

LANDSCAPE DESIGN SEGMENTS

Landscape design segments define areas of similar character in which the same major design theme is applied. Topography, plant communities, and urban development influence how the segments are delineated. Within landscape design segments, sub-segments are identified where there are changes in landscape or cultural dimensions that influence the design application. These detailed sub-segments represent districts that have the same design intent as the overall theme, but may display different design interpretations, plant selections, or other features.

Theme of Landscape Design Segments

Each design theme provides a unifying concept throughout the design segment. Each theme, as described below, is intended to be the overarching idea that will guide future design projects and interpretations.

1. Sierra Nevada Passage

From the Nevada stateline near Verdi, the arrival into Nevada through the Carson Range descends into the Truckee Meadows area of Reno and Sparks.

The gateway to the state creates an important impression and introduces the state to visitors. Sculpted and carved from the landscape, this entry also speaks to the culture, history, and natural features of Nevada, such as the Truckee River. A gateway feature marks the transition from California to Nevada, and includes a welcome center that is carefully integrated into its surroundings and provides travel services and statewide visitor information.

The corridor weaves through the lightly forested foothills and valley as an integrated component of the landscape. Disturbed mountain slopes are softened

into the natural landform through repair, restoration, and re-coloration.

The preservation and management of the corridor's mountain valley character can be a legacy. Further along the corridor, where future growth and expansion of the city are likely to occur, this segment is managed to retain its rugged, mountainous character. Highway structures utilize muted color tones and reflect hues of the Carson Range. Design of highway features such as bridges and barriers will be simple, and the landscape will rely on native plant revegetation or enhanced native planting.

2. Sierra Nevada Great Basin Crossroads

The Sierra Nevada Great Basin Crossroads represents an area of transition between two major geographic areas of the state—the Sierras and the Great Basin. Beginning at Mogul, the gradual transition from the pine forests of the Sierras to the sage expanses of the Great Basin is accompanied by a rapid increase in urbanization.

Throughout the urban areas of Reno and Sparks, a unified palette of Sierra and Great Basin materials are integrated in the highway features. The juncture of the two regions is emphasized at the interchange of I-80 and US 395. The Sierra palette enters from the west and the Great Basin palette from the east. Movement and energy are represented through a landmark softscape.

Landscape types for the corridor segment are expressed through regionally adapted plantings, and the hardscapes types are enhanced to signify their importance along this segment. Art expression within and along the highway provides meaning to the place through representations of cultural, historical, and natural resources.

Softening constricted areas with vegetation and incorporating cultural transportation art into the corridor reflects the close-knit character of the communities. Integrating a regional trail system and eliminating barriers by bridging separations will create a network that will be an alternative regional transportation route that co-exists with highways.

3. Truckee River Passage

Beginning at the urbanized edge of Sparks, the segment follows the Truckee River to its northerly bend near Fernley. The roadway is sensitively carved into the confined canyon, disturbed slopes are repaired and restored, and rock cut and slope cut transitions are softened. Guardrails and barriers are designed so that they still offer views to the riparian corridor below where feasible. This helps create visual relief, reveals the visually contrasting landscape, and defines elements of the Truckee River.

The canyon's intrinsic qualities are managed through scenic designation as well as visual mitigation and screening of industrial uses. Design intent is focused on connecting the highway to the unique cultural, historical, and biological features of the Truckee Canyon and Great Basin.

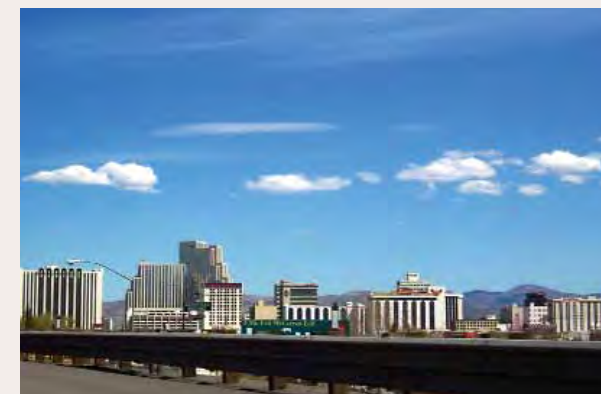
The community character of Fernley is highlighted with the creation of two gateways. Design objectives are met through the utilization of native plantings to revegetate disturbed lands and the enhancement of highway features with accentuated hardscape types.

4. Highway of the West

The overarching vision and design context for both I-80 from Fernley to West Wendover and US-95 from Winnemucca to McDermitt focuses on the history of the area, the timelessness of the landscape, and the connection of the people to the place. Both highways



(1) Extending from the California/Nevada border to Mogul, the Sierra Nevada Passage Design Segment provides a dramatic entry into the Reno/Sparks urbanized area.



(2) The Sierra Nevada Great Basin Crossroads Design Segment includes the urban interstate routes of Reno/Sparks and extends east from Mogul to Vista.



(3) The Truckee River Passage Design Segment winds its way through the Truckee River canyon and provides a natural gateway to the urbanized portions of the corridor.





(1) Bisecting vast stretches of undeveloped land and framed by rugged mountain ranges, the Highway of the West Design Segment is characterized by a rural quality that reflects the historic, cultural, and geologic forces that shaped the landscape.

follow historic pioneer trails, traverse open ranges and working landscapes that have traditionally exemplified the West, and serve as the lifeline for the neighboring homesteads and communities.

The rugged environmental character of the land and simple agrarian lifestyle of residents in this region define the spirit of the Highway of the West. Beginning at the Forty-mile Desert just east of Fernley, the expansive landscape is defined by a series of alternating mountain ranges and valleys. Materials, textures, and colors take their cue from the desert setting and reflect the regional vernacular form of homesteads and the ideals of western independence. Ornate embellishments and ostentatious colors are rejected in favor of organized straightforward solutions. Scenic views are punctuated with clustered plantings, such as shelter belts, and associated architectural elements, including windmills and barns.

Design decisions for this portion of the corridor provide a welcome to the state, utilize native plantings to reconnect lands disturbed by the highway to the environment, announce communities with enhanced

gateways, highlight recreational access and opportunities, and enhance traveler amenities.

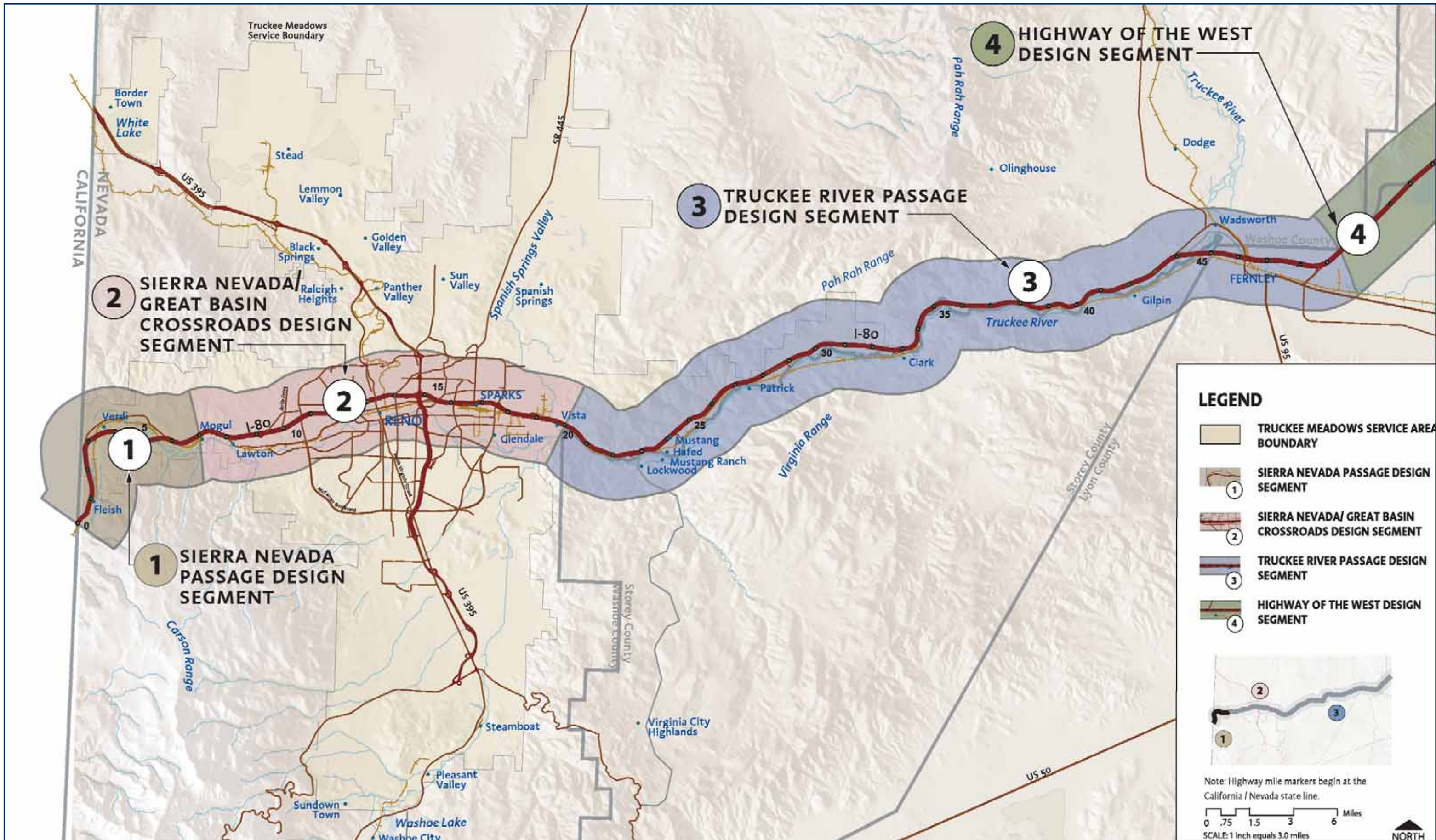
The highway passes through the valleys and mountain ranges of northern Nevada with little impact on cultural, natural, or scenic resources. Areas of high visual quality are managed to maintain the undisturbed, natural quality of the landscape. Disturbance to the roadside is repaired and restored through the use of native flora and rock mulches that blend with hues and textures of the desert floor.

The character and growth of adjacent communities and the highway system occur in consideration of one another. Emphasis is placed on increasing the visibility of communities by the development of enhanced gateways at entry points. Information about community events is incorporated into highway signage, and interpretive programs help strengthen the relationship between the highway and community.

The highway system provides access to significant recreational assets throughout northern Nevada. Increasing the already growing tourism industry with-

in the state is important for the economic stability of rural communities. Amenities are enhanced through the improvement of recreational access points and appropriate signage, information, and interpretive opportunities. A hierarchy of highway facilities, ranging from viewpoints to complete rest areas, are designed to fit seamlessly into the environment and to serve as a respite for motorists. A regional bike trail runs parallel to the highway and provides a safe alternative transportation route for the region.

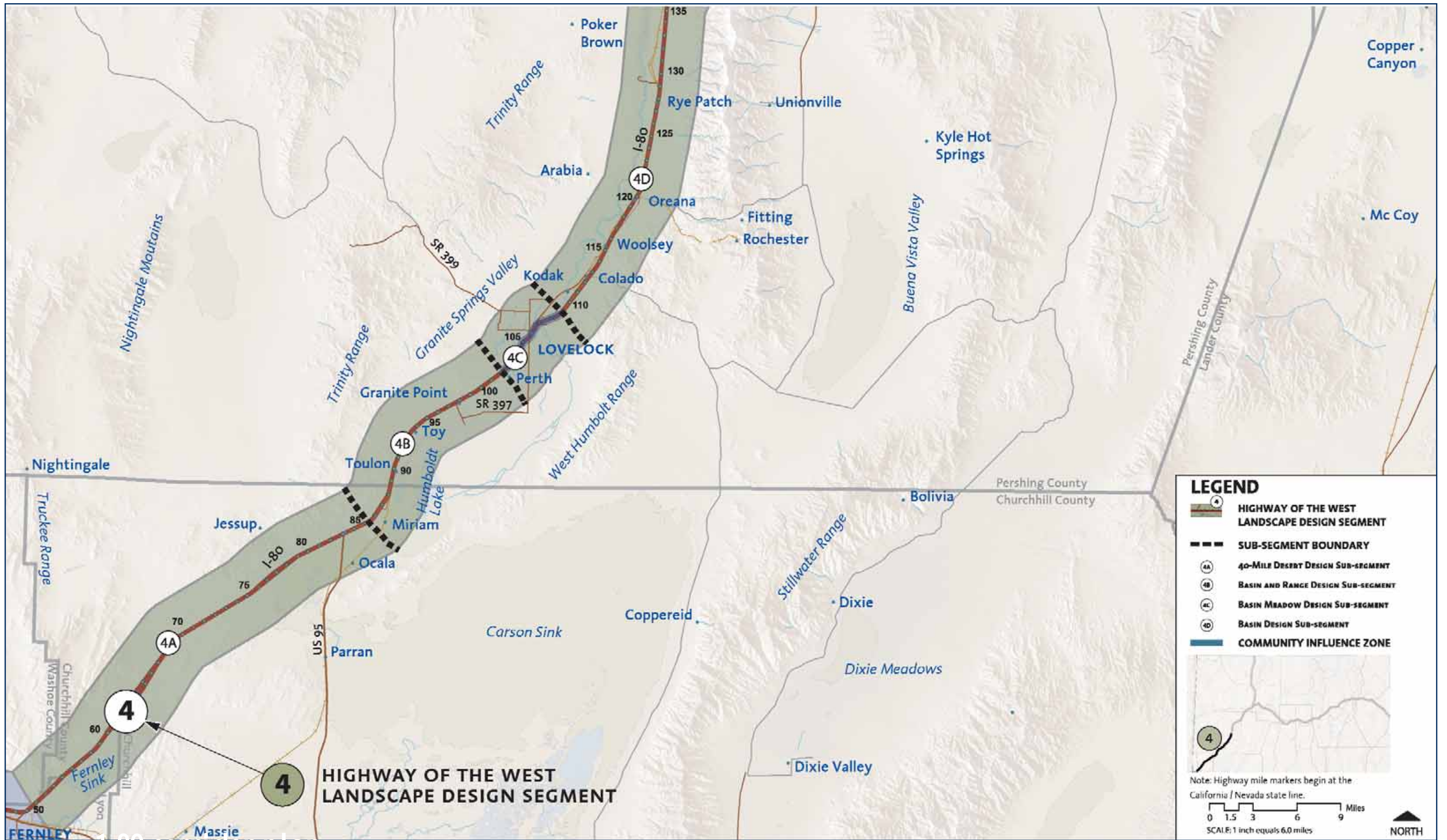
This corridor is rich in history, culture, and wildlife. The California Emigrant Trail, railroad, ranching, mining, and natural features all play a role in creating the unique and exciting landscape character of the region. Roadway structures and features, including bridges, barrier walls, pull-outs, and rest areas, are designed to 'fit' the landscape and reflect an interpretation of these defining features. Overall emphasis is placed on integrating the highway system with the larger landscape.



