



(1) Artistic, shade-providing structures are welcome amenities in a desert climate.



(2) Iconic transportation art can capture the attention of the traveler and be an interesting element of a statewide gateway.



(3) The architecture and site design of gateway rest areas and viewpoints can present the desert landscape in a powerful and provocative way.



(4) Rest areas should include simple path systems that engage the traveler with interpretive signage and native desert plants.



(5), (6) Interpretive signage at pull-offs and rest areas throughout the corridor can describe educational information on the landscape character and history of the region.





(1) *Destiny of the West* keymap



(2) *Providing access to recreational activities on the Colorado River and Lake Mead is an important component of the Destiny of the West landscape design segment.*



## SECTION THREE: Destiny of the West

### THEME

The Destiny of the West Landscape Design Segment is characterized by a unique cultural history based on the development of the Hoover Dam, Lake Mead, Boulder Highway, and Boulder City, the first planned community in the state. Significant federal funding and national attention has been given to this design segment over the years, ensuring a unique plan and exquisite details.

There are three sub-segments, united by a similar design theme, in the Destiny of the West Landscape Design Segment.

- B1 - Boulder City Sub-Segment
- B2 - Hoover Dam Sub-Segment
- B3 - Boulder City Bypass Sub-Segment

Strong historical influences identify the Boulder City Sub-Segment. Early twentieth-century Art Deco forms are recreated in formed concrete and metal structures. Abundant water, an unusual feature within the state, is manifest in the notion of the city as a reclaimed garden.

The Hoover Dam Sub-Segment consists of the Colorado River, Hoover Dam, and Lake Mead. The scale and enormity of these projects that were intended to provide water and electricity to the entire American Southwest introduced thousands of workers to the area, facilitating the settlement of the entire region. The Art Deco-style

dam, walls, and buildings were designed by Gordon Kaufmann. The influence of water in so arid a landscape is easily discernible, and the national significance of the dam attracts visitors from all over the world.

The Boulder City Bypass Sub-Segment focuses on the current transportation needs of the region. As a major gateway to Nevada, this sub-segment must also focus on interpretation and guest services. The bypass of historic downtown Boulder City is currently under design. The Hoover Dam Bypass is currently under construction and includes extensive grading and numerous bridge structures.

### DESIGN SEGMENT OBJECTIVES

The Destiny of the West Landscape Design Segment includes US 93 from Hoover Dam to the interchange with US 95 and the new Boulder City Bypass currently under design. The corridor is further divided into three sub-segments (Boulder City, Hoover Dam, and Boulder City Bypass) each with their own distinct set of goals for landscape and aesthetics. Segment level objectives range from scenic designation and preservation near Hoover Dam, to community enhancement within Boulder City. In addition to applicable corridor-level objectives, these design objectives have been established specifically for the Destiny of the West segment.

### Community Transition

- Highlight the transition to community areas, such as the central business district, civic center, etc. with gateway features within the right-of-way.

- Because US 93 does not pass directly through downtown, provide visual cues to encourage motorists to leave the highway and enter into the city to utilize community facilities.
- Incorporate traffic calming measures in Boulder City near areas of high bicycle and pedestrian use.
- Enhance pedestrian and bicycle movement across the roadway in Boulder City, especially near access points to the River Mountain Trail. Provide safe connections and reduce the roadway's potential to divide the community.
- Consider implementing landscaped medians as part of the traffic calming and pedestrian enhancement measures.
- Partner and coordinate with Boulder City to provide facilities for multi-modal transportation, including pedestrians, bicyclists, and transit users.
- Improve traffic circulation by consolidating curb cuts.
- Facilitate the completion of Boulder City community enhancement projects along the NDOT right-of-way.
- Commit to partnerships with the town to achieve the area's goals and objectives. Work toward the best results and share decision-making responsibilities.

### Managed Landscape Character

- Apply uniform design criteria along US 93 and the Boulder City Bypass. Blend the roadway and structures with the surrounding Mojave Desert landscape.
- Stain unnatural rock cuts to blend with the adjacent hillsides, especially in the areas of high scenic quality near Hoover Dam.
- Showcase distinct engineering features and built elements as potential works of art. For example, reinforce the concept of the modern marvel of the Hoover Dam.

- Improve litter control along the corridor.
- Provide regional bicycle and pedestrian links across US 93 and the future bypass. Ensure connectivity of neighborhoods and recreational opportunities.
- Provide community linkages from the future bypass to Boulder City.
- Preserve views of Lake Mead.
- Provide appropriate crossing facilities for bighorn sheep. Utilize natural topography, such as drainages, as part of the design.

### Scenic Designation

- The roadways nearest Hoover Dam are not proposed to become Scenic Byways because of adjacent federal ownership; however, they are to be managed for the highest level of scenic quality and preservation.
- Restrict signage that may negatively impact viewsheds to Lake Mead and Hoover Dam.
- Partner with federal agencies to raise design standards to a level appropriate with a place of national significance.
- Use colors, textures, and materials that blend into the landscape, minimizing their visual impact.

### Community Gateways

- Provide community gateways on the east (MM 5.5) and west (MM 10) side of Boulder City along US 93.
- Coordinate location of community gateways with Boulder City planning efforts.
- Ensure community identification at gateways. Use gateways to reflect the distinctive cultural, environmental, and historic background of Boulder City and Hoover Dam.
- Integrate gateway structures into the natural setting.

