

# Scenic & Aesthetic Guidelines

*The Importance of Visual Quality to Florida Residents,  
Visitors, and Businesses*

Presenter: James L. Sipes  
Florida Scenic Highways Program

## NATIONAL SCENIC BYWAYS

- The **National Scenic Byways Program** is a voluntary, community-based program established in 1991 to preserve and protect the nation's most scenic roads.
- As of November 2010, there were 120 National Scenic Byways and 31 All-American Roads
- Six "intrinsic qualities," which are (1) archeological, (2) cultural, (3) historic, (4) natural, (5) recreational, and (6) scenic.



## FUNDING

- **1991.** The Intermodal Surface Transportation Efficiency Act -\$74.3
- **1998.** Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) provided \$148 million to states
- **2005.** The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) added \$175 million in funding
- **2012.** The program lost its authorization and no funds were provided
- **2019. H.R. 831 - *Reviving America's Scenic Byways Act of 2019*)** called for FHWA to start accepting nominations for new scenic byways. Approved September 2019. No funding.



# PURPOSE OF NATIONAL SCENIC BYWAYS

- Promote tourism and economic development.
- Preserve and protect the nation's scenic corridors

## FSHP MISSION

- The Florida Scenic Highways Program Mission Statement reflects the interconnected nature of Florida's highways, resources and communities. (2009)
- The mission of the Florida Scenic Highways Program is to help Florida communities deliver high-quality experiences to visitors. (2016)





# SCENIC HIGHWAYS & BYWAYS

- There are three types of scenic roads: 1. All-American Roads, 2. National Scenic Byways, and 3. State Scenic Highways (Byways)
- All U.S. states except for Rhode Island, Texas, Hawaii, and Nebraska have national scenic byways.
- State programs were formed in large part to be eligible for funds from the National Scenic Byways program. (\$15.454,000 to Florida ... 1994 to 2012)



# FLORIDA SCENIC HIGHWAY PROGRAM

- In 1994, FDOT began developing criteria and guidelines for the Florida Scenic Highways Program, and in 1996, the program was launched
- Florida has 26 state-designated scenic highways that are managed by the Florida Department of Transportation.
- Six of these are National Scenic Byways, and one is an All-American Road.



## PURPOSE: PROMOTE TOURISM

Visit Florida reports record tourism numbers for the first half of 2019.

In the first six months of the year, Florida had 61.2 million people visit from elsewhere in the U.S., 5.2 million people from overseas, and another 2.4 million from Canada.

That represents an overall 5.6 percent increase from the same period of 2018.

*Florida Clocks Record Tourism Numbers Through Q2,  
But Overseas Visitors Trending Down, August 15, 2019.*







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Real Places. Real Stories.™








# FLORIDA SCENIC HIGHWAYS

## 2019 CALENDAR


Real Places. Real Stories...



**FDOT**

Photo: *Sunrise at A1A Bridge over Sebastian Inlet*, by John Masters  
Indian River Lagoon National Scenic Byway

Featuring Winning Images from our Annual Photo Contest



### Celebrating 20 Years: Real Places, Real Stories



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#### A Bridge in Time

The Deep Creek Bridge segment of US Hwy 17 links communities from Jacksonville south to the center of the state. In the 1900's it was advertised as "The Inland Route to Miami", as a way to lure travelers away from US Hwy 1.

Around 1920, Volusia county contracted with Luton Bridge Company to build a four span, reinforced concrete arch bridge, to span Deep Creek the widest waterway on Hwy 17. The design resembles the Long Key Viaduct of Flagler's Overseas Railroad in the Keys. Deep Creek Bridge connected Deland/De Leon Springs with Barberville and provided connections north to Jacksonville and west to Ocala.