I-80 corridor plan

LANDSCAPE DESIGN SEGMENTS

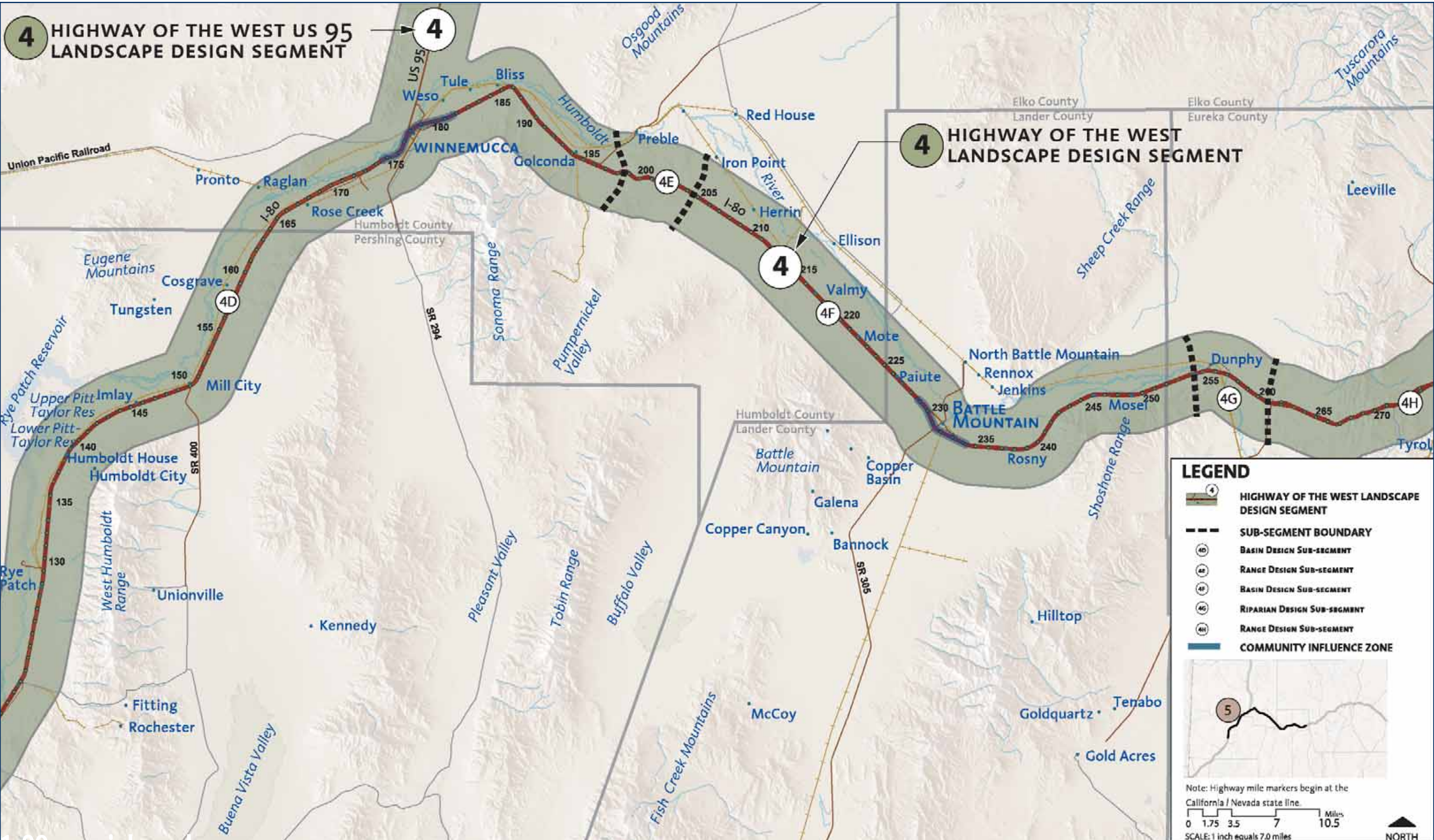
I-80: VERDI TO FERNLEY



I-80 corridor plan

LANDSCAPE DESIGN SEGMENTS

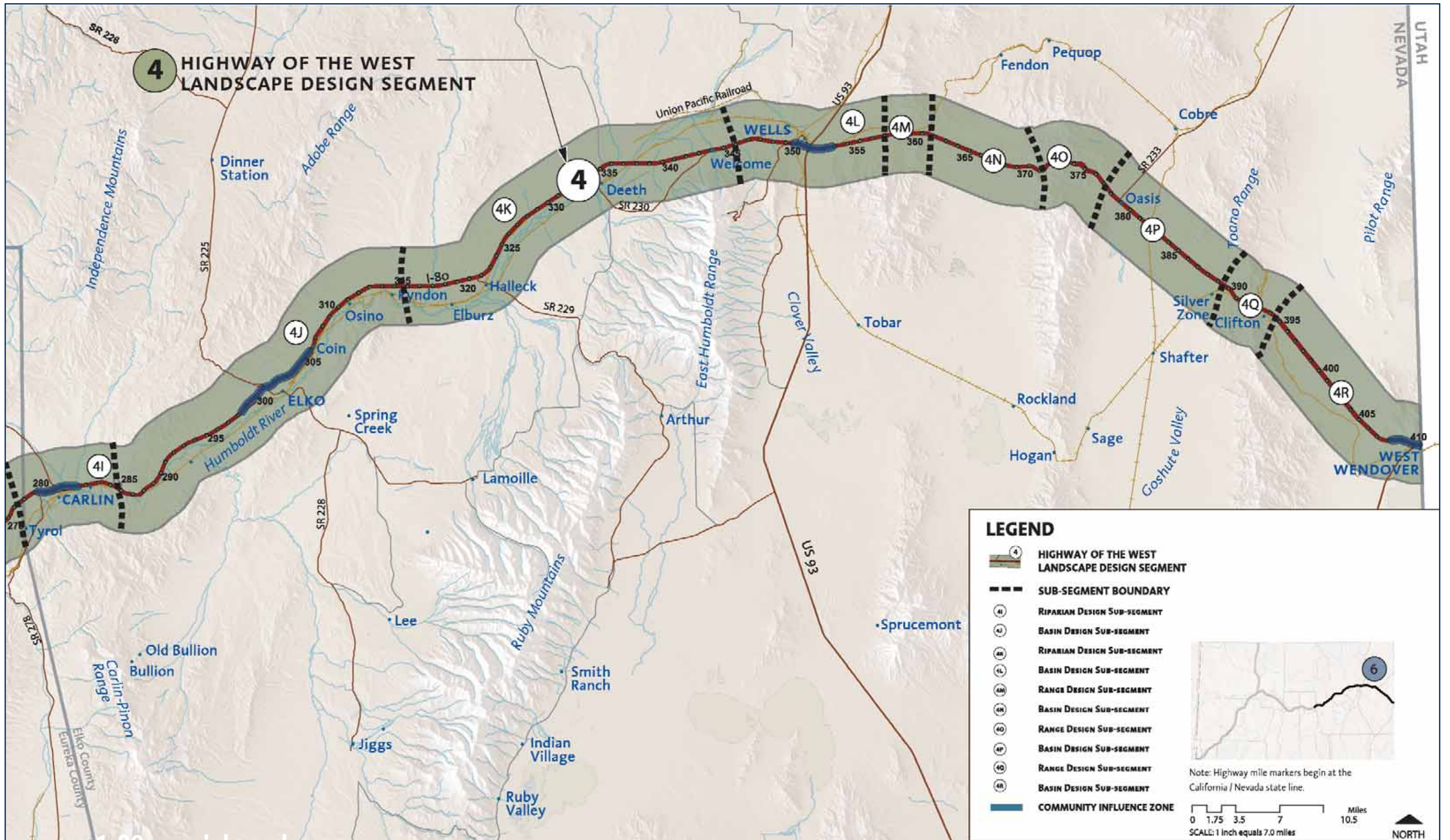
I-80: FERNLEY TO RYE PATCH



I-80 corridor plan

LANDSCAPE DESIGN SEGMENTS

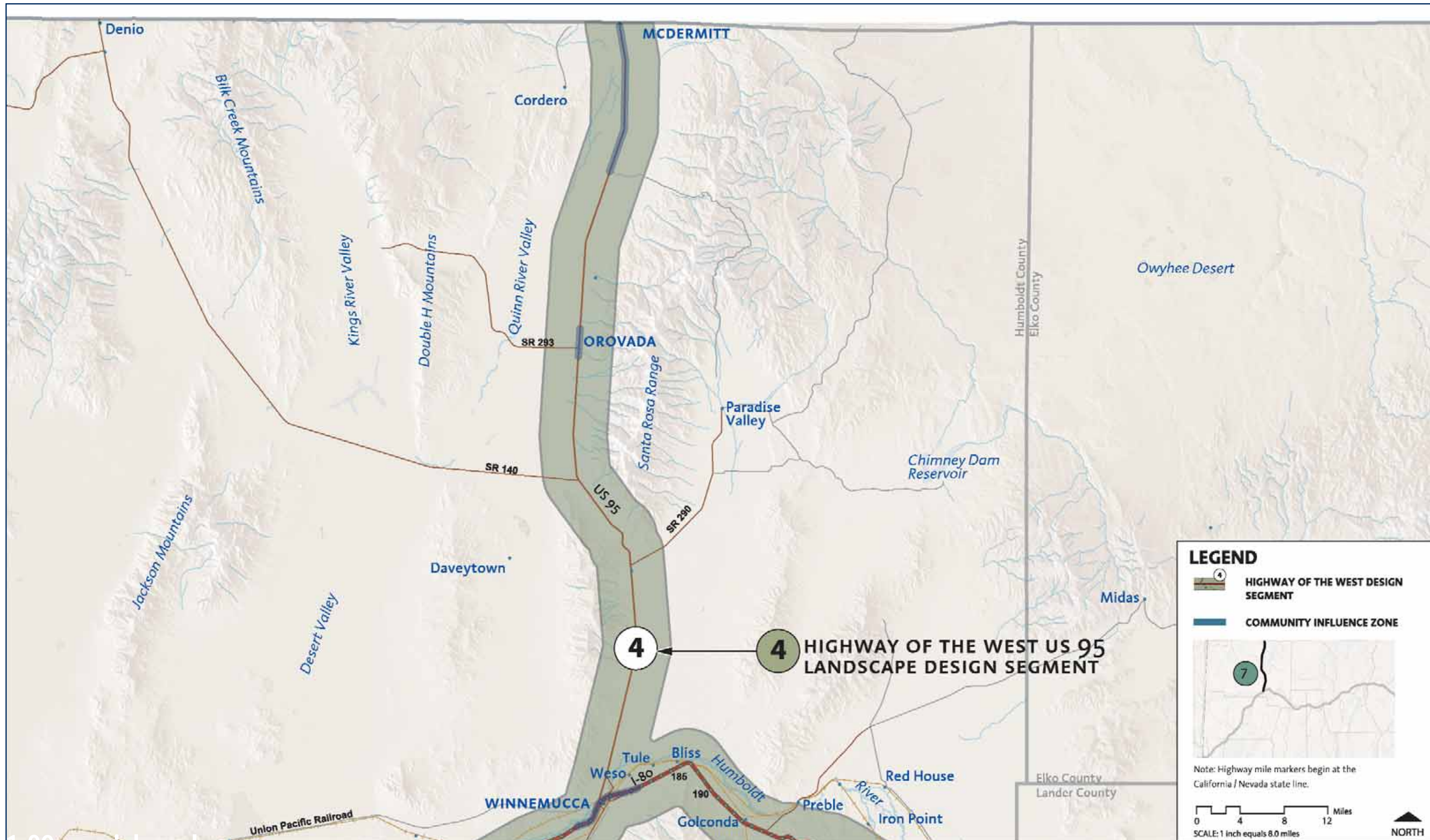
I-80: RYE PATCH TO TYROL



1-80 corridor plan

LANDSCAPE DESIGN SEGMENTS

I-80: TYROL TO WEST WENDOVER



4 **HIGHWAY OF THE WEST US 95 LANDSCAPE DESIGN SEGMENT**

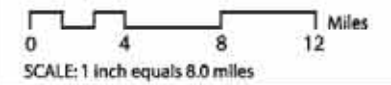
LEGEND

HIGHWAY OF THE WEST DESIGN SEGMENT

COMMUNITY INFLUENCE ZONE



Note: Highway mile markers begin at the California / Nevada state line.





(1) Sagebrush communities dominate the landscape, which is framed by mountain ranges.

LANDSCAPE DESIGN SEGMENT DESCRIPTIONS

The I-80 corridor is divided into four landscape design segments (Sierra Nevada Passage, Sierra Nevada Great Basin Crossroads, Truckee River Passage, and Highway of the West) whose overall design themes are described in the previous section. This section examines each landscape design segment individually and further refines its character and features. The following information is provided for each of the four landscape design segments:

- Design objectives for the sub-segments
- Map illustrating the overall segment, its sub-segments, and important road service sites
- Section diagram revealing the topographic character of the segment and providing more detailed descriptions of its features
- Map identifying additional program opportunities in each segment
- Design interpretation for each segment

OPPORTUNITIES AND CONSTRAINTS

The opportunities analysis identifies specific locations of physical opportunities and where new design standards may be applied to establish the framework for the *Corridor Plan* recommendations. Opportunities for the I-80 corridor were separated into two categories: (1) physical improvement opportunities and (2) design standards opportunities. Within each of these categories, the opportunities were further organized under five major headings:

1. Community
2. Travel and Tourism
3. Natural Resources and Wildlife
4. Views and Landmarks
5. Roadway Practices and Structures

The many opportunities were further refined and shown in the Specific Corridor Features Maps (Maps 1B, 2B, 3B, 4B, 5B, 6B, and 7B on pages 4.12, 4.20, 4.28, 4.37, 4.40, 4.43, and 4.46, respectively) of the Landscape Design Segment section of the *Corridor Plan*.

Constraints identified along the I-80 corridor include:

- Lack of land within the right-of-way
- Limited economic resources
- Reliance on partnerships to fund retrofit projects
- Limited water resources and arid climate
- Sensitive natural resources
- Alkali soil

SIERRA NEVADA PASSAGE

The Sierra Nevada Design Segment provides a dramatic entrance to the state by capitalizing on the scenic and wild character of the surrounding mountainous landscape. It is divided into three design categories, each with its own character and purpose along the corridor. These are Statewide Gateway, Preserved and Managed Landscape character, and Interpretation of Cultural Resources.

DESIGN OBJECTIVES

Statewide Gateway and Welcome Center

- Mark the passage from California into Nevada and provide a symbolic entry into and exit from the state.
- Create a gateway and a welcome center that have similar visual characteristics but are physically separated.
- Preserve the scenic and rugged character of the landscape through the design of a gateway and a welcome center that blends seamlessly into the landscape.
- Partner with local art communities under the Transportation Art Program.
- Emphasize the sequence of arrival and signify the importance of the gateway by using substantial building materials such as native stone and timber.

- Provide accessibility to travel services, immediate information, and statewide travel planning information at the welcome center.
- Use the welcome center to connect travelers with the natural landscape and scenic views of the Truckee River and adjacent areas.

Preserved and Managed Sierra Nevada Landscape Character

- Apply design criteria to highway design and the retrofit of existing facilities that maintain the color, texture, and forms of the Sierra Nevada and Great Basin landscape palette. These criteria include landform, native revegetation, and natural drainage management.
- Preserve scenic views of the mountain ranges and Truckee River.
- Apply scenic designation to manage the structure and placement of advertising and land use so it is secondary to the natural landscape.
- Integrate highway facilities into the Sierra Mountains by using naturalized grading, non-structural drainage design, and native plant revegetation.
- Establish design continuity to help ensure a uniform landscape treatment throughout the corridor.
- Cultivate roadside edges to re-establish native flora and minimize the build-up of materials that would fuel wildfires.

- Soften the visual transition from travel lanes to roadside vegetation through the use of rock mulches that are integrated into the colors of the existing environment. These rock mulches provide a change in texture that help minimize the risk of unpredictable wildlife movement directly adjacent to and across the roadway.
- Create partnerships with local trail advocacy groups, such as the Tahoe Pyramid Bikeway, to provide existing and potential trail systems along the corridor.
- Design and manage the corridor to maintain the Sierra Nevada character while accommodating new growth and development.

Interpretation of Cultural Resources

- Provide visitors with opportunities to discover the stories and history of the region.
- Integrate place name signage, travel information, and other statewide programs into the highway system in order to enhance the traveler's understanding of the place.
- Develop trails and other alternative modes of transportation that integrate within the existing infrastructure of towns along the corridor.
- Make the mining, logging, and pioneer legacy of the region a predominant focus of interpretive efforts.



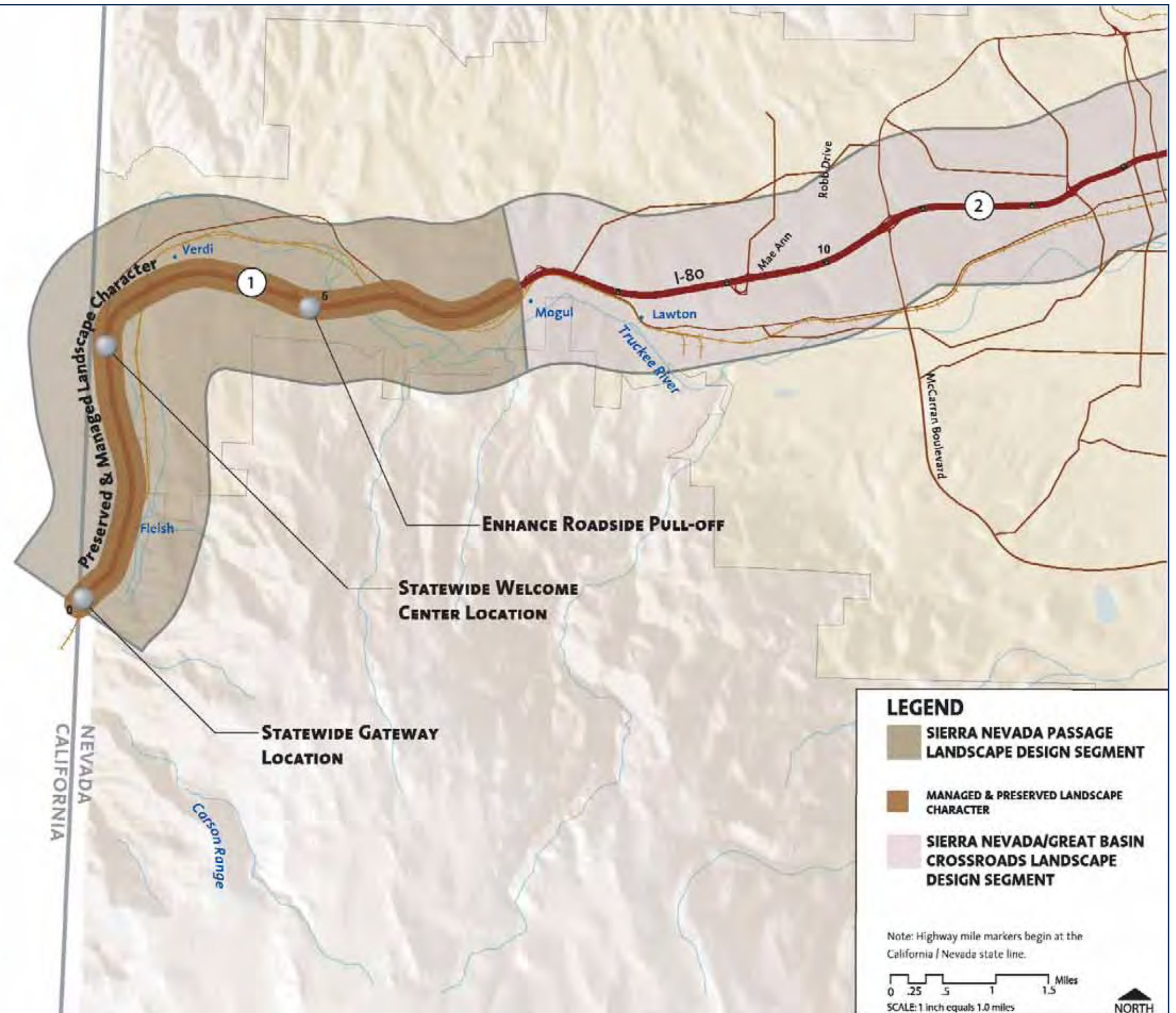
(1) Segment 1 Sierra Nevada Passage Keymap



(2) Views to the Truckee River and towering mountains above help to establish a natural gateway into the state from California.



(3) Future design decisions made within the corridor should respect the Sierra Nevada landscape character by minimizing visual impacts along the roadway.



LEGEND

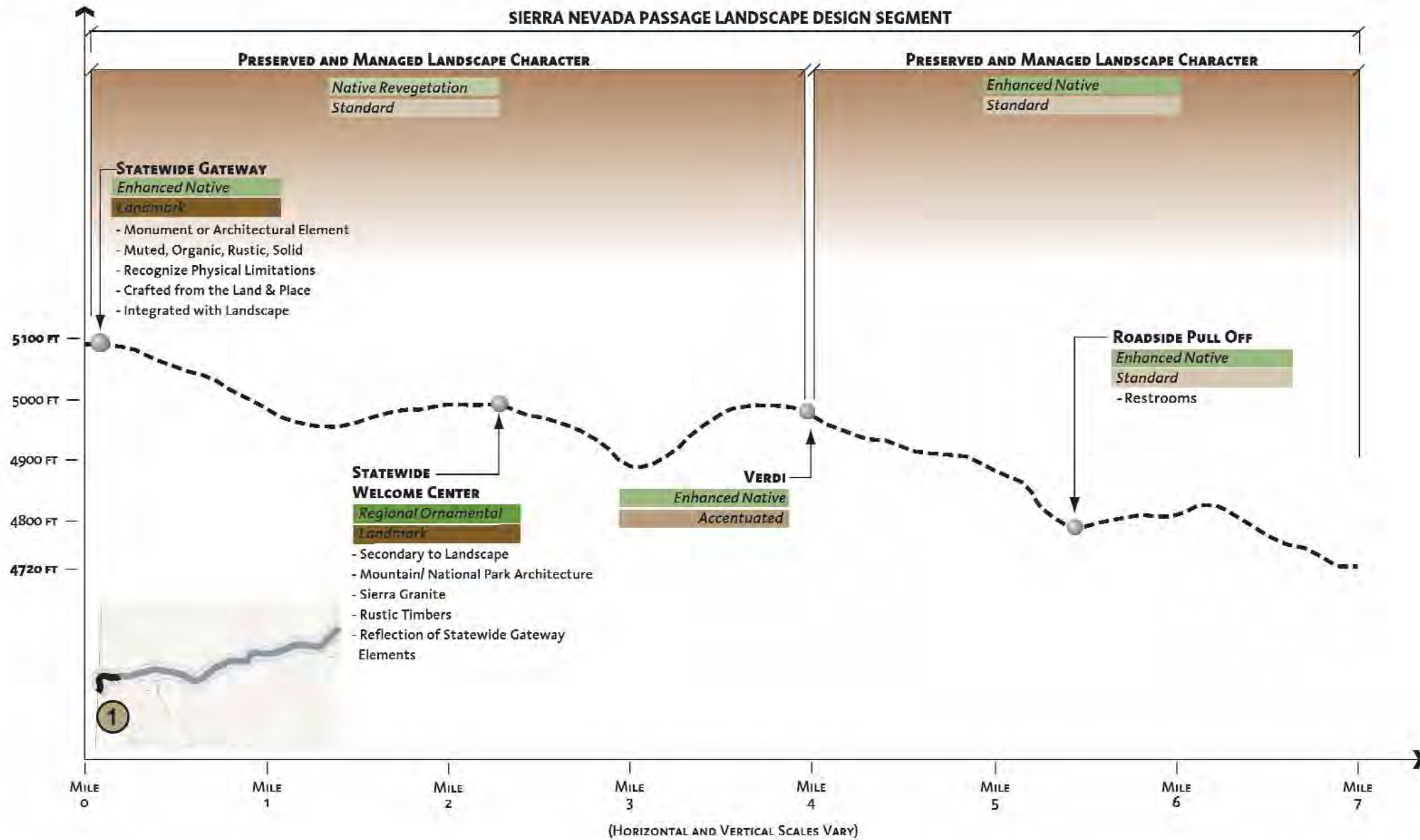
- SIERRA NEVADA PASSAGE LANDSCAPE DESIGN SEGMENT
- MANAGED & PRESERVED LANDSCAPE CHARACTER
- SIERRA NEVADA/GREAT BASIN CROSSROADS LANDSCAPE DESIGN SEGMENT

Note: Highway mile markers begin at the California / Nevada state line.

0 .25 .5 1 1.5 Miles
 SCALE: 1 inch equals 1.0 miles

NORTH

SIERRA NEVADA PASSAGE LANDSCAPE DESIGN SEGMENT



Softscape Type/Treatment
 Structures and Hardscape Type/Treatment

DESIGN OBJECTIVES

Statewide Gateway and Welcome Center

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2. Create a gateway and a welcome center that have similar visual characteristics but are physically separated.
3. Preserve the scenic and rugged character of the landscape through the design of a gateway and a welcome center that blends seamlessly into the landscape.
4. Partner with local art communities under the Transportation Art Program.
5. Emphasize the sequence of arrival and signify the importance of the gateway by using substantial building materials such as native stone and timber.
6. Provide accessibility to travel services, immediate information, and statewide travel planning information at the welcome center.
7. Use the welcome center to connect travelers with the natural landscape and scenic views of the Truckee River and adjacent areas.

Preserved and Managed Sierra Nevada Landscape Character

1. Apply design criteria to highway design and the retrofit of existing facilities that maintain the color, texture, and forms of the Sierra Nevada and Great Basin landscape palette. These criteria include landform, native revegetation, and natural drainage management.
2. Preserve scenic views of the mountain ranges and Truckee River.
3. Apply scenic designation to manage the structure and placement of advertising and land use so it is secondary to the natural landscape.
4. Integrate highway facilities into the Sierra Mountains by using naturalized grading, non-structural drainage design, and native plant revegetation.
5. Establish design continuity to help ensure a uniform landscape treatment throughout the corridor.
6. Cultivate roadside edges to re-establish native flora and minimize the build-up of materials that would fuel wildfires.
7. Soften the visual transition from travel lanes to roadside vegetation through the use of rock mulches that are integrated into the colors of the existing environment. These rock mulches provide a change in texture that help minimize the risk of unpredictable wildlife movement directly adjacent to and across the roadway.
8. Create partnerships with local trail advocacy groups, such as the Tahoe Pyramid Bikeway, to provide existing and potential trail systems along the corridor.
9. Design and manage the corridor to maintain the Sierra Nevada character while accommodating new growth and development.

