

Landscape Design Segments

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INTRODUCTION

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

Figure 4 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

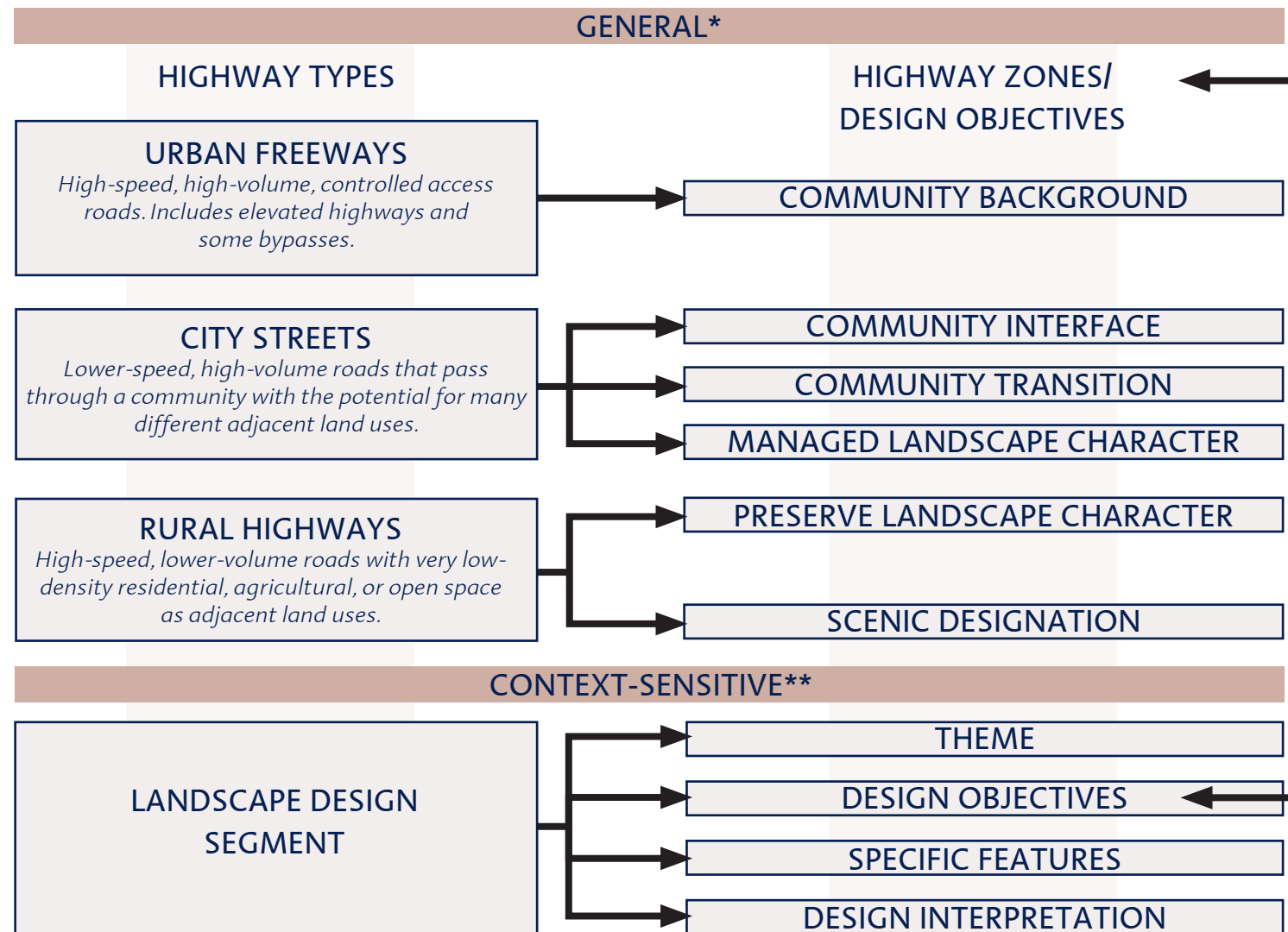
The Master Plan organizes road systems into different highway types: urban freeways, city streets, and rural highways. Highway types are categorized according to the type of road, the speed and vol-

ume 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, a low-speed road that travels through a downtown area is considered a community inter-

face 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 7, 8, and 13 illustrate the type of development and goals associated with each highway zone.

Figure 4 - 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 context-sensitive design 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 a highway's design and its features. This is especially evident when a highway also serves as a community's main street. Creating a coherent visual environment that 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 Four: Landscape Design Segments

The last three 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 5 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

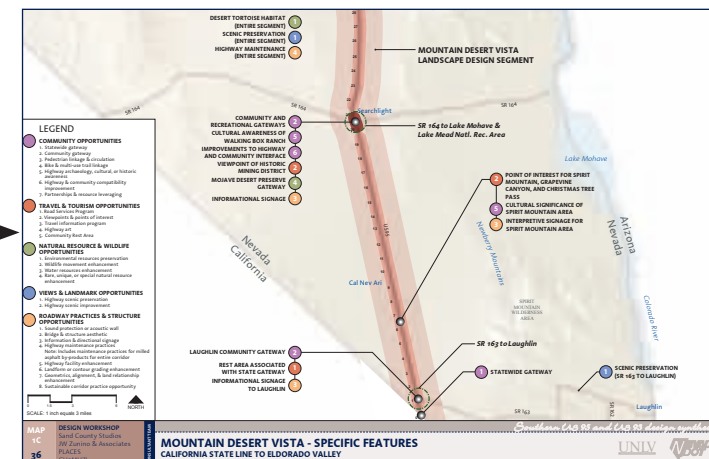
Landscape design segments provide an organizational tool for applying design concepts along the highway. After understanding the project components that may be applied within each highway zone (community interface, managed landscape character, etc.), it is important to understand the theme and design 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 Southern Corridor include the Mountain Desert Vista, Destiny of the West, and Mojave Desert Vista as seen on the following page.



Theme and Design Interpretation

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



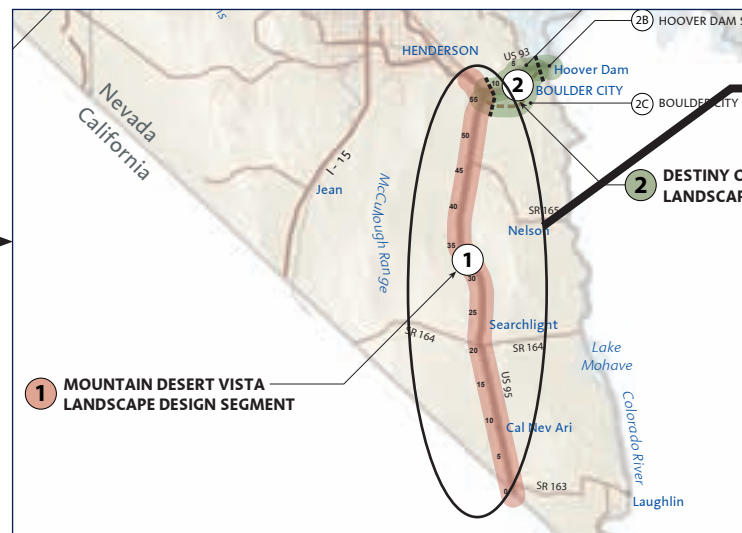
Specific Features

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

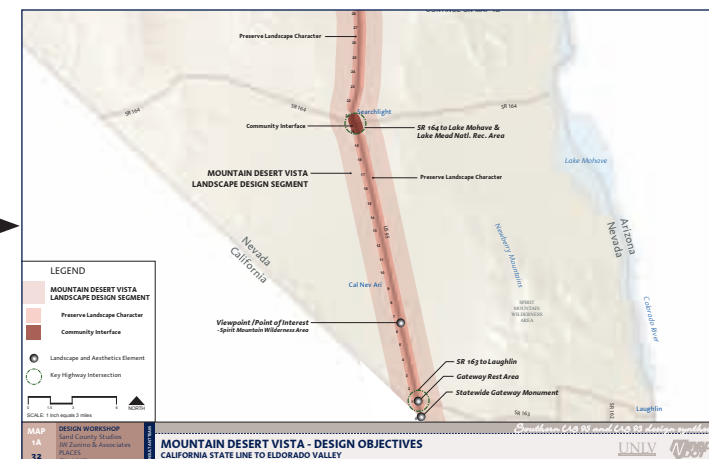
Figure 5 – Landscape design segment themes, maps, and sections



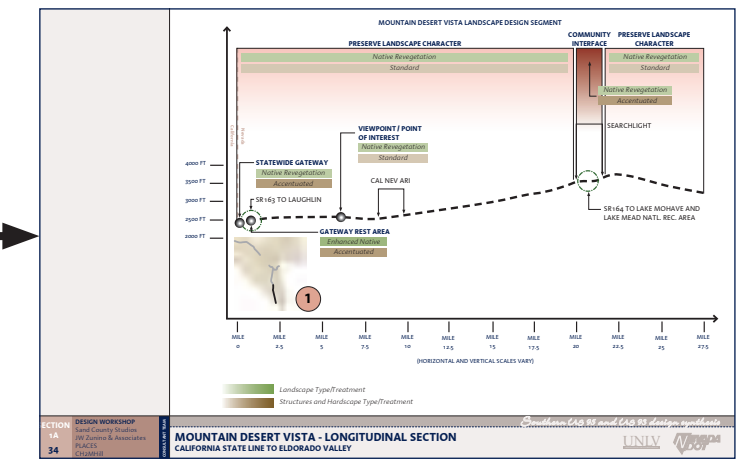
Corridor
A group of highways evaluated to address a topic such as landscape and aesthetics.