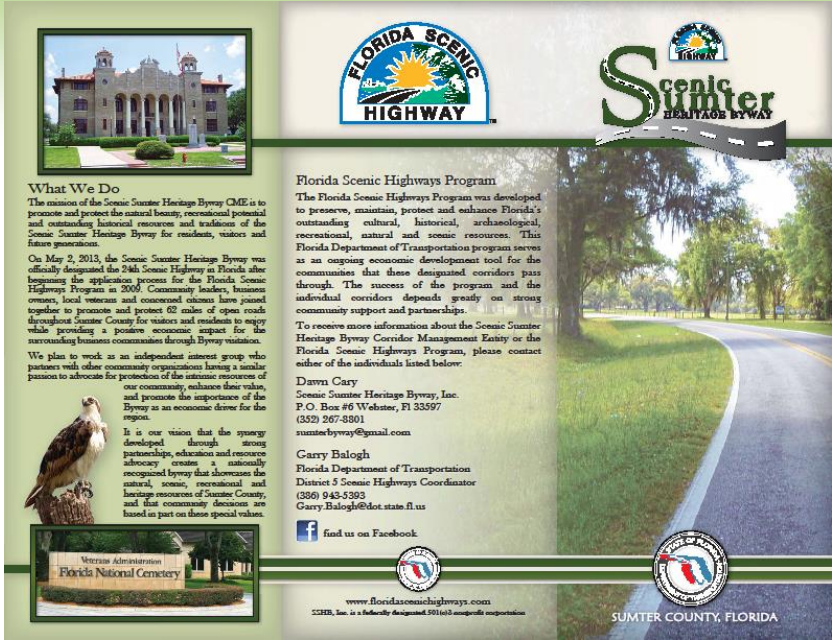



This route created a gateway for tourists to visit the newly constructed Ponce De Leon Hotel at De Leon Springs. As a result of this new route "Do Car" tourist camps sprung up, followed by roadside cabins and motor hotels.

Approaching its 100<sup>th</sup> year, the Deep Creek Bridge is still going strong, often unnoticed it continues to provide an important link to today's tourism industry, and one of the more scenic sections of the River of Lake Heritage Corridor that extends along CR 5.

Next time you drive by, give it an extra look, and think about the history that has passed over this bridge.

Indian River Lagoon Scenic Highway

### What We Do

The mission of the Scenic Sumter Heritage Byway CME is to promote and protect the natural beauty, recreational potential and outstanding historical resources and traditions of the Scenic Sumter Heritage Byway for residents, visitors and future generations.

On May 2, 2013, the Scenic Sumter Heritage Byway was officially designated the 24th Scenic Highway in Florida after beginning the application process for the Florida Scenic Highways Program in 2009. Community leaders, business owners, local veterans and concerned citizens have joined together to promote and protect 62 miles of open roads throughout Sumter County for visitors and residents to enjoy while providing a positive economic impact for the surrounding business communities through Byway visitation.

We plan to work as an independent interest group who partner with other community organizations having a similar passion to advocate for protection of the intrinsic resources of our community, enhance their value, and promote the importance of the Byway as an economic driver for the region.

It is our vision that the synergy developed through strong partnerships, education and resource advocacy creates a nationally recognized byway that showcases the natural, scenic, recreational and historic resources of Sumter County, and that community decisions are based on part on these special values.

### Florida Scenic Highways Program

The Florida Scenic Highways Program was developed to preserve, maintain, protect and enhance Florida's outstanding cultural, historical, archaeological, recreational, natural and scenic resources. This Florida Department of Transportation program serves as an ongoing economic development tool for the communities that these designated corridors pass through. The success of the program and the individual corridors depends greatly on strong community support and partnerships.