Interpretation of Cultural Resources

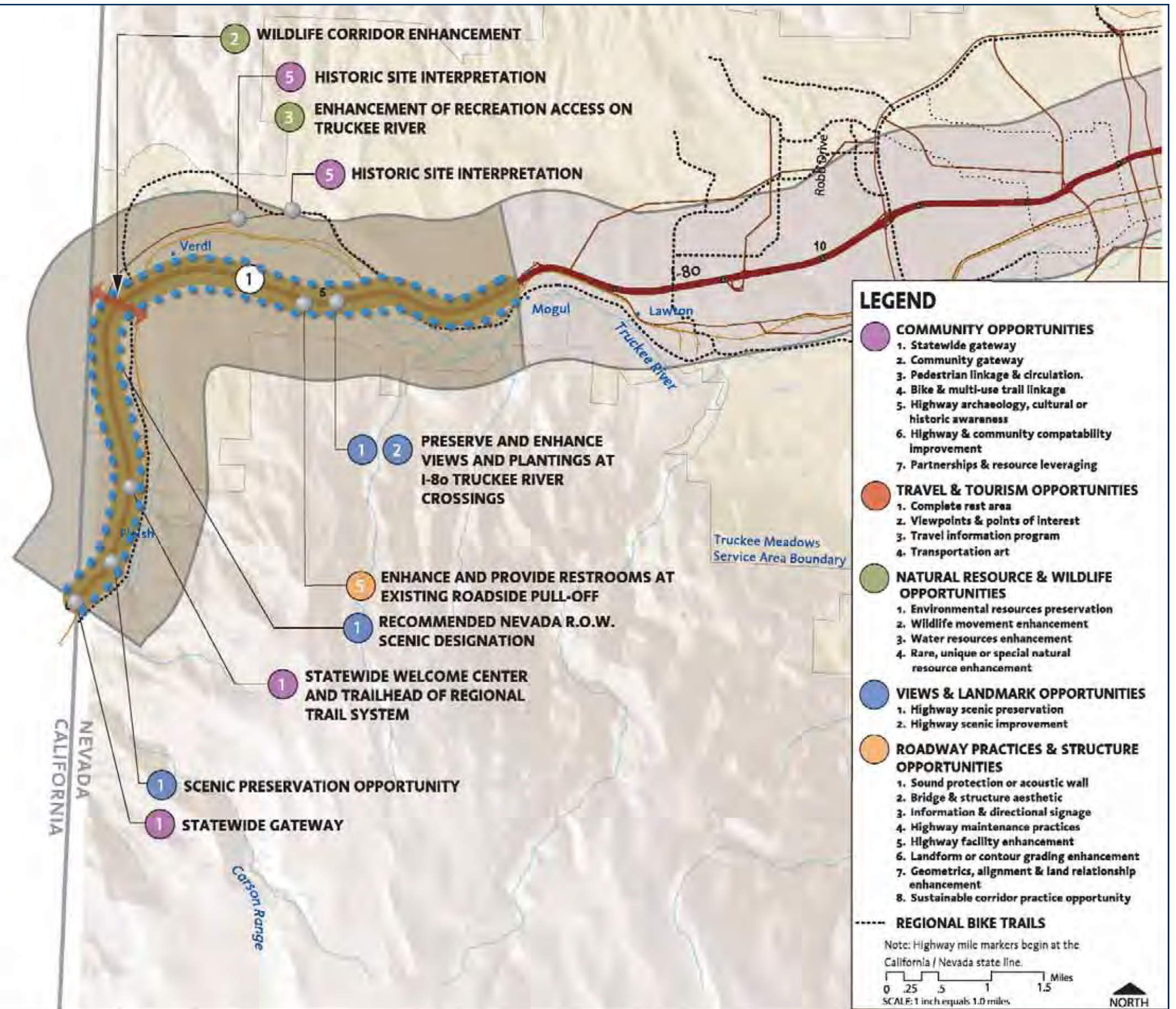
1. Provide visitors with opportunities to discover the stories and history of the region.
2. Integrate place name signage, travel information, and other statewide programs into the highway system in order to enhance the traveler's understanding of the place.
3. Develop trails and other alternative modes of transportation that integrate within the existing infrastructure of towns along the corridor.
4. Make the mining, logging, and pioneer legacy of the region a predominant focus of interpretive efforts.

FEATURES ALONG ENTIRE CORRIDOR

- 2 ANALYZE WILDLIFE MOVEMENTS AND PROVIDE APPROPRIATE CROSSING STRUCTURES
- 2 PAINT/STAIN RETROFIT OF BRIDGES AND STRUCTURES
- 3 STATEWIDE PLACE NAME SIGNAGE
- 1 ROAD CORRIDOR TRASH CLEAN-UP

FEATURES ALONG THE SIERRA NEVADA LANDSCAPE DESIGN SEGMENT

- 4 TAHOE PYRAMID BIKE TRAIL
- 1 PRESERVE SCENIC QUALITY THROUGH COORDINATION WITH APPROPRIATE AGENCIES AND ORGANIZATIONS
- 2 SCREEN INDUSTRIAL USES WHERE FEASIBLE



LEGEND

- COMMUNITY OPPORTUNITIES**
 - 1. Statewide gateway
 - 2. Community gateway
 - 3. Pedestrian linkage & circulation.
 - 4. Bike & multi-use trail linkage
 - 5. Highway archaeology, cultural or historic awareness
 - 6. Highway & community compatibility improvement
 - 7. Partnerships & resource leveraging
- TRAVEL & TOURISM OPPORTUNITIES**
 - 1. Complete rest area
 - 2. Viewpoints & points of interest
 - 3. Travel information program
 - 4. Transportation art
- NATURAL RESOURCE & WILDLIFE OPPORTUNITIES**
 - 1. Environmental resources preservation
 - 2. Wildlife movement enhancement
 - 3. Water resources enhancement
 - 4. Rare, unique or special natural resource enhancement
- VIEWS & LANDMARK OPPORTUNITIES**
 - 1. Highway scenic preservation
 - 2. Highway scenic improvement
- ROADWAY PRACTICES & STRUCTURE OPPORTUNITIES**
 - 1. Sound protection or acoustic wall
 - 2. Bridge & structure aesthetic
 - 3. Information & directional signage
 - 4. Highway maintenance practices
 - 5. Highway facility enhancement
 - 6. Landform or contour grading enhancement
 - 7. Geometrics, alignment & land relationship enhancement
 - 8. Sustainable corridor practice opportunity
- REGIONAL BIKE TRAILS**

Note: Highway mile markers begin at the California / Nevada state line.
 0 .25 .5 1 1.5 Miles
 SCALE: 1 inch equals 1.0 miles
 NORTH

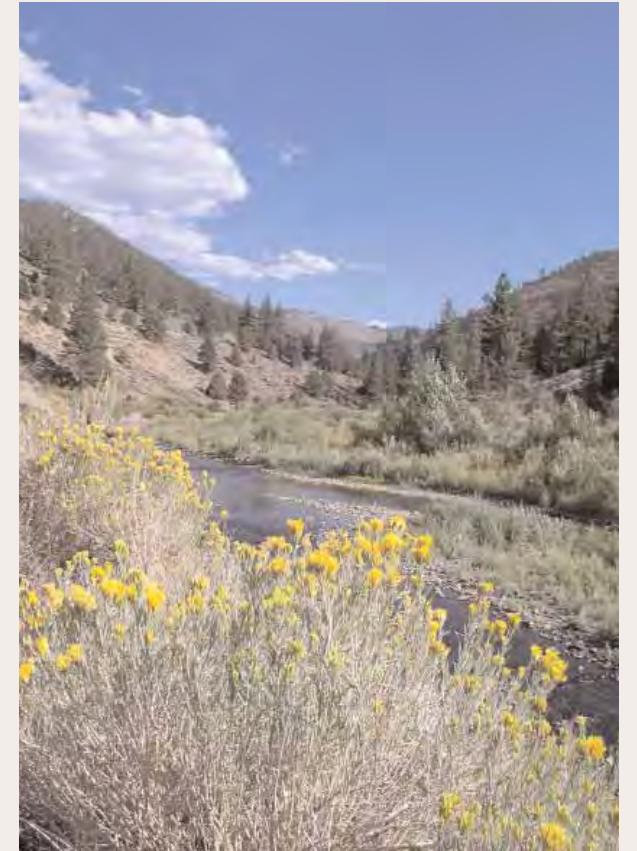
DESIGN INTERPRETATION SUMMARY

Interpretation of the segment's design themes will occur when individual project design is undertaken. The *Corridor Plan* establishes the direction for design to be completed at the project level. Examples of interpretation are included to illustrate forms that could be used to accomplish the design objectives stated. Examples are from other locations for the proposed program type.



Image courtesy of Garven Woodland Gardens, Hot Springs, AR

(1) Viewpoints along the corridor should be designed to highlight the dramatic natural landscape.

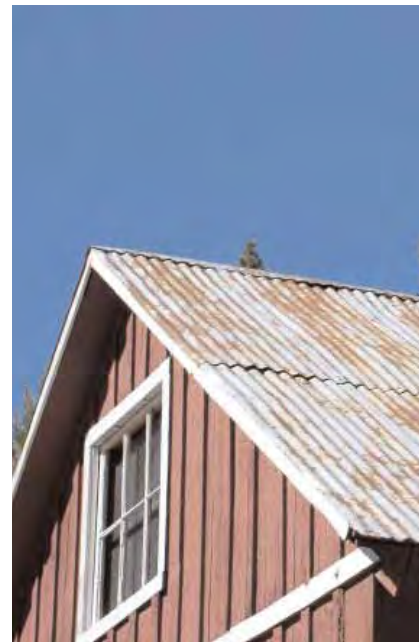


(6) Preservation of the Sierra plant palette helps reinforce the visual quality of the highway environment.



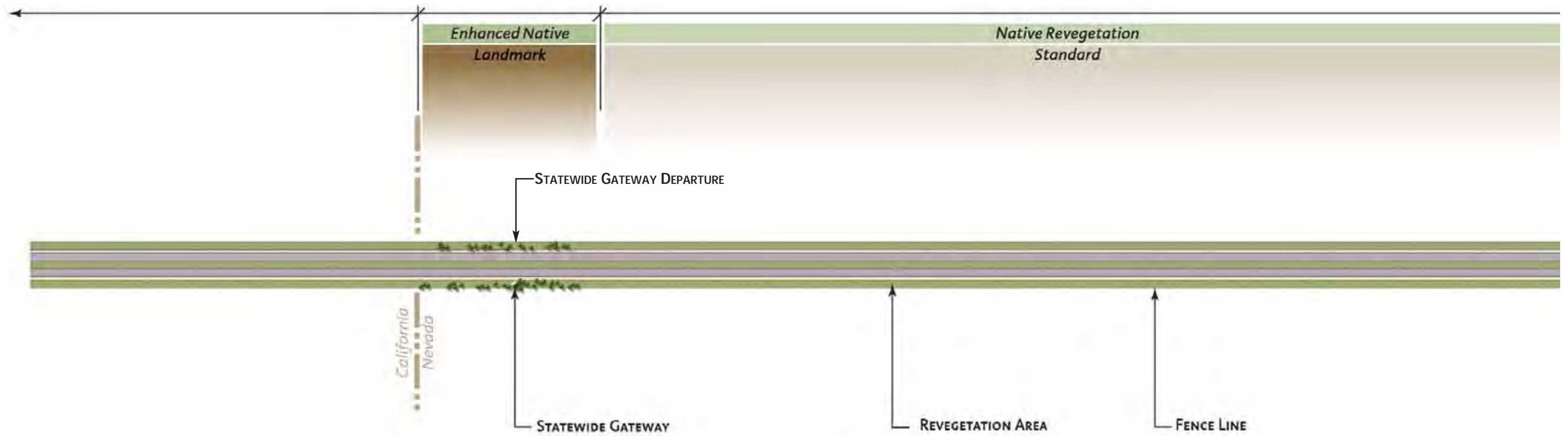
Image courtesy of David Marlow

(2) The statewide welcome center could utilize materials and forms that recall the historical significance of the corridor, while minimizing negative visual impact on the environment.



(3), (4), (5) Materials and architectural styles of structures should reflect the cultural history and natural features of the region.

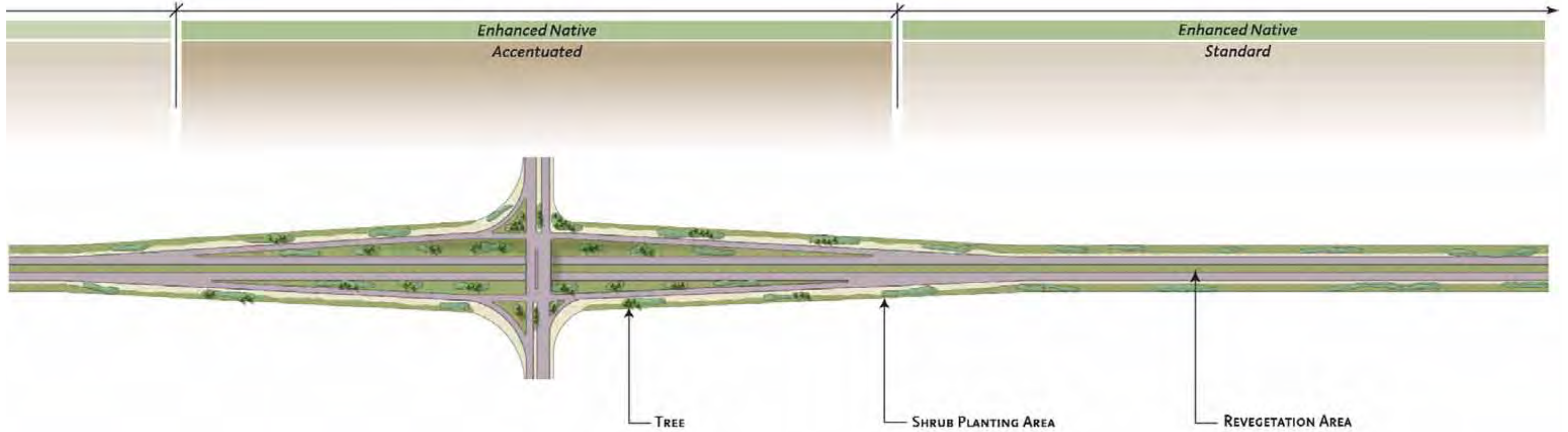
SIERRA NEVADA PASSAGE



(1) This is the existing entry into Nevada from California along I-80.

(2) The Statewide Gateway into Nevada is a subtle announcement and welcome to the state. Constructed from local stone and framed by native vegetation, the gateway blends seamlessly into the surrounding rugged landscape and should be sited outside of the clear zone.





(1) Enhanced native landscape accentuates the corridor in the section between Verdi and Mogul.

SIERRA NEVADA GREAT BASIN CROSSROADS

The Sierra Nevada Great Basin Crossroads represents the significance of this segment as a cultural meeting point and an environmental transition zone. The segment is divided into five design categories, each with its own character and purpose along the corridor: Visual Gateway, Managed Urban Background, Urban Extension, Urban Background, and Urban Mitigation.

DESIGN OBJECTIVES

Visual Gateway

- Select the Sierra Nevada Great Basin Crossroads visual gateway based on geographic location and surrounding landforms as they provide the first view of the valley.
- Emphasize the entire valley as a scenic unit that includes both built and natural elements.
- Create a simple gateway that utilizes materials and vegetation associated with the Sierra Nevada and Great Basin regions.

Managed Urban Background

- Future expected growth and land use decisions that determine the placement of major facilities and development in the segment will become a new future design context.

- Design and manage the corridor to maintain the Sierra Nevada and Great Basin character while accommodating new growth and development.
- Expand the visual area of the right-of-way to create adjacent space that allows for naturalized earth forms, native revegetation planting, and the avoidance of retaining or acoustic structures.
- Apply design criteria that integrate the Sierra Nevada and Great Basin palette, including landform, native revegetation, natural drainage management, and color.
- Require design continuity to establish a uniform corridor treatment.
- Create highway structures that are well proportioned, simple in their design expression, uniformly applied throughout the segment, and utilize colors harmonious with the Sierra Nevada and Great Basin palette.
- Create partnerships with local trail advocacy groups to accommodate existing and potential trail systems along the corridor.

Urban Extension

- Provide a connective fabric to downtown areas through the use of pedestrian bridges that link neighborhoods, commercial centers, and educational facilities.

- Partner with local art communities under the Transportation Art Program.

Urban Background

- Integrate the Sierra Nevada and Great Basin plant and material palette to create a corridor landscape that is unified, continuous, and patterned to emphasize consistency.
- Create a continuous, linear visual composition between project segments by emphasizing consistency in landscape material and application.
- Utilize transportation art or other landmark elements to highlight the “Crossroads” theme.
- Retrofit existing facilities to be in harmony with design criteria and bring continuity to the corridor.

Urban Mitigation

- Enhance views to scenic and culturally significant areas such as Victorian Square and Sparks Marina.
- Screen views to industrial or unsightly areas along the corridor through the use of vertical landscape material.



(1) Segment 2 Sierra Nevada Great Basin Keymap

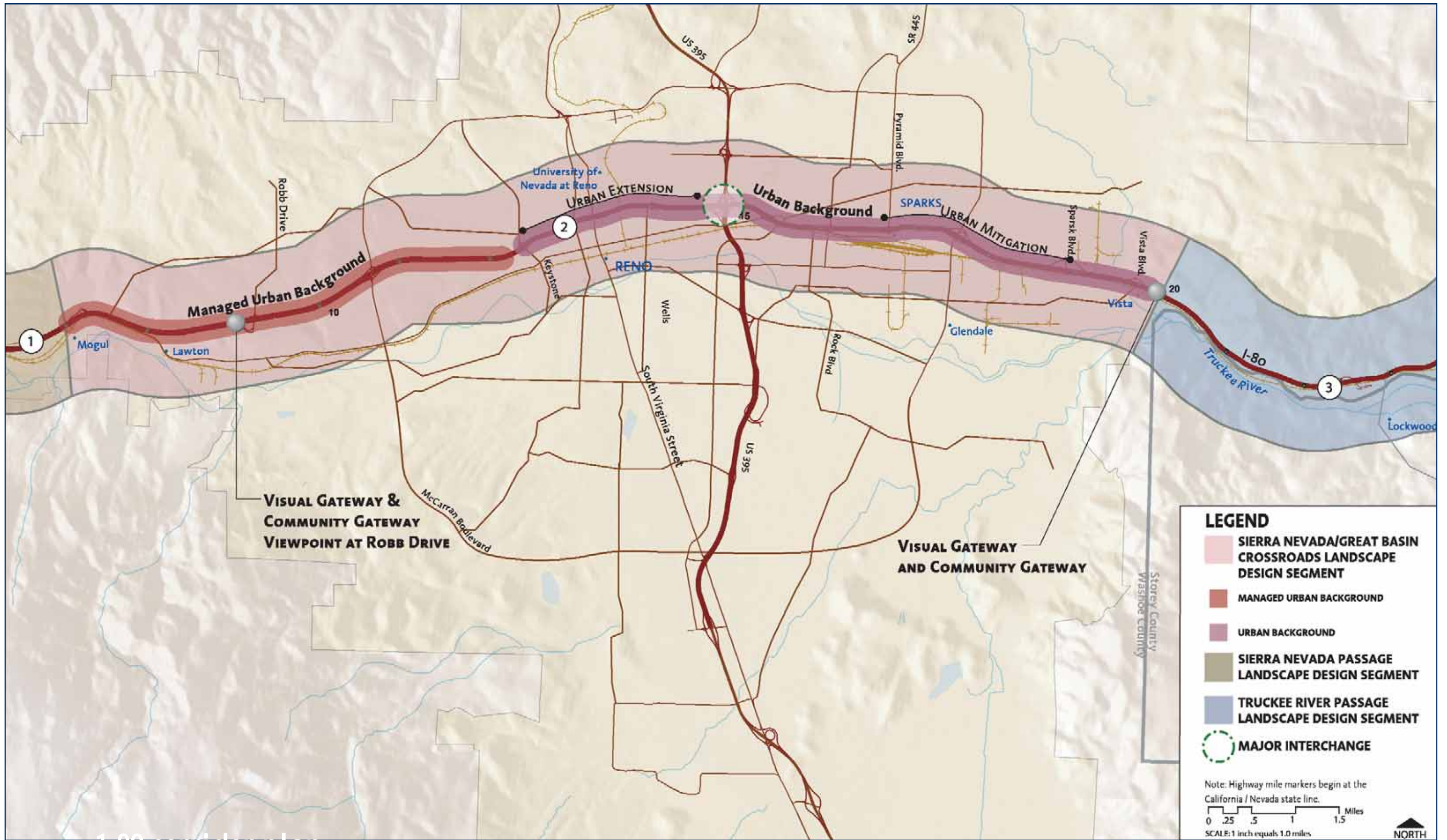


(2) The visual gateway should provide a dramatic view into the Truckee Meadows and surrounding mountain ranges.



(3) Certain areas identified as “Urban Mitigation” require landscape treatments to reduce their visual impact and add to the consistency of the corridor.



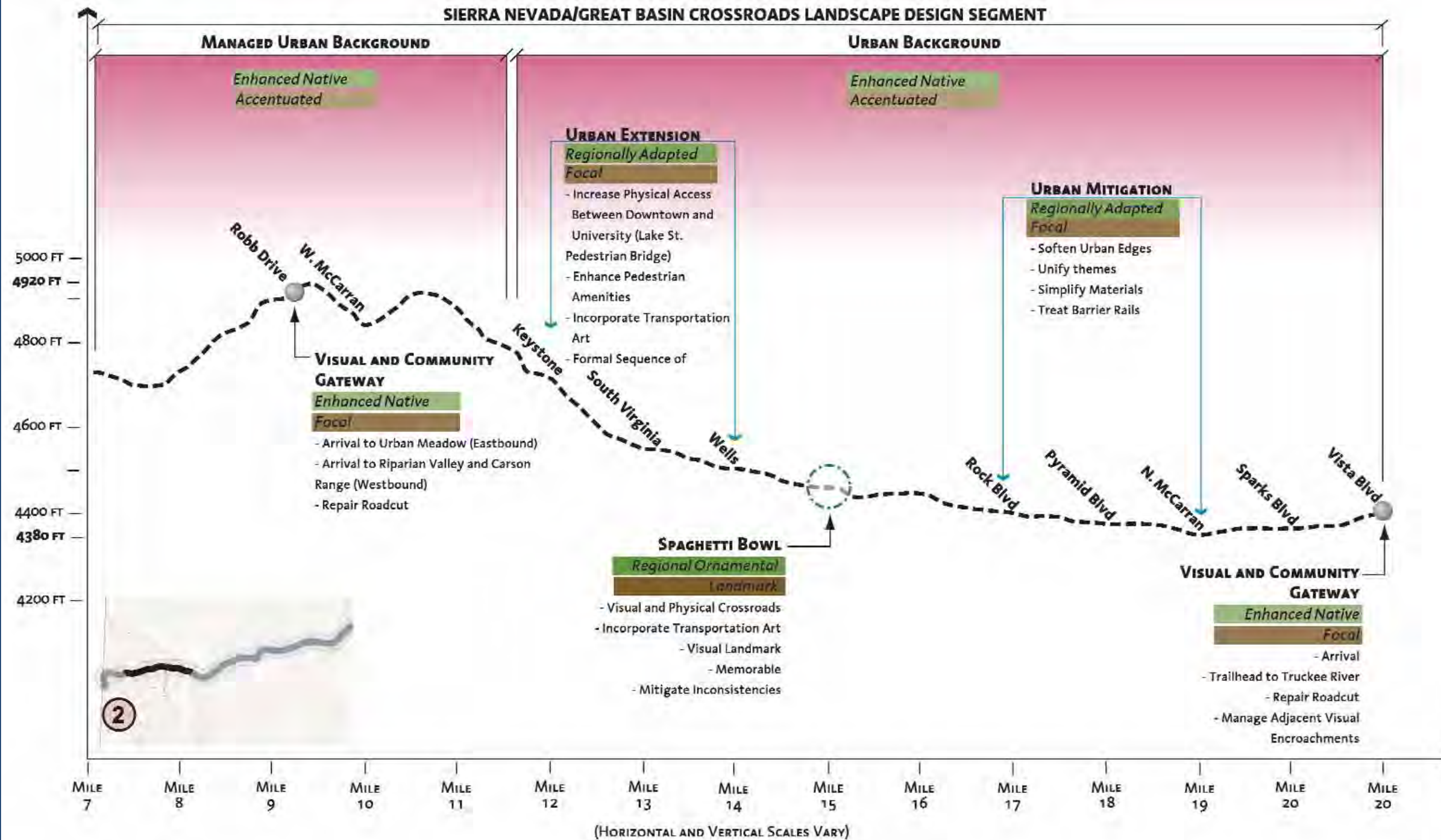


I-80 corridor plan

SIERRA NEVADA GREAT BASIN CROSSROADS LANDSCAPE DESIGN SEGMENT

I-80: MOGUL TO VISTA

SIERRA NEVADA/GREAT BASIN CROSSROADS LANDSCAPE DESIGN SEGMENT



 *Softscape Type/Treatment*
 *Structures and Hardscape Type/Treatment*

DESIGN OBJECTIVES

Visual Gateway

1. Select the Sierra Nevada Great Basin Crossroads visual gateway based on geographic location and surrounding landforms as they provide the first view of the valley.
2. Emphasize the entire valley as a scenic unit that includes both built and natural elements.
3. Create a simple gateway that utilizes materials and vegetation associated with the Sierra Nevada and Great Basin regions.

