tree-lined boulevards define space and mark the transition to downtown areas.

(7) City centers include spacious pedestrian walkways and site amenities that strengthen the local economic development.

(8) Historic districts comprise an important component of the segment. Signage and interpretation elevate the traveler’s awareness of the resources.



(9) Safe pedestrian crossings include a change in paving materials, flashing signage, and safe zones at medians.



(10) Regional materials reflect elements of ranching and the historic importance of railroads within the area.



(1) The existing community entry into Minden lacks visual interest and is dominated by asphalt paving.



(2) A new community entry establishes a sense of arrival. Materials reinforce the overall community character set throughout the downtown area.



(1) Traffic-calming features such as a planted median aesthetically define the roadway and create a more inviting pedestrian environment.



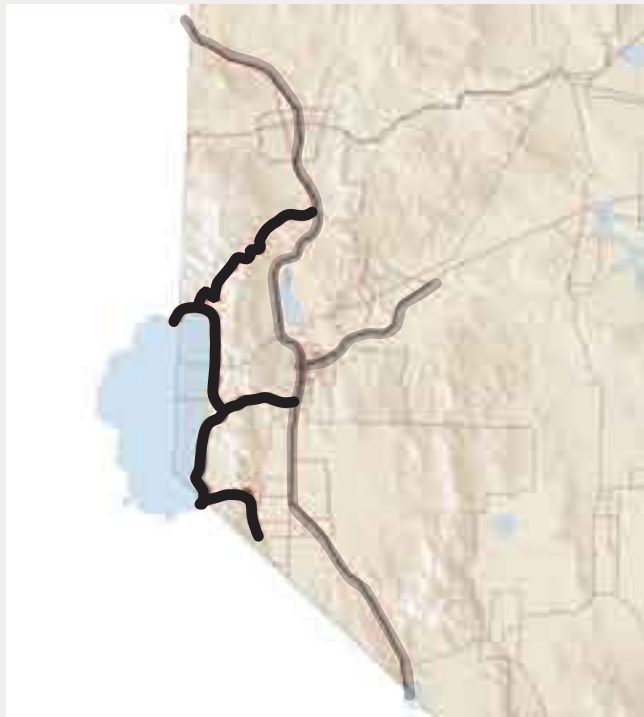
(2) The wide appearance of the existing roadway encourages faster travel speeds and discourages pedestrian movement.



(3) Continuation of the shared-use trail to regional trail connections creates a connected system for alternative transportation. Separating the trail from the highway and providing enhanced native plantings promotes use.



(4) The existing trail in east Carson City can be connected to other regional trails.



(1) Lake of the Sky (Segment C) key map.



(2) Promotion of multi-modal transportation within the corridor improves traffic circulation and visitor satisfaction. Access to destinations can be provided through shared-use trails and shuttle systems.

SECTION FOUR: Lake of the Sky

THEME

The Lake Tahoe area, known for its scenic and recreational opportunities, attracts both national and international visitors. The roadways included in the Lake of the Sky design segment include US 50 from the US 395 intersection, SR 28, SR 207, and SR 431. US 50, SR 28, and SR 431 are scenic byways, and SR 207 should receive a scenic byway designation. Within the Tahoe Basin, all roadways fall under the purview of standards set by TRPA. The guidelines set by TRPA will be considered for design elements of this segment.

The Tahoe Basin presents a range of constraints that must be considered and addressed during the design and implementation of vision for this segment. Constraints such as steep terrain, narrow rights-of-way, funding, erosion control, and environmental regulations present significant challenges. However, the segment currently is used by a large number of recreators, a trend that is expected to increase. The proposed improvements of rest areas and trail linkages serve to address the safety and conflicts among existing users.

The design theme integrates the roadway as an aesthetic component of the landscape. Roadway features complement, rather than detract from, the visual setting. Materials, textures, and colors reflect the natural setting. Appropriate material choices include rough-hewn wood, stone, and weathered steel. A color palette of flat earthen tones – tans, browns, and grays – complements

the existing landscape character. Grading that mimics the natural landform, and repair, restoration, and re-coloration of disturbed slopes are roadway design improvements that enhance the scenic quality and views from the lake. Concrete barriers and other structures are simple in form and materials, and are consistently used to create a visually cohesive system.

Enhancing circulation, traveler amenities, and connections to activity access points will improve recreational opportunities. A system of informational and directional signage points travelers to recreational opportunities and highlights the area's natural history. Aesthetically improved viewpoints include travel information, and facilitate a safe exit off the roadway for photo opportunities. Recreation is incorporated into the roadway system with shared-use trails and bike lanes in the right-of-way. In addition, parking areas for recreational activities are provided. Partnerships are developed to provide transit systems and park-and-rides to relieve roadways of heavy traffic and provide travelers with alternative means to reach their destination.

Improvements in the relationship between the highway and adjacent communities must be factored into this design theme. Community areas such as Stateline, Incline Village, and Crystal Bay provide pedestrians and bicycles with ample room for movement. Streetscape enhancements utilize local materials. As SR 431 approaches Reno, the roadway environment is managed by scenic preservation efforts and buffers for new development.

DESIGN SEGMENT OBJECTIVES

The Lake of the Sky design segment includes those roadways located within and providing access to the Lake Tahoe Basin. The spectacular natural setting drives the design objectives, which are focused on visually integrating the roadway into the environment and improving facilities to enhance the traveler's recreational experience. In addition to general goals associated with scenic designation, community interface, and community transition, the following objectives have been established specifically for this segment.

Scenic Designation

- Apply for scenic byway designation for SR 207. Promote and provide signage for the existing scenic byway designations of US 50, SR 28, and SR 431.
- Support the removal of outdoor advertising along scenic byways. Coordinate with local jurisdictions to prevent billboards from blocking scenic views.
- Coordinate signage elements with appropriate architectural styles. Ensure that sizes and heights do not detract from scenic views. Select colors to reduce visual distractions.
- Repair and restore rock cuts. Stain, revegetate, and/or re-contour disturbed areas to improve their visual quality. Utilize a combination of rock armoring and revegetation to secure slopes. Remove rock gabions and repair rock cuts through a combination of retaining walls with simple finish, rock armoring, re-grading, and revegetation. The design of rock cuts should consider erosion control, just as erosion control projects should consider aesthetics as part of design.
- Maintain spectacular lake views.

- Improve the view of highways as seen from the lake. Minimize cut and fill. Sensitive blend roadway facilities in the landscape.
- Coordinate road services with recreation opportunities around the lake and on SR 431. Create a recreation system that promotes alternative transportation. Develop a series of rest areas connected by a separated, shared-use path. Allow for lake and recreational access from facilities.
- Partner with agencies such as the USFS, NDSP, TRPA, and Regional Transportation Commission (RTC) to create a transit system to recreation destinations, including beaches along SR 28, Mount Rose, and Tahoe Meadows. Create park-and-ride facilities to promote transit use. Provide tourism information notifying motorists where appropriate parking facilities are located to reduce parking in undesigned areas.
- Partner with USFS and NDSP to utilize existing pull-off facilities as rest areas.
- Enhance existing viewpoints. Provide appropriate signage before viewpoints to safely direct travelers off the road. Enhance viewpoints through structured interpretive facilities, improved viewing opportunities, and appropriate softscape treatments.
- Significantly improve wildlife crossings. Remove existing fill and create bridge structures at appropriate canyon crossings to allow for enhanced wildlife movement.
- Incorporate a separated, shared-use path within the corridor. Utilize opportunities to coordinate with other projects such as

utility upgrades and environmental improvement projects.

- Utilize materials that respond to and blend with the natural surroundings. Examples include muted, dark tones; granite stone; native plant material; and rough-hewn timbers.
- Utilize a consistent type of hardscape treatment for structures such as concrete barriers and walls. Treatments may slightly vary between the highways, but should be coordinated with an overall appearance.

Community Interface

- Partner with Caltrans to promote streetscape improvements along US 50 through Stateline. Improve pedestrian amenities and create safe crossings.
- Enhance the aesthetic quality of the street environment, especially for pedestrians.
- Enhance the statewide gateways. Provide gateway signage welcoming and thanking motorists as they enter and exit the state.
- Create or enhance gateways to mark the community entry/exit. Coordinate the location of gateways with community goals and future growth plans.
- Incorporate pedestrian amenities and appropriate lighting.
- Support street tree programs within the communities.
- Provide safe pedestrian crossings through a variety of methods – enhanced signage, flashers, signals, and bridges or underpasses.

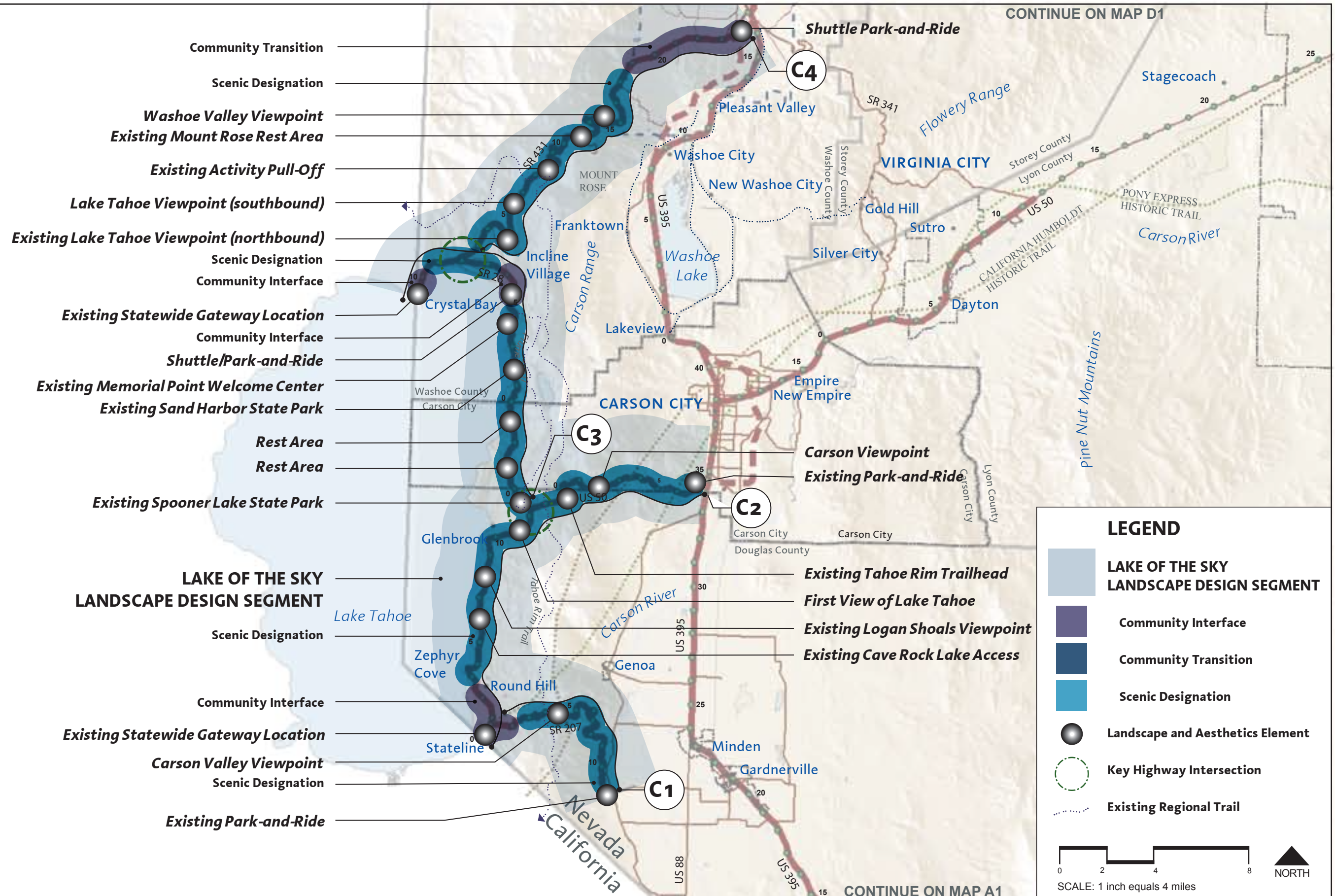
- Incorporate a bike lane through downtown areas.
- Provide accentuated transit stops that provide winter shelter.
- Utilize materials that respond to the context and setting. A wider range of materials are acceptable outside of areas designated as scenic.