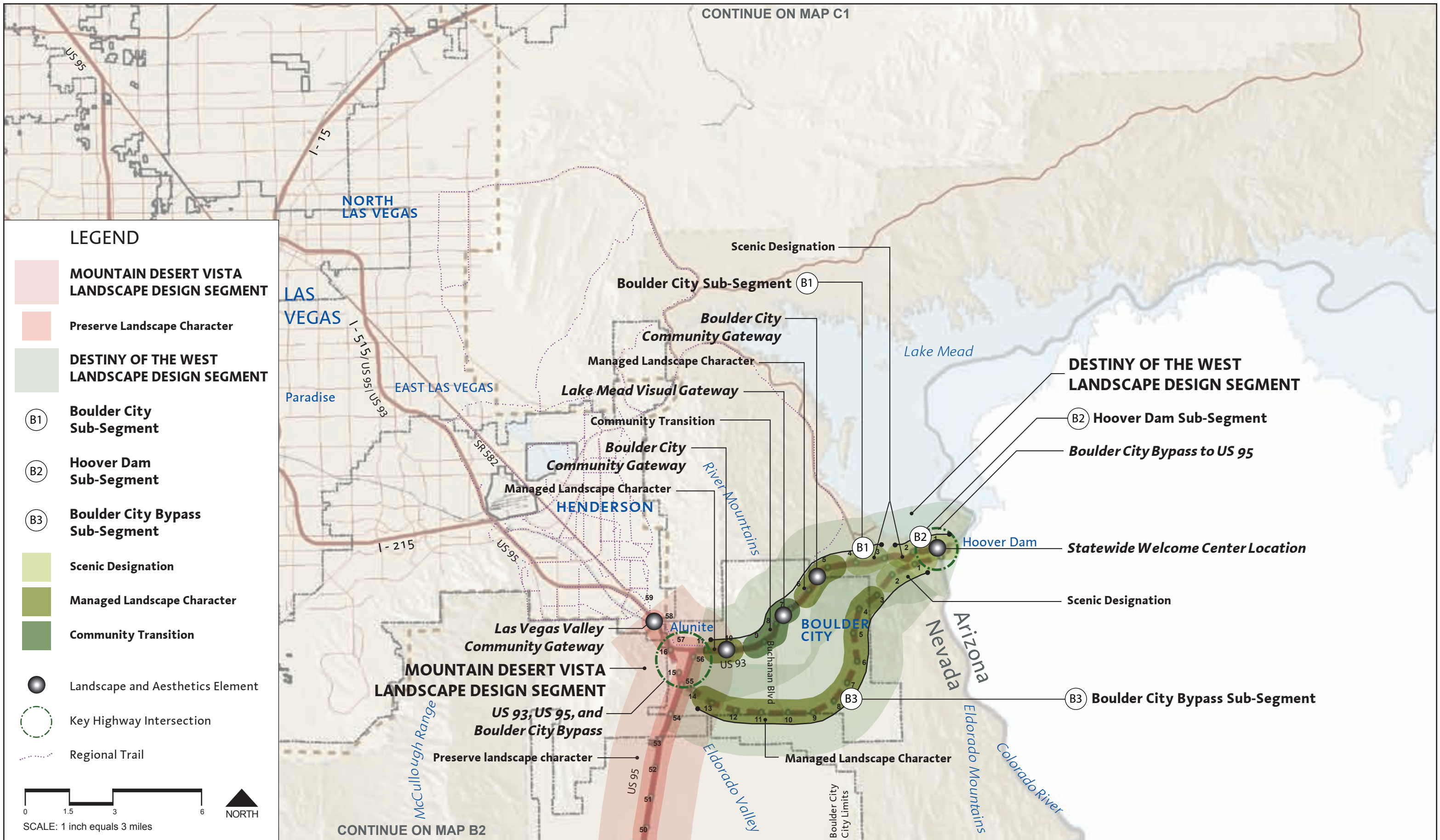
### Road Services Program

- Provide motorists with access to the Hoover Dam visitor center and museum from the Boulder City Bypass.
- Provide viewpoints to Hoover Dam.
- Consolidate existing highway pull-offs on the approach to Hoover Dam.
- Provide one central visitor center near Hoover Dam, similar to the existing Hoover Dam facility. Encourage a partnership with federal agencies in the creation of a consolidated visitor center.



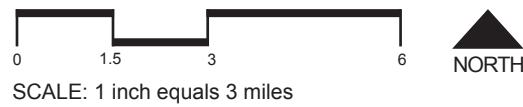
**(1)** The section of US 93 near Lake Mead and Hoover Dam is to be managed for the highest level of scenic quality and preservation.

CONTINUE ON MAP C1



**LEGEND**

- MOUNTAIN DESERT VISTA LANDSCAPE DESIGN SEGMENT**
- Preserve Landscape Character
- DESTINY OF THE WEST LANDSCAPE DESIGN SEGMENT**
- B1 **Boulder City Sub-Segment**
- B2 **Hoover Dam Sub-Segment**
- B3 **Boulder City Bypass Sub-Segment**
- Scenic Designation
- Managed Landscape Character
- Community Transition
- Landscape and Aesthetics Element
- Key Highway Intersection
- Regional Trail