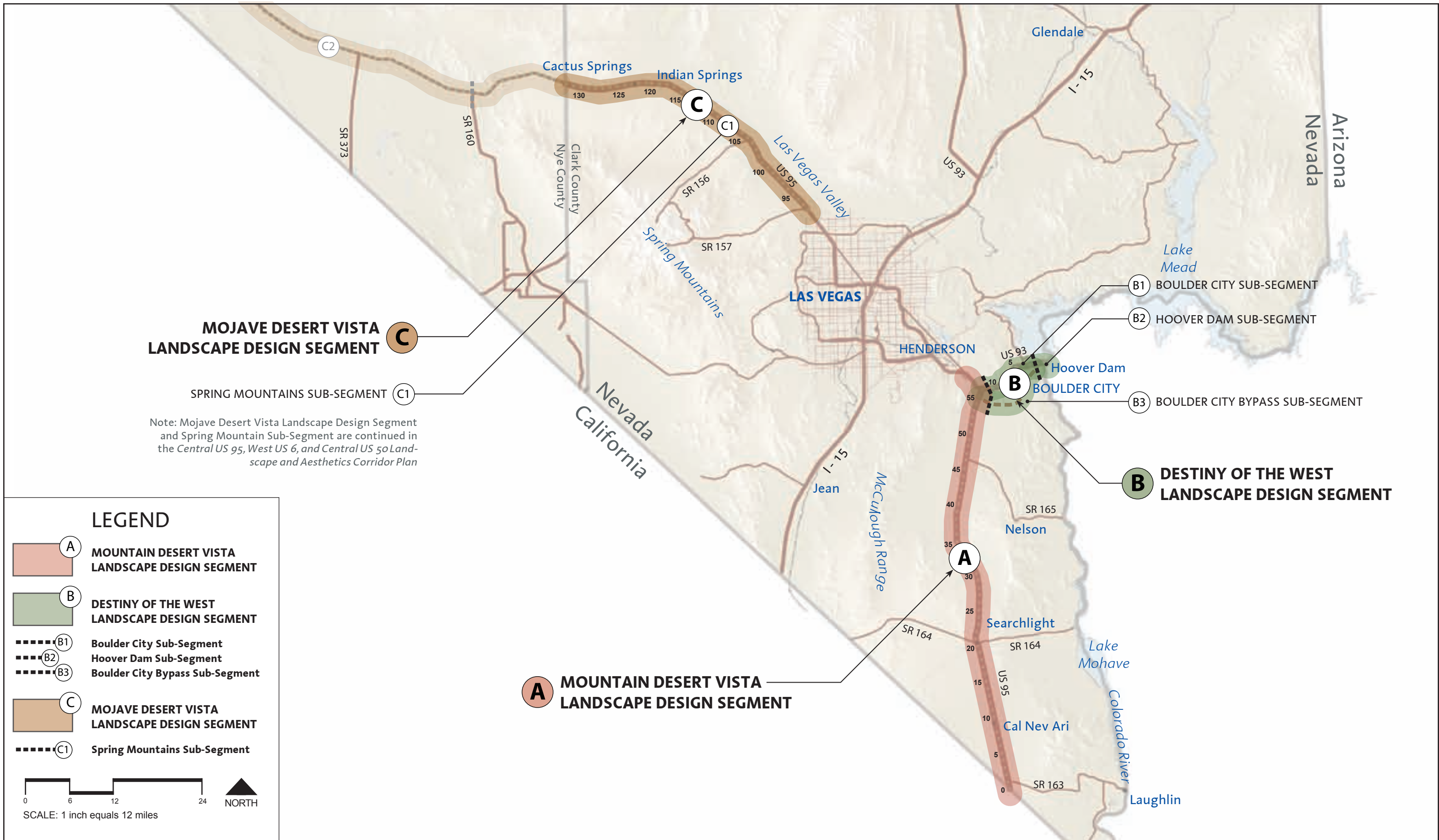
Landscape Design Segments
Sections of the highway organized according to the surrounding environmental and cultural context. Themes correlate with the segment name and location.



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



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





(1) Zones classified as managed landscape character are areas of planned development and the traveler's first experience as they enter a community. Design objectives for these zones aim to limit the impacts of future growth on the native landscape.



(2) Community transition zones occur between downtown and the undeveloped edges of a community. These areas begin to balance the needs of pedestrians with automobile circulation and are excellent locations for community gateway features.

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 7, 8, and 13. 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 roads in these corridors fall into the city streets or rural highways category. The exception includes the Boulder City Bypass. Design objectives that relate specifically to this highway can 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*).

The general design objectives for city streets are reviewed in Figure 8, followed by a more detailed description of community interface, community transition, and managed landscape character. Rural highways is described beginning on page 2.10 and includes more specific information on preserve landscape character and scenic designation zones.

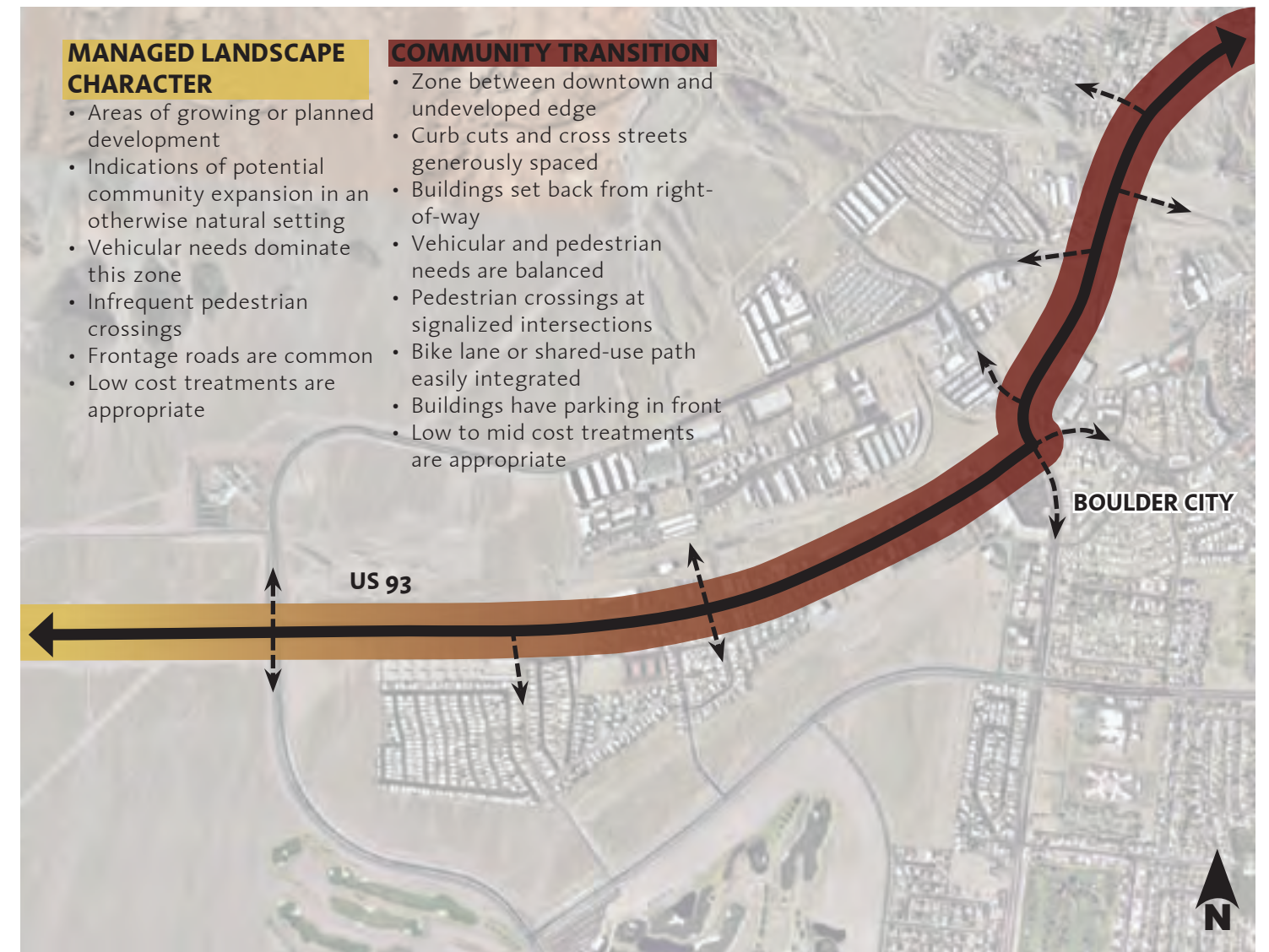


Figure 6 - Highway zone design objectives are tailored to varying levels of development along the roadway. As development becomes more dense, the focus of the design objectives moves from preserving views and the natural landscape to improving the interface between the highway and the community.