Managed Urban Background

1. Expected growth and land use decisions that determine the placement of major facilities and development in the segment will become a new future design context.
2. Design and manage the corridor to maintain the Sierra Nevada and Great Basin character while accommodating new growth and development.
3. Expand the visual area of the right-of-way to create adjacent space that allows for naturalized earth forms, native revegetation planting, and the avoidance of retaining or acoustic structures.
4. Apply design criteria that integrate the Sierra Nevada and Great Basin palette, including landform, native revegetation, natural drainage management, and color.
5. Design continuity to establish a uniform corridor treatment.
6. Create highway structures that are well proportioned, simple in their design expression, uniformly applied throughout the segment, and utilize colors harmonious with the Sierra Nevada and Great Basin palette.
7. Create partnerships with local trail advocacy groups to accommodate existing and potential trail systems along the corridor.

Urban Extension

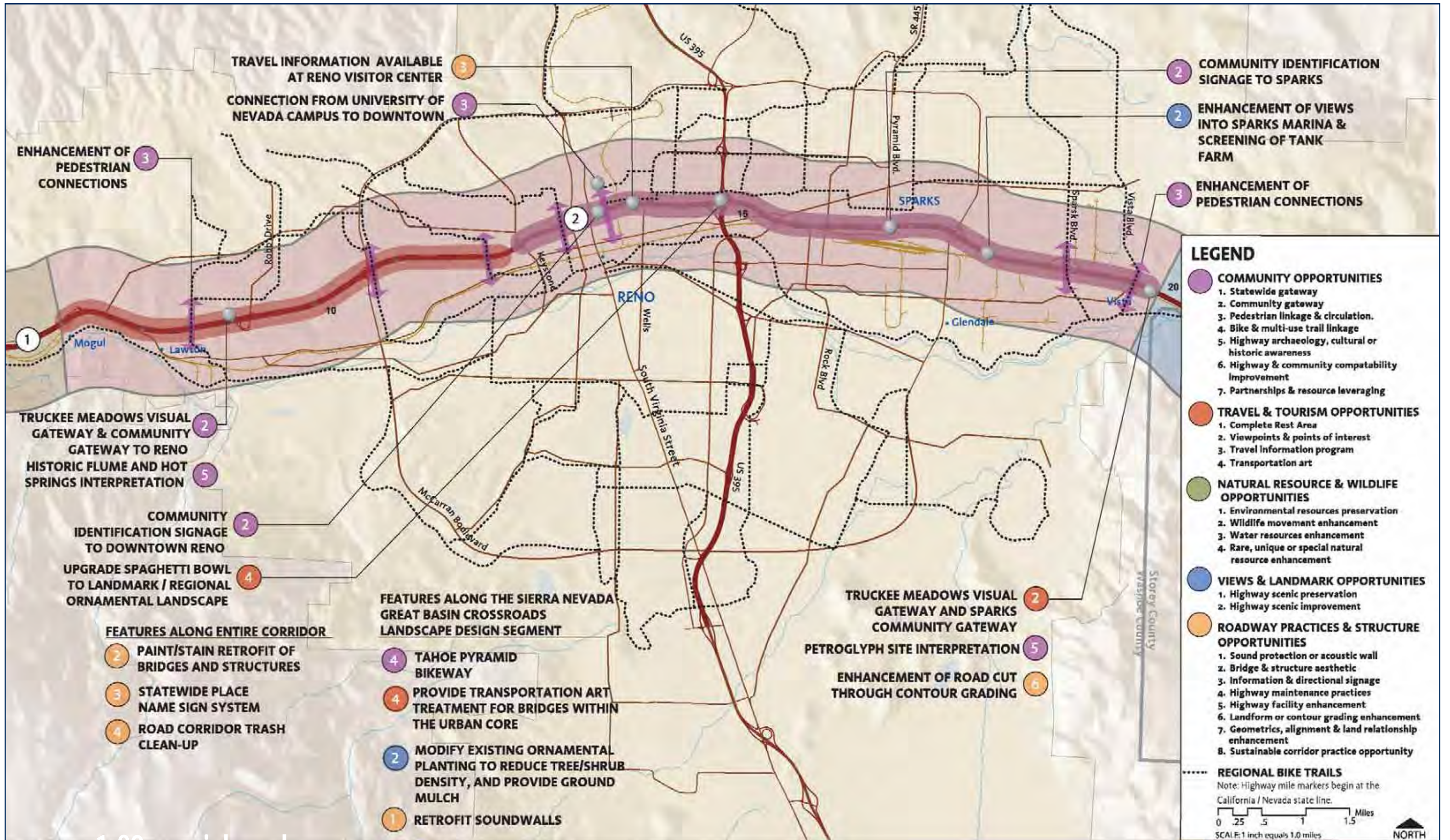
1. Provide a connective fabric to downtown areas through the use of pedestrian bridges that link neighborhoods, commercial centers, and educational facilities.
2. Partner with local art communities under the Transportation Art Program.

Urban Background

1. Integrate the Sierra Nevada and Great Basin plant and material palette to create a corridor landscape that is unified, continuous, and patterned to emphasize consistency.
2. Create a continuous, linear visual composition between project segments by emphasizing consistency in landscape material and application.
3. Utilize transportation art or other landmark elements to highlight the "Crossroads" theme.
4. Retrofit existing facilities to be in harmony with design criteria and bring continuity to the corridor.

Urban Mitigation

1. Enhance views to scenic and culturally significant areas such as Victorian Square and Sparks Marina.
2. Screen views to industrial or unsightly areas along the corridor through the use of vertical landscape material.

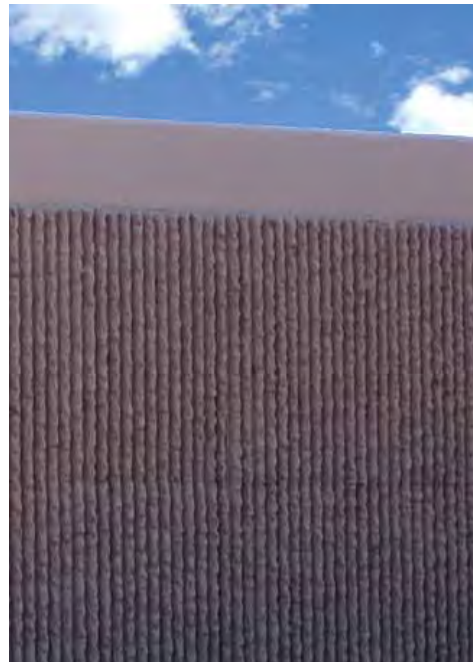


I-80 corridor plan

SIERRA NEVADA GREAT BASIN CROSSROADS LANDSCAPE DESIGN SEGMENT

I-80: MOGUL TO VISTA - SPECIFIC CORRIDOR FEATURES

DESIGN INTERPRETATION



(1), (2), (3) Muted colors, simple design expression, and regionally appropriate plant material help to simplify, unify, and soften the existing landscape.



(4) The integration of the Sierra Nevada and Great Basin plant palette helps humanize structural surfaces and contrasts with the urban environment.



Image courtesy of John Hudson

(5) Transportation art that symbolizes the ideals of a community could also be used to help reinforce the gateway experience of entering a city.



Artwork by and image courtesy of John Boak ©2000, www.boakart.com

(6) Murals and other forms of wall art enhance the urban experience and provide a means for community identity.

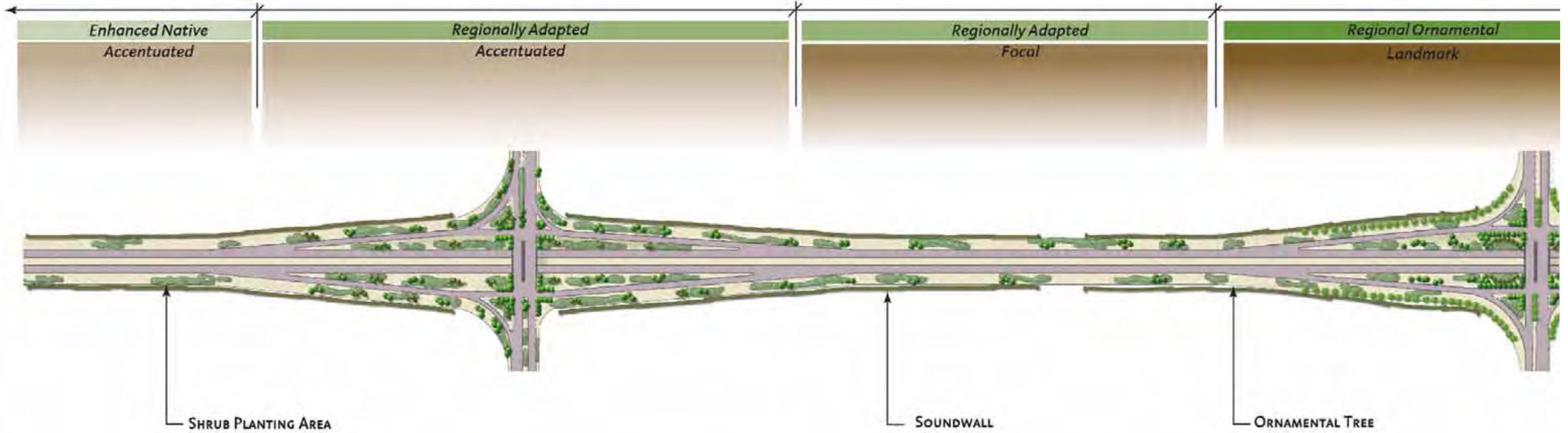


(7) Design interpretations throughout the Sierra Nevada Great Basin Crossroads Design Segment should reflect the urban quality of the corridor.



(8) Artistically designed pedestrian bridges will help to join the disconnected portions of the city and add to the character of the design segment.

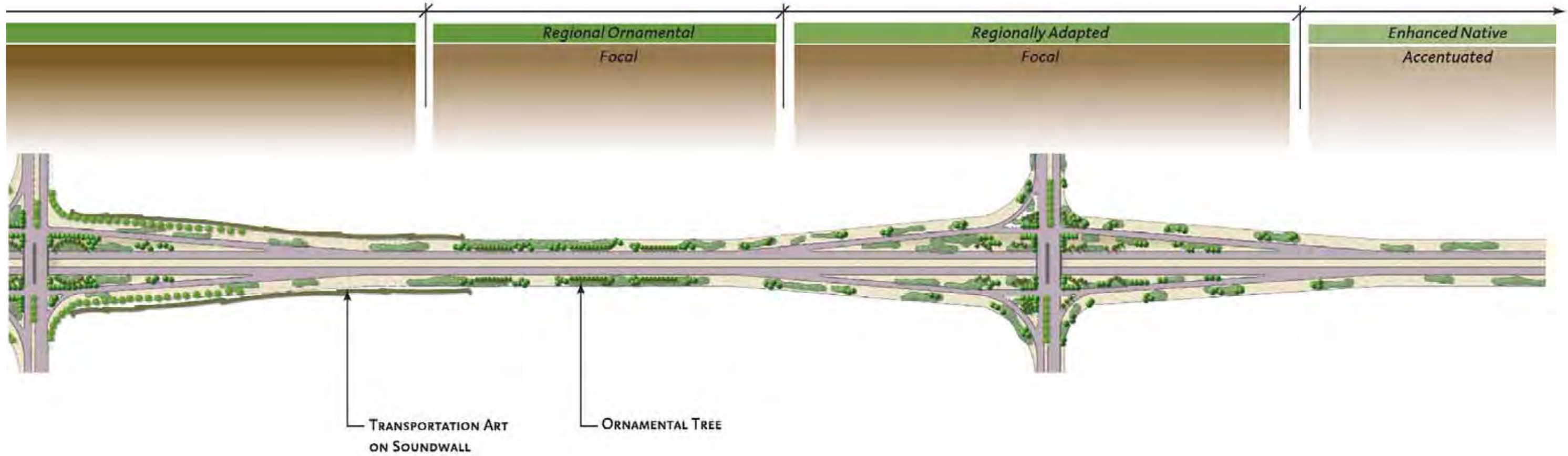
SIERRA NEVADA GREAT BASIN CROSSROADS



(1) This is an example of existing conditions along I-80.



(2) The visually unattractive right-of-way within this section of the corridor is mitigated through the use of a material and plant palette that unifies and emphasizes the consistency of the Sierra Nevada Great Basin Crossroads Design Segment.



(1) The blending of vegetation from both the Sierra Nevada and Great Basin plant palette characterizes the Sierra Nevada Great Basin Crossroads Design Segment. The major interchanges within the segment will receive a focal treatment to accentuate the importance of this section of the urban corridor.

TRUCKEE RIVER PASSAGE

Winding its way through a narrow canyon, the Truckee River Passage is the transition zone between the Great Basin and the Truckee Meadows. The segment is divided into three design categories, each with its own character and purpose along the corridor: Managed Truckee River Passage Landscape Character, Rest Area, and Community Gateway.

DESIGN OBJECTIVES

Managed Great Basin Landscape Character

- Design and manage the corridor to maintain the character of the Truckee River Canyon while accommodating new growth and development.
- Apply design criteria to highway design and the retrofit of existing facilities that maintain the color, texture, and forms of the Truckee River Canyon landscape palette. These criteria include landform, native revegetation, and natural drainage management.
- Apply design criteria that reflect the Great Basin palette, including landform, native revegetation, natural drainage management, and color.
- Create highway structures that are well proportioned, simple in their design expression, uniformly applied throughout the segment, and utilize colors that are harmonious with the Great Basin palette.

- Maintain the visual quality of the corridor by preserving scenic views of the Truckee River.
- Apply scenic designation to manage the structure and placement of advertising and land use so they are secondary to the natural landscape.
- Design guardrails and barriers so that they still offer views to surrounding landscapes.
- Stain and regrade unnatural rock cuts to enhance the connection between the highway and environment.
- Examine ways to minimize the conflicts that exist between wildlife and motorists.
- Create partnerships with local trail advocacy groups to accommodate existing and potential trail systems along the corridor.

Road Services Program

- Integrate facilities with the statewide signage program to highlight natural features, cultural history, and wildlife within the corridor.
- Maximize views and provide access to the Truckee River and the adjacent riparian corridor where feasible.
- Upgrade rest areas with regionally adapted softscape and focal structures and hardscapes. Emphasis is placed on providing amenities that invite the traveler to relax, rest, and access local community information.

Growth Center

- Establish two community gateways on either end of the central business district of Fernley. These are enhanced with signage, regional ornamental softscape, and landmark structures and hardscapes.
- Establish partnerships with state, county, and local authorities to develop criteria for maintaining the visual quality of the corridor.
- Utilize place name signage to highlight Fernley as a significant recreational gateway to Pyramid Lake and Lahonton Reservoir.

Interpretation of Cultural Resources

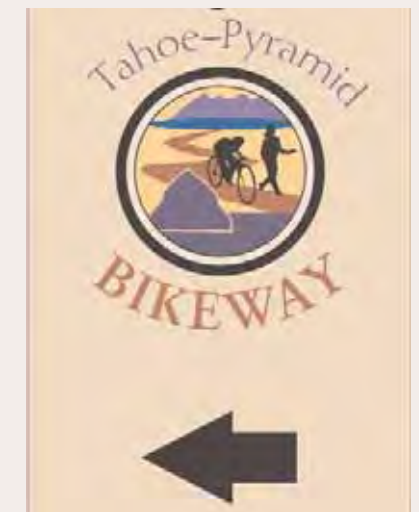
- Provide visitors with opportunities to discover the stories and history attached to the region, including Native American history.
- Integrate place name signage, travel information, and other statewide programs into the highway system in order to enhance the traveler's understanding of the place.
- Develop trails and other alternative modes of transportation that integrate within the existing infrastructure of towns along the corridor.
- Make the mining, logging, and pioneer legacy of the region a predominant focus of interpretive efforts.



(1) Segment 3 Truckee River Passage Keymap

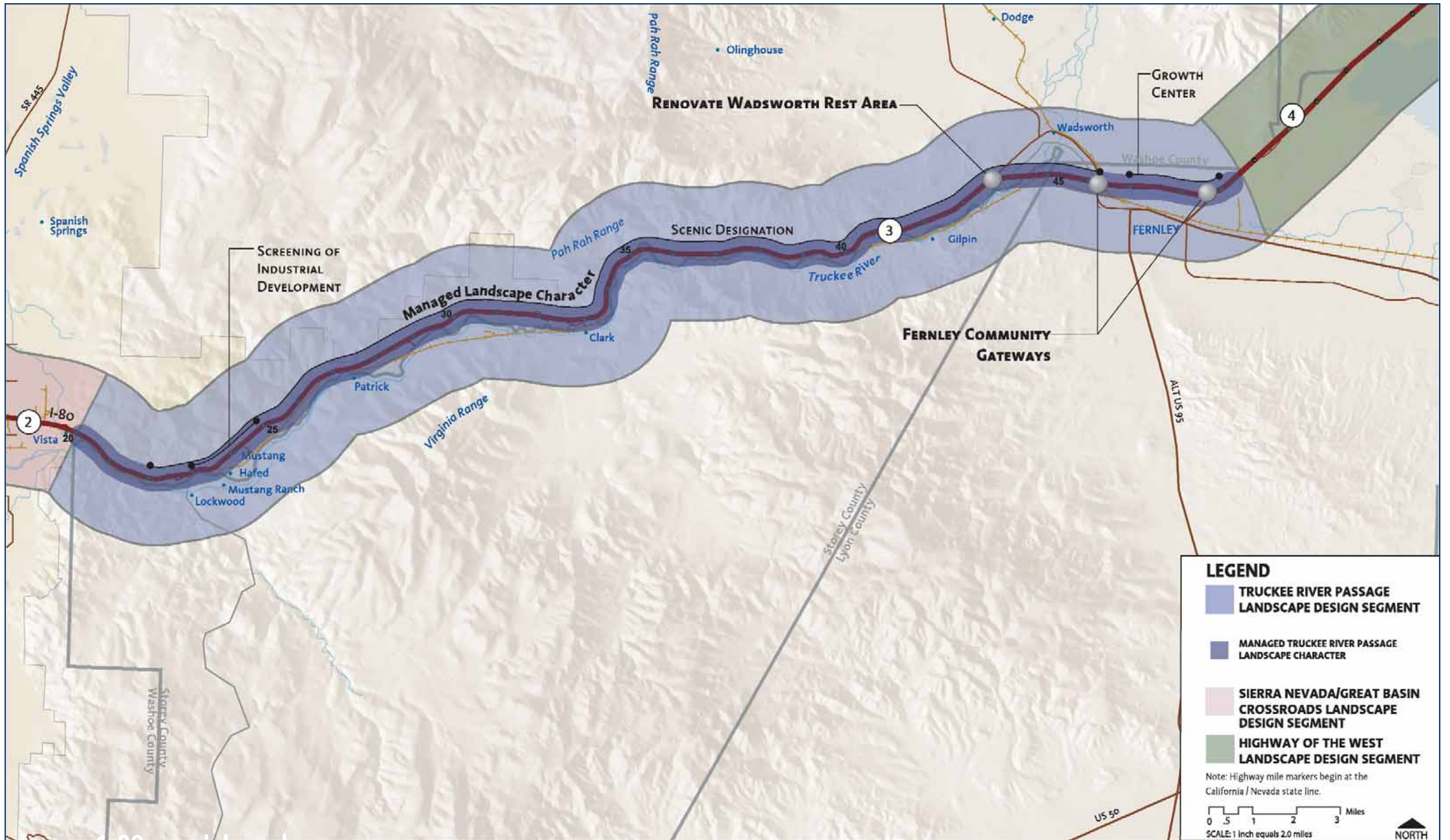


(2) Views to the riparian corridor along the Truckee River and the surrounding arid landscape provides a striking contrast that highlights the Truckee River Passage Design Segment.



(3) The integration of the proposed Tahoe Pyramid Bikeway with the I-80 corridor has the potential to enhance community linkages, generate partnerships with local trail advocacy groups, and provide access to destinations such as Pyramid Lake.