CONTINUE ON MAP B2

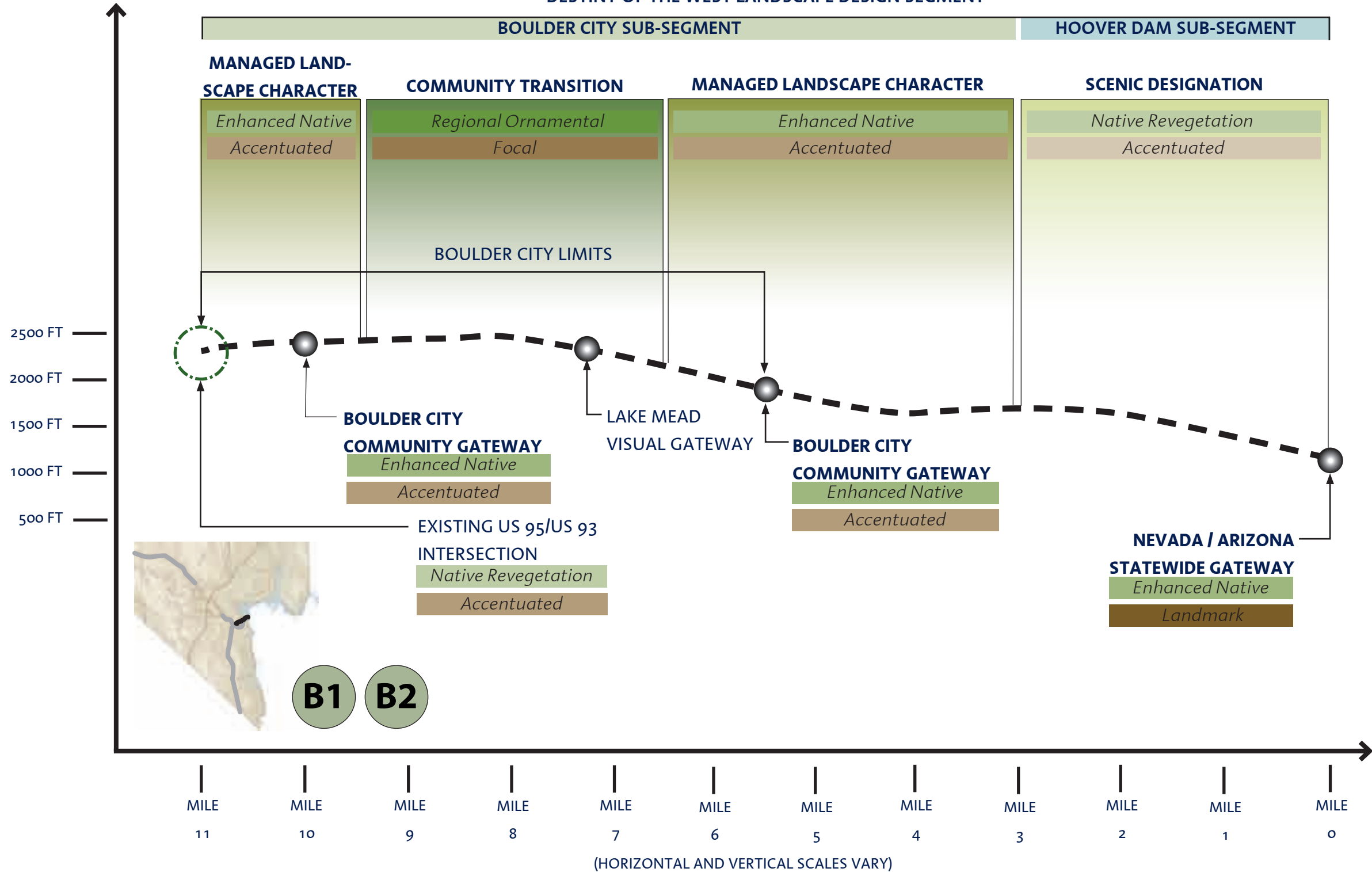
**DESTINY OF THE WEST — DESIGN OBJECTIVES**  
**US 95/US 93 INTERSECTION TO HOOVER DAM**

*Southern US 95 and US 93 landscape and aesthetics corridor plan*

DESTINY OF THE WEST LANDSCAPE DESIGN SEGMENT

DESIGN OBJECTIVES

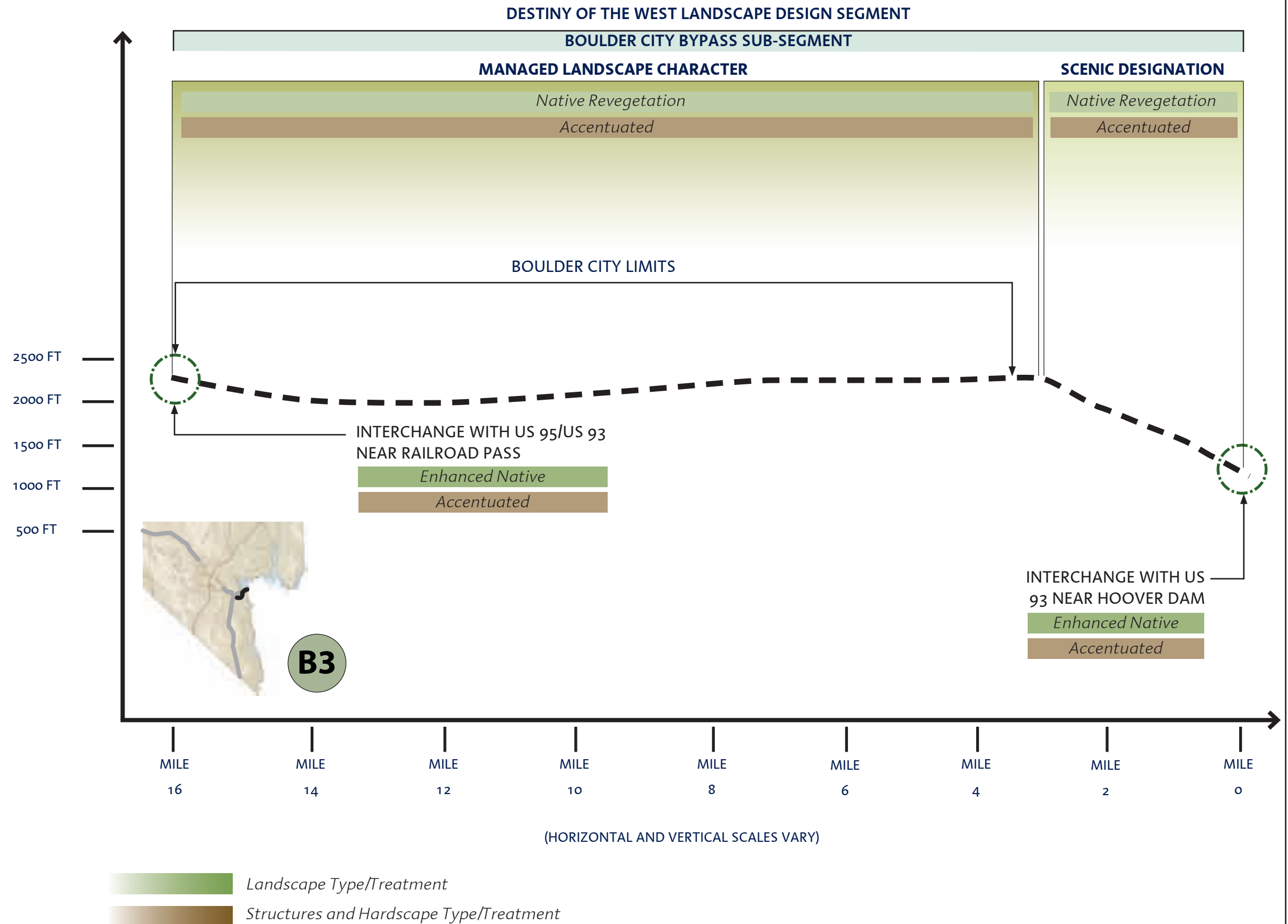
- Boulder City Community Gateway
- Lake Mead Visual Gateway
- Nevada / Arizona Statewide Gateway