Figure 7 - Urban Freeways - Highway Zones

URBAN FREEWAYS – HIGHWAY ZONES



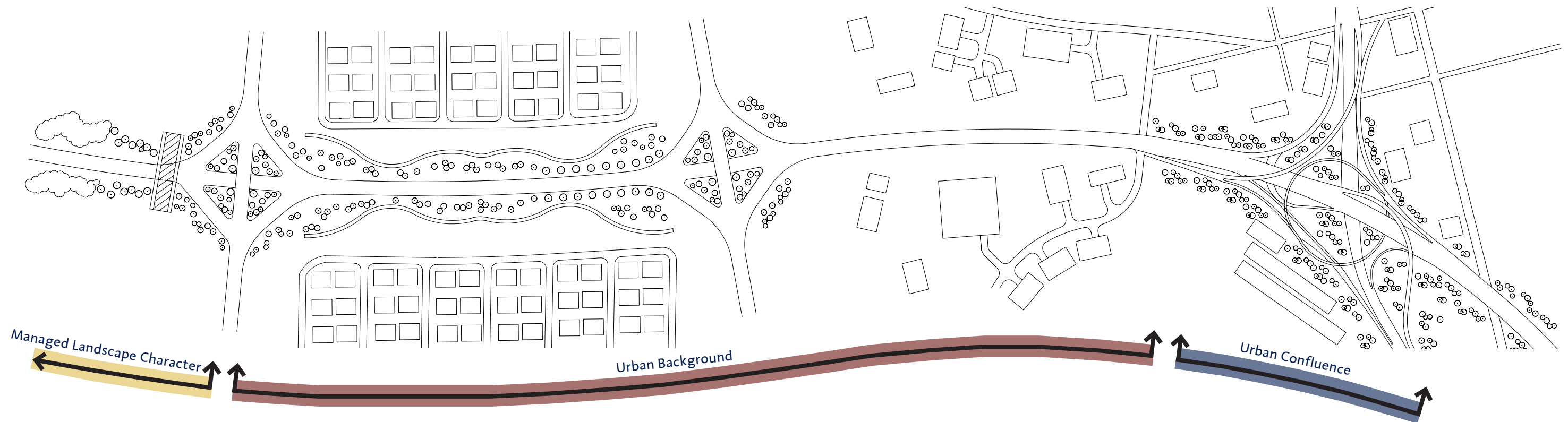
MANAGED LANDSCAPE CHARACTER
 Adjacent land uses: Vary from residential to industrial.
 Located in areas of current growth or planned growth
 at community edges along interstates or elevated
 highways.



URBAN BACKGROUND
 (Does not occur in this corridor)
 Adjacent land uses: Commercial development along
 interstates or elevated highways. Noise walls are used
 in residential areas.



URBAN CONFLUENCE
 (Does not occur in this corridor)
 Adjacent land uses: Highly visible location.
 Major interstate or highway intersection is
 of great 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 8 - City Streets - Highway Zones

CITY STREETS – HIGHWAY ZONES



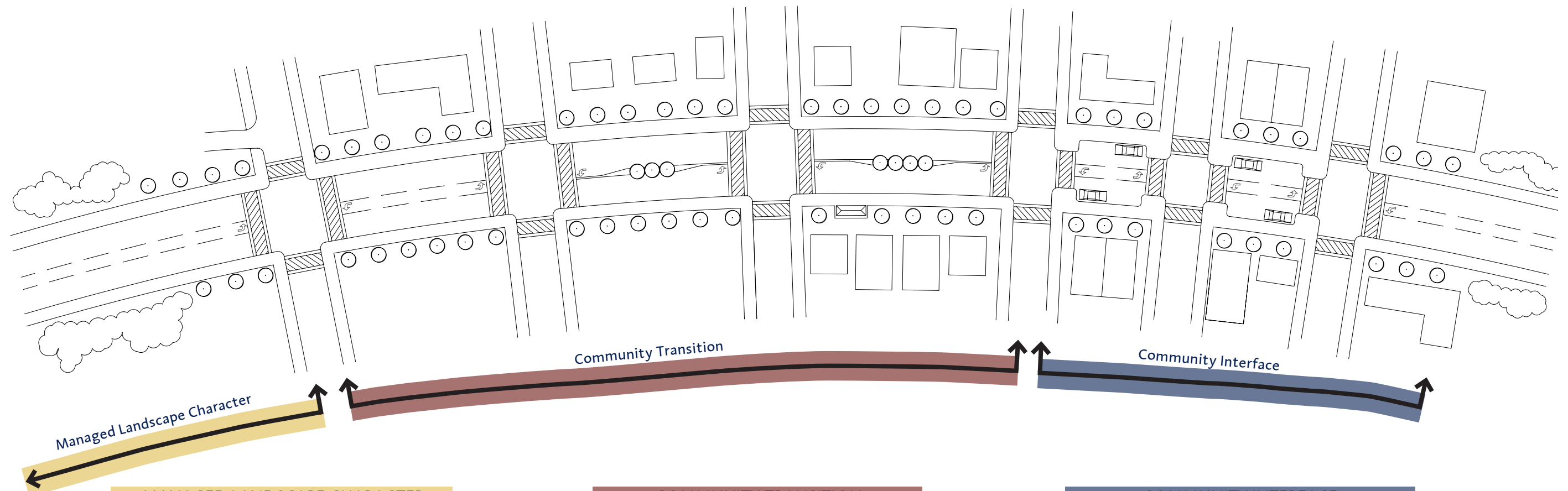
MANAGED LANDSCAPE CHARACTER
 Adjacent land uses: Vary from residential to industrial.
 Located in areas of current growth or planned growth at community edges.



COMMUNITY TRANSITION
 Adjacent land uses: Range from commercial to residential with larger setbacks. Located between a community's downtown and its undeveloped edges.



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



MANAGED LANDSCAPE CHARACTER
 “Transition Zones” in the Master Plan

- Areas of growth 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.

Design Objectives

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 number of travel lanes and lane widths. Install raised or planted medians to create pedestrian refuge islands that can double as speed-reduction devices.
- Facilitate traffic flow and speed with roundabouts

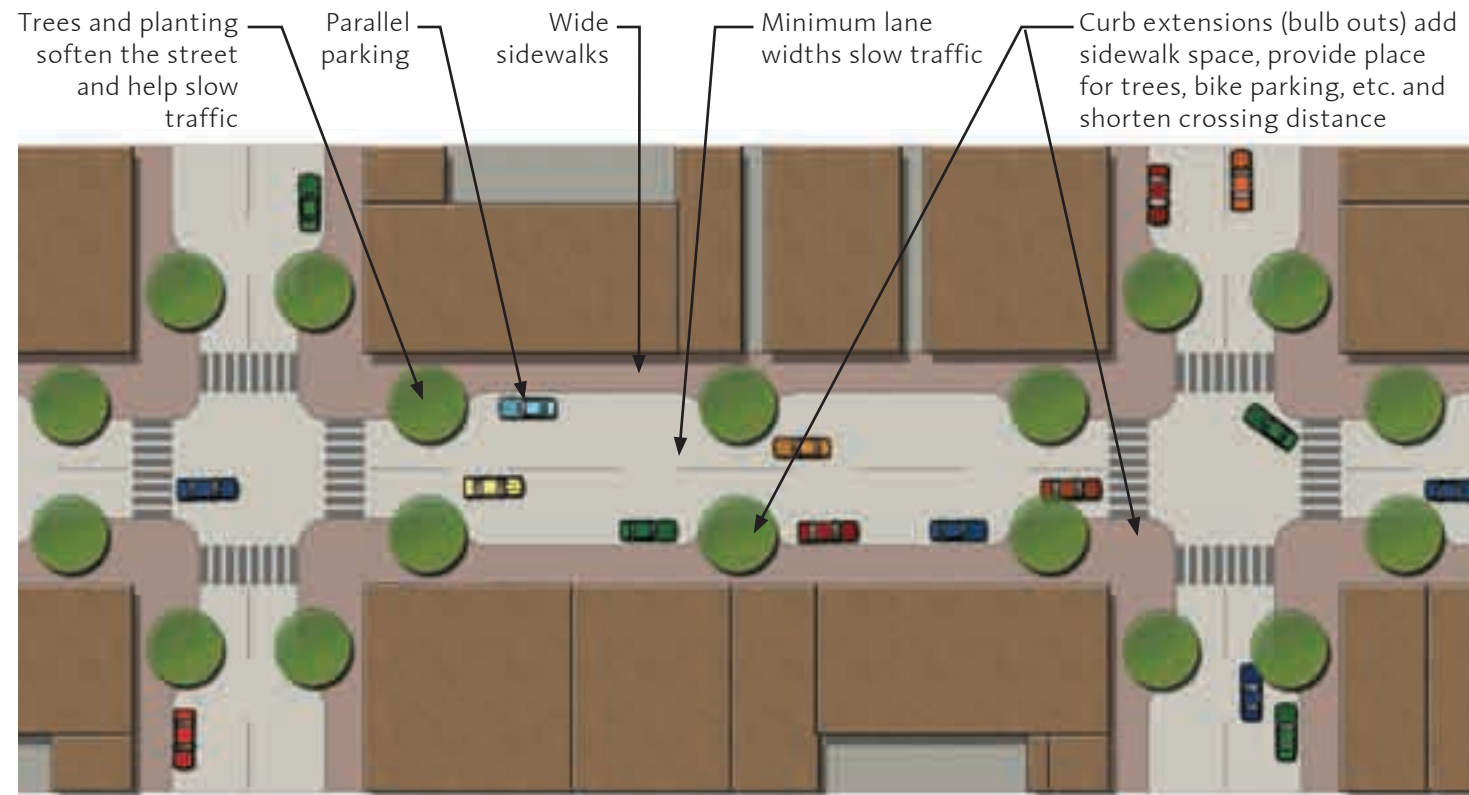


Figure 9 - Traffic-calming features such as street tree planting, on-street parking, and curb extensions accentuate downtown community areas.