I-80 corridor plan

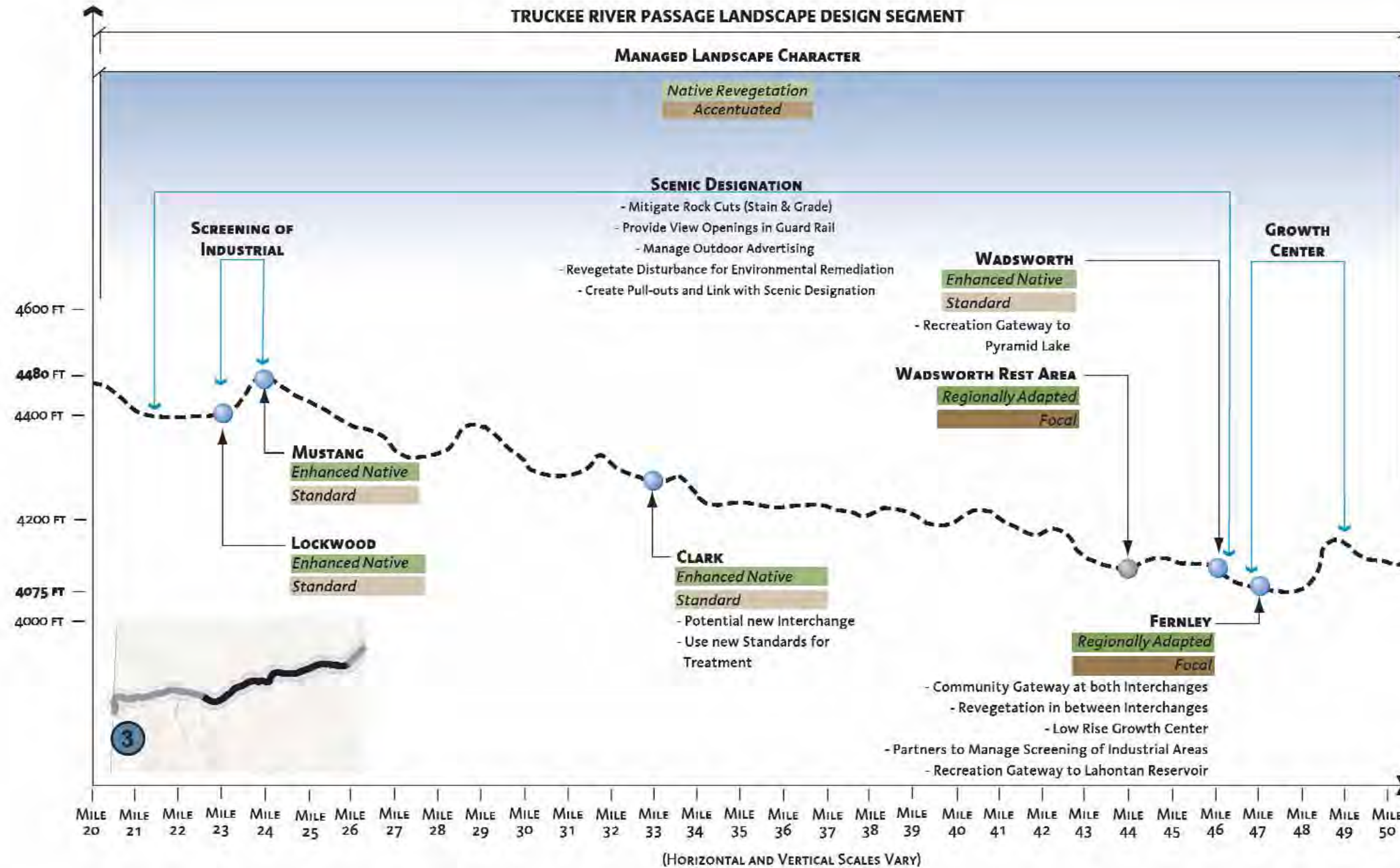
MAP
3A

TRUCKEE RIVER PASSAGE LANDSCAPE DESIGN SEGMENT

I-80: VISTA TO FERNLEY

4.26

TRUCKEE RIVER PASSAGE LANDSCAPE DESIGN SEGMENT



(HORIZONTAL AND VERTICAL SCALES VARY)

Softscape Type/Treatment
 Structures and Hardscape Type/Treatment

DESIGN OBJECTIVES

Managed Great Basin Landscape Character

1. Design and manage the corridor to maintain the character of the Truckee River Canyon while accommodating new growth and development.
2. Apply design criteria to highway design and the retrofit of existing facilities that maintain the color, texture, and forms of the Truckee River Canyon landscape palette. These criteria include landform, native revegetation, and natural drainage management.
3. Apply design criteria that reflect the Great Basin palette, including landform, native revegetation, natural drainage management, and color.
4. Create highway structures that are well proportioned, simple in their design expression, uniformly applied throughout the segment, and utilize colors that are harmonious with the Great Basin palette.
5. Maintain the visual quality of the corridor by preserving scenic views of the Truckee River.
6. Apply scenic designation to manage the structure and placement of advertising and land use so they are secondary to the natural landscape.
7. Design guardrails and barriers so that they still offer views to surrounding landscapes.
8. Stain and regrade unnatural rock cuts to enhance the connection between the highway and environment.
9. Examine ways to minimize the conflicts that exist between wildlife and motorists.
10. Create partnerships with local trail advocacy groups to accommodate existing and potential trail systems along the corridor.

Road Services Program

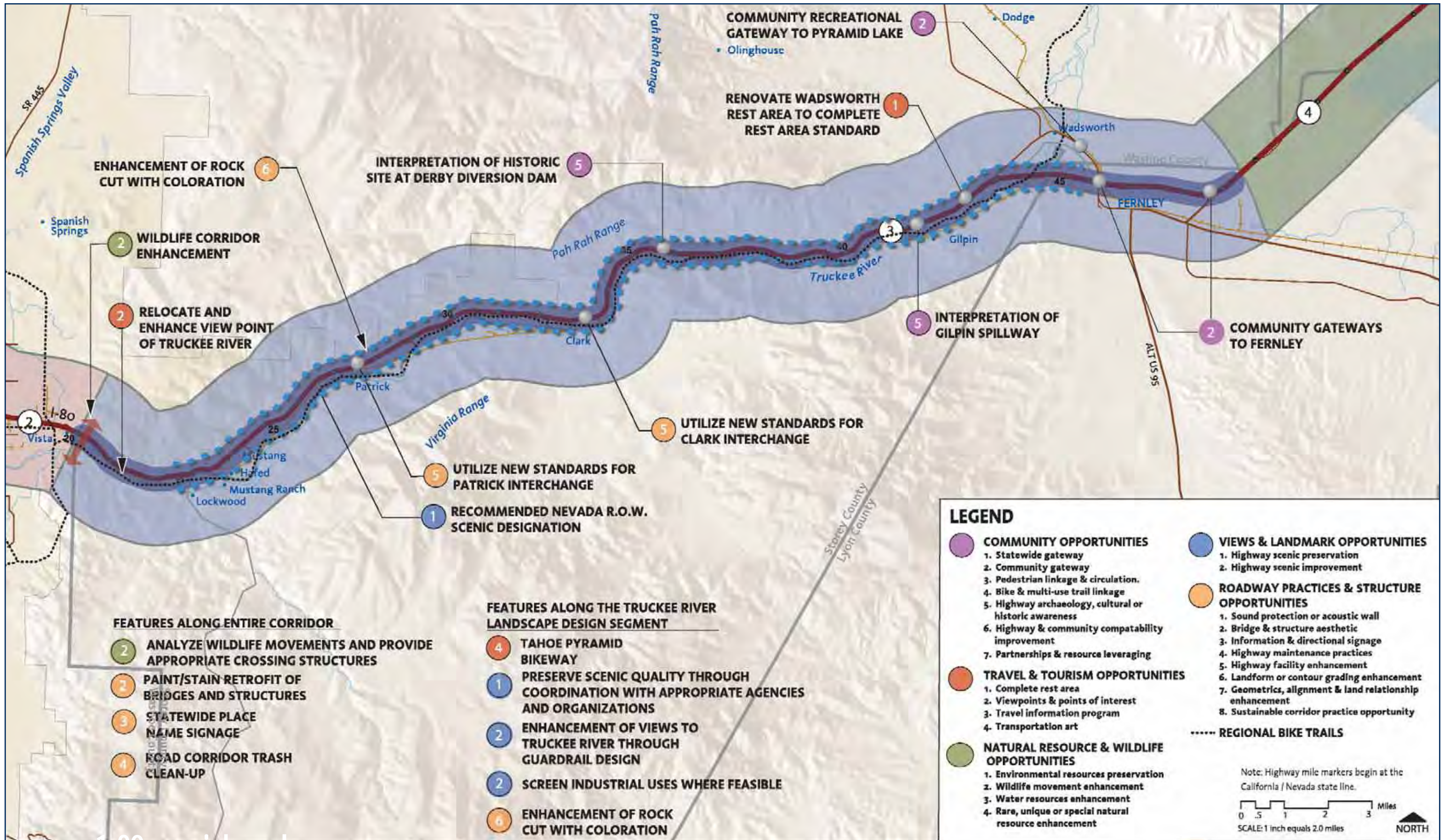
1. Integrate facilities with the statewide signage program to highlight natural features, cultural history, and wildlife within the corridor.
2. Maximize views and provide access to the Truckee River and the adjacent riparian corridor where feasible.
3. Upgrade rest areas with regionally adapted softscape and focal structures and hardscapes. Emphasis is placed on providing amenities that invite the traveler to relax, rest, and access local community information.

Growth Center

1. Establish two community gateways on either end of the central business district of Fernley. These are enhanced with signage, regional ornamental softscape, and landmark structures and hardscapes.
2. Establish partnerships with state, county, and local authorities to develop criteria for maintaining the visual quality of the corridor.
3. Utilize place name signage to highlight Fernley as a significant recreational gateway to Pyramid Lake and Lahontan Reservoir.

Interpretation of Cultural Resources

1. Provide visitors with opportunities to discover the stories and history attached to the region, including Native American history.
2. Integrate place name signage, travel information, and other statewide programs into the highway system in order to enhance the traveler's understanding of the place.
3. Develop trails and other alternative modes of transportation that integrate within the existing infrastructure of towns along the corridor.
4. Make the mining, logging, and pioneer legacy of the region a predominant focus of interpretive efforts.



- FEATURES ALONG ENTIRE CORRIDOR**
- 2 ANALYZE WILDLIFE MOVEMENTS AND PROVIDE APPROPRIATE CROSSING STRUCTURES
 - 2 PAINT/STAIN RETROFIT OF BRIDGES AND STRUCTURES
 - 3 STATEWIDE PLACE NAME SIGNAGE
 - 4 ROAD CORRIDOR TRASH CLEAN-UP

- FEATURES ALONG THE TRUCKEE RIVER LANDSCAPE DESIGN SEGMENT**
- 4 TAHOE PYRAMID BIKEWAY
 - 1 PRESERVE SCENIC QUALITY THROUGH COORDINATION WITH APPROPRIATE AGENCIES AND ORGANIZATIONS
 - 2 ENHANCEMENT OF VIEWS TO TRUCKEE RIVER THROUGH GUARDRAIL DESIGN
 - 2 SCREEN INDUSTRIAL USES WHERE FEASIBLE
 - 6 ENHANCEMENT OF ROCK CUT WITH COLORATION

LEGEND

- COMMUNITY OPPORTUNITIES**
 - 1. Statewide gateway
 - 2. Community gateway
 - 3. Pedestrian linkage & circulation.
 - 4. Bike & multi-use trail linkage
 - 5. Highway archaeology, cultural or historic awareness
 - 6. Highway & community compatibility improvement
 - 7. Partnerships & resource leveraging
- TRAVEL & TOURISM OPPORTUNITIES**
 - 1. Complete rest area
 - 2. Viewpoints & points of interest
 - 3. Travel information program
 - 4. Transportation art
- NATURAL RESOURCE & WILDLIFE OPPORTUNITIES**
 - 1. Environmental resources preservation
 - 2. Wildlife movement enhancement
 - 3. Water resources enhancement
 - 4. Rare, unique or special natural resource enhancement
- VIEWS & LANDMARK OPPORTUNITIES**
 - 1. Highway scenic preservation
 - 2. Highway scenic improvement
- ROADWAY PRACTICES & STRUCTURE OPPORTUNITIES**
 - 1. Sound protection or acoustic wall
 - 2. Bridge & structure aesthetic
 - 3. Information & directional signage
 - 4. Highway maintenance practices
 - 5. Highway facility enhancement
 - 6. Landform or contour grading enhancement
 - 7. Geometrics, alignment & land relationship enhancement
 - 8. Sustainable corridor practice opportunity
- REGIONAL BIKE TRAILS**

Note: Highway mile markers begin at the California / Nevada state line.

0 .5 1 2 3 Miles
SCALE: 1 inch equals 2.0 miles

NORTH

I-80 corridor plan

TRUCKEE RIVER PASSAGE LANDSCAPE DESIGN SEGMENT

I-80: VISTA TO FERNLEY - SPECIFIC CORRIDOR FEATURES

DESIGN INTERPRETATION



Image courtesy of Rammmed Earth Tasmania



(1), (2) Material and texture of walls reflects the geologic history that has shaped the corridor segment.



Image courtesy of Eric Peterson

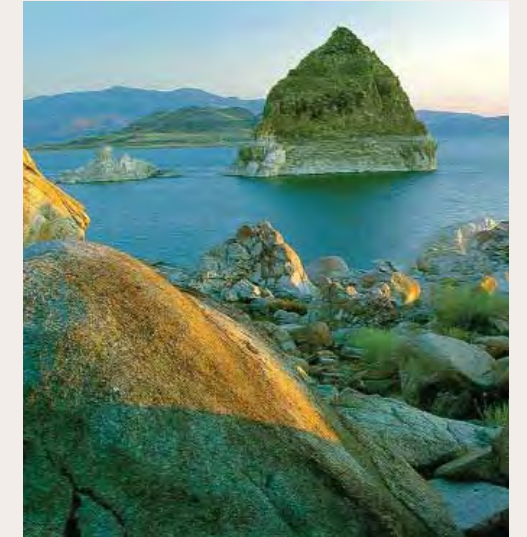
(3) Revegetation of disturbed areas contributes to the unity of the highway corridor.



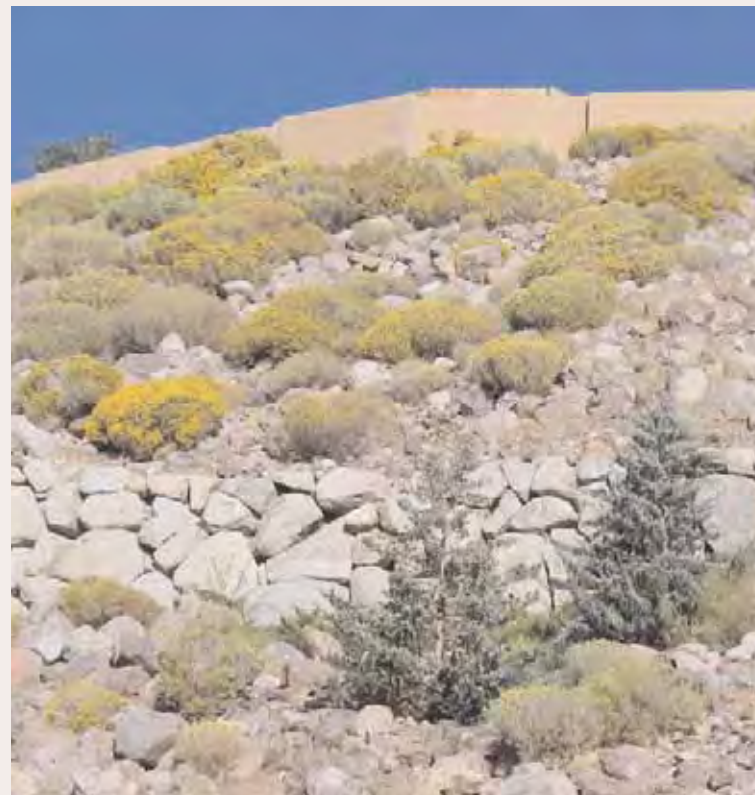
(6) The preservation of high quality scenic areas adds to the overall character of the Truckee River Passage Design Segment.



(4) Viewpoints and point-of-interest along the corridor enhance the highway experience by providing interpretive information.

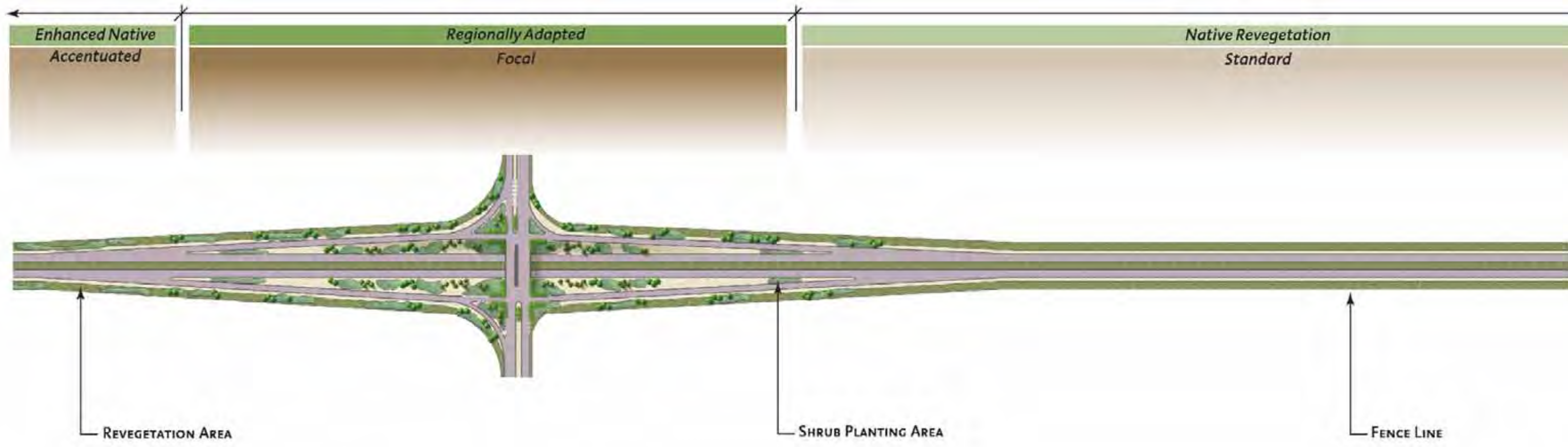


(5) Signage along the corridor should provide information and direction to adjacent recreational areas.

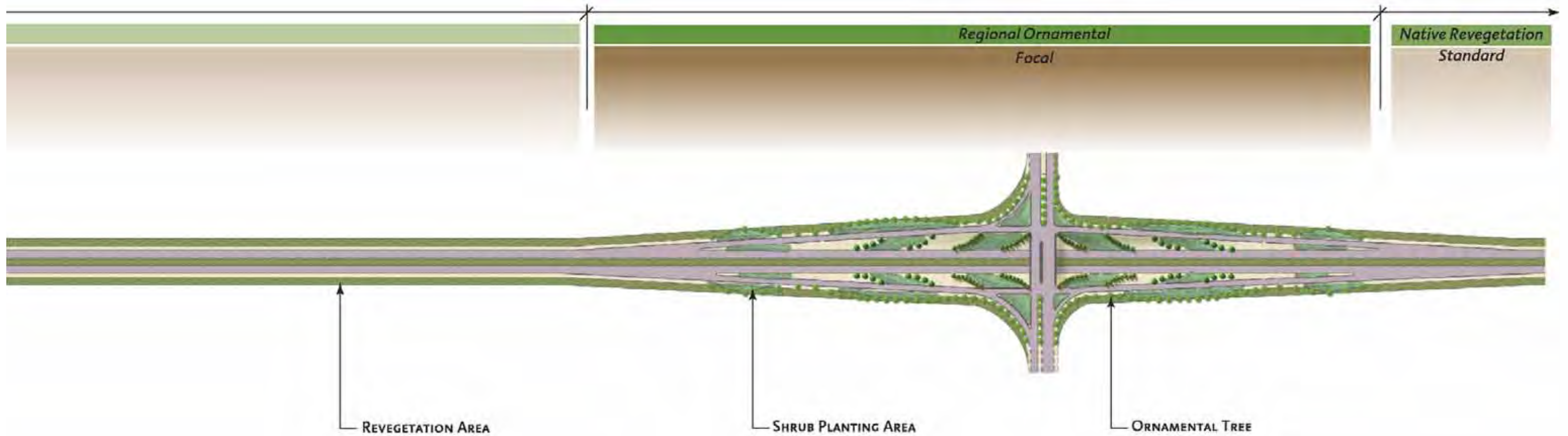


(7) Regrade unnatural rock cuts to enhance the connection between the highway and environment.

TRUCKEE RIVER PASSAGE



(1) Vegetation softens soundwalls throughout urbanized areas.



(1) At Fernley, two community gateways, one on each end of the community, are included in the theme. These would receive regionally adapted softscape and focal hardscape.

HIGHWAY OF THE WEST

Bisecting vast stretches of undeveloped land and framed by rugged mountain ranges, the Highway of the West is characterized by a rural quality that reflects the historic, cultural, and geologic forces that shape the landscape. The corridor stretches from the Utah/Nevada border and extends 360 miles to Fernley. It also includes US 95 from Winnemucca to McDermitt at the Oregon/Nevada stateline.

DESIGN OBJECTIVES

Statewide Gateway and Welcome Center

- Develop a state entry gateway that marks the passage from Utah into Nevada and provides a symbolic entry into the state.
- Design the entry gateway feature so that it is visually prominent and takes an abstract, architectural approach to convey the overall theme of "Highway of the West."
- Utilize the entry gateway to make the arrival into the state a notable experience for visitors.
- Emphasize the sequence of arrival by using structures and materials that are integrated with natural landforms.
- Construct a welcome center associated with the city of West Wendover that includes simple architectural forms consistent with the pioneer spirit and the oasis feeling of the community.
- Provide visitors to the welcome center with a better understanding of opportunities to experience the natural and cultural resources within the state.