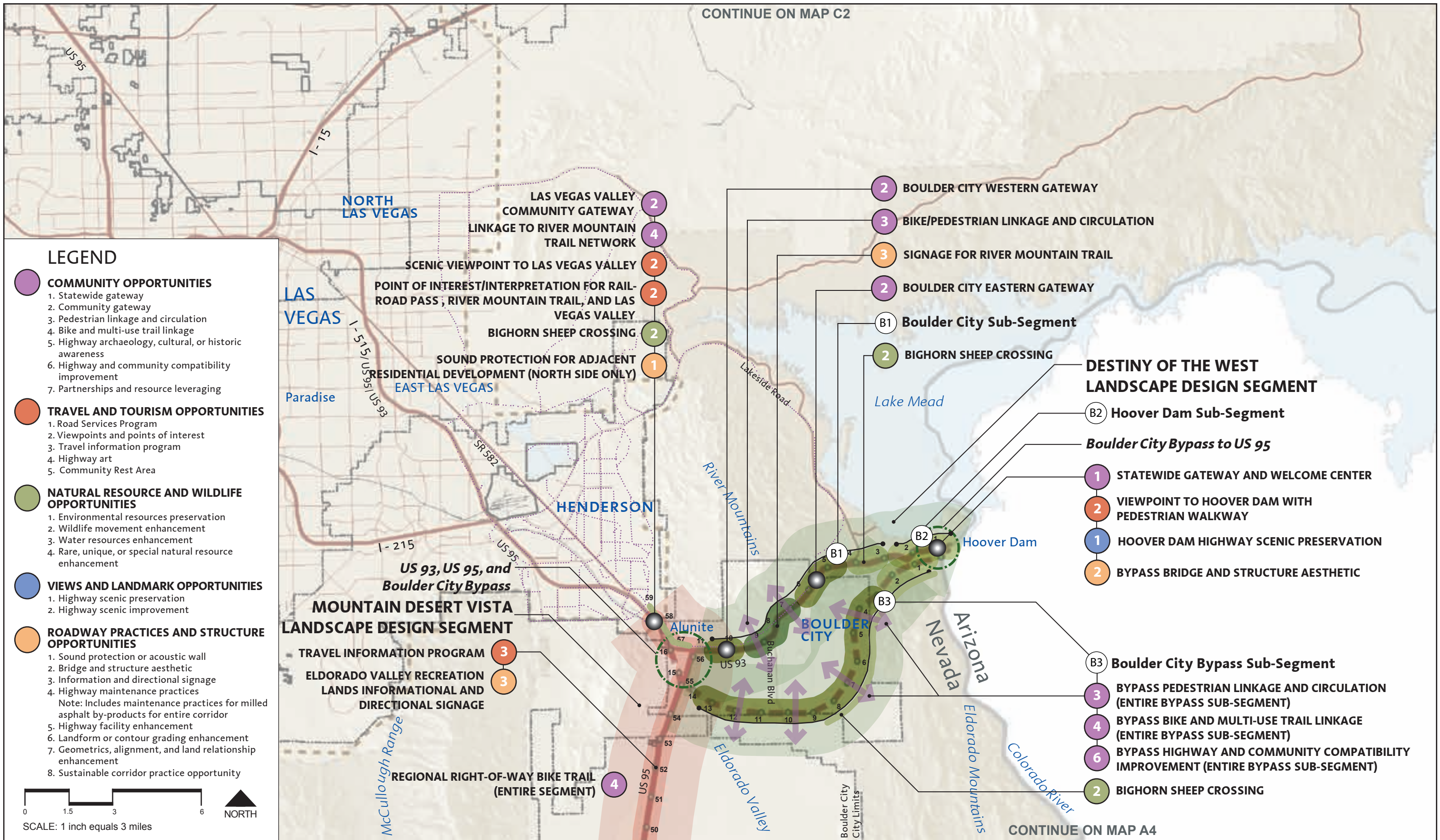


Landscape Type/Treatment  
 Structures and Hardscape Type/Treatment

**DESIGN OBJECTIVES**

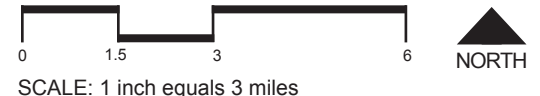
- Boulder City Bypass
- US 95 / US 93 Intersection





**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



**NORTH LAS VEGAS**  
**LAS VEGAS**  
 Paradise  
**HENDERSON**  
**BOULDER CITY**  
**ALUNITE**

**LAS VEGAS VALLEY COMMUNITY GATEWAY**  
**LINKAGE TO RIVER MOUNTAIN TRAIL NETWORK**  
**SCENIC VIEWPOINT TO LAS VEGAS VALLEY**  
**POINT OF INTEREST/INTERPRETATION FOR RAILROAD PASS, RIVER MOUNTAIN TRAIL, AND LAS VEGAS VALLEY**  
**BIGHORN SHEEP CROSSING**  
**SOUND PROTECTION FOR ADJACENT RESIDENTIAL DEVELOPMENT (NORTH SIDE ONLY)**

**US 93, US 95, and Boulder City Bypass**  
**MOUNTAIN DESERT VISTA LANDSCAPE DESIGN SEGMENT**  
**TRAVEL INFORMATION PROGRAM**  
**ELDORADO VALLEY RECREATION LANDS INFORMATIONAL AND DIRECTIONAL SIGNAGE**  
**REGIONAL RIGHT-OF-WAY BIKE TRAIL (ENTIRE SEGMENT)**

**BOULDER CITY WESTERN GATEWAY**  
**BIKE/PEDESTRIAN LINKAGE AND CIRCULATION**  
**SIGNAGE FOR RIVER MOUNTAIN TRAIL**  
**BOULDER CITY EASTERN GATEWAY**  
**Boulder City Sub-Segment**  
**BIGHORN SHEEP CROSSING**

**DESTINY OF THE WEST LANDSCAPE DESIGN SEGMENT**  
**Hoover Dam Sub-Segment**  
**Boulder City Bypass to US 95**  
**STATEWIDE GATEWAY AND WELCOME CENTER**  
**VIEWPOINT TO HOOVER DAM WITH PEDESTRIAN WALKWAY**  
**HOOVER DAM HIGHWAY SCENIC PRESERVATION**  
**BYPASS BRIDGE AND STRUCTURE AESTHETIC**