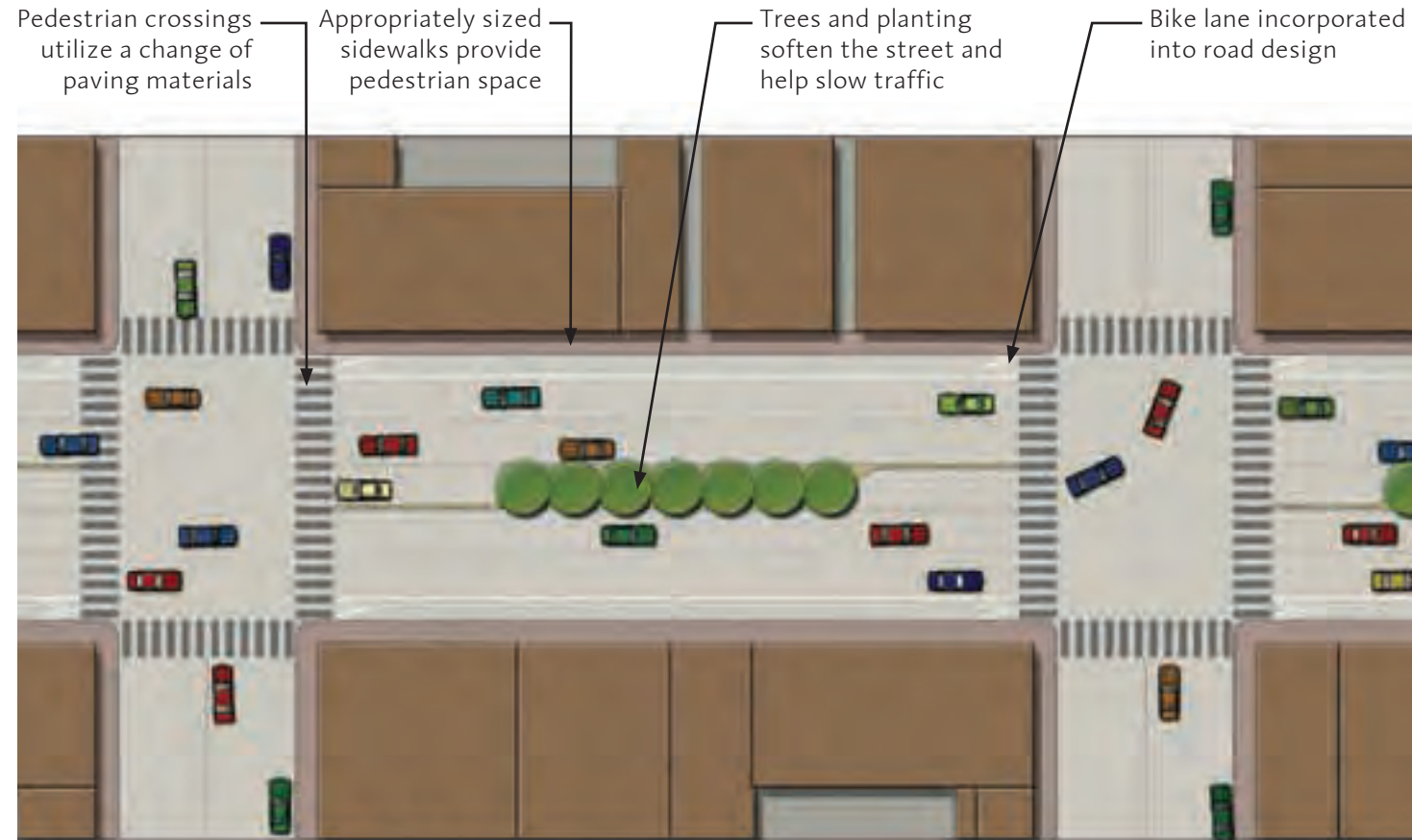


Figure 10 - Five-lane highways can be softened through raised, planted medians. Roadway design incorporates bike lanes to promote multi-modal transportation through downtown.



(1) On-street parking and tree plantings buffer pedestrians from travel lanes and enhance the visual experience from both the street and sidewalk.



(2) Streetscape planting, varied paving materials, on-street parking, and enhanced lighting create a dynamic and vibrant community downtown experience.





(1) Signage should be compatible with the preferred architectural style of the downtown area and clearly visible to vehicles and pedestrians.



(2) Variations in paving material and color clearly define pedestrian and vehicular circulation zones.



Figure 11 - A 60 foot right-of-way provides space for on-street parking and widened sidewalks. Streetscaping and pedestrian amenities enliven the downtown area.



Figure 12 - An 80 foot 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.

- Reduce vehicle-pedestrian conflicts with consolidated curb cuts and planted medians
- Increase pedestrian safety and reduce crossing distances by combining angled or parallel parking with bulb-outs at crosswalks. Bollards, located at the bulb-outs, a buffer zone separating travel lanes, and angled parking offer additional levels of pedestrian safety. Parallel parking is recommended in areas of limited right-of-way.
- Install pedestrian-activated signals for heavily used mid-block crossings or where the distance between crosswalks exceeds one-quarter mile

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

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

Clearly marked bike lanes must be incorporated into these stretches of highway. Where on-street parking exists, parallel parking is most compatible with bike lanes, particularly when combined with crosswalk bulb-outs. Where angled 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 highways. 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.

Design Objectives

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

- 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 is characterized 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.

Design Objectives

Objectives for project design include:

- Provide adequate right-of-way for a separated, shared-use trail
- Provide regional bike and pedestrian linkages
- Use berms 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) Community gateways should represent the unique history and character of a community. These are ideally located in community transition zones.



(2) Community transition zones should incorporate bike trails and bus stops to encourage residents to use alternative transportation options.

Figure 13 - Rural Highways - Highway Zones

RURAL HIGHWAYS – HIGHWAY ZONES



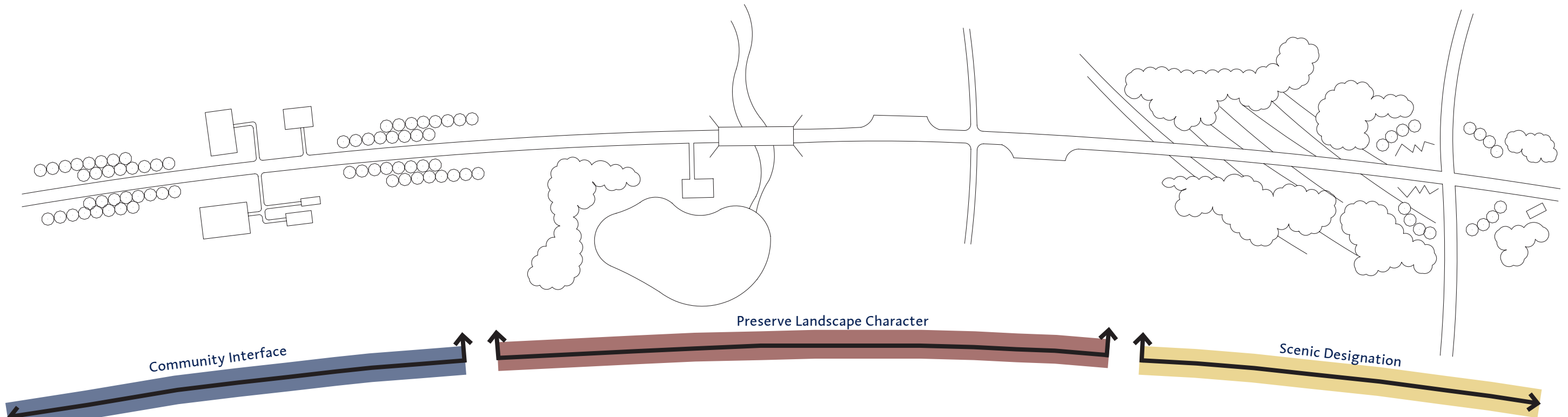
COMMUNITY INTERFACE
Adjacent land uses: Commercial and local community development.