To receive more information about the Scenic Sumter Heritage Byway Corridor Management Entity or the Florida Scenic Highways Program, please contact either of the individuals listed below:

**Dawn Cary**  
Scenic Sumter Heritage Byway, Inc.  
P.O. Box #6 Webster, FL 33597  
(352) 267-8801  
sumterbyway@gmail.com

**Garry Balogh**  
Florida Department of Transportation  
District 5 Scenic Highways Coordinator  
(352) 945-5393  
Garry.Balogh@dot.state.fl.us

find us on Facebook

www.floridascenichighways.com  
CME, Inc. is a federally designated 501(c)(3) nonprofit corporation

SUMTER COUNTY, FLORIDA



LAKE COUNTY IS A HAVEN FOR ALL TYPES OF BICYCLISTS FROM THE LEISURE RIDERS TO THE WELL-TUNED SPORTS COMPETITORS.

All the elements needed for a breathtaking bicycling ride are evident in Lake County's paved trails, on-road hiking lanes and off-road paths. Inviting weather year-round, serene rolling vistas, lush natural habitats and quaint small towns make Lake County a haven for all types of bicyclists from the leisure riders to the well-tuned sports competitors.

The one ingredient that makes Lake County stand out from other Florida locales is its hills. The adjoining 4-mile South Lake Trail and 5.5-mile Lake Minneola Scenic Trail boast the highest elevations of any rail-to-trails project in the state. The two trails, which connect to the 22-mile West Orange Trail, offer cycling enthusiasts with an unprecedented amenity. Together, the trails feature a spectacular array of picturesque vistas from the area's rolling hills and tranquil lakes.

Utilized for training purposes and some races, the South Lake and Lake Minneola Scenic trails are an ideal location that benefits the many visiting athletes to the National Training Center in Clermont. For those that are not well-tuned sports competitors, the trails offer a pleasant trip for casual bikers and walkers with spectacular views of Lake Minneola and some breathtaking sunsets.

This brochure was created by Lake County Economic Development and Tourism.

Available Lake County publications & guides:

- A Golfer's Paradise
- Antiques & Collectibles
- Arts & Heritage
- Bed & Breakfast Inns
- Bike Trails
- Bird Watching Guide
- Boating & Watersports Guide
- Equestrian Adventures
- Farmers' Markets
- Lake County Road Map
- Spas
- Thirty Adventures in Thirty Days
- Thrifty Treasures
- U-Pick Farms
- Waterway Adventures
- Welcome Magazine
- Wildflower Map

To request a free copy of any of these publications, or for more information about Lake County, call the number listed below or log on to [www.visitlakefla.com](http://www.visitlakefla.com).



## Bike Trails

Lake County, Florida





## THERE'S A STORY HERE

Download the free TravelStories App

to hear a short story about Florida's scenic and historic sites. Once a story is downloaded, enjoy hands-free exploring and GPS navigation—even without Wi-Fi or cell networks.