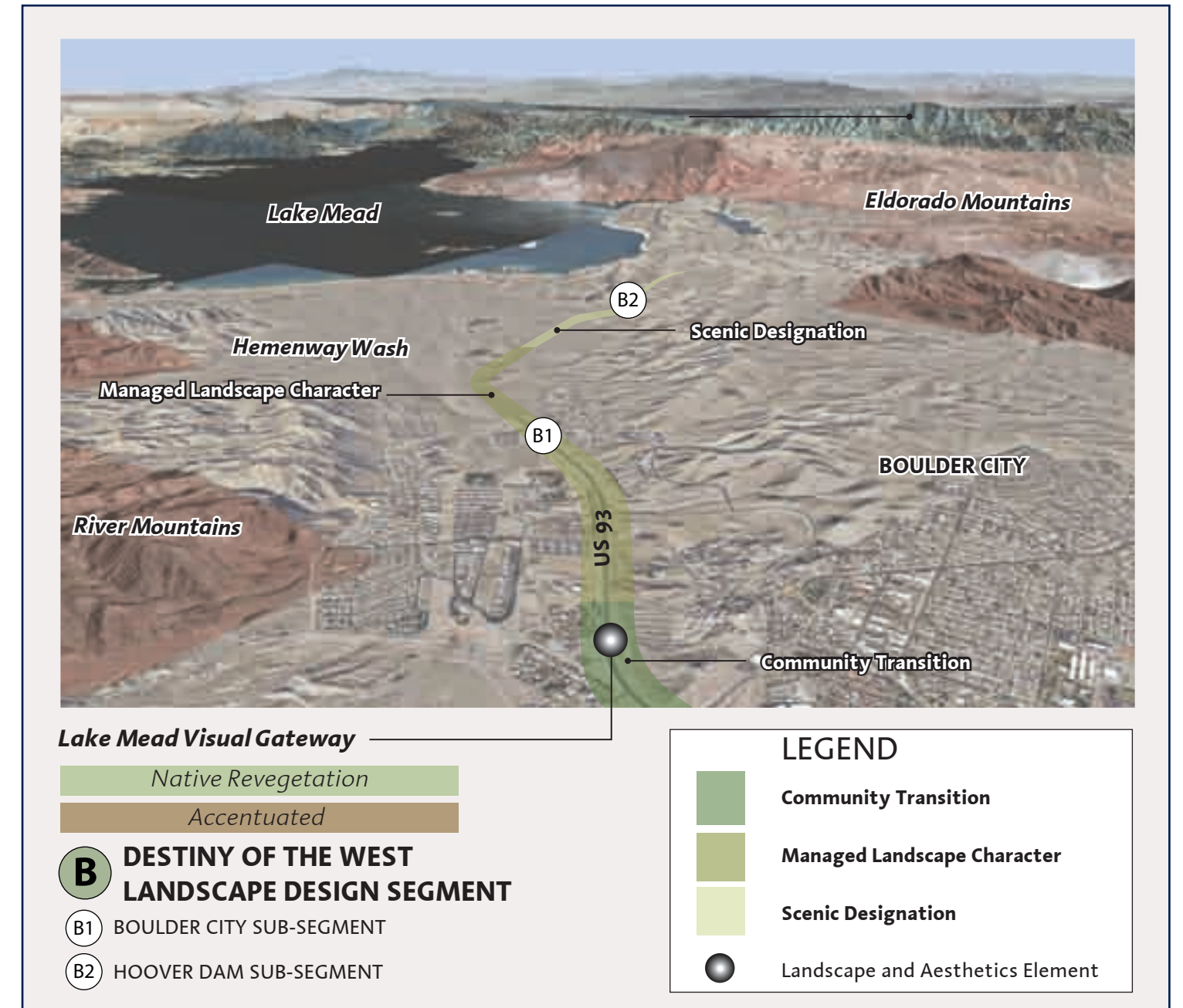
**Boulder City Bypass Sub-Segment**  
**BYPASS PEDESTRIAN LINKAGE AND CIRCULATION (ENTIRE BYPASS SUB-SEGMENT)**  
**BYPASS BIKE AND MULTI-USE TRAIL LINKAGE (ENTIRE BYPASS SUB-SEGMENT)**  
**BYPASS HIGHWAY AND COMMUNITY COMPATIBILITY IMPROVEMENT (ENTIRE BYPASS SUB-SEGMENT)**  
**BIGHORN SHEEP CROSSING**

**Landscape and Aesthetic Treatment Aerial Simulations**

The following aerial images are meant to illustrate all landscape and aesthetic treatments at certain key points along the Destiny of the West Landscape Design Segment.



(1) Looking east toward Boulder City from the US 93 intersection with Veterans Memorial Drive. The community gateway is located within the Destiny of the West Landscape Design Segment/Boulder City Sub-Segment and marks the western entrance to Boulder City. As proposed, it will exhibit an enhanced native softscape with an accentuated hardscape treatment.



(2) Looking east toward Lake Mead from above US 93. The Lake Mead visual gateway lies within the Destiny of the West Landscape Design Segment/Boulder City Sub-Segment. The gateway has the opportunity to exhibit historical information about Lake Mead, Hoover Dam, and Boulder City, and provide excellent views of the lake.





(1) Looking west toward Boulder City from the US 93 intersection with Temple Rock Road and Pacifica Way. This community gateway is located within the Destiny of the West Landscape Design Segment/Boulder City Sub-Segment and marks the eastern entrance to Boulder City. Similar to the western gateway, it includes an enhanced native softscape treatment with an accentuated hardscape treatment.



(2) Looking down on Hoover Dam from above US 93 and the Hoover Dam Bypass. This statewide gateway is within the Destiny of the West Landscape Design Segment/Hoover Dam Sub-Segment and provides an enhanced native softscape treatment with a landmark hardscape treatment. As proposed, this statewide gateway has the opportunity to exhibit historical information about Hoover Dam, provide state travel and tourism information, and provide excellent views of Hoover Dam and the Colorado River.