PRESERVE LANDSCAPE CHARACTER
Adjacent land uses: Typically 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. Built elements and human interventions are sparsely distributed throughout the landscape. Native vegetation and geologic features dominate the view.

Design Objectives

Objectives for project design include:

- 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.
- Incorporate a separated, shared-use trail within the right-of-way.
- Incorporate the Placename Signage Program at areas with significant historical or natural features.
- Partner with federal and state agencies to coordinate the Corridor Plan with long-term planning.
- Fit the alignment of the highway into existing topography so structures blend into the surrounding landscape.
- Re-grade, stain, and revegetate rock cuts to blend with the adjacent hillside.
- Prevent degradation of surrounding landscape. Minimize vegetation removal during construction and maintenance practices.

- Prevent the practice of spreading asphalt millings on road shoulders. Use materials that blend with the natural landscape.
- Revegetate disturbed highway areas with native seed mix or salvaged plant materials where possible.
- Identify locations for new wildlife crossings and opportunities for improvements to existing wildlife crossings.
- Screen or visually blend maintenance facilities from roadway.
- Improve litter collection along the corridor.
- Provide activity pull-offs along the highway for recreation area access and pull-over traffic.

Scenic Designation

Description

Scenic designation includes existing and proposed scenic byways where 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.

Design Objectives

Objectives for project design include:

- Preserve existing view corridors.
- Protect scenic areas by disallowing 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.
- Regrade, 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 feet 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 Placename Signage Program at locations with significant historical or natural features. Integrate interpretive elements throughout the corridor.
- Form partnerships with federal and state agencies to coordinate the long-term planning measures for the Corridor Plan.



(1) Highway alignments can be designed to blend seamlessly into the existing topography and virtually disappear from view.



(2) Structures in preserve landscape character and scenic designation zones should utilize earth-tone colors and textures to visually blend into the native landscape.



(1) Mountain Desert Vista keymap



(2) Preserving scenic views to distant mountains, such as the McCullough Range, is a primary objective for this Landscape Design Segment.

SECTION TWO: Mountain Desert Vista

THEME

The Mountain Desert Vista Landscape Design Segment is characterized by its orientation toward the Colorado River and its broad and distant views of mountain ranges including Spirit Mountain and Christmas Tree Pass. Known locally as the Snowbird Highway, it is the gateway to the state from the south. The abundant recreational amenities and close proximity to the river offer a refreshing contrast to the contemplative and solitary nature of the desert.

The northern Mojave Desert ecosystem characterizes this design segment, with its collectively understated but individually dramatic flora and fauna. Vivid colors of the mountains and sky enhance soft earth tones. Astronomy enthusiasts, visitors, and residents of the area treasure the brilliant night sky. Rugged mountains interrupt vast expanses of salt flats and dry lake beds. Strong and durable stone masonry, rough-hewn timbers, and weathered metals typify building materials along this section of the corridor.

Scenic, historic, and recreational amenities will be addressed through interpretive signage at the gateway to the state. View management and protection in this design segment will be a cooperative effort between Lake Mead National Recreation Area, BLM, and Boulder City. On approach to Boulder City, an increased level of development and sense of the abundance of water is apparent and signifies the transition into a new landscape design segment.

DESIGN SEGMENT OBJECTIVES

The Mountain Desert Vista Landscape Design Segment includes US 95 from the border of California north to Railroad Pass near Boulder City. Segment-level design objectives are primarily focused on preserving the scenic quality of broad desert valleys bordered by rugged mountain ranges that exist along this road.

Community Interface

- Incorporate traffic calming measures at Searchlight to reduce motor vehicle speed and improve conditions for pedestrian users. Provide visual cues to encourage motorists to slow down or park and utilize community facilities.
- Improve traffic/pedestrian circulation by consolidating curb cuts.
- Partner and coordinate with Searchlight to provide facilities for multi-modal transportation, including pedestrians, bicyclists, and transit users.
- Facilitate the completion of community enhancement projects along the NDOT right-of-way.
- Commit to partnerships that achieve the area's goals and objectives. Work toward the best results; share decision-making responsibilities.

Preserve Landscape Character

- Preserve scenic views of distant mountain ranges and open desert valleys including Spirit Mountain Wilderness area, McCullough Range, Eldorado Mountains, and Eldorado Valley.
- Integrate the corridor plan with the BLM's viewshed preservation plan.
- Control pullover traffic along the highway by providing activity pull-offs, especially at

the dry lake bed at MM 49 (also see Road Services Program design objectives).

- Identify locations for new wildlife crossings and opportunities to improve existing crossings, especially near Railroad Pass.
- Partner with the National Park Service to provide access to the Colorado River and Lake Mead National Recreation Area.

Scenic Designation

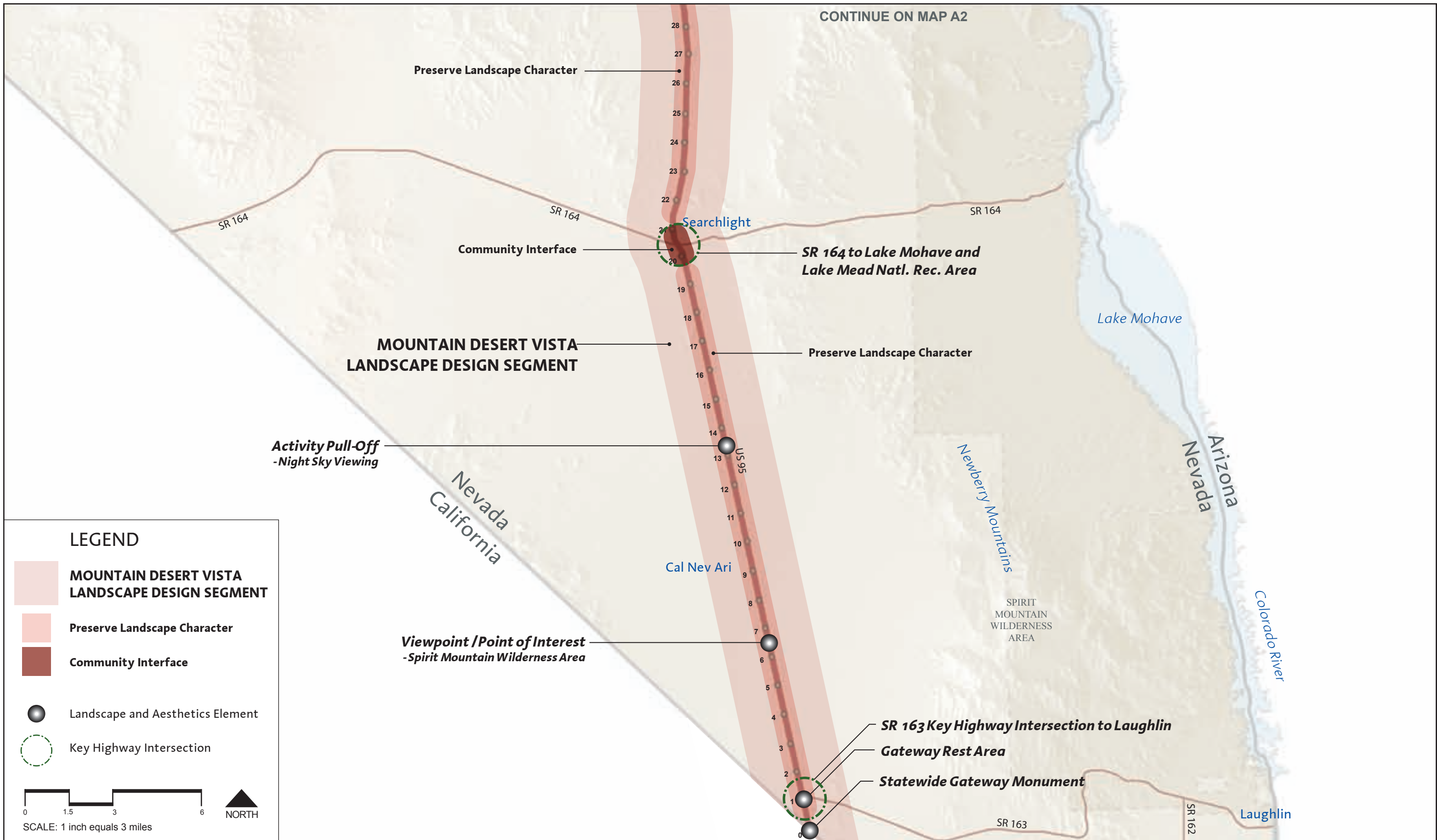
- Designate SR 163 from the intersection with US 95 to Laughlin as a Scenic Byway.

Statewide Gateway

- Mark the entry into and exit out of the state at the Nevada/California border.
- Create a subtle gateway feature that conveys the spirit and identity of Nevada.
- Utilize muted, earth tone colors that relate to the surrounding landscape.