Community Gateways

- Develop gateways for each major community along the corridors in order to help increase visibility and mark the entry into each community. The gateway for Lovelock should reflect the agricultural character of the community and surrounding areas. The gateway for Mill City focuses on the mining and agricultural history of the area. The gateway to Winnemucca reflects the agricultural theme of the community and the ranching, mining, and recreation activities that characterize the area. The gateway to Battle Mountain recognizes the integration of mining in the community. Tucked within a series of mountain ranges, the gateway for Carlin is simple and elegant, and reflects the importance of the gold mining in the area. Elko is a town of diverse culture and heritage, and the atmosphere and gateway of the town reflects the western cowboy and Basque cultures. Wells is a town of local pioneer and rail history, and this is interpreted through signage, monuments, transportation art, and ornamental planting at the community gateway.
- Inform visitors about opportunities within a specific community and encourage them to exit the highway.
- Incorporate vertical elements and architectural styles as parts of the gateways that are in keeping with the selected theme for each community.

Interpretation of Cultural Resources

- Emphasize architectural elements that utilize small simple forms, are self-reliant and functional, are organized as part of a complex, and are secondary to the landscape.

- Augment architectural structures with clustered plantings, punctuated vertical elements, and associated architectural features that 'fit' the region.
- Utilize materials that have a regional connotation, such as wood, stone, galvanized tin roofs, and metals related to mining heritage, for highway related structures and facilities.
- Provide visitors with opportunities to discover the stories and history attached to the region, and interpret the importance of the Basque culture in northern Nevada.
- Make the pioneer legacy of the region a predominant focus of interpretive efforts.
- Integrate place name signage, travel information, and other statewide programs into the highway system in order to enhance the traveler's understanding of the place.
- Utilize interpretative signage that describes current mining, agricultural, historical, and recreational practices in the region as well as the methods initiated to restore the landscape and reduce the visual and environmental impacts.
- Research approaches to accommodate movement of elk and deer across the interstate.
- Provide opportunities to view and interpret the importance of wildlife habitat areas and movement corridors.
- Develop trails and other alternative modes of transportation that integrate with the existing infrastructure of towns along the corridor.

Preservation of Great Basin Landscape Character

- Preserve views of mountain ranges to maintain overall ruggedness and scale of the landscape.
- Include special scenic designations to manage the



(1) Segment 4 Highway of the West Keymap



(2) A lone cottonwood stands out as a landmark in the scenic basin, serving as a vertical design element that punctuates the generally flat basin.



(1) The Great Basin landscape palette provides direction for design criteria of highway structures.



(2) The preservation of the rural landscape character is a key design objective along the I-80 rural corridor.

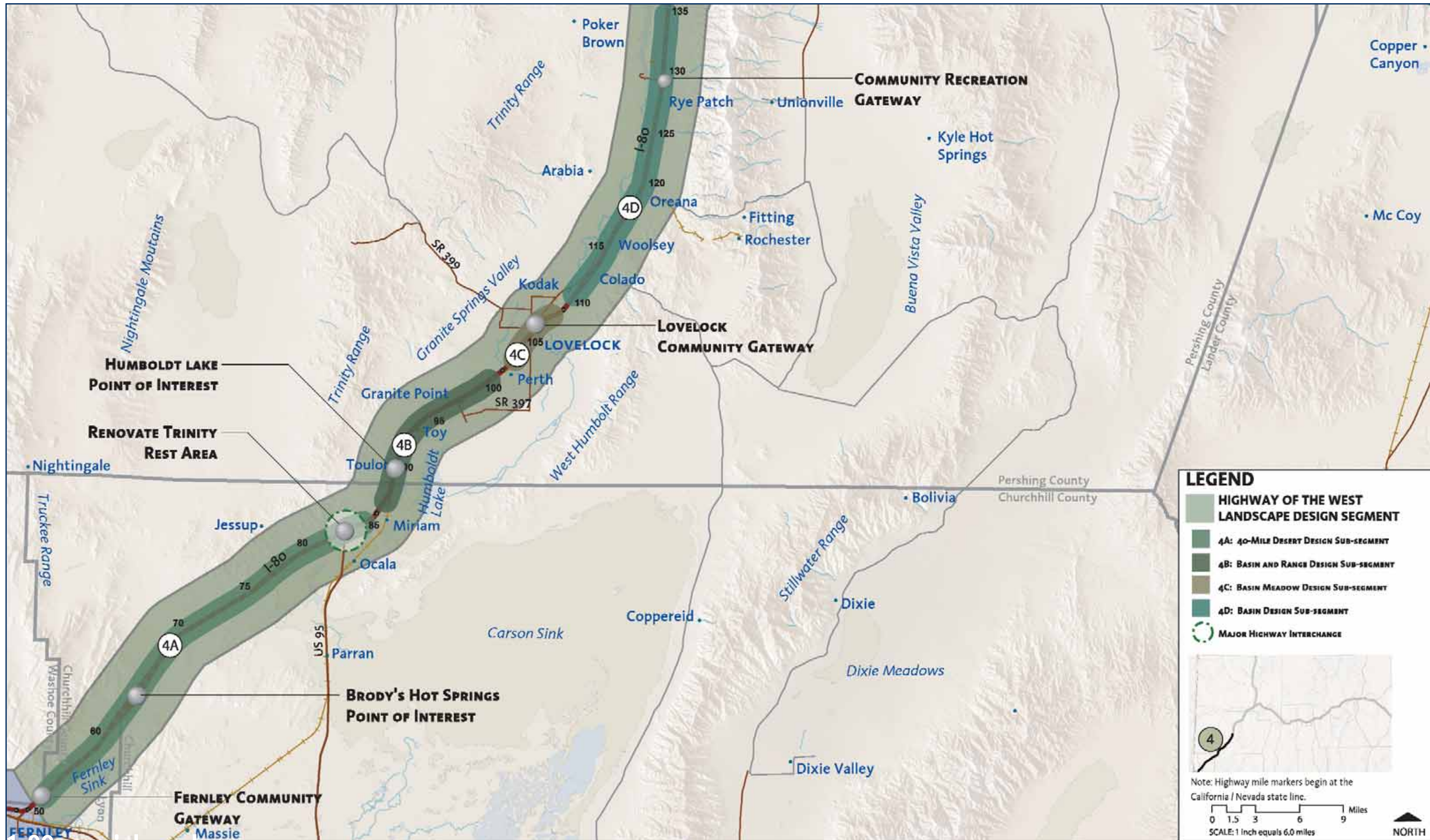
structure and placement of advertising and land use in order to minimize negative visual impacts.

- Visually blend highway facilities into the Great Basin landscape by using naturalized grading, non-structural drainage design, and native revegetation.
- Utilize colors on highway structures that are consistent with those in the Great Basin landscape.
- Retrofit existing facilities by applying colors to structures and color staining techniques to disturbed lands that are visually consistent with the Great Basin landscape.
- Develop rest areas and other road service facilities that offer an opportunity for visitors to relax and to gain a better understanding of surrounding features through interpretive elements.
- Determine program requirements, site plan, orientation of buildings, and interpretive elements on a site specific basis in order to respond to unique landscape features and specific traveler needs.

Management of Landscapes within the Great Basin

- Design and manage the corridor to maintain the Great Basin character while accommodating new growth and development.
- Blend the visual extent of the right-of-way into the landscape. Create a visual buffer that takes into account future change and allows for naturalized earth forms, native revegetation, and the avoidance of retaining walls or acoustic structures.
- Apply design criteria to highway design that maintains the color, texture, and forms of the Great Basin landscape palette. These criteria include landform, native revegetation, and natural drainage management.
- Establish design continuity to help ensure a uniform landscape treatment throughout the corridor.
- Design highway structures that are well-proportioned, simple in their design expression, uniformly applied throughout the segment and harmonious with the palette of the Great Basin landscape.

- Cultivate roadside edges to re-establish native flora and minimize the build-up of materials that would fuel wildfires.
- Establish wildlife food and water sources (habitat decoys and guzzlers) away from roadways to minimize conflicts between wildlife and motorist.
- Soften the visual transition from travel lanes to roadside vegetation through the use of rock mulches that are integrated into the colors of the existing environment. These rock mulches provide a safe recovery zone and the change in texture will help minimize the risk of unpredictable wildlife movement directly adjacent to and across the roadway.



LEGEND

- HIGHWAY OF THE WEST LANDSCAPE DESIGN SEGMENT
- 4A: 40-MILE DESERT DESIGN SUB-SEGMENT
- 4B: BASIN AND RANGE DESIGN SUB-SEGMENT
- 4C: BASIN MEADOW DESIGN SUB-SEGMENT
- 4D: BASIN DESIGN SUB-SEGMENT
- MAJOR HIGHWAY INTERCHANGE

Note: Highway mile markers begin at the California / Nevada state line.

0 1.5 3 6 9 Miles

SCALE: 1 Inch equals 6.0 miles

NORTH

1-80 corridor plan

HIGHWAY OF THE WEST LANDSCAPE DESIGN SEGMENT

I-80: FERNLEY TO RYE PATCH

MAP
4A

4.35

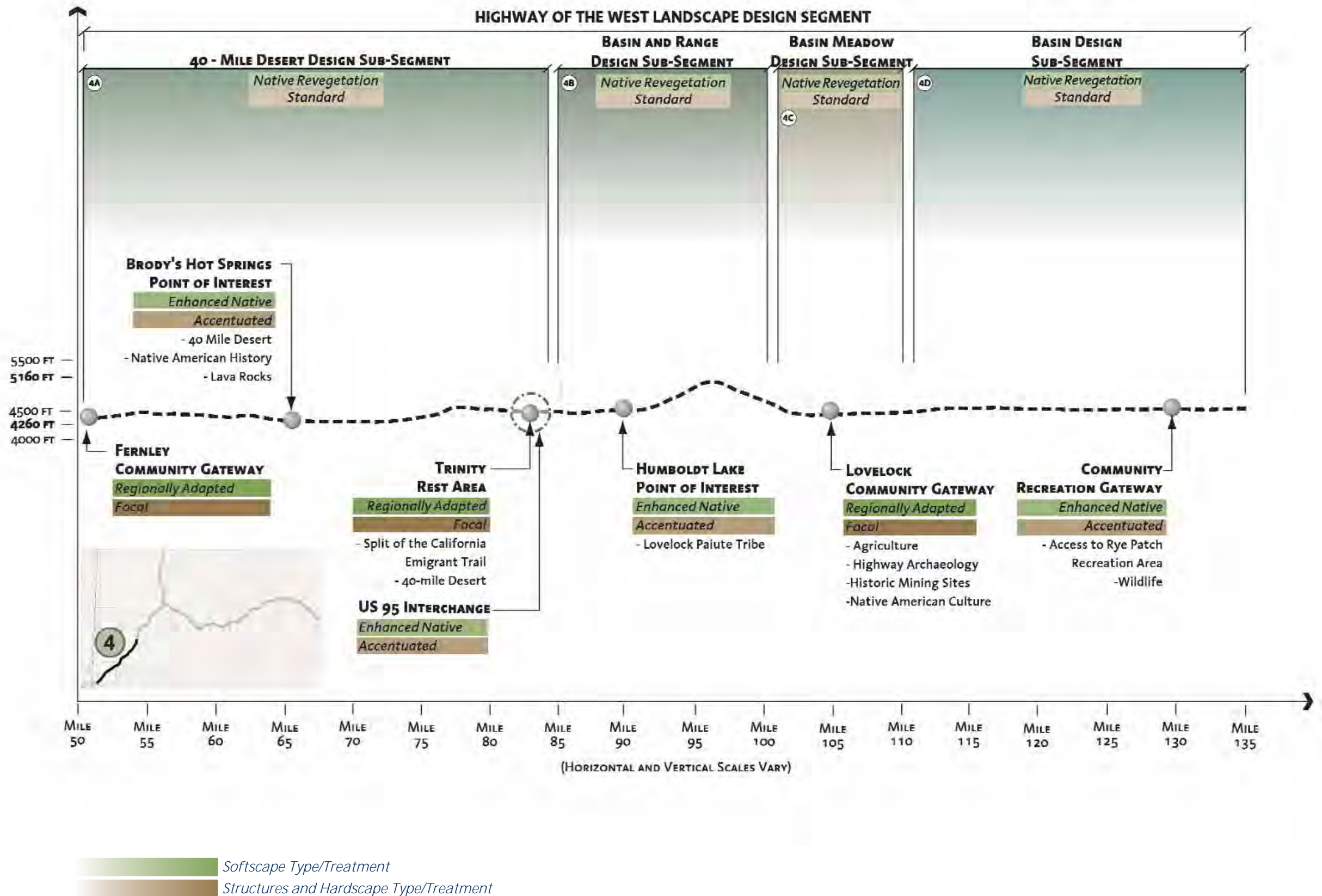
DESIGN OBJECTIVES

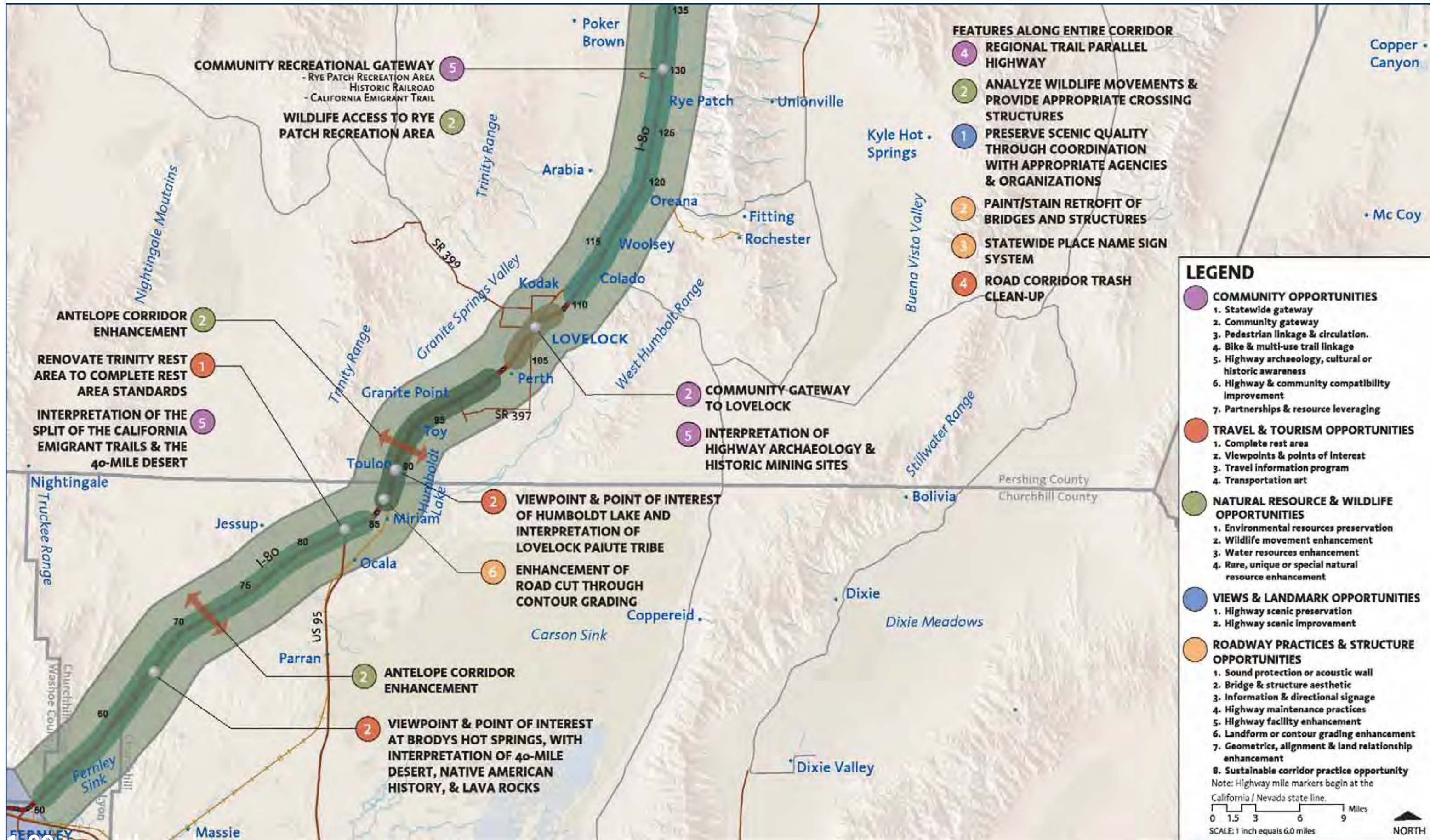
Community Gateways

1. Develop gateways for each major community along the corridors in order to help increase visibility and mark the entry into each community. The gateway for Lovelock should reflect the agricultural character of the community and surrounding areas. The gateway for Mill City focuses on the mining and agricultural history of the area. The gateway to Winnemucca reflects the agricultural theme of the community and the ranching, mining, and recreation activities that characterize the area. The gateway to Battle Mountain recognizes the integration of mining in the community. Tucked within a series of mountain ranges, the gateway for Carlin is simple and elegant, and reflects the importance of the gold mining in the area. Elko is a town of diverse culture and heritage, and the atmosphere and gateway of the town reflects the western cowboy and Basque cultures. Wells is a town of local pioneer and rail history, and this is interpreted through signage, monuments, transportation art, and ornamental planting at the community gateway.
2. Inform visitors about opportunities within a specific community and encourage them to exit the highway.
3. Incorporate vertical elements and architectural styles as parts of the gateways that are in keeping with the selected theme for each community.

Management of Landscapes within the Great Basin

1. Design and manage the corridor to maintain the Great Basin character while accommodating new growth and development.
2. Blend the visual extent of the right-of-way into the landscape. Create a visual buffer that takes into account future change and allows for naturalized earth forms, native revegetation, and the avoidance of retaining walls or acoustic structures.
3. Apply design criteria to highway design that maintains the color, texture, and forms of the Great Basin landscape palette. These criteria include landform, native revegetation and natural drainage management.
4. Establish design continuity to help ensure a uniform landscape treatment throughout the corridor.
5. Design highway structures that are well-proportioned, simple in their design expression, uniformly applied throughout the segment and harmonious with the palette of the Great Basin landscape.
6. Cultivate roadside edges to re-establish native flora and minimize the build-up of materials that would fuel wildfires.
7. Establish wildlife food and water sources (habitat decoys and guzzlers) away from roadways to minimize conflicts between wildlife and motorists.
8. Soften the visual transition from travel lanes to roadside vegetation through the use of rock mulches that are integrated into the colors of the existing environment. These rock mulches provide a safe recovery zone and the change in texture will help minimize the risk of unpredictable wildlife movement directly adjacent to and across the roadway.

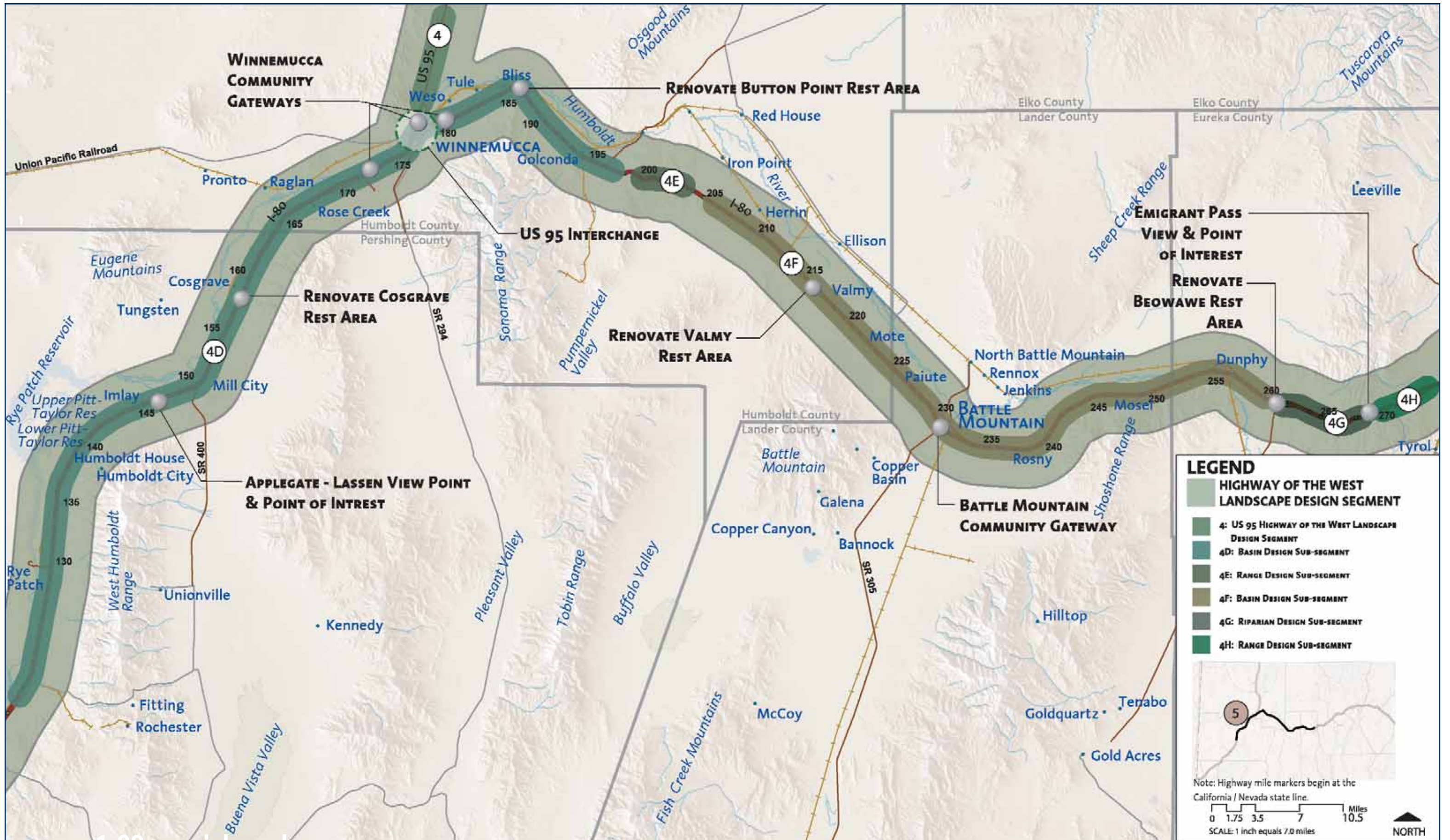




I-80 corridor plan

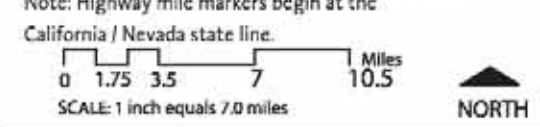
HIGHWAY OF THE WEST LANDSCAPE DESIGN SEGMENT