**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), (2), (3), (4), (5) A range of softscape treatment types, from native revegetation to regionally adapted, will be utilized to fulfill the wide variety of design objectives proposed for the Destiny of the West Landscape Design Segment.*



*(6) Accentuated and focal structures can make a statement by utilizing bold designs and maintaining consistency with the desert environment.*

*(7) Multi-use trails can be incorporated adjacent to the highway to safely allow for pedestrian and bicycle circulation, providing a connection to larger regional trail systems.*

*(8) Viewing platforms should be included along the new Hoover Dam Bypass to provide safe areas for motorists to view the area’s unique features.*



**(1)** Architecturally interesting shade structures and view platforms can attract more visitors and enhance their experience.



**(2)** Rock cuts and excavation should be designed to resemble natural rock formations in shape, form, and texture.



**(3)** Unnatural rock cuts should be stained to blend with the natural rock coloration.



**(4)** Drainage facilities can be incorporated into the right-of-way in artistic and interactive ways.



**(5), (6)** Employing regionally appropriate materials and colors in a powerful and artistic manner will help draw visitors into a statewide welcome center.



**(7)** Stormwater runoff can be harvested, stored, and reused to irrigate landscape plantings.



(1) Mojave Desert Vista keymap



(2) Scenic views along the Mojave Desert Vista Landscape Design Segment would be enhanced by removing weeds growing within the right-of-way.

## SECTION FOUR: Mojave Desert Vista

### THEME

The Mojave Landscape Design Segment lies on the opposite side of the Las Vegas Valley from Boulder City and the Destiny of the West. It is characterized by broad and distant views to the mountains and the Mojave Desert. Rural communities steeped in histories shaped by the involvement of federal agencies such as the National Park Service, Department of Defense, and the Department of Energy, line the highway.

While the colors and textures of the Mojave Desert Vista Landscape Design Segment – muted earth tones, rugged textures, and brilliant skies – are similar to those found in the Mountain Desert Vista, it deserves classification as a separate segment with its own character. Major recreational gateways at Kyle and Lee Canyon roads, the likelihood of substantial growth and development, and the influence of adjacent federally owned lands, set this section of roadway apart from the more southern portion of US 95.

Due to the significant visual impact of the Spring Mountains along this section, the entire length of the Mojave Desert Vista segment within the Southern US 95 and US 93 Corridor is also categorized under the Spring Mountains Sub-Segment. Note that the Mojave Desert Vista Landscape Design Segment continues into the Central US 95, West US 6, and Central US 50 Corridor.

### DESIGN SEGMENT OBJECTIVES

The Mojave Desert Vista Landscape Design Segment begins at the intersection of US 95 and Kyle Canyon Road and extends northwest to the Clark County line. This section of roadway is also categorized under the Spring Mountains Sub-Segment due to the significant visual impact and recreational activities in the Spring Mountains. The Mojave Desert Vista contains a subtle scenic quality that will be supported by its design objectives; however, growth pressure from the Las Vegas metropolitan area is a force that must be considered. In addition to applicable corridor-level objectives, these design objectives have been established specifically for the Mojave Desert Vista segment.

### Community Interface

- Incorporate traffic calming measures within Indian Springs to reduce motor vehicle speed and improve conditions for pedestrian users. Provide visual cues to encourage motorists to slow down or to park and utilize community facilities.
- Improve traffic/pedestrian circulation by consolidating curb cuts.
- Enhance the aesthetic quality of the street environment, especially for pedestrians.
- Partner and coordinate with Indian Springs to provide facilities for multi-modal transportation, including pedestrians, bicyclists, and transit users.
- Enhance pedestrian and bicycle movement across US 95. Provide safe connections and reduce the roadway's potential to divide the community.
- Remove impediments to change along community Indian Springs' main street. Allow community enhancement projects to be realized along the NDOT right-of-way.

- Provide a community rest area in the form of a central gathering place. Provide basic rest area amenities such as parking, shade, and picnic tables. Coordinate the facility with other existing services such as gas stations and restaurants.
- Commit to partnerships that achieve the area's goals and objectives. Work toward the best results; share decision-making responsibilities.

### Managed Landscape Character

- Improve litter control along the corridor.
- Provide regional bicycle and pedestrian links across US 95 to ensure connectivity to recreational opportunities.
- Manage signage and advertising to prevent deterioration of scenic views.
- Require new developments to revegetate and restore any disturbed areas adjacent to the roadway.
- Use signage and extended turning lane distances to promote access to recreational opportunities in the area.

### Preserve Landscape Character

- Form a partnership with the BLM to manage and preserve views of the Spring Mountains. Integrate the Corridor Plan with the BLM's plans for viewshed preservation.
- Delineate access to Scenic Byways and scenic roadways.
- Restrict outdoor advertising in scenic locations. Coordinate with local jurisdictions to prevent billboards from blocking scenic views. Promote outdoor advertising requirements that enhance the design requirements of billboards.
- Identify locations for new wildlife crossings and opportunities to improve existing crossings.