Community Transition

- Re-contour and revegetate roadside berms to blend smoothly into landscape.
- Maintain shared-use trails and connect to trail systems within Lake Tahoe.
- Incorporate pedestrian amenities and appropriate lighting.
- Maintain appropriate right-of-way width to provide vegetative buffer for new development.



(1) Constraints such as steep terrain, narrow rights-of-way, funding, erosion control, and environmental regulations present significant challenges.

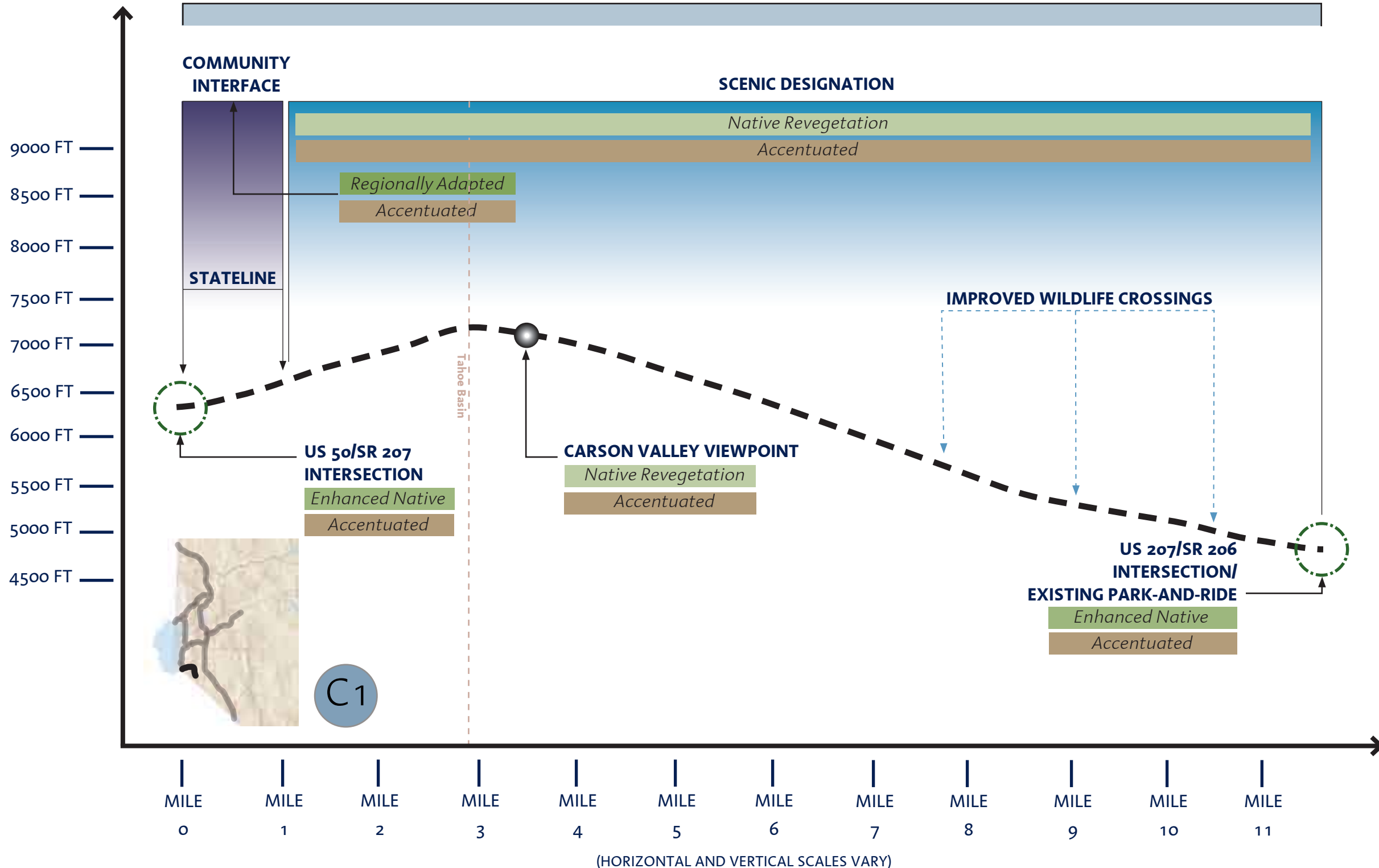


- Community Transition
- Scenic Designation
- Washoe Valley Viewpoint
- Existing Mount Rose Rest Area
- Existing Activity Pull-Off
- Lake Tahoe Viewpoint (southbound)
- Existing Lake Tahoe Viewpoint (northbound)
- Scenic Designation
- Community Interface
- Existing Statewide Gateway Location
- Community Interface
- Shuttle/Park-and-Ride
- Existing Memorial Point Welcome Center
- Existing Sand Harbor State Park
- Rest Area
- Rest Area
- Existing Spooner Lake State Park
- LAKE OF THE SKY LANDSCAPE DESIGN SEGMENT
- Scenic Designation
- Community Interface
- Existing Statewide Gateway Location
- Carson Valley Viewpoint
- Scenic Designation
- Existing Park-and-Ride

LAKE OF THE SKY – DESIGN OBJECTIVES
LAKE TAHOE BASIN

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

LAKE OF THE SKY LANDSCAPE DESIGN SEGMENT - SR 207



Landscape Type/Treatment
 Structures and Hardscape Type/Treatment

DESIGN OBJECTIVES

Wildlife Crossings

1. Reconnect habitat areas segmented by SR 207. Provide large underpasses at canyon locations.
2. Coordinate efforts with USFS and Nevada Division of Wildlife to provide appropriate structures.

Park-and-Ride Pull-offs

1. Provide pull-off for transit pick-up / drop-off. Coordinate park-and-ride locations with transit opportunities to provide access to recreation destinations.

Viewpoints

1. Relocate existing historical marker to a pull-off at the Carson Valley viewpoint.
2. Provide appropriate signage notifying motorists of upcoming pull-off.
3. Incorporate low wall at edge of pull-off to improve safety. Coordinate materials with viewpoint marker.

Rock Cuts and Slope Treatments

1. Repair and revegetate rock cuts.
2. Consider using a simple retaining wall treatment for select cuts in order to stabilize slopes.
3. Replace gabion wall structures. Utilize simple wall feature consistent with others within the segment. Other options include laying back slope to revegetate or providing plantings to screen gabion structures.

Stateline Area

1. Within developed areas, provide sidewalk areas for pedestrian movement.
2. Incorporate pedestrian refuge islands to designate the transition into urban areas and provide pedestrian visibility.
3. Powder-coat light fixtures within the Stateline area.

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



LAKE OF THE SKY – LONGITUDINAL SECTION
SR 207

CONSULTANT TEAM	DESIGN WORKSHOP	SECTION C1 2.35
	PLACES	
	Sand County Studios	
	JW Zunino & Associates CH2MHill	

DESIGN OBJECTIVES

Wildlife Crossings

1. Reconnect habitat areas segmented by US 50. Provide large underpasses at canyon locations.
2. Coordinate efforts with USFS and Nevada Division of Wildlife to provide appropriate structures.

Viewpoints

1. Improve signage notifying motorists of upcoming pull-off areas.
2. Separate parking from travel lanes where possible.
3. Provide interpretive information and information regarding proper access points and parking areas.
4. Utilize granite, rough-hewn timbers, and muted colors as aesthetic treatments.

Park-and-Ride Pull-offs

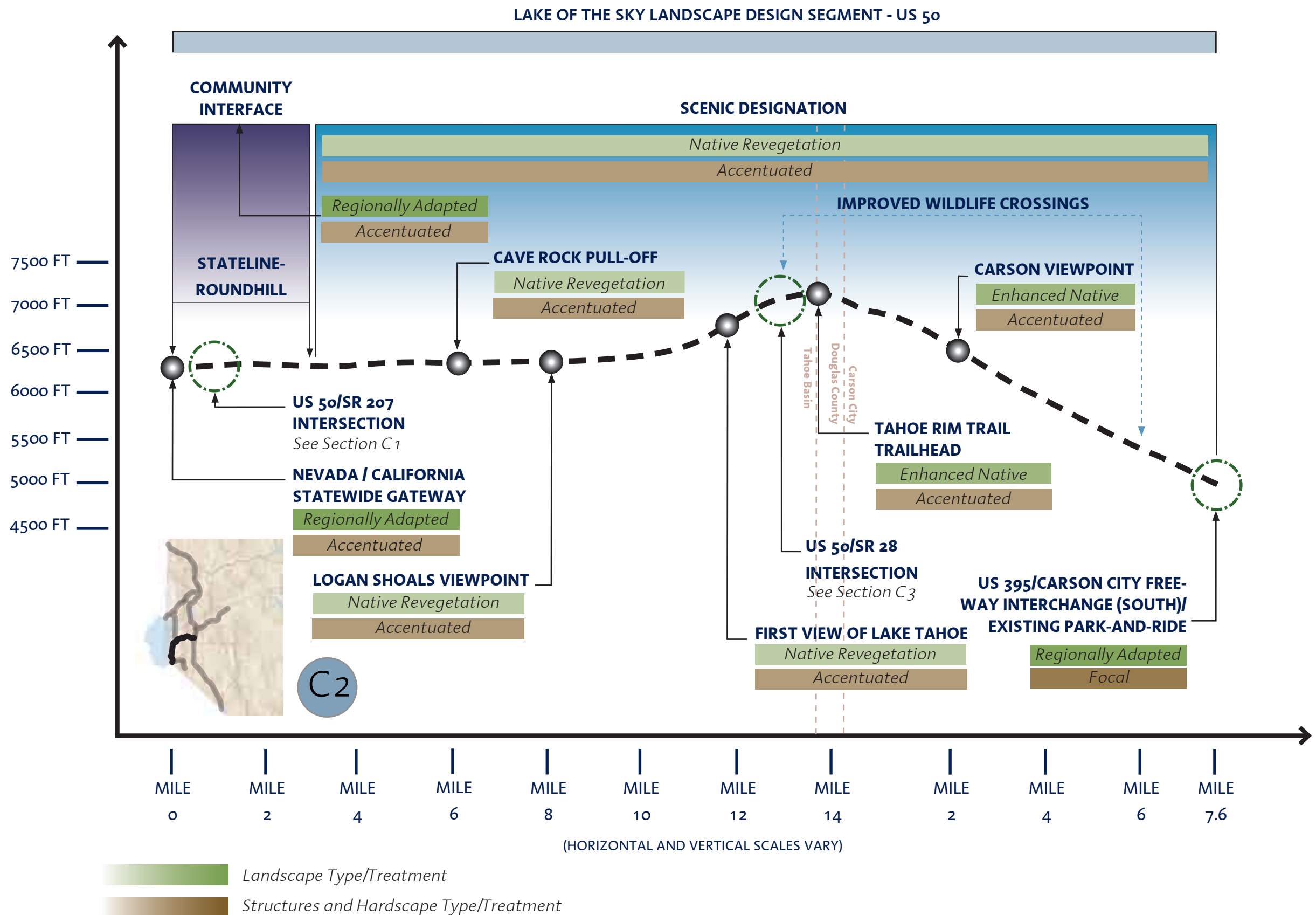
1. Provide pull-off for transit pick-up / drop-off. Coordinate park-and-ride locations with transit opportunities to provide access to recreation destinations.