Road Services Program

- Create a gateway rest area at the SR 163/US 95 intersection.
- Incorporate travel and recreation information (Lake Mead National Recreation Area, Spirit Mountain Wilderness Area, Laughlin, etc.) at activity pull-offs and rest area facilities. Include vehicle requirements and road accessibility information.
- Utilize the Place Name Sign Program at road service facilities to highlight natural features, cultural history, and wildlife found within the corridor.
- Provide appropriate facilities for activities occurring adjacent to the roadway. Locate activity pull-offs at key locations to formalize parking areas and reduce roadside disturbance.



CONTINUE ON MAP A2

Preserve Landscape Character

SR 164

SR 164

SR 164

Searchlight

Community Interface

SR 164 to Lake Mohave and Lake Mead Natl. Rec. Area

Lake Mohave

MOUNTAIN DESERT VISTA LANDSCAPE DESIGN SEGMENT

Preserve Landscape Character

Activity Pull-Off - Night Sky Viewing

Nevada California

Cal Nev Ari

Newberry Mountains

SPIRIT MOUNTAIN WILDERNESS AREA

Nevada Arizona

Colorado River

Viewpoint / Point of Interest - Spirit Mountain Wilderness Area

US 95

SR 163 Key Highway Intersection to Laughlin

Gateway Rest Area

Statewide Gateway Monument

SR 163

SR 162

Laughlin

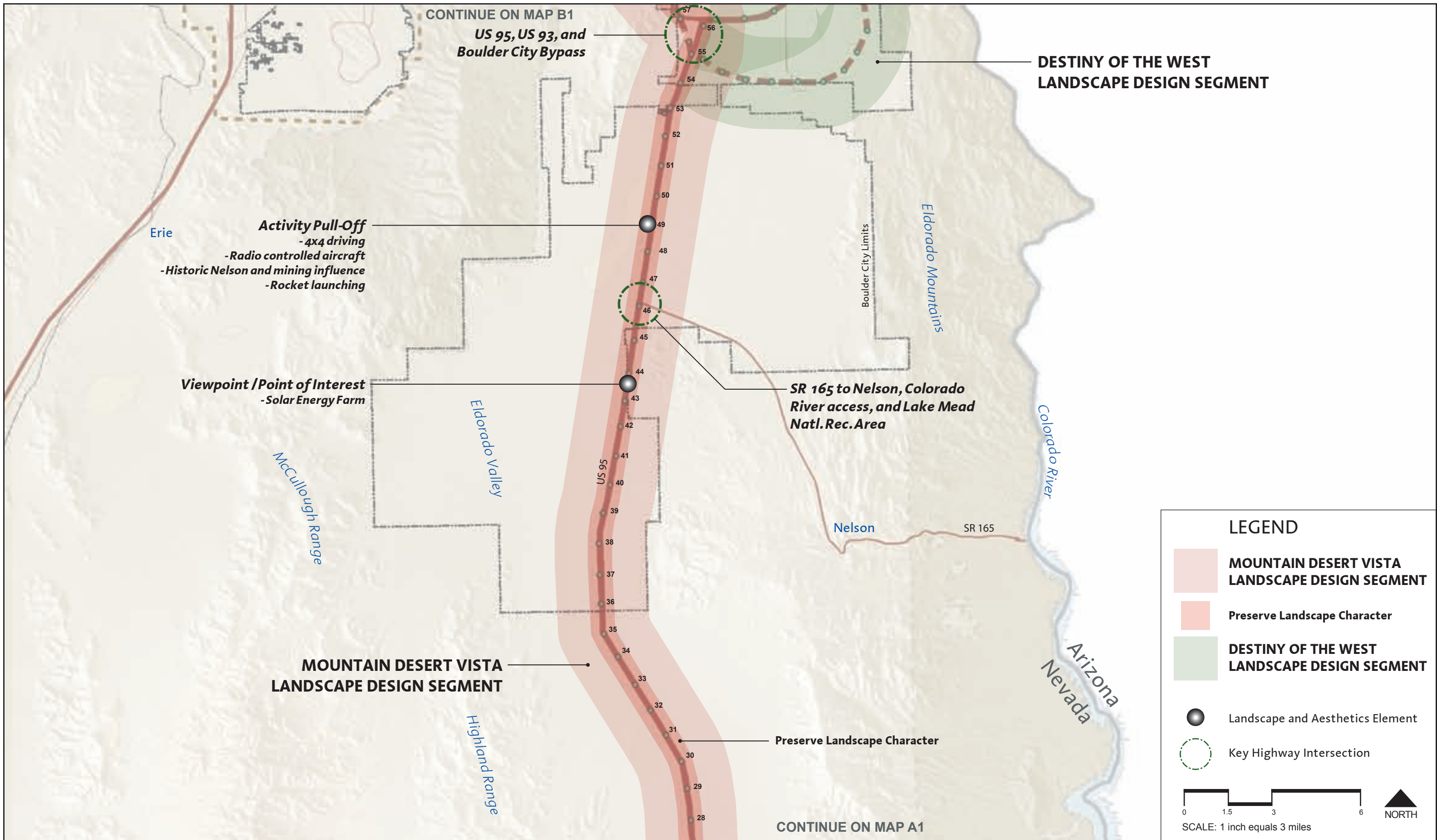
Southern US 95 and US 93 landscape and aesthetics corridor plan