### Scenic Designation

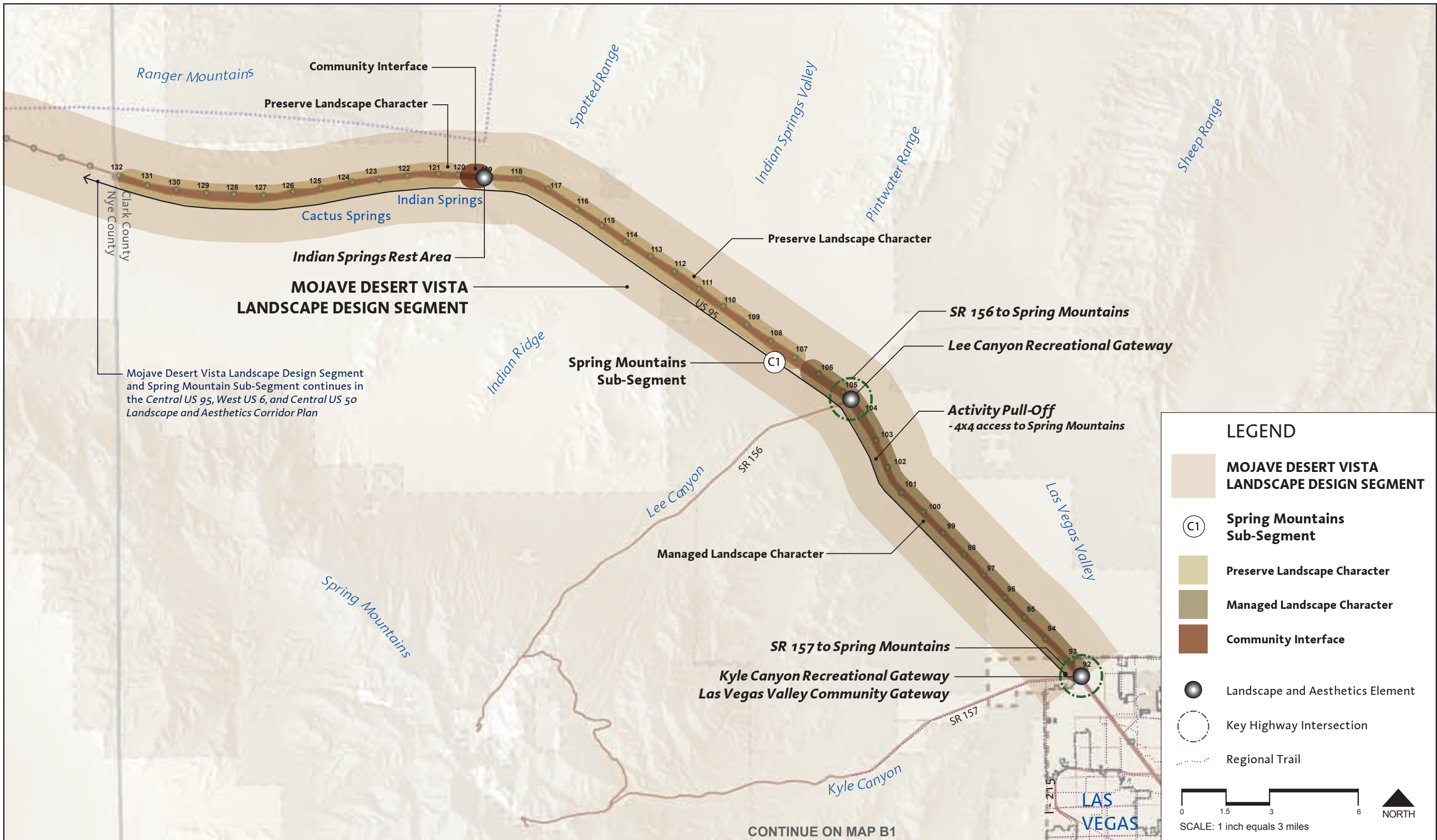
- Apply scenic designation to US 95 between Lee Canyon and Kyle Canyon Scenic Byways to create a scenic loop.

### Road Services Program

- Create a connection to recreational opportunities with recreational gateways at the entry into Mount Charleston Wilderness Area at SR 157 and SR 156.
- Provide visitors with opportunities to discover the stories and history of the region. Interpret the importance of local cultural resources such as Native American heritage and military facilities.



*(1) Managed landscape character design objectives are critical to this portion of the corridor as its scenic quality could be affected by growth and development pressures from the Las Vegas metropolitan area.*