Non-motorized Transportation

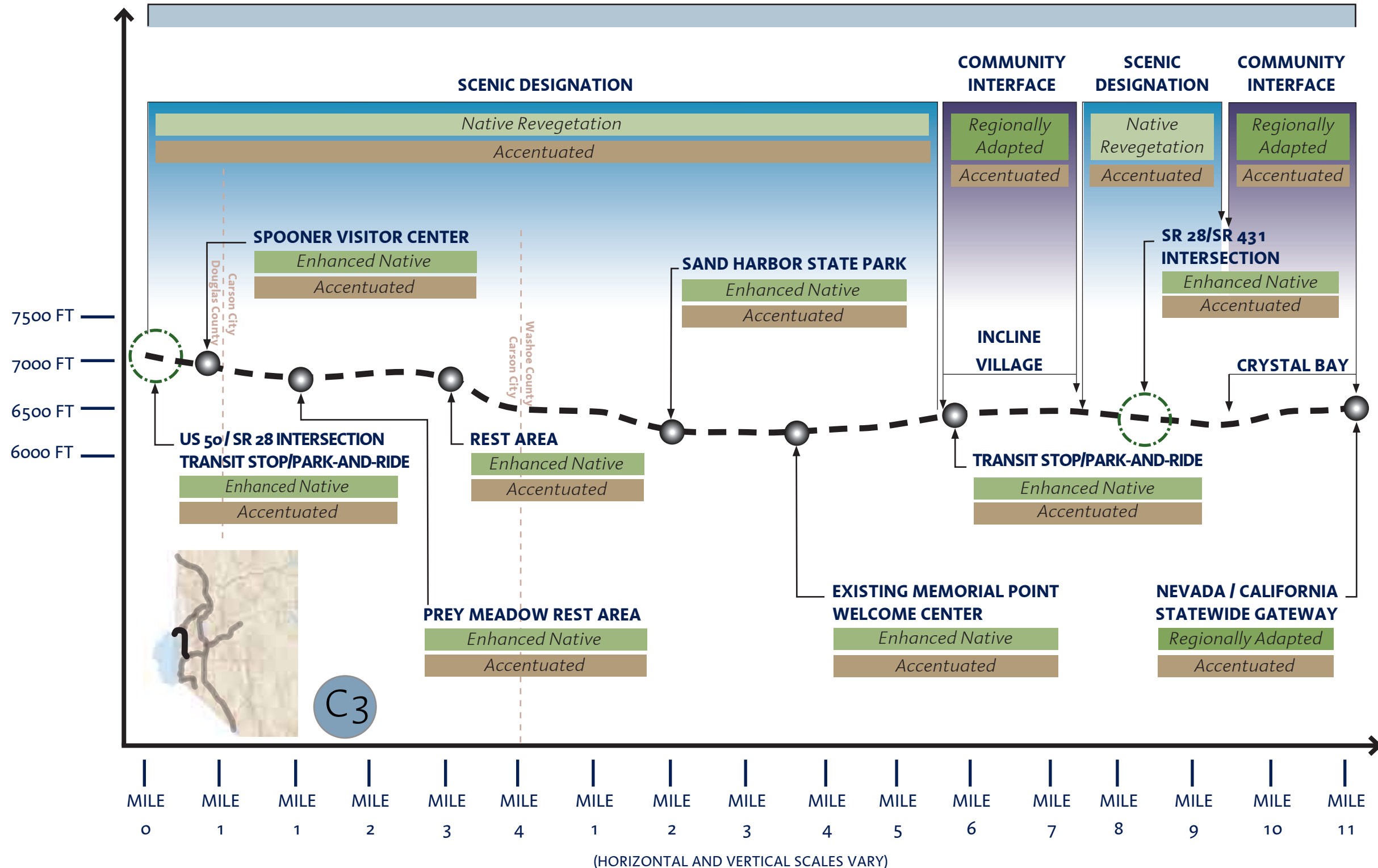
1. Consider utilizing old Lincoln Highway as a shared-use trail connection from Glenbrook to Spooner Summit.
2. Incorporate a designated Class II bike lane.
3. Incorporate a shared-use trail from Stateline to Spooner Summit.
4. Provide connection for Tahoe Rim Trail across US 50. Consider an overpass option that also serves as a gateway to the Tahoe Basin.

Rock Cuts and Slope Treatments

1. Repair and revegetate rock cuts.
2. Consider using a simple retaining wall treatment for select cuts in order to stabilize slopes.
3. Stain rock cuts to blend with surrounding landforms.
4. Utilize muted colors for retaining walls. Structure should visually recede and not be noticeable from Lake Tahoe.



LAKE OF THE SKY LANDSCAPE DESIGN SEGMENT - SR 28



Landscape Type/Treatment
 Structures and Hardscape Type/Treatment

DESIGN OBJECTIVES

Rest Area / Transit System

1. Provide a series of rest areas and trailheads. Coordinate with USFS.
2. Link rest areas with a shared-use trail.
3. Incorporate a transit stop at rest areas to provide recreation access to the lake, mountain bike trails, and other destinations. Shuttles should be equipped to carry recreation accessories.
4. Provide central park-and-ride areas at Spooner Summit and Incline Village.
5. Incorporate signage and recreation information notifying travelers of appropriate parking areas.
6. Provide interpretive signage on environmental sensitivity and the highway's role in creating a sustainable landscape.
7. Create partnerships with USFS, NDSP, and TRPA to create rest area system.
8. Link trails with waterborne transit where appropriate to provide a connected system.
9. Utilize pedestrian underpass where necessary to reduce the number of pedestrians crossing the highway.

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



LAKE OF THE SKY – LONGITUDINAL SECTION

SR 28

CONSULTANT TEAM

DESIGN WORKSHOP
 PLACES
 Sand County Studios
 JW Zunino & Associates
 CH2MHill

SECTION

C3

2.37

DESIGN OBJECTIVES

Rest Areas and Pull-off Facilities

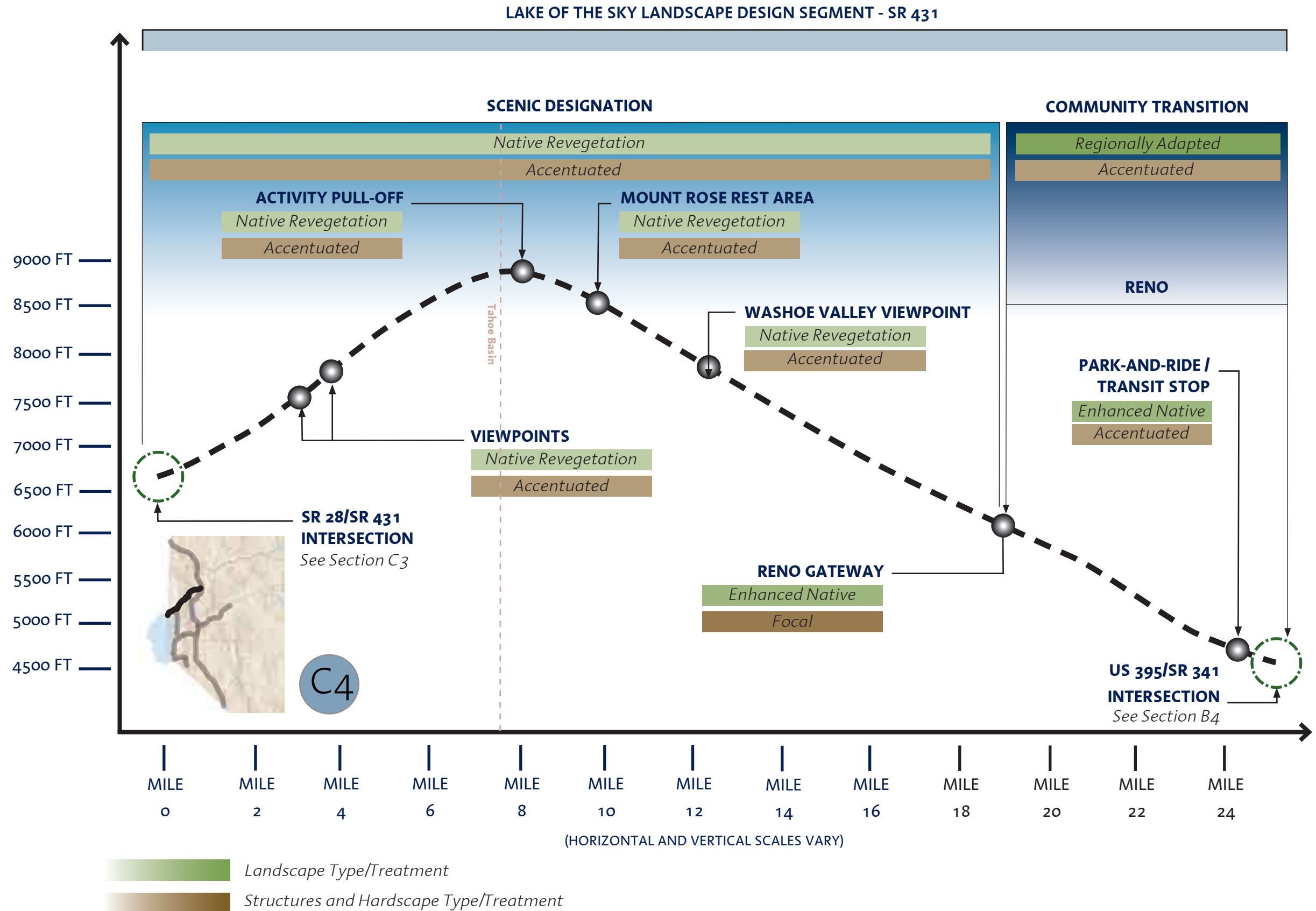
1. Provide designated pull-off and parking areas to provide access to recreation opportunities. Coordinate with public agencies.
2. Utilize aesthetic treatments to highlight architectural features. Incorporate treatments consistent with USFS Built Environment Image Guide.

Community Transition - Reno

1. Incorporate pedestrian refuge island at major pedestrian crossings to highlight the transition into the urban area.
2. Coordinate planning with Washoe County to maintain a planted setback area and minimize the need for noise walls.
3. Revegetate and recontour existing roadside berms.
4. Establish a community gateway to Reno from the Lake Tahoe area.