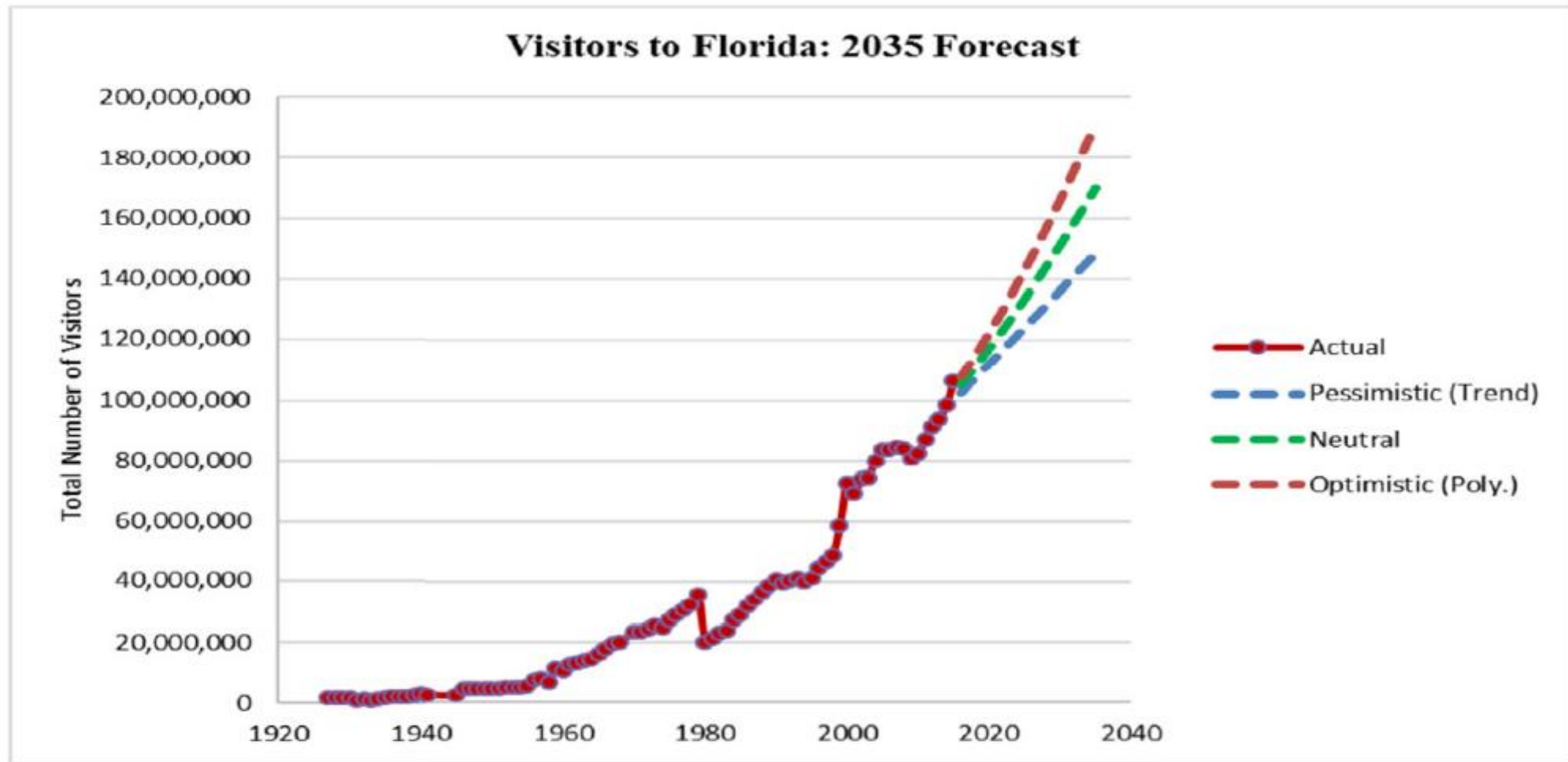
TRAVELSTORIES.COM









**Figure 10.2.** Visitors to Florida: Forecasted numbers to years, 2035.

Florida Tourism/ Julie Harrington<sup>1</sup>, Hongmei Chi<sup>2</sup>, and Lori Pennington Gray<sup>3</sup>  
*<sup>1</sup>Center for Economic Forecasting and Analysis, Florida State University, Tallahassee, FL; <sup>2</sup>Department of Computer and Information Sciences, Florida Agricultural and Mechanical University, Tallahassee, FL; <sup>3</sup>Tourism Crisis Management Initiative, University of Florida, Gainesville, FL*







## PURPOSE: PROTECT SCENIC RESOURCES

"It shall be the policy of the state to conserve and protect its natural resources and scenic beauty."