MOUNTAIN DESERT VISTA — DESIGN OBJECTIVES
CALIFORNIA STATE LINE TO ELDORADO VALLEY

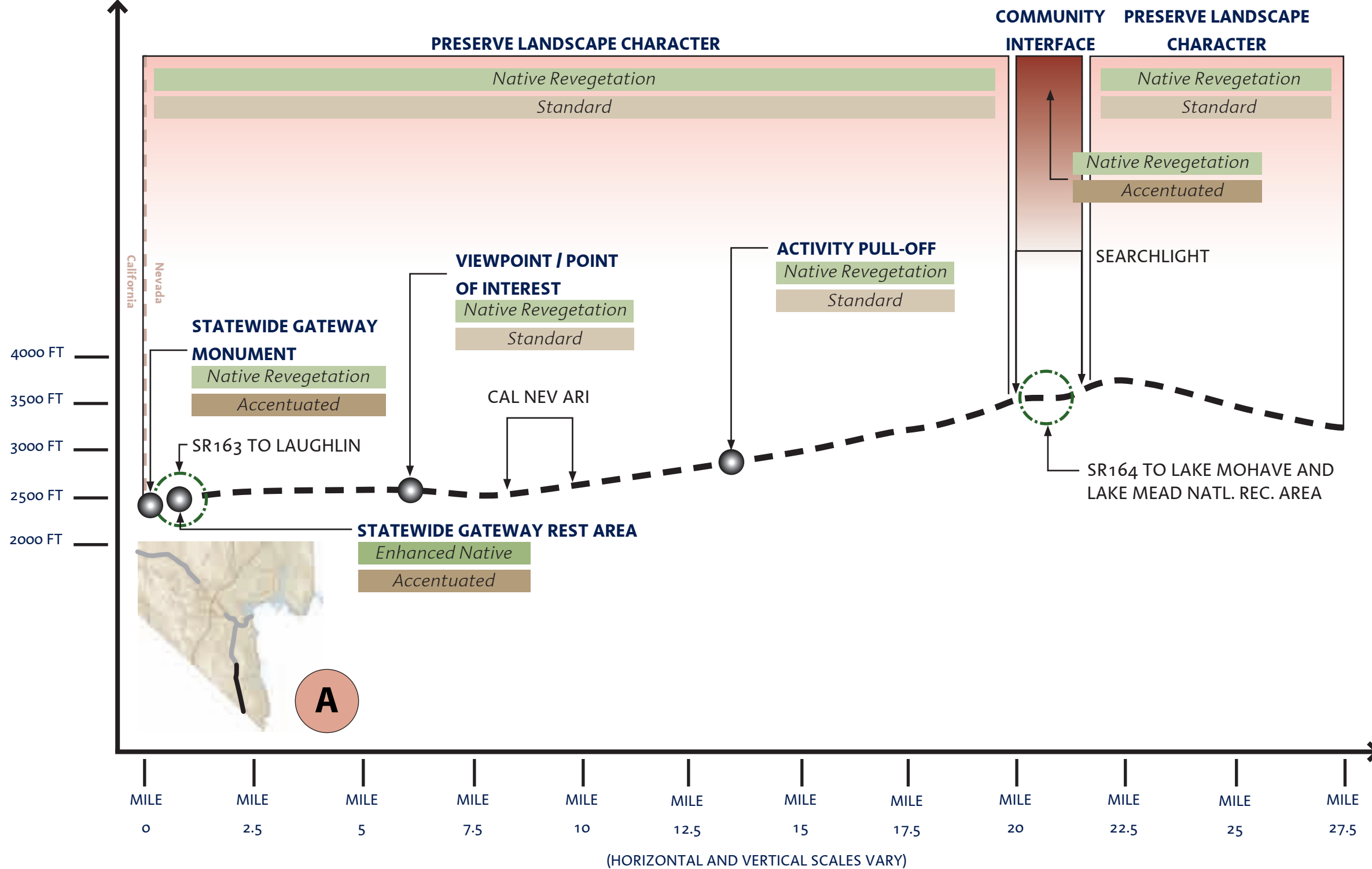


DESIGN WORKSHOP
Sand County Studios
JW Zunino & Associates
PLACES
CH2MHill

MAP A1
2.13



MOUNTAIN DESERT VISTA LANDSCAPE DESIGN SEGMENT



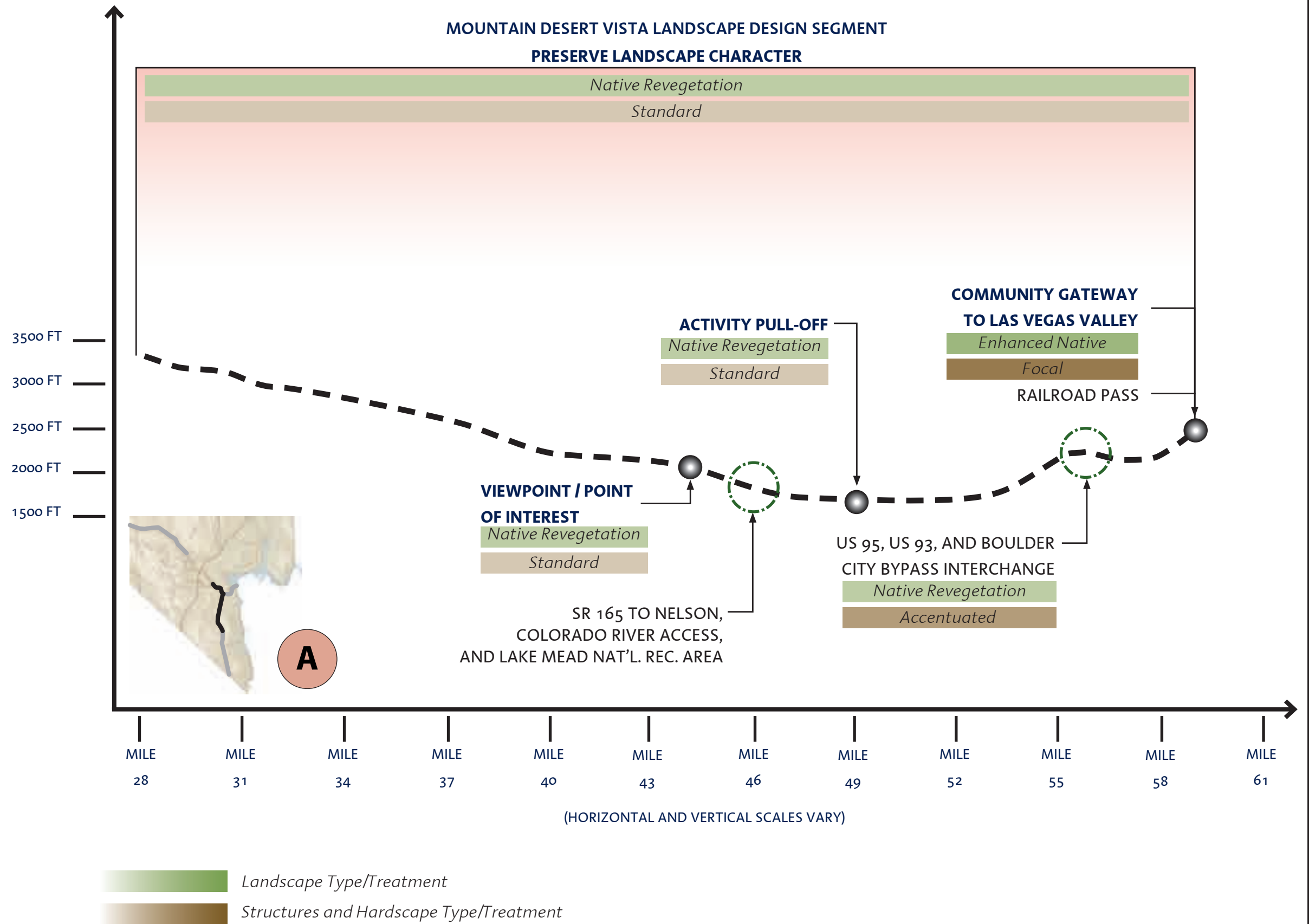
Landscape Type/Treatment
 Structures and Hardscape Type/Treatment

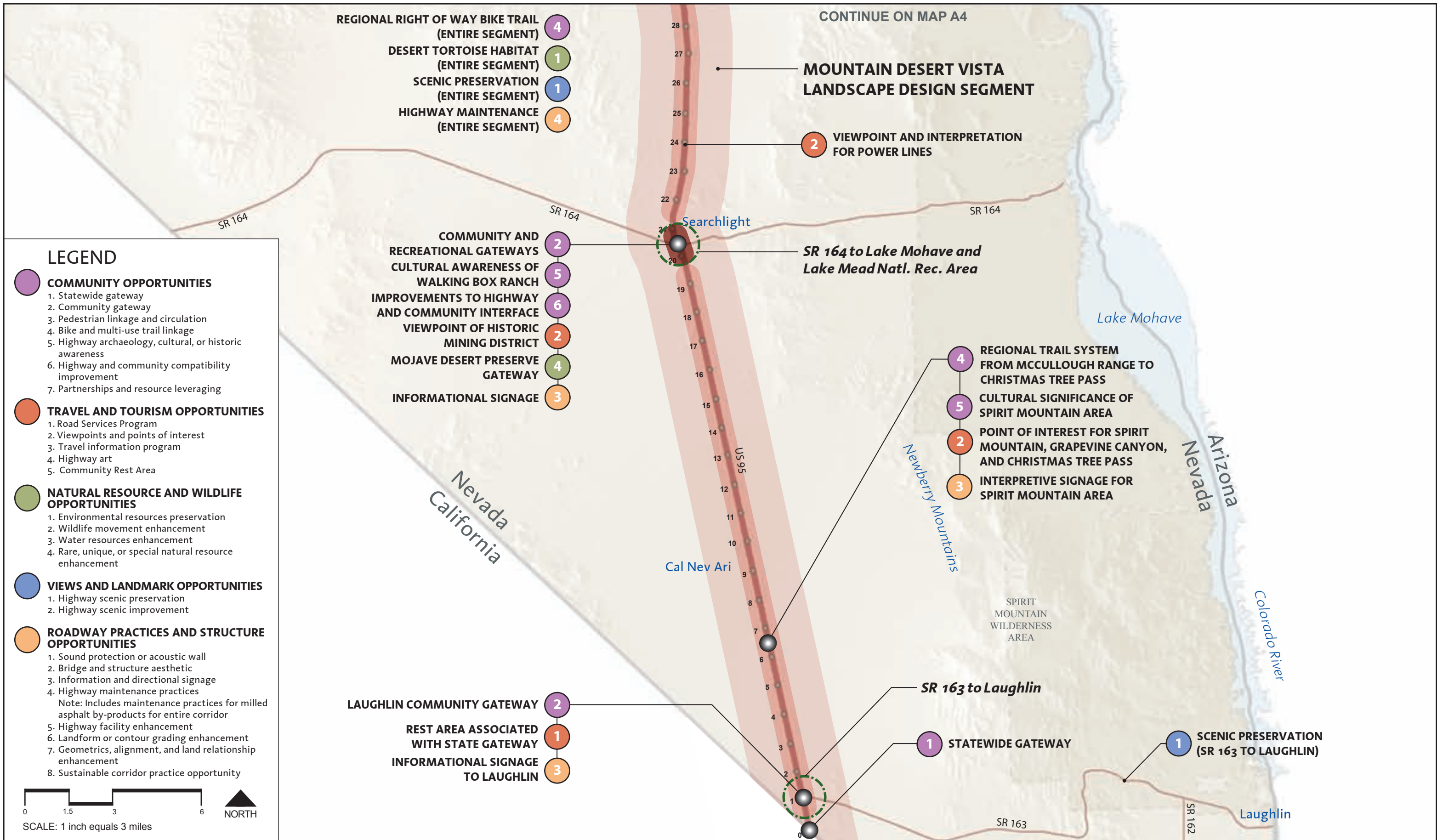
DESIGN OBJECTIVES

- Statewide Gateway Monument
- Gateway Rest Area - US 95/SR 163 intersection.
- Scenic Designation - SR 163 to Laughlin.
- Viewpoint/Point of Interest - Spirit Mountain Wilderness Area

DESIGN OBJECTIVES

- **Viewpoint / Point of Interest** - *Solar Energy Farm*
- **SR 165 to Nelson, Colorado River Access, and Lake Mead National Recreation Area**
- **Activity Pull-off**
- **US 95 / US 93 Intersection**





- REGIONAL RIGHT OF WAY BIKE TRAIL (ENTIRE SEGMENT) 4
- DESERT TORTOISE HABITAT (ENTIRE SEGMENT) 1
- SCENIC PRESERVATION (ENTIRE SEGMENT) 1
- HIGHWAY MAINTENANCE (ENTIRE SEGMENT) 4