Non-motorized Transportation

1. Incorporate a designated Class II bike lane.
2. Provide signage for direction to trails and parks.



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

LAKE OF THE SKY LANDSCAPE DESIGN SEGMENT

US 50, SR 28, SR 207, AND SR 431

- 4 SHARED-USE PATH SYSTEM AROUND THE LAKE WITH REST AREAS
- 1 CREATE COORDINATED SYSTEM OF BIKE TRAILS AND REST AREAS
- 3 PROVIDE CONSOLIDATED TRAVEL INFORMATION WITH PARKING AND PULL-OFF LOCATIONS IDENTIFIED
- 3 COMPLETE THE WOODEN MILE MARKER PROGRAM
- 2 IMPROVE WILDLIFE CROSSINGS
- 2 REMOVE BILLBOARDS AND UNDERGROUND UTILITY LINES
- 2 VISUAL QUALITY IMPROVEMENTS ACCORDING TO TRPA SCENIC IMPROVEMENT PROGRAM
- 2 REDUCE VISUAL CONTRAST OF BARRIER RAILS AND GUARD RAILS AND USE ONE CONSISTENT TREATMENT TYPE
- 5 ROCK CUTS AND EROSION ENHANCEMENTS
- 5 REMOVE GABION WALLS AND REPAIR ROCK CUT

- 2 SEPARATED SHARED-USE PATH CONNECTED TO A SERIES OF PARKING AREAS, REST AREAS AND COORDINATED BEACH SIGNAGE
- 2 CREATE WILDLIFE CROSSINGS AT MAJOR CANYONS AND REDUCE FILL UNDER ROADWAY
- 1 SHUTTLE SYSTEM PARK-AND-RIDE TO PROVIDE RECREATION POINTS ON SR 28. PARTNERSHIPS WITH STATE PARKS, TRPA AND RTC
- 2 SEPARATED SHARED-USE PATH AND DESIGNATED BIKE LANES ALONG US 50
- 2 ENHANCE SIGNAGE AND TRAFFIC ACCESS TO LOGAN SHOALS VIEWPOINT
- 2 ENHANCE CAVE ROCK TUNNEL ENTRY
- 3 PEDESTRIAN CONNECTION ENHANCEMENTS
- 2 COMMUNITY GATEWAYS
- 3 PEDESTRIAN AMENITIES AND CROSSINGS
- 7 COORDINATE IMPROVEMENTS WITH CALTRANS AND THE HWY 50 PLAN
- 4 STREETScape AND PLANTINGS

COMMUNITY GATEWAY TO RENO
HUMBOLDT-TOIYABE NATIONAL FOREST AND GALENA CREEK REGIONAL PARK VISITOR CENTER PLACE NAME SIGN

WASHOE VALLEY AND TRUCKEE MEADOWS VIEWPOINT

CONSIDER PULL-OFF FOR INCLINE LAKES

VIEWPOINT OF LAKE TAHOE AND MT. ROSE (SOUTHBOUND LANE)

COMMUNITY GATEWAY TO CRYSTAL BAY

STATEWIDE GATEWAY

PROVIDE TRAILHEAD/CENTRAL PARKING AREA FOR SHUTTLE

SEPARATED SHARED-USE PATH CONNECTED TO A SERIES OF PARKING AREAS, REST AREAS AND COORDINATED BEACH SIGNAGE

CREATE WILDLIFE CROSSINGS AT MAJOR CANYONS AND REDUCE FILL UNDER ROADWAY
SHUTTLE SYSTEM PARK-AND-RIDE TO PROVIDE RECREATION POINTS ON SR 28. PARTNERSHIPS WITH STATE PARKS, TRPA AND RTC

SEPARATED SHARED-USE PATH AND DESIGNATED BIKE LANES ALONG US 50

ENHANCE SIGNAGE AND TRAFFIC ACCESS TO LOGAN SHOALS VIEWPOINT

ENHANCE CAVE ROCK TUNNEL ENTRY

PEDESTRIAN CONNECTION ENHANCEMENTS

COMMUNITY GATEWAYS

PEDESTRIAN AMENITIES AND CROSSINGS

COORDINATE IMPROVEMENTS WITH CALTRANS AND THE HWY 50 PLAN

STREETScape AND PLANTINGS

WASHOE VALLEY AND TRUCKEE MEADOWS VIEWPOINT

CONSIDER PULL-OFF FOR INCLINE LAKES

VIEWPOINT OF LAKE TAHOE AND MT. ROSE (SOUTHBOUND LANE)

COMMUNITY GATEWAY TO CRYSTAL BAY

STATEWIDE GATEWAY

PROVIDE TRAILHEAD/CENTRAL PARKING AREA FOR SHUTTLE

SEPARATED SHARED-USE PATH CONNECTED TO A SERIES OF PARKING AREAS, REST AREAS AND COORDINATED BEACH SIGNAGE

CREATE WILDLIFE CROSSINGS AT MAJOR CANYONS AND REDUCE FILL UNDER ROADWAY
SHUTTLE SYSTEM PARK-AND-RIDE TO PROVIDE RECREATION POINTS ON SR 28. PARTNERSHIPS WITH STATE PARKS, TRPA AND RTC

SEPARATED SHARED-USE PATH AND DESIGNATED BIKE LANES ALONG US 50

ENHANCE SIGNAGE AND TRAFFIC ACCESS TO LOGAN SHOALS VIEWPOINT

ENHANCE CAVE ROCK TUNNEL ENTRY

PEDESTRIAN CONNECTION ENHANCEMENTS

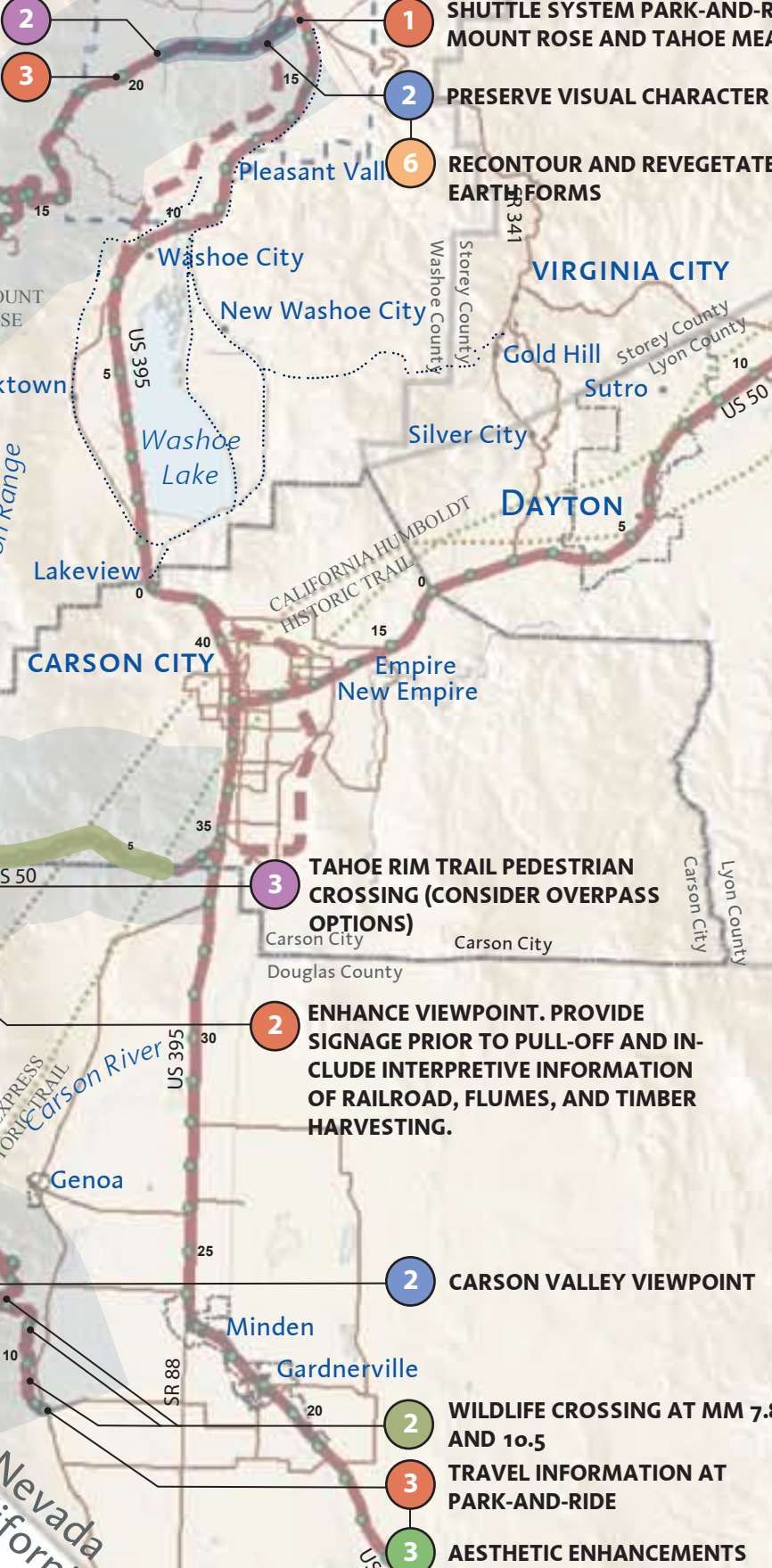
COMMUNITY GATEWAYS

PEDESTRIAN AMENITIES AND CROSSINGS

COORDINATE IMPROVEMENTS WITH CALTRANS AND THE HWY 50 PLAN

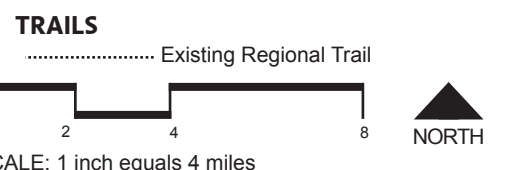
STREETScape AND PLANTINGS

PARTNERSHIP FOR IMPROVED TAHOE RIM TRAIL CROSSING AND PROVIDE SIGNAGE



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



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



LAKE OF THE SKY – SPECIFIC FEATURES
LAKE TAHOE BASIN

DESIGN WORKSHOP
PLACES
Sand County Studios
JW Zunino & Associates
CH2MHill

MAP
C2
2.39

Aerial Landscape and Aesthetic Treatment Simulations

The following aerial images are meant to illustrate landscape and aesthetic treatments at key points along the Lake of the Sky Landscape Design Segment.



First View of Lake Tahoe

- Native Revegetation
- Accentuated

LEGEND

- Scenic Designation
- Landscape and Aesthetics Element

**LAKE OF THE SKY
LANDSCAPE DESIGN SEGMENT**



Statewide Gateway

- Regionally Adapted
- Accentuated

LEGEND

- Community Interface
- Scenic Designation
- Landscape and Aesthetics Element

**LAKE OF THE SKY
LANDSCAPE DESIGN SEGMENT**

(1) This aerial view looks west along US 50 towards Lake Tahoe. The first view of the lake is formalized with an accentuated viewpoint.

(2) This aerial view looks east from the California state line at Crystal Bay towards Incline Village. The community background is enhanced through heightened landscape treatments. The statewide gateway welcomes travelers to Nevada.



**Design Interpretation Summary –
Lake of the Sky**

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) A separated shared-use trail connects a system of rest areas through highly used recreation areas. Increased alternative transportation access for recreation destinations relieves traffic congestion and increases the opportunities for restoration of way trails. Overlooks provide interpretive opportunities and resting points.



(2) Rest areas provide multiple opportunities for travelers. They serve many functions including, but not limited to, resting areas for travelers, viewpoints, trailheads, and staging area for recreationists.



(6) Heavy stone foundations and exposed structural beams create structures that blend with the impressive scale of the surrounding landscape.



(3) Slopes should be treated with materials that match the context of surrounding landscape’s color and texture.



(4) Community centers include pedestrian amenities such as seating, lighting, planting, transit stops, and spacious walkways.



(5) Well-designed signage identifies local resources and reinforces the community’s character.



(7) Unique and scenic areas require that particular attention is given to the color and design of roadway structures to preserve the visual quality of the place.



(8) Providing public transportation to recreational opportunities is critical to the economic and environmental quality of the area.



(9) Roadway design considers wildlife movement through drainages. Fill of canyons is minimized.



(1) The state entry at Stateline is constrained by existing development and right-of-way conditions.



(2) Stateline has the opportunity to reinvent its character and provide a better connection to the redevelopment at Heavenly Village. Pedestrian connections may be improved as street systems are evaluated and alternative routes are improved through a partnership with Caltrans.



(3) Materials utilized for the road services program draw upon that segment's architectural style. Within the Lake of the Sky facilities should use combinations of rustic elements and muted earth tones.

SECTION FIVE: Edge of the Sierra

THEME

The Edge of the Sierra is an area of transition between two major geographic areas of the state – the Sierra Nevada Range and the Great Basin. The segment includes US 395 from the south end of Washoe Valley northward through Reno to the California state line. As US 395 stretches north through Washoe Valley, the Carson Range rises to the west. Throughout the corridor, the mountains provide an impressive backdrop that shapes the region's identity.