*Article II, section 7(a), Florida Constitution*

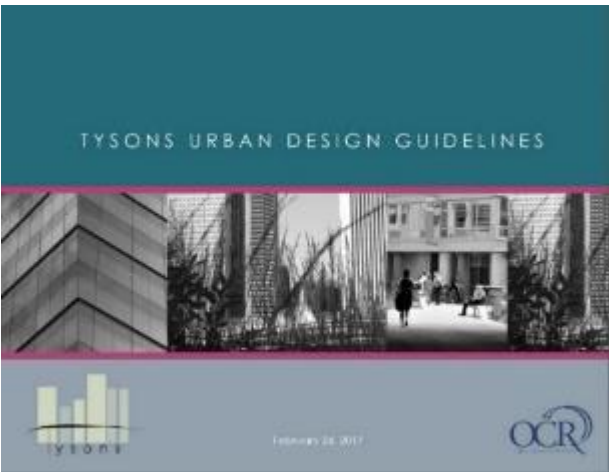
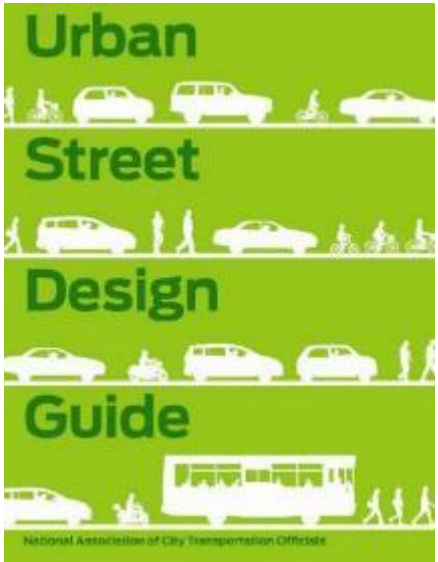
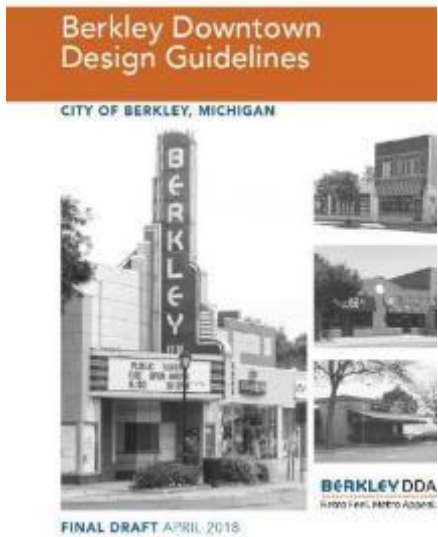
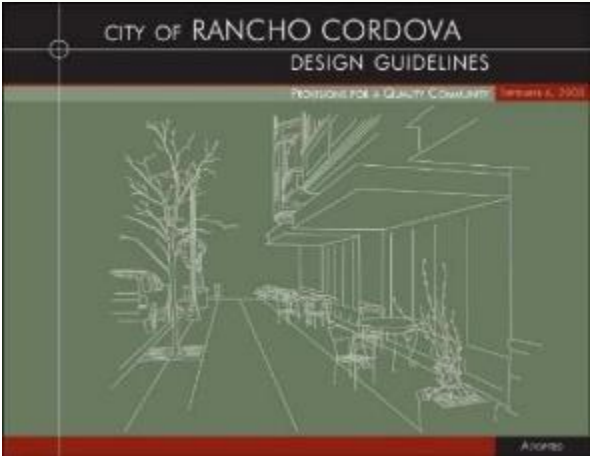
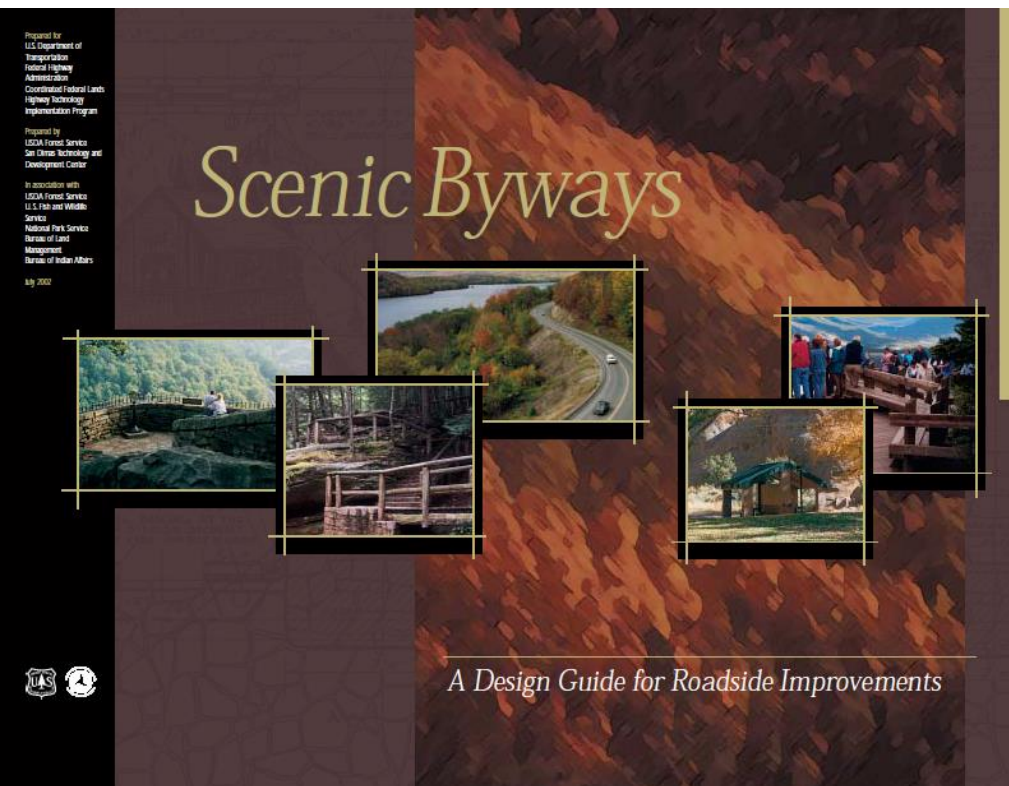
"We cannot leave for tomorrow that which we can do today ... We have a bold vision, we have good folks in key positions, and with your support for these initiatives, we will restore and preserve the beauty of Florida for generations to come."