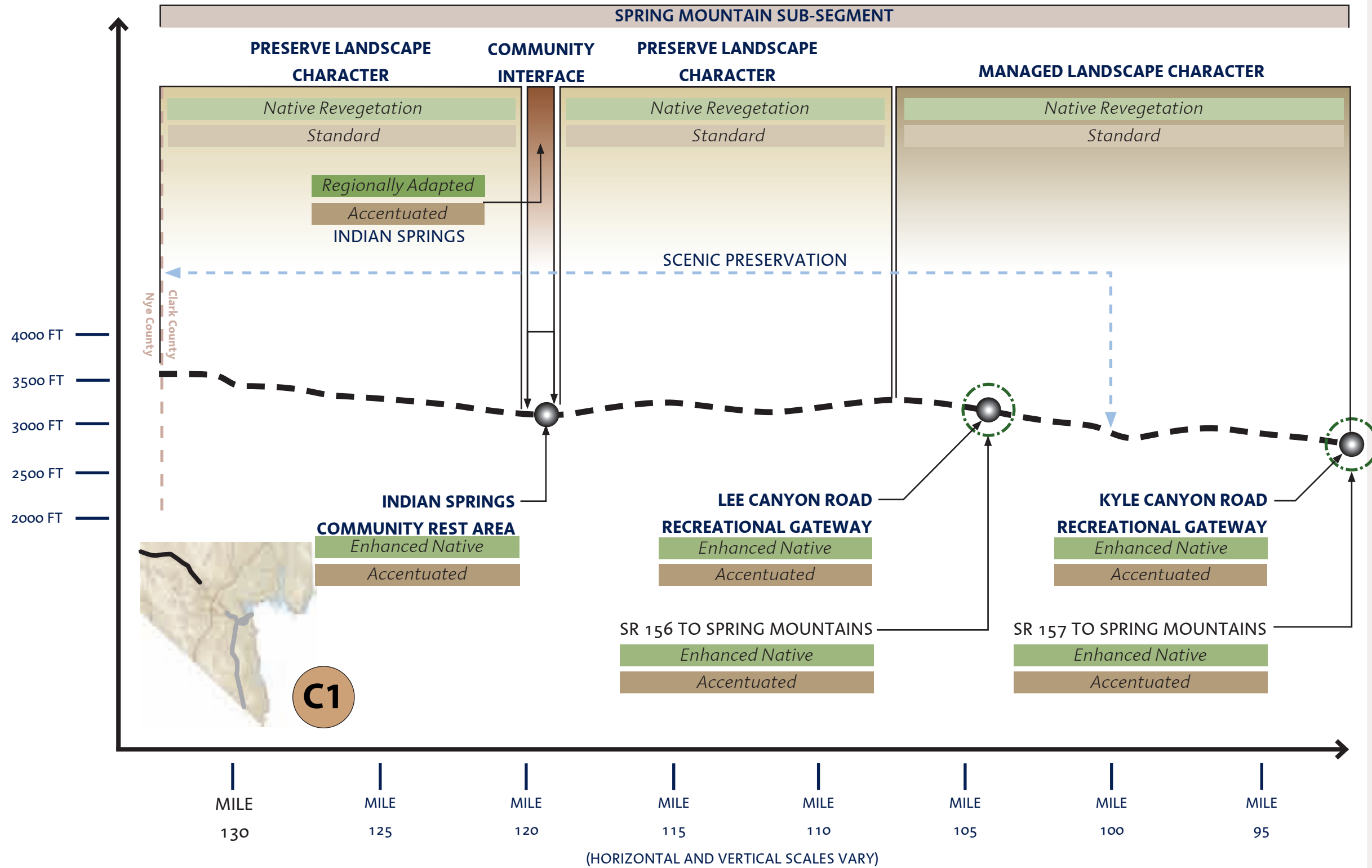


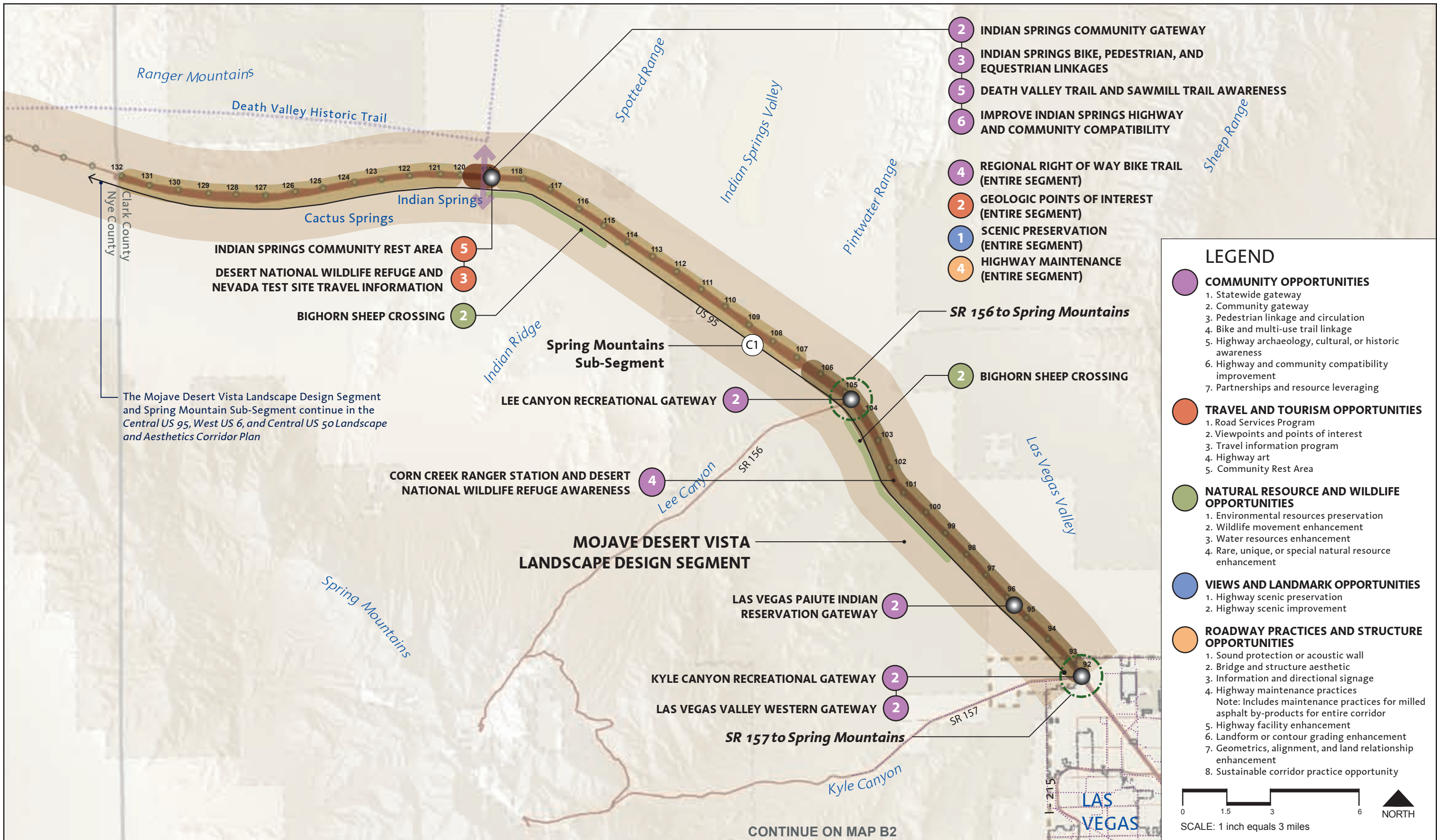
MOJAVE DESERT VISTA LANDSCAPE DESIGN SEGMENT

SPRING MOUNTAIN SUB-SEGMENT

DESIGN OBJECTIVES

- Kyle Canyon Road Recreational Gateway - SR 163 to Spring Mountains
- Lee Canyon Road Recreation Gateway
- Indian Springs Community Rest Area







**Landscape and Aesthetic Treatment Aerial Simulations**

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



(1) Looking north through the Las Vegas Valley from the US 95 intersection with SR 157 - Kyle Canyon Road. The gateway is located within the Mojave Desert Vista Landscape Design Segment/Spring Mountains Sub-Segment. It will provide a community gateway monument to the Las Vegas metro area and provide access to the recreational activities located along Kyle Canyon.

**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 fragile nature of the desert environment demands that minimal disturbance occur during construction projects and a native revegetation treatment be applied along the entire corridor to restore disturbed areas to their natural state.



**(2)** Using light-colored and transparent structures helps preserve views to the scenic mountain ranges that border this segment.



**(3)** Banners that advertise community events and amenities should be incorporated directly into lighting elements and presented with consistent color and materials.



**(4), (5)** Transportation art that represents local ranching and agricultural activities, flora and fauna, or geographic features gives the visitor insight into the character of the place.



**(6)** Artistic embellishments on structures and hardscape elements present a community’s cultural and historical storyline in an engaging and visually interesting way.



**(7)** Planted and raised medians help slow traffic through town and create a welcoming environment as travelers enter a community.



**(1), (2)** Recreational gateways should be inviting facilities that provide a variety of services including restrooms, parking, and visitor information.

**(3)** Picnic benches and seating should be located in shaded and comfortable areas that present the desert landscape in a scenic manner.



**(4)** Historic structures along the corridor should be preserved and promoted through the Statewide Place Name Sign Program.



**(5), (6)** Self-weathering materials that share similar qualities of color and texture with the desert landscape help integrate shade structures and picnic areas into their surroundings.