As the highway approaches Reno and Sparks from both the south and the north, the rural landscape transitions to an urban environment. Major interchanges emphasize the corridor's relationship with the nearby mountains through designs that reflect the coexistence of the natural environment and the urban character of the city. Other significant interchanges capture the character of the place through transportation art that depicts cultural and historical motifs. Throughout the corridor a palette of Sierra and Great Basin materials are combined to represent the corridor's unique geographic location.

Within the Reno urban area, roadway elements are softened with appropriate vegetation, textures, barriers, railings, and lighting that are indicative of a city that cares about its image. Adjacent industrial views are screened from the roadway.

DESIGN SEGMENT OBJECTIVES

Urbanization and community growth will have the most significant impact on aesthetics. US 395 becomes an elevated highway within Reno, and therefore has a unique design objective – community background. Other design objectives concentrate on preserving views and managing the character of the roadway through the rural and urban environment. In addition to applicable corridor-level objectives, design objectives have been established specifically for this segment.

Scenic Designation

- Preserve scenic views of Washoe Valley, including Slide Mountain and Washoe Lake.
- Apply for scenic byway designation through Washoe Valley.
- Improve riparian areas and river crossings with plantings and erosion control features that mimic natural features and enhance riparian habitat.
- Revegetate highway medians and allow the roadway to blend with the natural environment.
- Encourage motorists to connect with the surrounding environment by providing place name signage and interpretative information.
- Utilize simple structures and hardscape elements that are visually unobtrusive.
- Improve litter collection along the corridor.
- Restrict outdoor advertising.
- Retrofit existing structures to visually blend with the surrounding environment.

Community Transition

- Reinvent the roadway through Pleasant Valley. The construction of I-580 from the Mount Rose intersection to Washoe City reduces the traffic demand through Pleasant Valley and creates opportunities for the highway to respond to the surrounding communities.
- Utilize traffic calming measures and provide street tree plantings to enhance the community character through Pleasant Valley.
- Incorporate a separated, shared-use trail within the right-of-way. Create connections to the Franktown bike loop and other regional trails in the Pleasant Valley/Washoe Valley area.
- Screen unattractive industrial developments adjacent to the highway through berming and vegetation.
- Utilize simple structures and facilities that gracefully respond to the Truckee Meadows environmental context. Use muted colors present in the landscape.
- Provide a statewide gateway monument at the California/Nevada border. Coordinate signage with the surrounding landforms and vegetation. Signage is secondary in scale to interstate statewide gateways.

Urban Background

- Establish a significant gateway at the I-580/SR 431 interchange. Create a portal that communicates the entry into and exit from the following areas: Reno, Truckee Meadows, and the Mount Rose/Lake Tahoe area. Design should reflect the influence of environmental features such as the Carson Range and Truckee River as well as recreational features.
- Utilize a high standard for design appropriate to Reno as an urban community and tourist destination. Key interchanges serve as portals to both the city and recreational opportunities. Therefore, significant aes-



(1) Edge of the Sierra (Segment D) key map.



(2) This segment is an area of transition between the landscapes of the Sierra Nevada and the Great Basin.



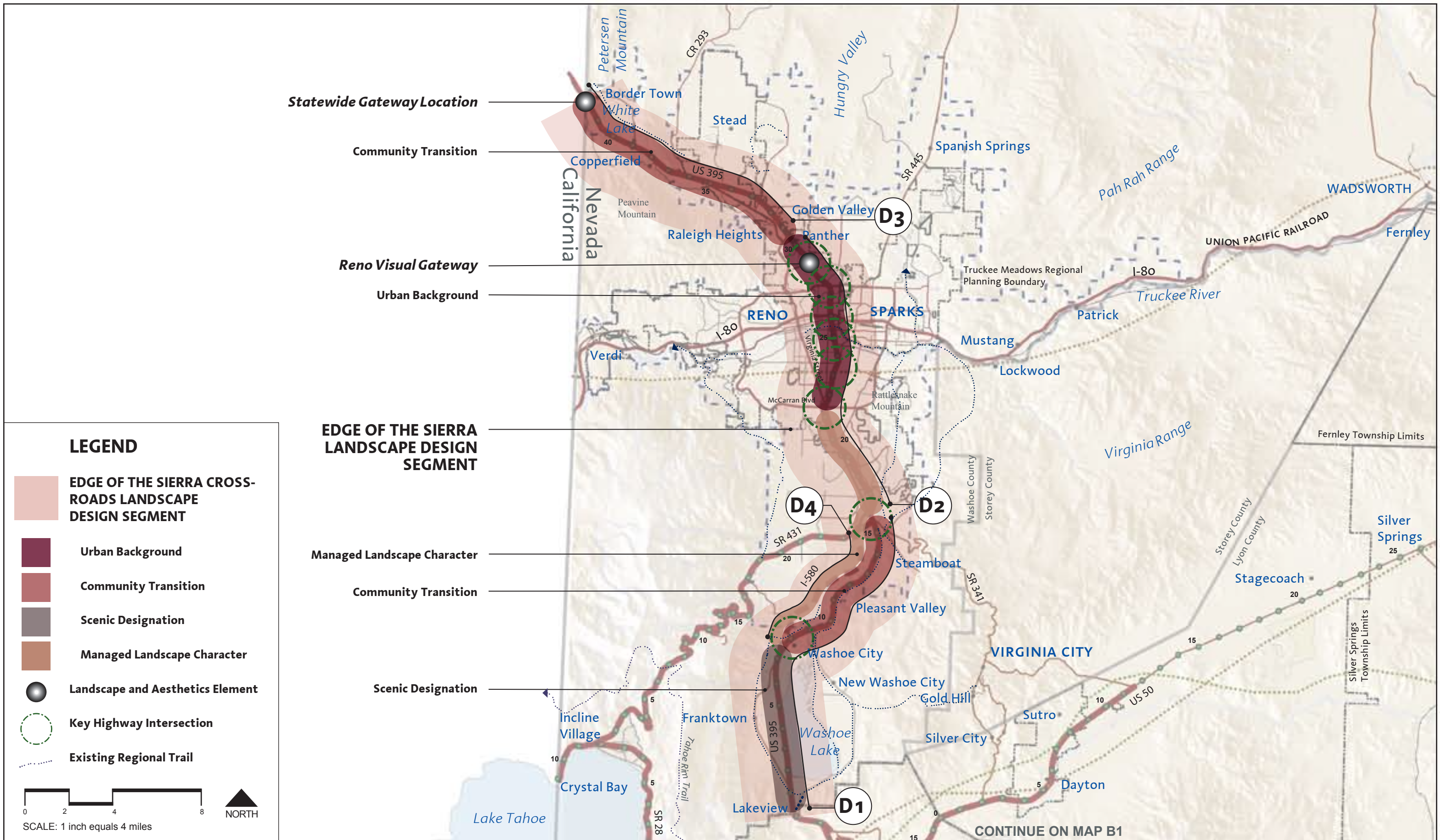
(1) Environmental management and scenic preservation are heightened along zones of scenic designation.



(2) Design elements reflect its importance as an urban community and tourist destination.

thetic improvements and heightened attention to detail improve the city's image. Key interchanges are grouped according to their level of importance. The hierarchy ranges from level one to level four as shown on page 2.47.

- Announce the entry into Reno and connections to the Lake Tahoe area at major interchanges. Hierarchy of interchange importance reflects the facility's role as a portal for visitors and residents.
- Minimize the height of sound walls to maintain views such as the Carson Range, Mount Rose, Rattlesnake Mountain, and Peavine Mountain.
- Partner with local communities to enhance the bicycle and trail network. Provide bike lane and trail connections as part of interchange design.
- Consider alternatives to high mast lighting that are in scale with the roadway environment. Tall, shiny standards distract from the overall roadway aesthetic and do not relate to the density of adjacent development.
- Establish a direct connection from the corridor to Reno's downtown.
- Utilize a combined palette of Sierra Nevada and Great Basin plant materials to reflect the synthesis of the two plant communities.
- Upgrade older facilities and structures to new standards and to the segment's designated landscape treatment levels as US 395 is widened through Reno.
- Reinforce the visual gateway to and from Reno at the Dandini interchange. Create a gateway that announces Reno and recognizes the University of Nevada and Desert Research Institute.



Statewide Gateway Location

Community Transition

Reno Visual Gateway

Urban Background

EDGE OF THE SIERRA
LANDSCAPE DESIGN
SEGMENT

Managed Landscape Character

Community Transition

Scenic Designation

LEGEND

- EDGE OF THE SIERRA CROSS-ROADS LANDSCAPE DESIGN SEGMENT
- Urban Background
- Community Transition
- Scenic Designation
- Managed Landscape Character
- Landscape and Aesthetics Element
- Key Highway Intersection
- Existing Regional Trail

0 2 4 8
SCALE: 1 inch equals 4 miles

▲ NORTH

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

**EDGE OF THE SIERRA – DESIGN OBJECTIVES
RENO METROPOLITAN AREA**

CONSULTANT TEAM	DESIGN WORKSHOP	MAP D1 2.45
	PLACES	
	Sand County Studios JW Zunino & Associates CH2MHill	



CONTINUE ON MAP B1

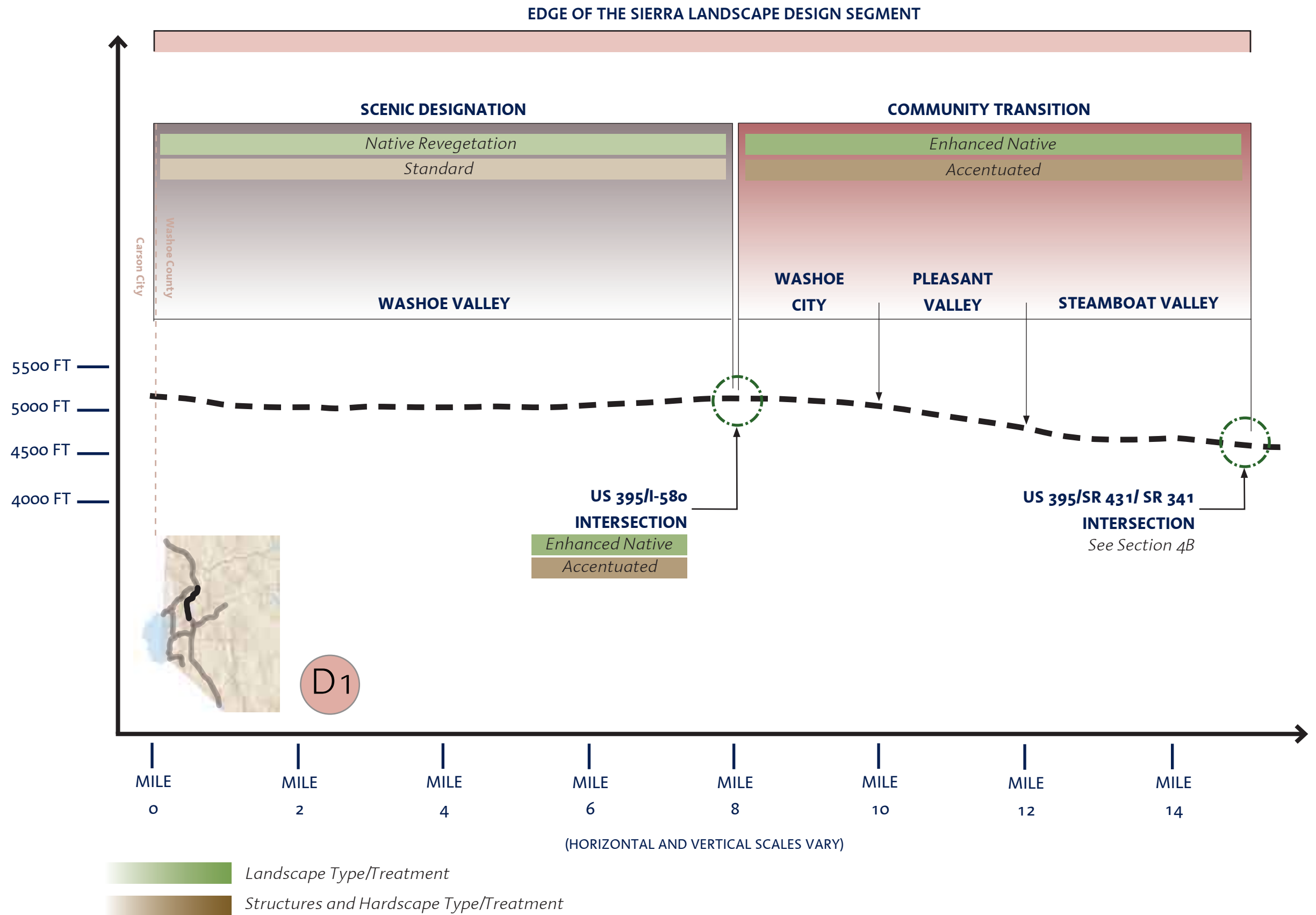
ELEMENTS

Scenic Designation

1. Apply for scenic byway designation through Washoe Valley.
2. Re-paint Bellevue bridge to blend into scenic vista.
3. Improve signage to State Park, interpretive trails around Washoe Lake, and historic wetlands.
4. Consider place name signs for ruins, wildlife viewing, birds/perches, geothermal energy, mining, original V&T alignment, and Jumbo Grade historic railways.