I-80: FERNLEY TO RYE PATCH - SPECIFIC CORRIDOR FEATURES



LEGEND

- HIGHWAY OF THE WEST LANDSCAPE DESIGN SEGMENT
- 4: US 95 HIGHWAY OF THE WEST LANDSCAPE DESIGN SEGMENT
- 4D: BASIN DESIGN SUB-SEGMENT
- 4E: RANGE DESIGN SUB-SEGMENT
- 4F: BASIN DESIGN SUB-SEGMENT
- 4G: RIPARIAN DESIGN SUB-SEGMENT
- 4H: RANGE DESIGN SUB-SEGMENT



I-80 corridor plan

MAP 5A
4.38

HIGHWAY OF THE WEST LANDSCAPE DESIGN SEGMENT
I-80: RYE PATCH TO TYROL

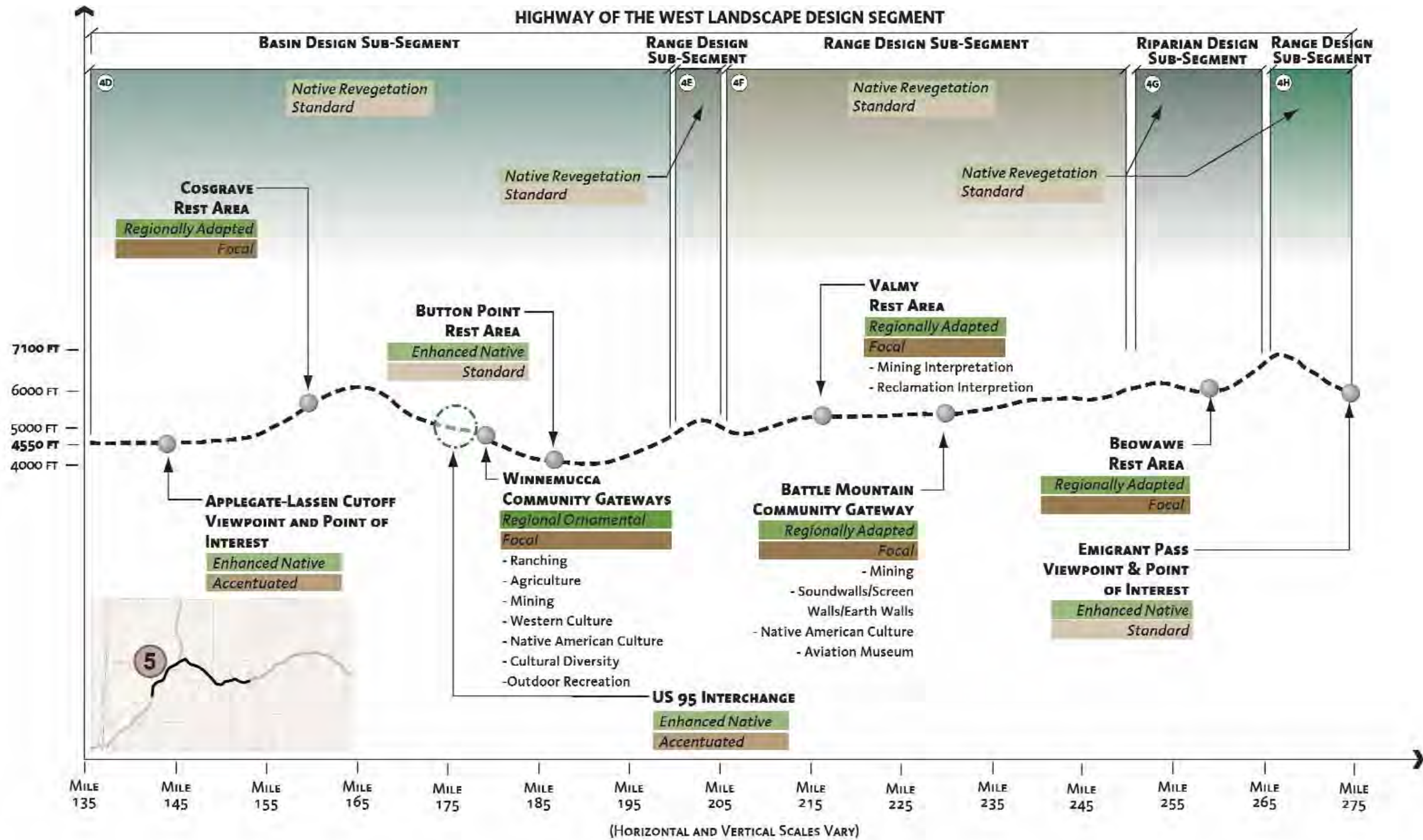
DESIGN OBJECTIVES

Interpretation of Cultural Resources

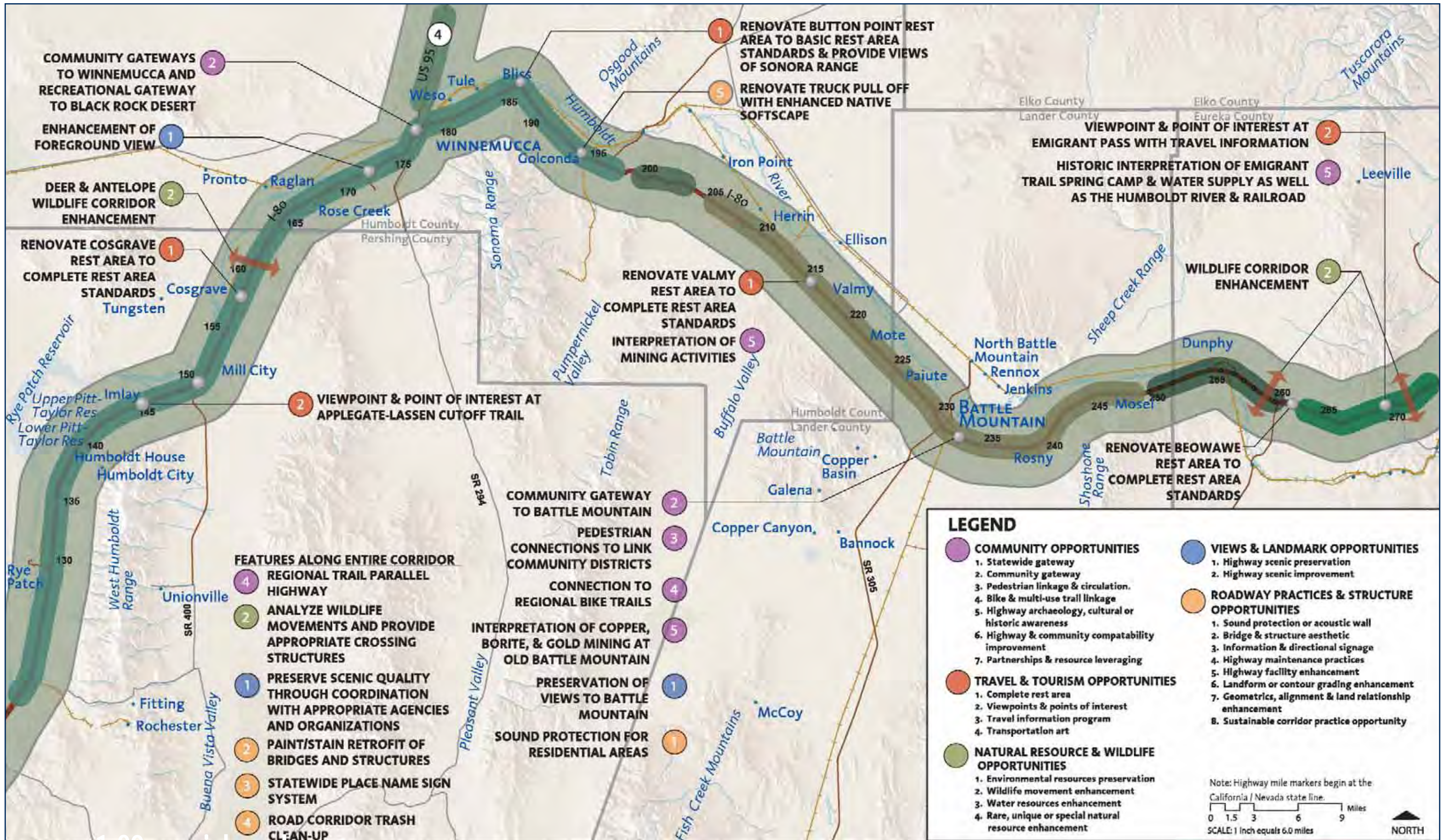
1. Emphasize architectural elements that utilize small simple forms, are self-reliant and functional, are organized as part of a complex, and are secondary to the landscape.
2. Augment architectural structures with clustered plantings, punctuated vertical elements, and associated architectural features that 'fit' the region.
3. Utilize materials that have a regional connotation, such as wood, stone, galvanized tin roofs, and metals related to mining heritage, for highway related structures and facilities.
4. Provide visitors with opportunities to discover the stories and history attached to the region, and interpret the importance of the Basque culture in northern Nevada.
5. Make the pioneer legacy of the region a predominant focus of interpretive efforts.
6. Integrate place name signage, travel information, and other statewide programs into the highway system in order to enhance the traveler's understanding of the place.
7. Utilize interpretative signage that describes current mining, agricultural, historical, and recreational practices in the region as well as the methods initiated to restore the landscape and reduce the visual and environmental impacts.
8. Research approaches to accommodate movement of elk and deer across the interstate.
9. Provide opportunities to view and interpret the importance of wildlife habitat areas and movement corridors.
10. Develop trails and other alternative modes of transportation that integrate with the existing infrastructure of towns along the corridor.

Preservation of Great Basin Landscape Character

1. Preserve views of mountain ranges to maintain overall ruggedness and scale of the landscape.
2. Include special scenic designations to manage the structure and placement of advertising and land use in order to minimize negative visual impacts.
3. Visually blend highway facilities into the Great Basin landscape by using naturalized grading, non-structural drainage design, and native revegetation.
4. Utilize colors on highway structures that are consistent with those in the Great Basin landscape.
5. Retrofit existing facilities by applying colors to structures and color staining techniques to disturbed lands that are visually consistent with the Great Basin landscape.
6. Develop rest areas and other road service facilities that offer an opportunity for visitors to relax and to gain a better understanding of surrounding features through interpretive elements.
7. Determine program requirements, site plan, orientation of buildings, and interpretive elements on a site specific basis in order to respond to unique landscape features and specific traveler needs.



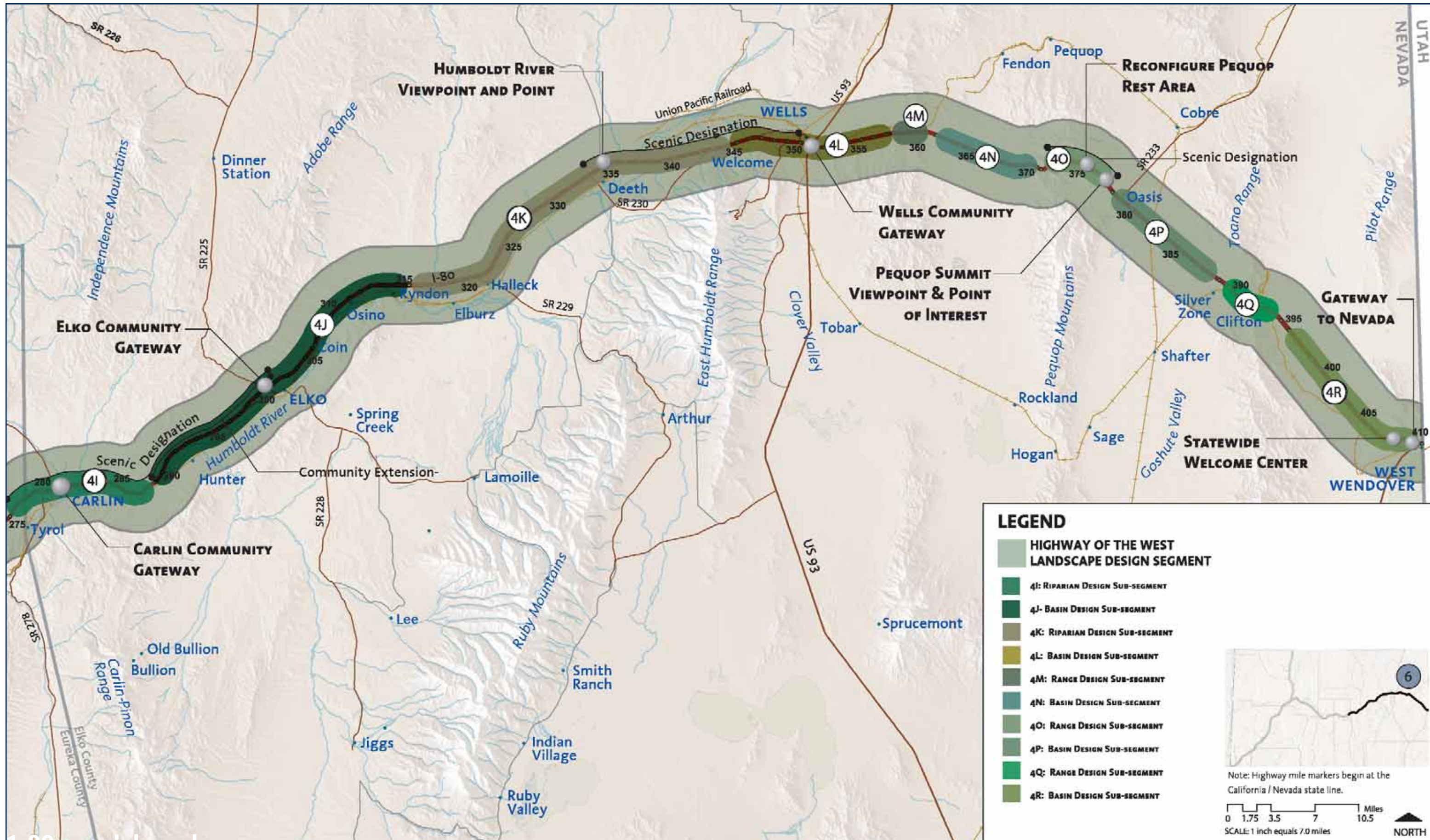
Softscape Type/Treatment
 Structures and Hardscape Type/Treatment



I-80 corridor plan

HIGHWAY OF THE WEST LANDSCAPE DESIGN SEGMENT

I-80: RYE PATCH TO TYROL - SPECIFIC CORRIDOR FEATURES



I-80 corridor plan

HIGHWAY OF THE WEST LANDSCAPE DESIGN SEGMENT

I-80: TYROL TO WEST WENDOVER

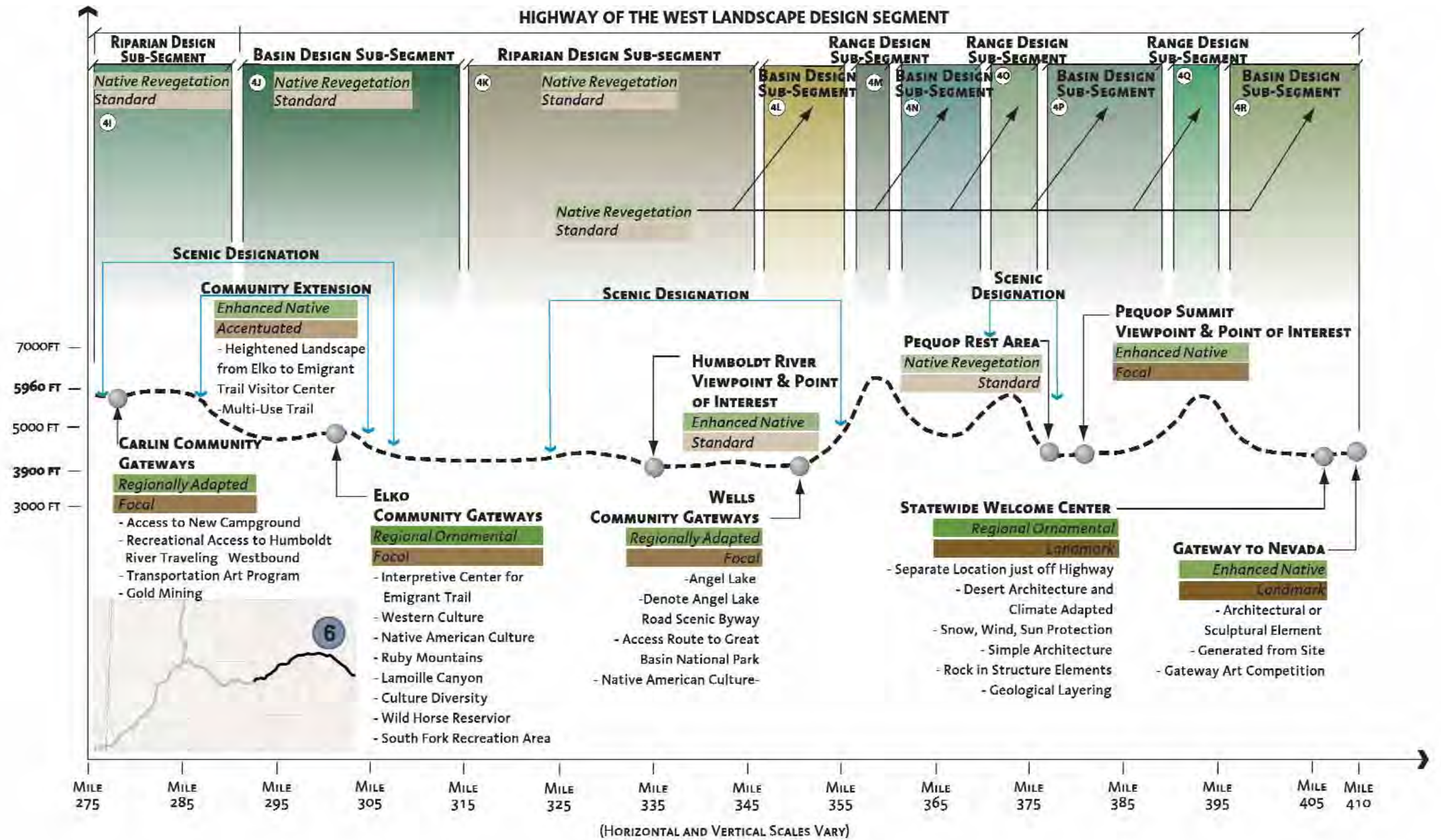
DESIGN OBJECTIVES

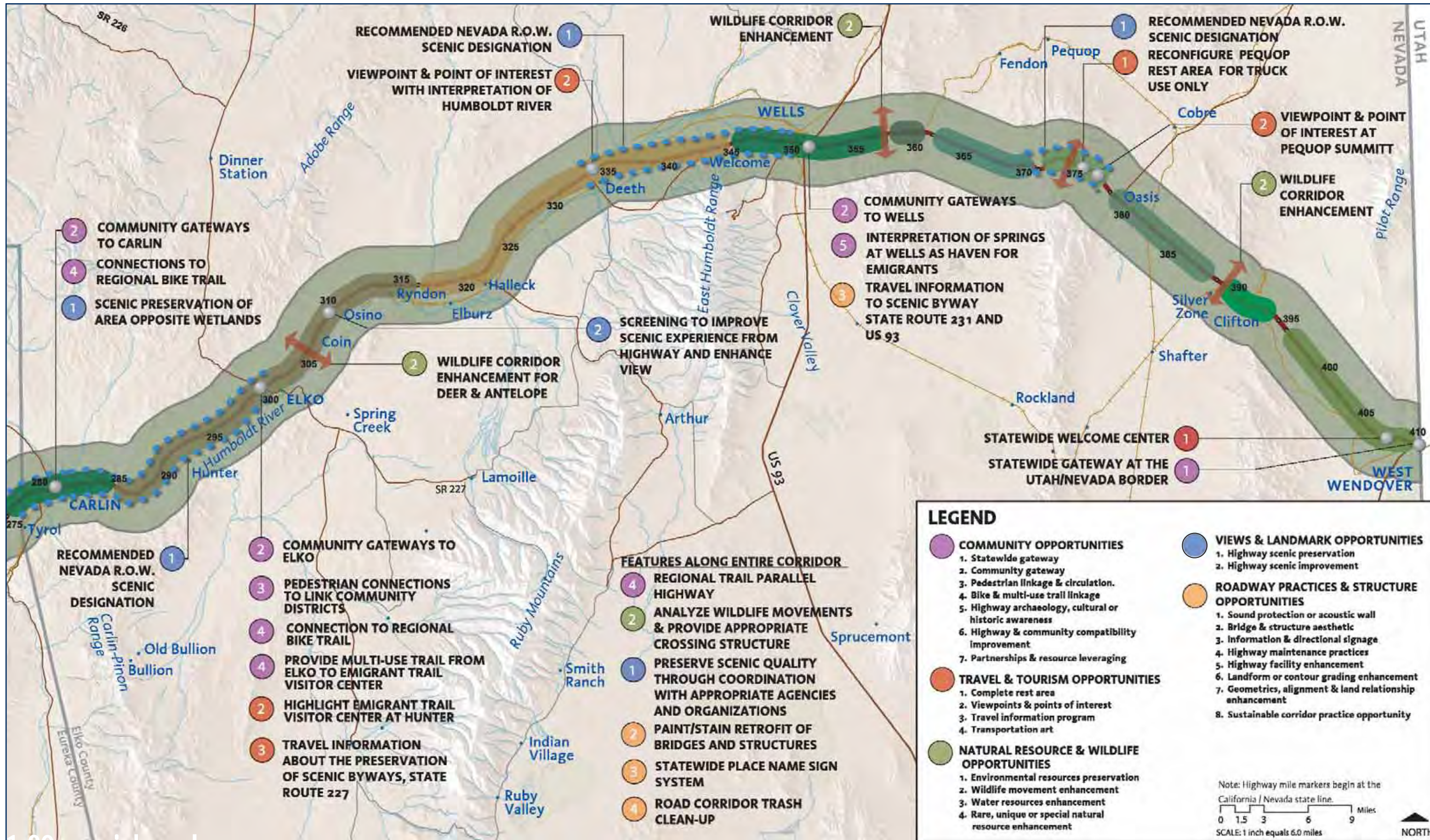
Statewide Gateways

1. Develop a state entry gateway that marks the passage from Utah into Nevada and provides a symbolic entry into the state.
2. Design the entry gateway feature so that it is visually prominent and takes an abstract, architectural approach to convey the overall theme of "Highway of the West."
3. Utilize the entry gateway to make the arrival into the state a notable experience for visitors.
4. Emphasize the sequence of arrival by using structures and materials that are integrated with natural landforms.
5. Construct a welcome center associated with the city of West Wendover that includes simple architectural forms consistent with the pioneer spirit and the oasis feeling of the community.
6. Provide visitors to the welcome center with a better understanding of opportunities to experience the natural and cultural resources within the state.