CONTINUE ON MAP A4

**MOUNTAIN DESERT VISTA
LANDSCAPE DESIGN SEGMENT**

2 VIEWPOINT AND INTERPRETATION FOR POWER LINES

SR 164 to Lake Mohave and Lake Mead Natl. Rec. Area

- COMMUNITY AND RECREATIONAL GATEWAYS 2
- CULTURAL AWARENESS OF WALKING BOX RANCH 5
- IMPROVEMENTS TO HIGHWAY AND COMMUNITY INTERFACE 6
- VIEWPOINT OF HISTORIC MINING DISTRICT 2
- MOJAVE DESERT PRESERVE GATEWAY 4
- INFORMATIONAL SIGNAGE 3

- 4 REGIONAL TRAIL SYSTEM FROM MCCULLOUGH RANGE TO CHRISTMAS TREE PASS
- 5 CULTURAL SIGNIFICANCE OF SPIRIT MOUNTAIN AREA
- 2 POINT OF INTEREST FOR SPIRIT MOUNTAIN, GRAPEVINE CANYON, AND CHRISTMAS TREE PASS
- 3 INTERPRETIVE SIGNAGE FOR SPIRIT MOUNTAIN AREA

- LAUGHLIN COMMUNITY GATEWAY 2
- REST AREA ASSOCIATED WITH STATE GATEWAY 1
- INFORMATIONAL SIGNAGE TO LAUGHLIN 3

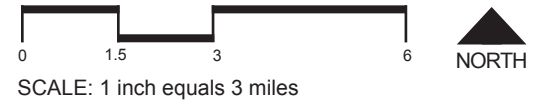
SR 163 to Laughlin

1 STATEWIDE GATEWAY

1 SCENIC PRESERVATION (SR 163 TO LAUGHLIN)

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. Road Services Program
 - 2. Viewpoints and points of interest
 - 3. Travel information program
 - 4. Highway art
 - 5. Community Rest Area
- 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 preservation
 - 2. Highway scenic improvement
- ROADWAY PRACTICES AND STRUCTURE OPPORTUNITIES**
 - 1. Sound protection or acoustic wall
 - 2. Bridge and structure aesthetic
 - 3. Information and directional signage
 - 4. Highway maintenance practices
 - Note: Includes maintenance practices for milled asphalt by-products for entire corridor
 - 5. Highway facility enhancement
 - 6. Landform or contour grading enhancement
 - 7. Geometrics, alignment, and land relationship enhancement
 - 8. Sustainable corridor practice opportunity



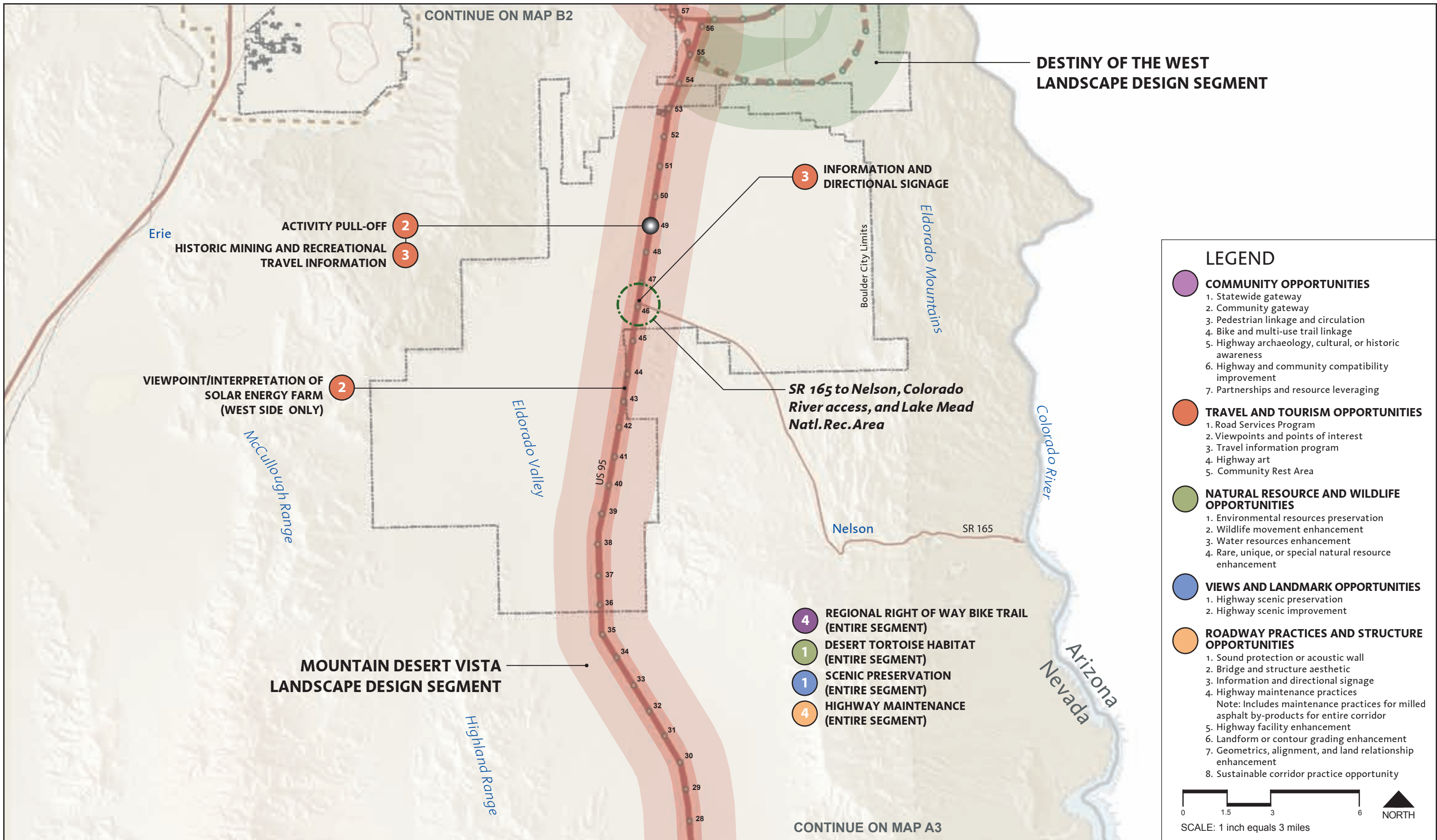
Southern US 95 and US 93 corridor plan



MOUNTAIN DESERT VISTA — SPECIFIC FEATURES
CALIFORNIA STATE LINE TO ELDORADO VALLEY

DESIGN WORKSHOP
Sand County Studios
JW Zunino & Associates
PLACES
CH2MHill

MAP
A3
2.17



Landscape and Aesthetic Treatment Aerial Simulations

The following aerial images illustrate all landscape and aesthetic treatments at certain key points along the Mountain Desert Vista Landscape Design Segment.



(1) Looking south toward the Eldorado Valley from the US 95/US 93/Boulder City Bypass interchange. This interchange includes portions of the Mountain Desert Vista Landscape Design Segment and the Destiny of the West Landscape Design Segment, specifically the Boulder City and Boulder City Bypass Sub-Segments. An accentuated hardscape treatment is proposed at this location to signify the importance of the interchange.



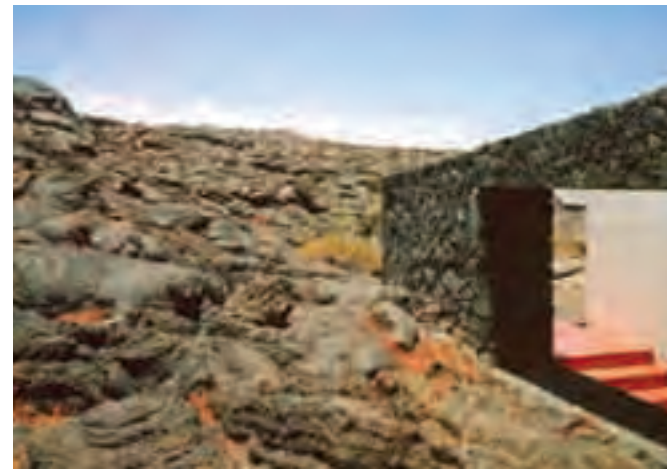
(2) Looking northwest toward the Las Vegas Valley from Railroad Pass on US 95. This location within the Mountain Desert Vista Landscape Design Segment contains a community gateway to the Las Vegas Valley. The enhanced native softscape treatment and focal hardscape treatment will allow for a prominent entrance feature for the vibrant metropolitan area.

Design Interpretation

Interpretation of a 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) The native vegetation of this region maintains a stark beauty typical of the desert landscape. Much of the Mountain Desert Vista segment requires a native revegetation treatment to restore disturbed areas to their natural state.



(2), (3) Road service facilities that use native desert materials and colors blend well into the existing desert landscape.



(4) The natural or cultural history of a region is a story that can be interpreted on various highway design elements.



(5) The preservation and presentation of scenic desert landscapes is an important objective of the Mountain Desert Vista corridor. Road services facilities can be designed to frame views and heighten the traveler's awareness of these fragile and beautiful landscapes.



(6) Simple structural forms, earth-toned color palettes, and visually transparent rail designs help preserve the scenic character of the corridor.