Community Transition

1. Reinvent highway as a result of I-580 construction. Consider reducing the number of lanes.
2. Incorporate traffic calming features. Provide planted median.
3. Incorporate shared-use path into right-of-way. Provide room for equestrian movement. Provide east/west bicycle and equestrian crossings below and above grade where appropriate.
4. Enhance local commercial districts.
5. Protect Jeffrey Pines and endangered Buckwheat at Steamboat.
6. Connect Franktown, Pleasant Valley, and Davis Creek with trail system. Preserve Franktown bike loop.
7. Interpret historical features and provide recreation access at Old Washoe City.
8. Preserve existing cottonwoods.
9. Retrofit existing structures with new color palette.



SECTION

D1

2.46

DESIGN WORKSHOP

PLACES

Sand County Studios

JW Zunino & Associates

CH2MHill

CONSULTANT TEAM

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

EDGE OF THE SIERRA –LONGITUDINAL SECTION

US 395: CARSON CITY/WASHOE COUNTY LINE TO WASHOE COUNTY MM15

UNLV

NEVADA DOT

ELEMENTS

Interchange Hierarchy of Importance
 (Not all interchanges may be located on the section)
 Basic interchange improvements include a paint/stain retrofit and incorporation of transportation art.

Level One

- I-80/US 395 Interchange
- Plumb Lane Interchange
 - Establish the gateway into Reno from the airport
- Mill Street
 - Establish the gateway into downtown Reno
- Mount Rose Highway Interchange (SR 431 and I-580)

Level Two

- South Virginia Street Interchange
- Neil/Meadowood Interchange
- Moana Interchange
- Oddie Interchange
- North McCarran Interchange
- Stead Interchange
- Parr/Dandini Interchange
 - Establish the gateway to UNR and the Desert Research Institute
 - Create the visual gateway into Reno

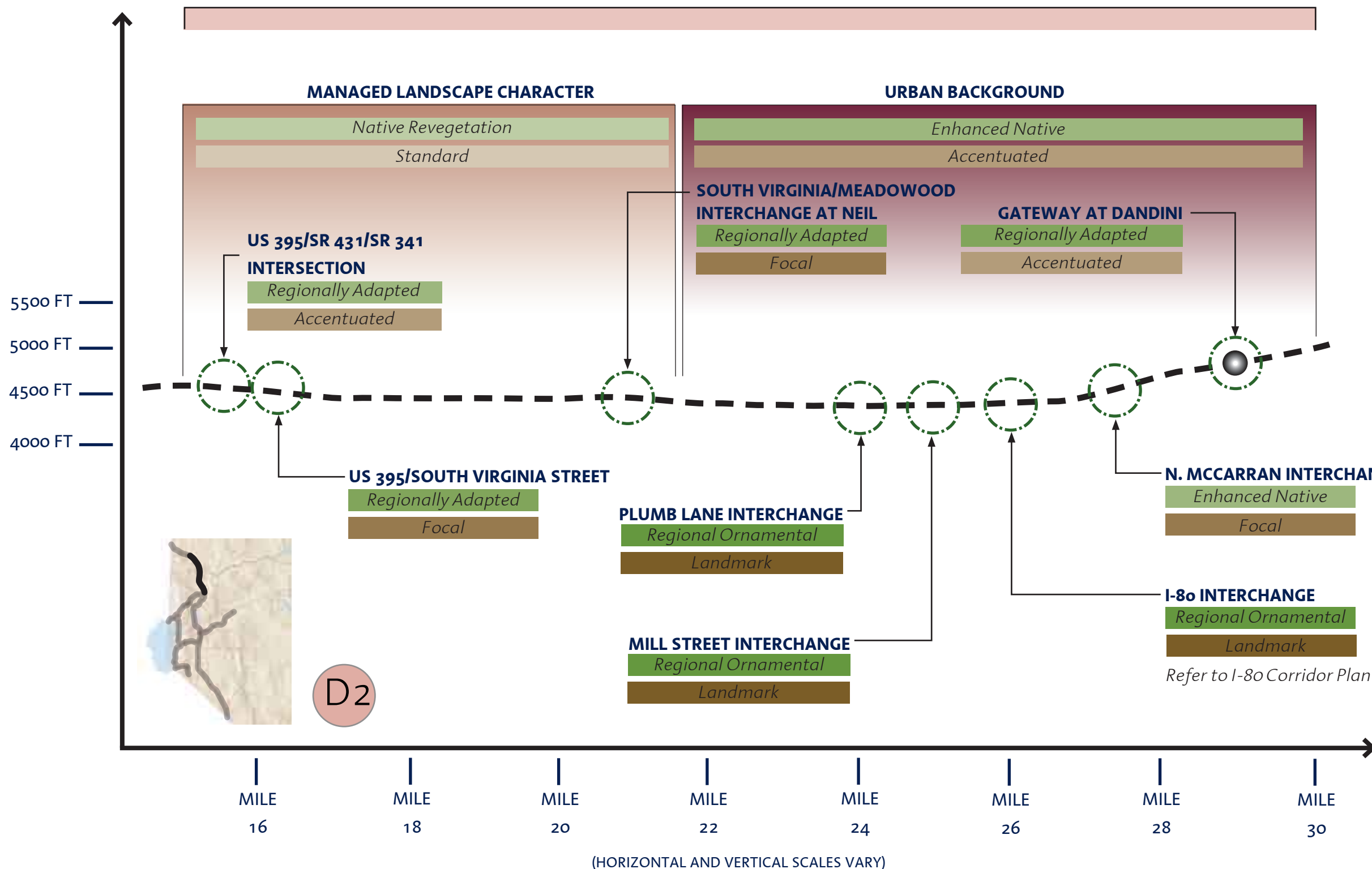
Level Three

- Arrowcreek/Damonte Ranch Interchange
- South Meadows Parkway Interchange
- Glendale Interchange
- Golden Valley Interchange
- Panther Interchange
- Lemmon Interchange
- Red Rock Interchange
- Cold Springs Interchange
- Bordertown Interchange

Level Four

- East Lake Interchange
- Bellevue Interchange
- Bowers Mansion Interchange (I-580/US 395)