Community Gateways

1. Develop gateways for each major community along the corridors in order to help increase visibility and mark the entry into each community. The gateway for Lovelock should reflect the agricultural character of the community and surrounding areas. The gateway for Mill City focuses on the mining and agricultural history of the area. The gateway to Winnemucca reflects the agricultural theme of the community and the ranching, mining, and recreation activities that characterize the area. The gateway to Battle Mountain recognizes the integration of mining in the community. Tucked within a series of mountain ranges, the gateway for Carlin is simple and elegant, and reflects the importance of the gold mining in the area. Elko is a town of diverse culture and heritage, and the atmosphere and gateway of the town reflects the western cowboy and Basque cultures. Wells is a town of local pioneer and rail history, and this is interpreted through signage, monuments, transportation art, and ornamental planting at the community gateway.
2. Inform visitors about opportunities within a specific community and encourage them to exit the highway.
3. Incorporate vertical elements and architectural styles as part of the gateways that are in keeping with the selected theme for each community.

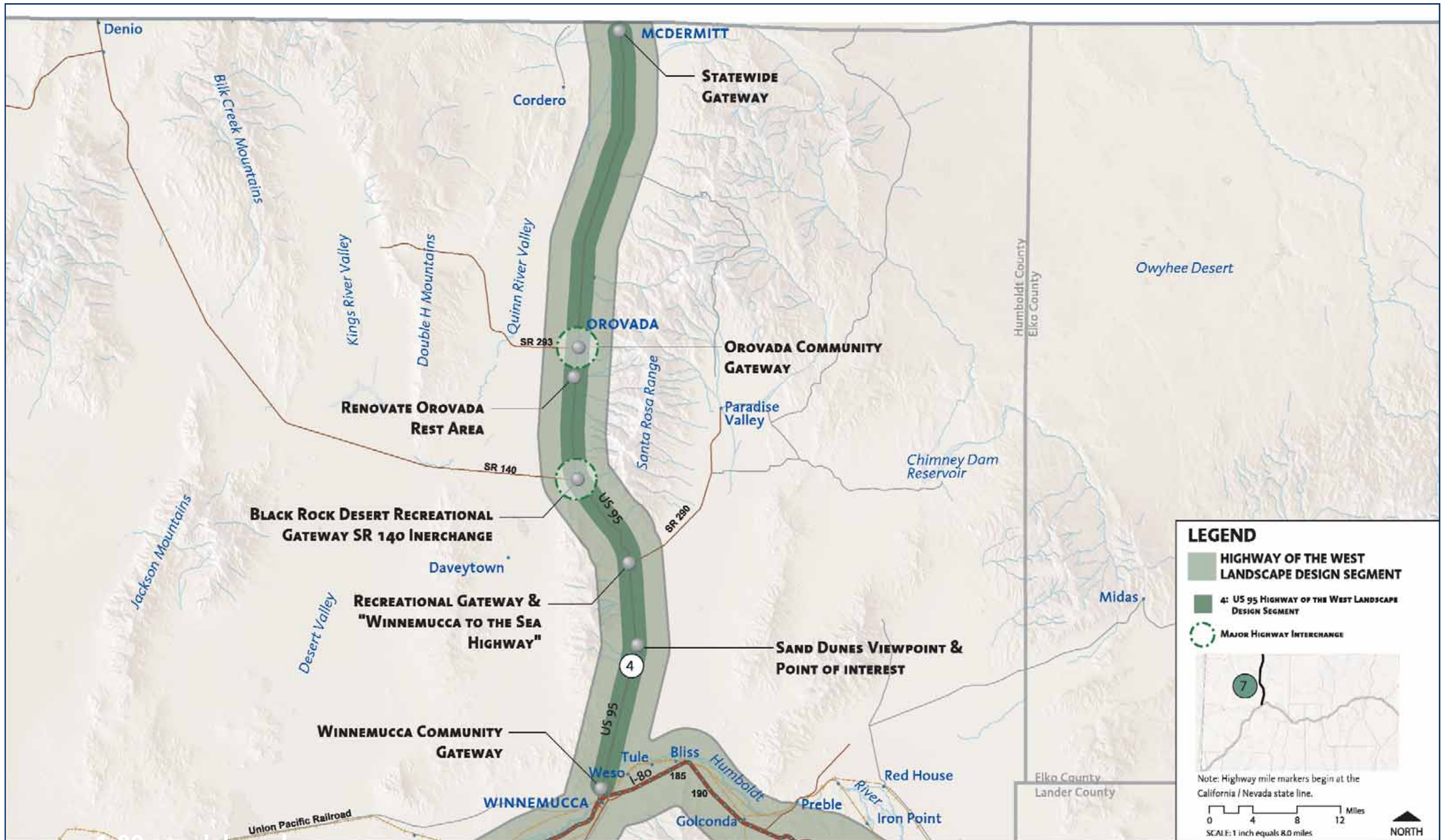




I-80 corridor plan

HIGHWAY OF THE WEST LANDSCAPE DESIGN SEGMENT

I-80: TYROL TO WEST WENDOVER - SPECIFIC CORRIDOR FEATURES



I-80 corridor plan

MAP
7A
4.44

HIGHWAY OF THE WEST LANDSCAPE DESIGN SEGMENT
US 95: WINNEMUCCA TO McDERMITT

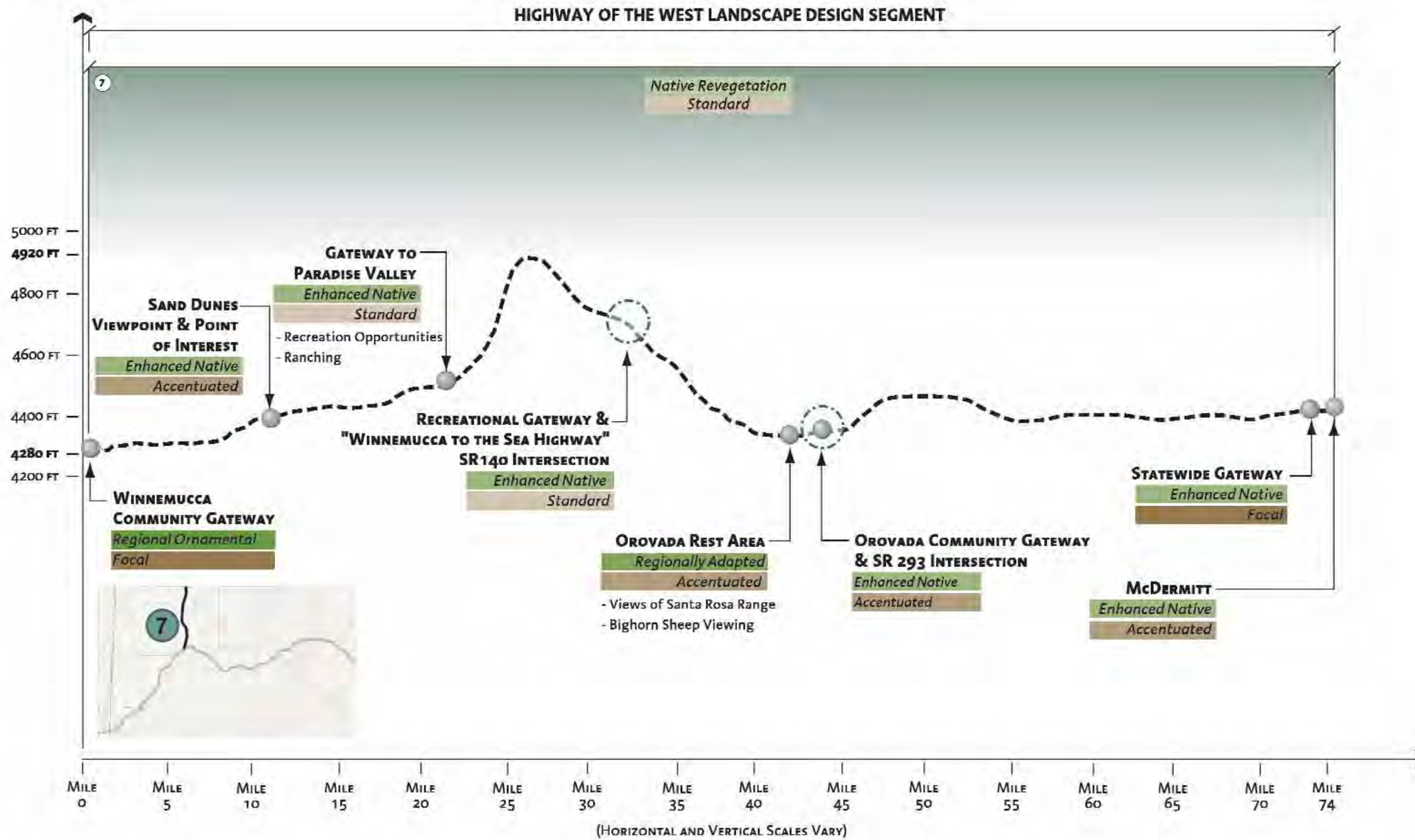
DESIGN OBJECTIVES

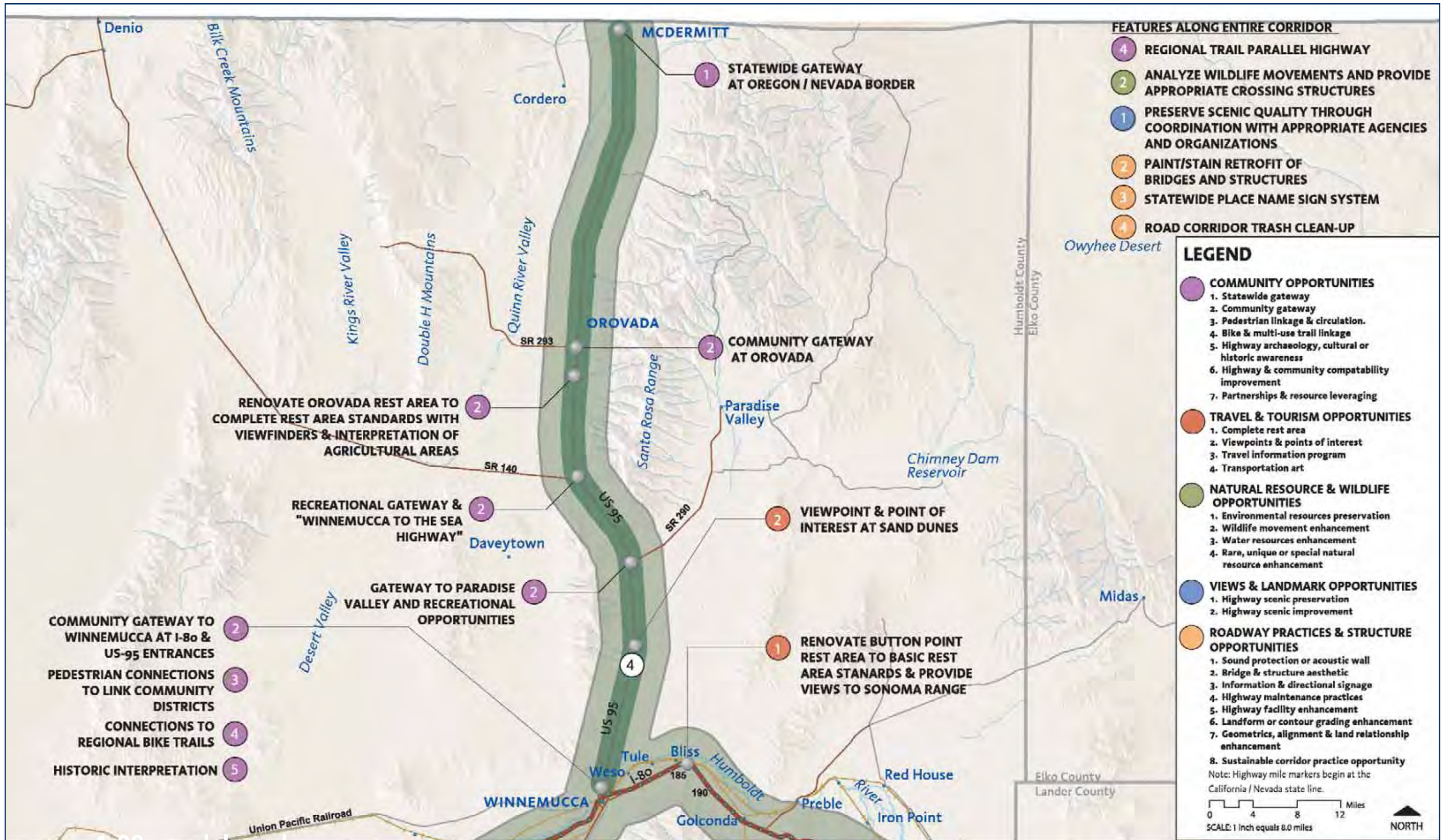
Preservation of Great Basin Landscape Character

1. Preserve views of mountain ranges to maintain overall ruggedness and scale of the landscape.
2. Include special scenic designations to manage the structure and placement of advertising and land use in order to minimize negative visual impacts.
3. Visually blend highway facilities into the Great Basin landscape by using naturalized grading, non-structural drainage design, and native revegetation.
4. Utilize colors on highway structures that are consistent with those in the Great Basin landscape.
5. Retrofit existing facilities by applying colors to structures and color staining techniques to disturbed lands that are visually consistent with the Great Basin landscape.
6. Develop rest areas and other road service facilities that offer an opportunity for visitors to relax and to gain a better understanding of surrounding features through interpretive elements.
7. Determine program requirements, site plan, orientation of buildings, and interpretive elements on a site specific basis in order to respond to unique landscape features and specific traveler needs.

Management of Landscapes within the Great Basin

1. Design and manage the corridor to maintain the Great Basin character while accommodating new growth and development.
2. Blend the visual extent of the right-of-way into the landscape. Create a visual buffer that takes into account future change and allows for naturalized earth forms, native revegetation, and the avoidance of retaining walls or acoustic structures.
3. Apply design criteria to highway design that maintains the color, texture, and forms of the Great Basin landscape palette. These criteria include landform, native revegetation, and natural drainage management.
4. Establish design continuity to help ensure a uniform landscape treatment throughout the corridor.
5. Design highway structures that are well-proportioned, simple in their design expression, uniformly applied throughout the segment, and harmonious with the palette of the Great Basin landscape.
6. Cultivate roadside edges to re-establish native flora and minimize the build-up of materials that would fuel wildfires.
7. Establish wildlife food and water sources (habitat decoys and guzzlers) away from roadways to minimize conflicts between wildlife and motorists.
8. Soften the visual transition from travel lanes to roadside vegetation through the use of rock mulches that are integrated into the colors of the existing environment. These rock mulches provide a safe recovery zone and the change in texture will help minimize the risk of unpredictable wildlife movement directly adjacent to and across the roadway.





I-80 corridor plan

HIGHWAY OF THE WEST LANDSCAPE DESIGN SEGMENT

US 95: WINNEMUCCA TO McDERMITT - SPECIFIC CORRIDOR FEATURES

DESIGN INTERPRETATION



(1), (2), (3), (4) Roadside services include complete rest areas that have the highest level of services. In keeping with the pioneer and western culture of the region, rest areas along the highway should utilize materials, colors, and tones that reflect the rural character of the Highway of the West Design Segment.



(5) The statewide welcome center should subtly blend into the surrounding landscape in order to capitalize on the natural beauty of the corridor.



(6) The cultural history of the region is a story that can be revealed as interpretive elements along the corridor.

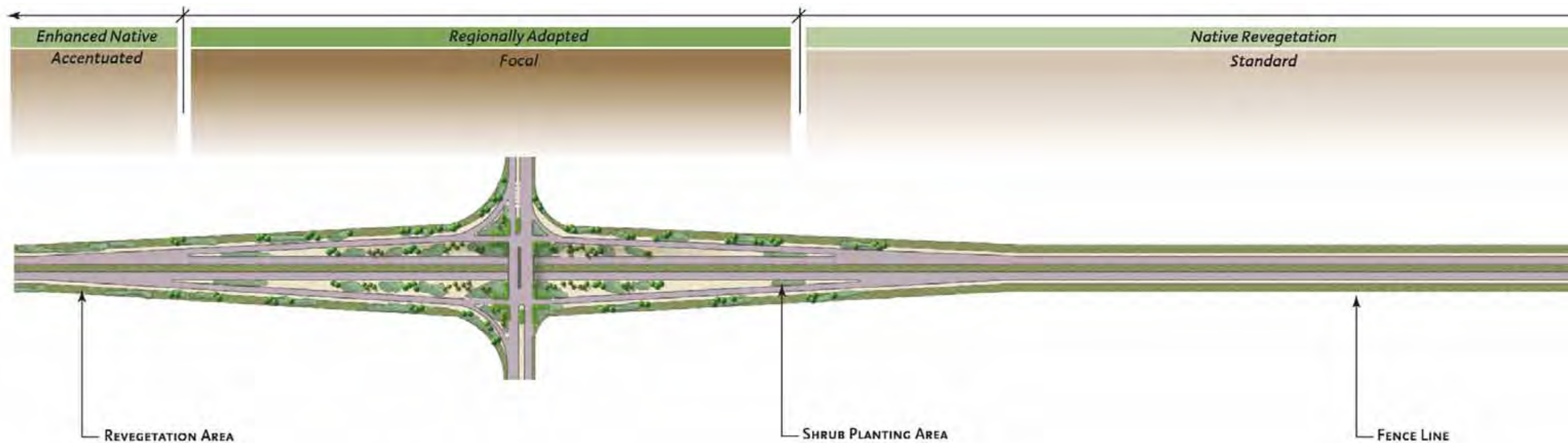


(7), (8) The native vegetation contributes significantly to the rural character and vastness of the landscape.

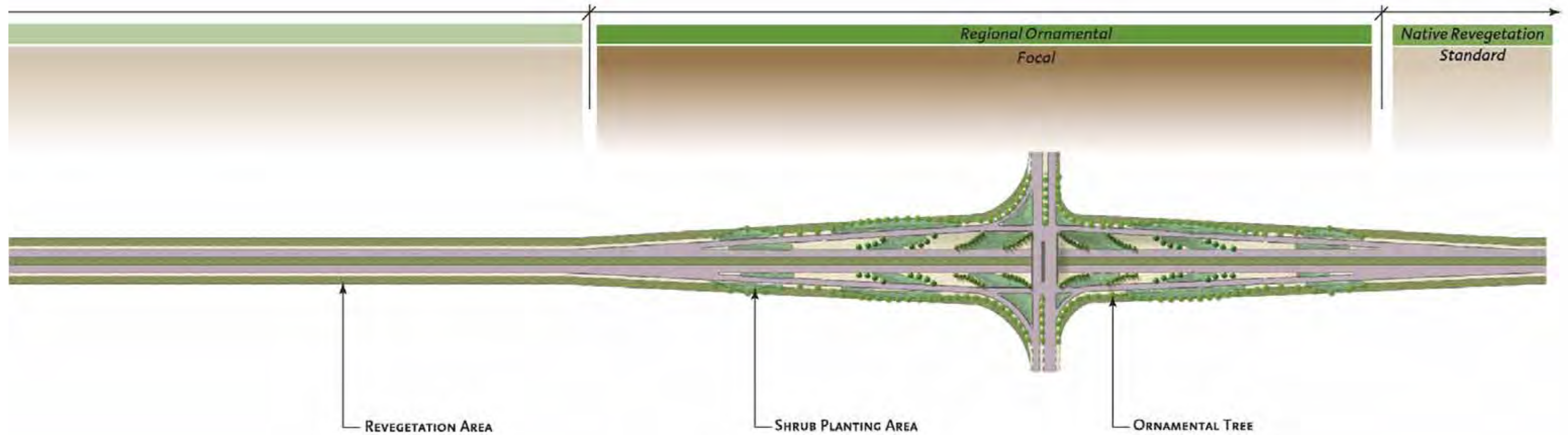


(9) The night sky provides a unique interpretive dimension to the Highway of the West Design Segment

HIGHWAY OF THE WEST



(1) Community gateways range from regionally adapted to regional ornamental softscape treatment types. Vegetation that evokes cultural meaning frames the entries.



(1) The statewide gateway from the Utah border at West Wendover is defined with local stone materials.