EDGE OF THE SIERRA LANDSCAPE DESIGN SEGMENT



Landscape Type/Treatment
 Structures and Hardscape Type/Treatment

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



EDGE OF THE SIERRA – LONGITUDINAL SECTION
 US 395: WASHOE COUNTY MM₁₅ TO WASHOE COUNTY MM₃₀

CONSULTANT TEAM

DESIGN WORKSHOP
 PLACES
 Sand County Studios
 JW Zunino & Associates
 CH2MHill

SECTION
 D2
 2.47

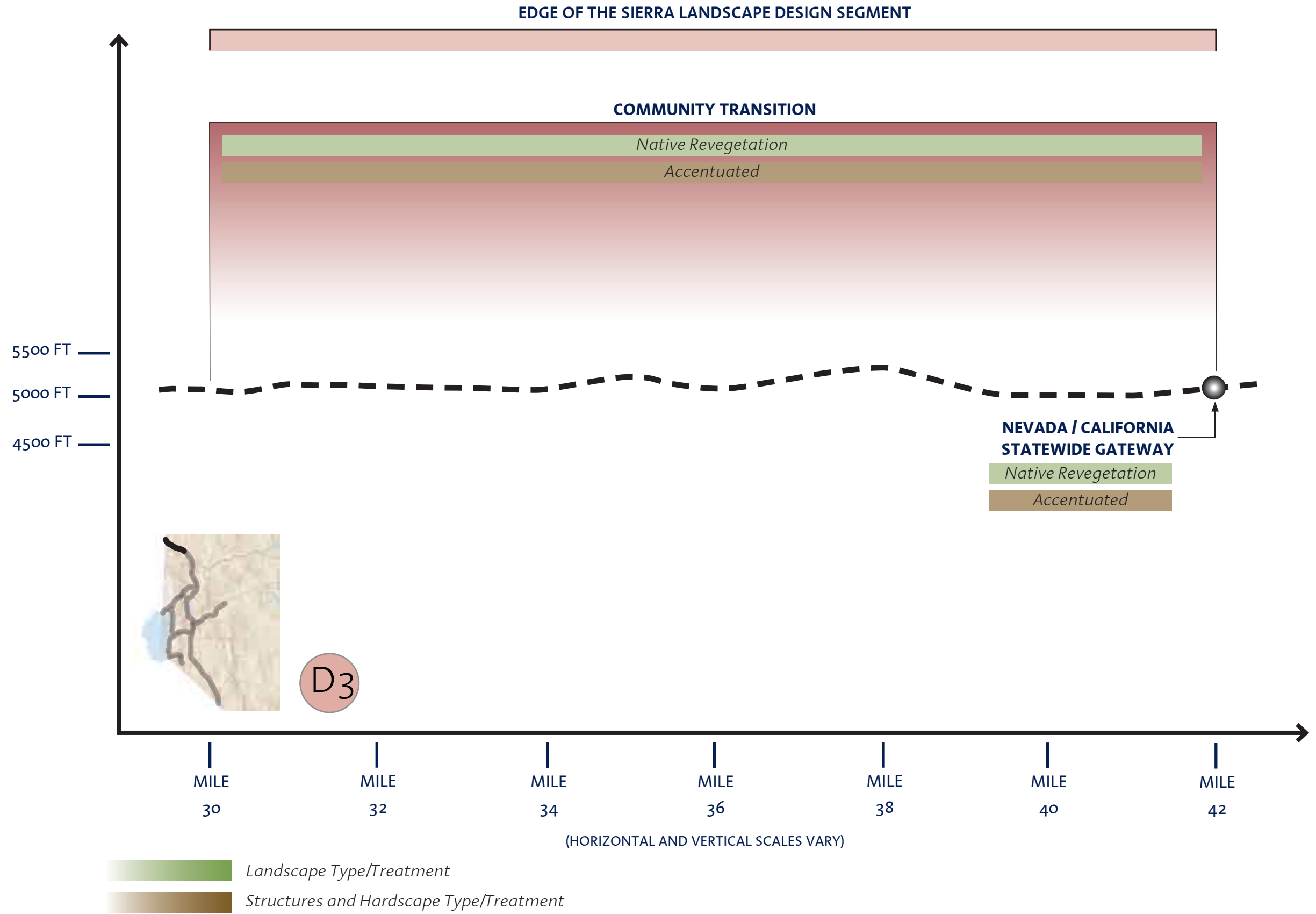
ELEMENTS

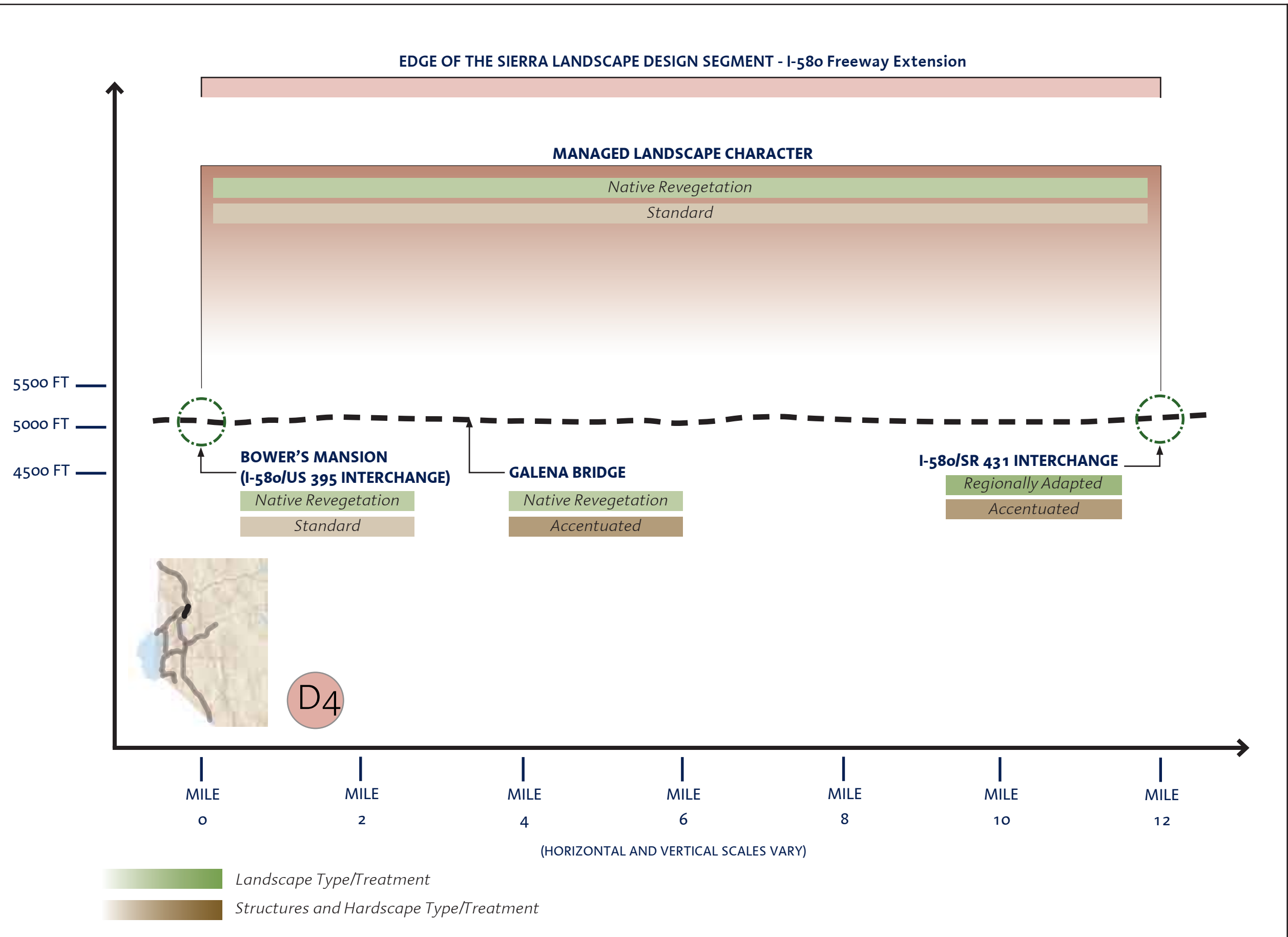
Community Transition

1. Provide signage into Hungry Valley. Provide information regarding appropriate areas for OHV/ATV use and legal trailheads.
2. Coordinate with Washoe County for planned growth. Maintain adequate setback to provide native revegetation along roadside to buffer road from new development.
3. Utilize scenic views and vistas of White Lake for design influence.
4. Retrofit existing structures with new color palette.

Nevada / California Statewide Gateway

1. Subtle entry signage.
2. Incorporate into existing topography so that it aesthetically fits into the landscape.





ELEMENTS

Managed Landscape Character

1. Address aesthetic impacts of new highway cuts and fills from the existing US 395 corridor.
2. Stain cuts and riprap if needed to match natural soil color.
3. Provide for wildlife movement. Utilize bridge structures to maintain migration corridors.
4. Utilize natural rock outcroppings and geologic features as design features.
5. Stain structures to blend with terrain.
6. Utilize contour grading to soften areas of cut and fill.

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



EDGE OF THE SIERRA – LONGITUDINAL SECTION

I-580

CONSULTANT TEAM

DESIGN WORKSHOP PLACES
Sand County Studios
JW Zunino & Associates
CH2MHill

SECTION

D4

2.49

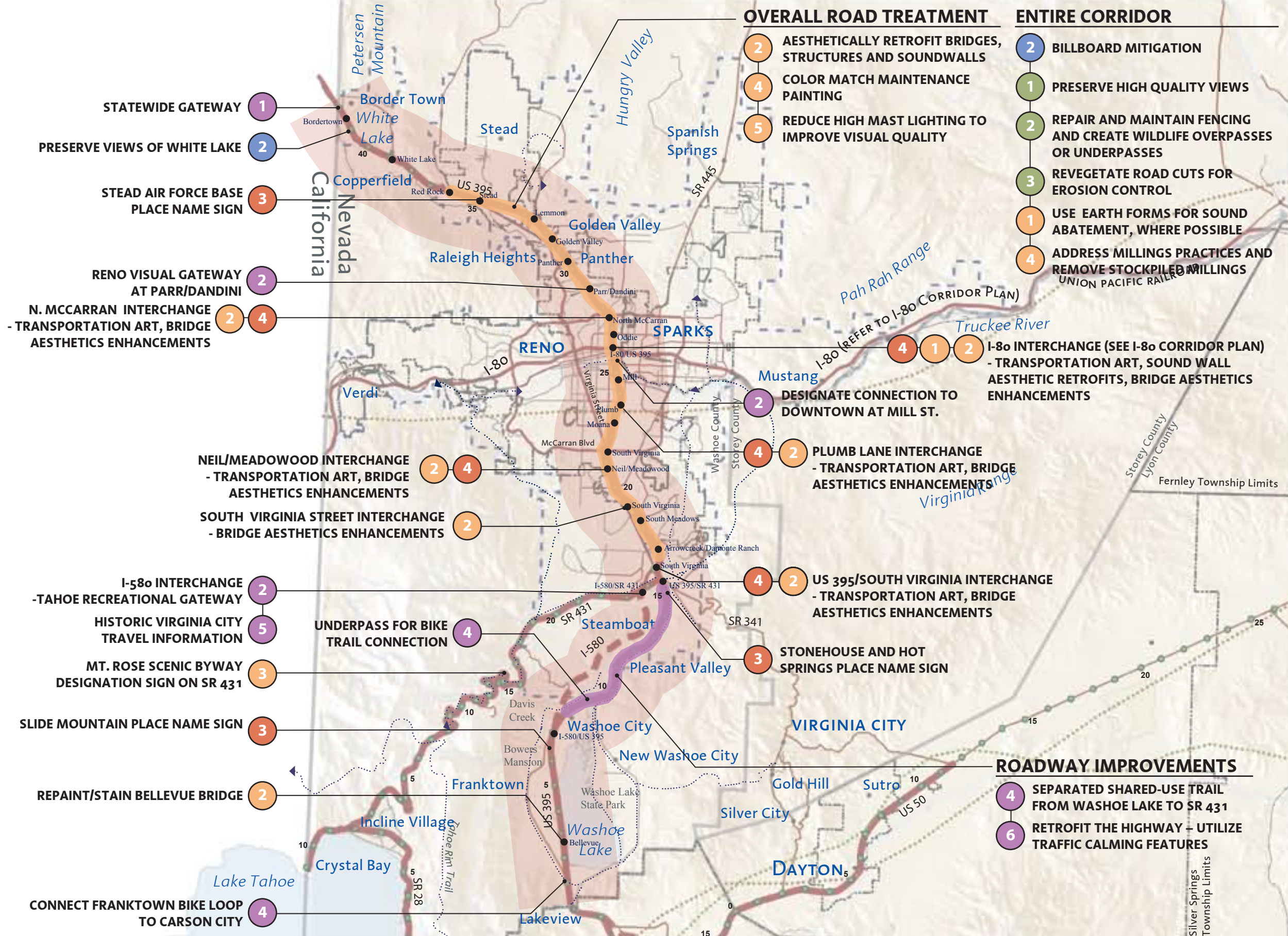
LEGEND

- 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
 Existing Regional Trail

SCALE: 1 inch equals 4 miles

NORTH

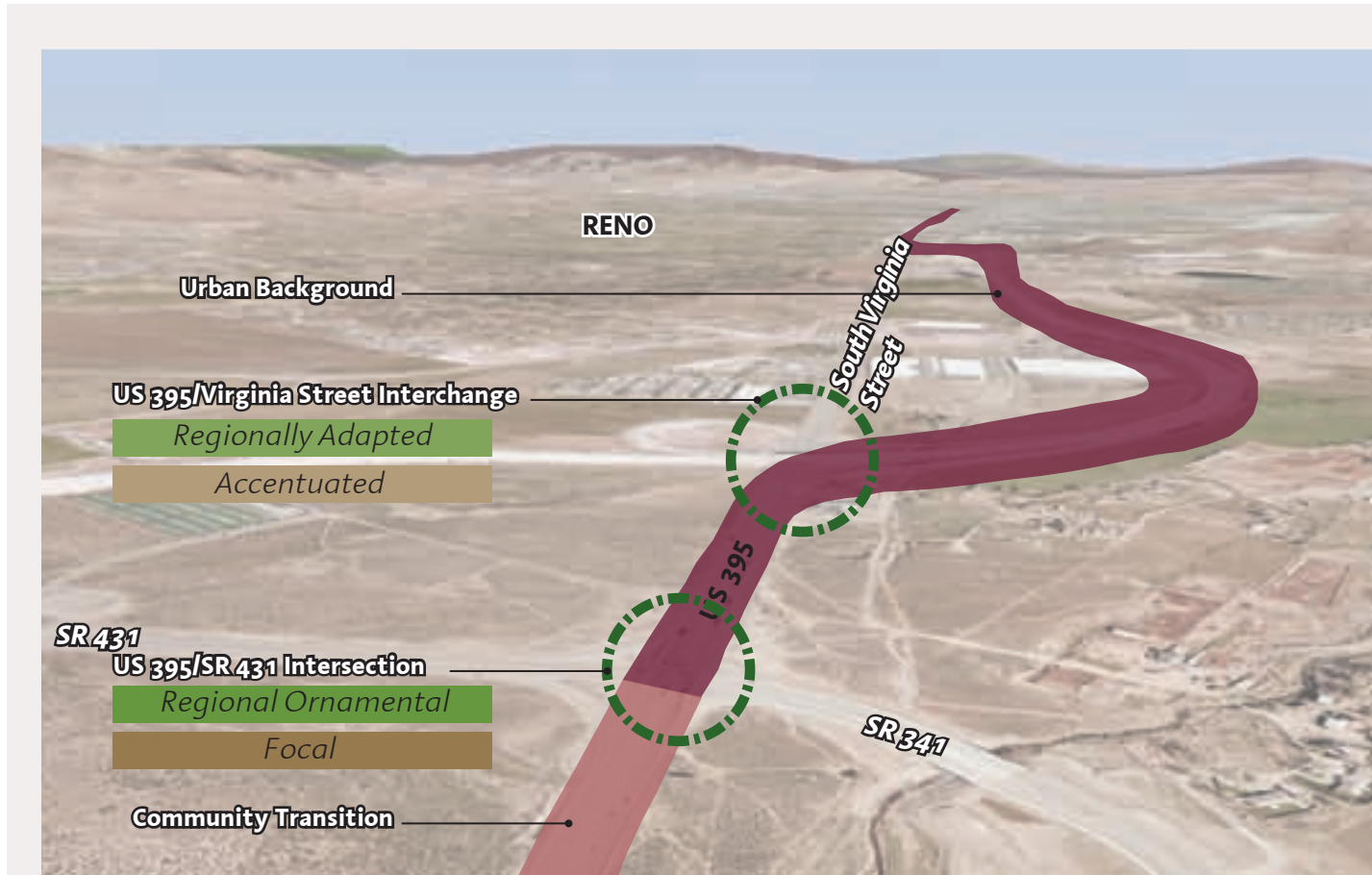


EDGE OF THE SIERRA – SPECIFIC FEATURES RENO METROPOLITAN AREA

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

Aerial Landscape and Aesthetic Treatment Simulations

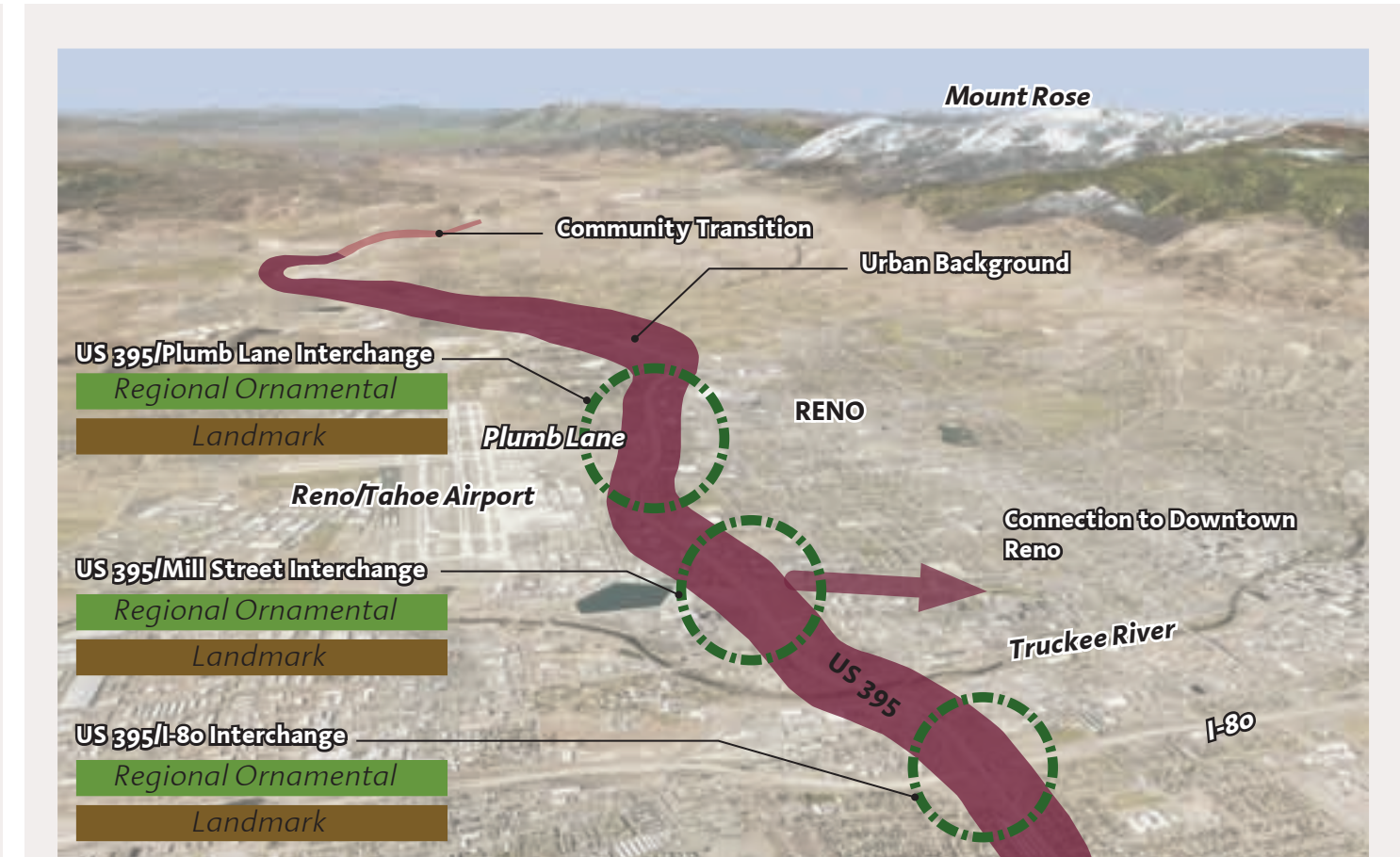
The following aerial images are meant to illustrate landscape and aesthetic treatments at key points along the Edge of the Sierra Landscape Design Segment.



D EDGE OF THE SIERRA LANDSCAPE DESIGN SEGMENT

LEGEND	
	Community Background
	Community Transition
	Landscape and Aesthetics Element

(1) This aerial view looks north towards the entry into Reno along US 395. Major intersections provide gateways into the metropolitan area. The heightened treatments also create gateways from Reno into the Lake Tahoe recreation area.



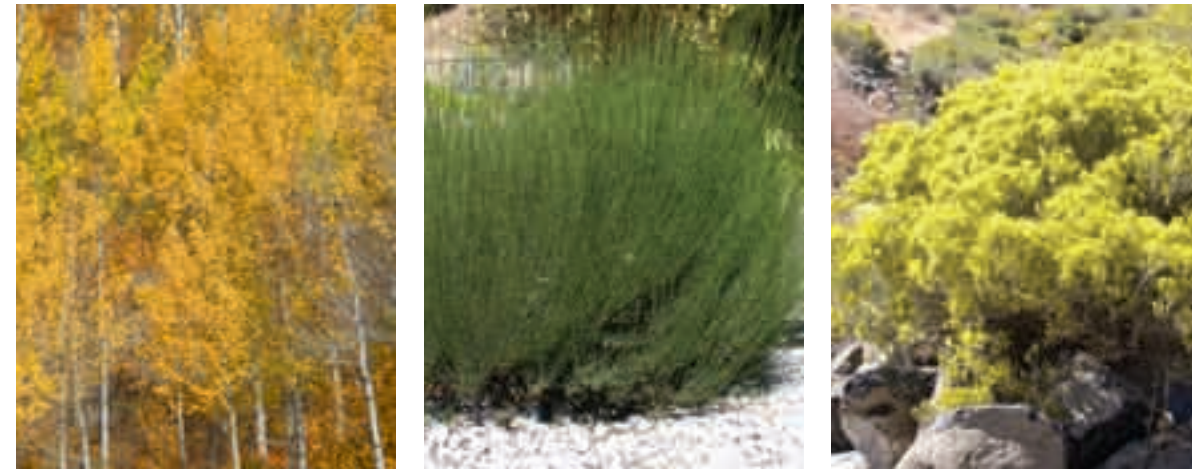
D EDGE OF THE SIERRA LANDSCAPE DESIGN SEGMENT

LEGEND	
	Community Background
	Community Transition
	Landscape and Aesthetics Element

(2) This aerial view looks south along US 395 in Reno. Important interchanges include the US 395/I-80 interchange and US 395/Plumb Lane interchange. The latter provides the first impression of Reno and the state of Nevada to travelers entering the area from the Reno/Tahoe airport. Heightened landscape types and treatments establish a sophisticated visual image.

**Design Interpretation Summary –
Edge of the Sierra**

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), (2), (3) Plant material representative of the Great Basin and Sierra Nevada landscapes are combined into a single plant palette in the Edge of the Sierra Crossroads Landscape Design Segment.



(4) Hillside and slope treatments reinforce the region’s distinctive beauty.



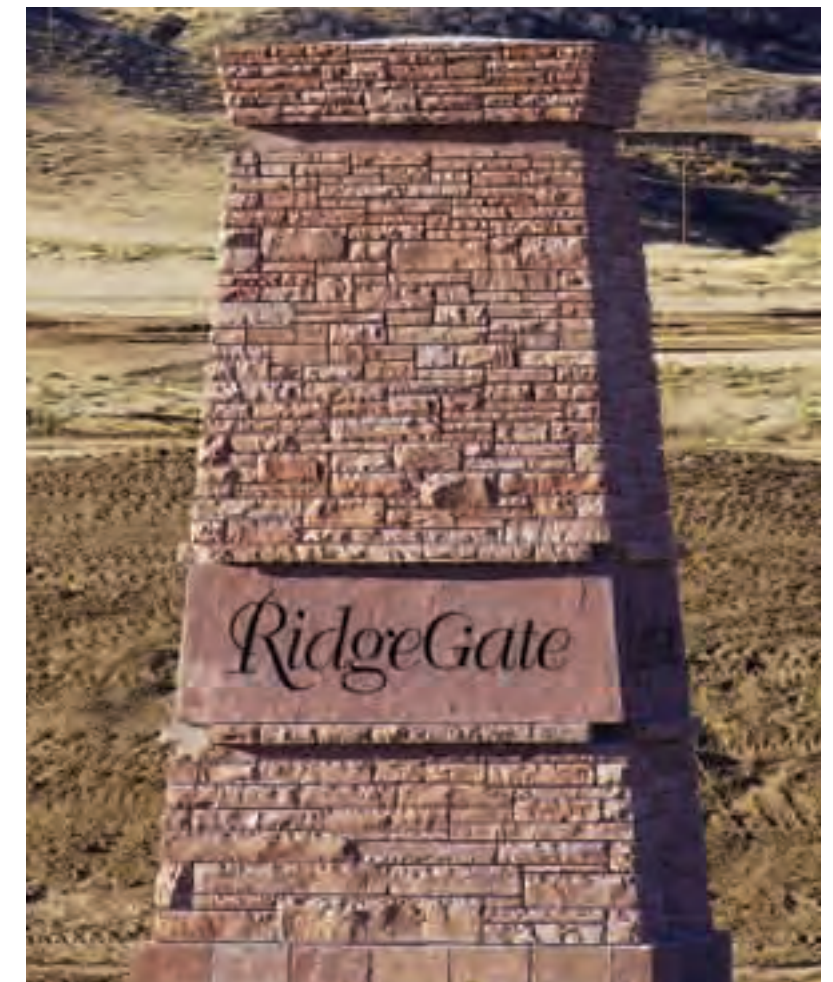
(7) Sophisticated forms and materials reinforce the urban quality of downtown areas.



(5), (6) The artistic design of structures is an opportunity to express the region’s unique character.



(8) Structures within the Edge of the Sierra Crossroads should utilize colors and materials representative of the surrounding landscape. The Plumb Lane interchange establishes the gateway into the Reno/Tahoe area from the international airport, justifying landmark treatments.



(9) Accentuated structures combined with distinctive views highlight community and recreational gateways.



(1) The visual appearance of the highway is improved through the incorporation of a revegetated median and a shared-use trail that links to regional trails and recreation opportunities.



(2) The construction of I-580 provides an alternative transportation route around Pleasant Valley. The community has an opportunity to reinvent the road.



(3) A simplified bridge structure is enhanced through the reduction of slope paving and use of regionally adapted softscape treatments.



(4) The interchange with Mount Rose Highway (I-580/SR 431) establishes the entry into the Reno area. As the state's second largest metropolitan statistical area, highway structures should establish a sophisticated image.