*Governor Ron DeSantis, in his State of the State Address.*



# PURPOSE: PROTECT SCENIC RESOURCES

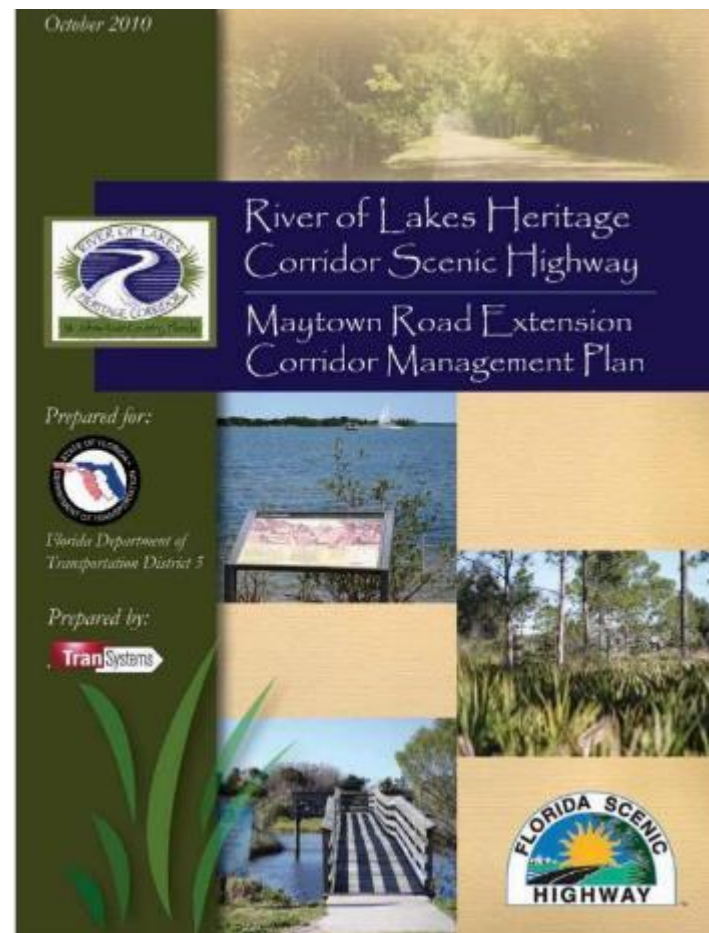
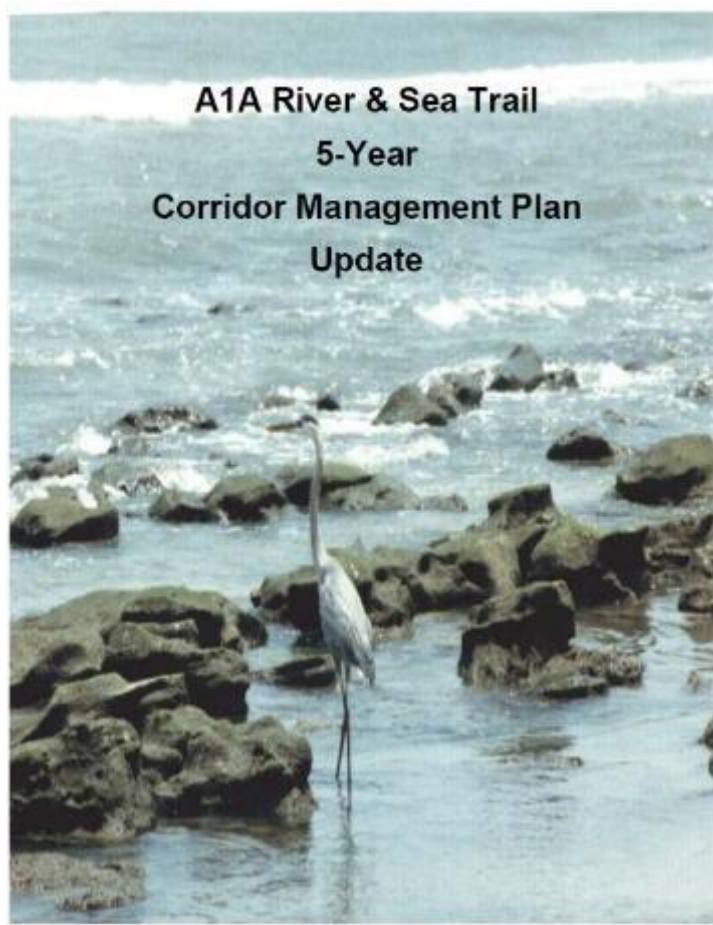
## Design Guidelines





# PURPOSE: PROTECT SCENIC RESOURCES

## Corridor Management Plans



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# Design Comparison of State Scenic Highway Programs & Design Guidelines

	Florida	Texas	California	North Carolina	Nevada	Ohio	Maryland	National Level
Year Byway/ Aesthetics Program Established	1983	No program	n 1963, the State Legislature established the California Scenic Highway Program	Late 1980s	1983	1998	1991	National Scenic Byway Program (1991)
Total Number of Byways / Scenic Highways	27	10	66	55 historic and scenic highway and bridge routes	25 (includes 1 NFS SB)	25	19	n/a
All-American Roads	1	0	3	1	1	1	2	31 All-American Roads
National Scenic Byways	5	10	7	4	3	4	4	121 National Scenic Byways (Nov. 2010) * Historic Route 66
State Byways/Scenic Highways	21	n/a	56	50	20	25	13	n/a
Miles of Byways/Scenic Highways		2,623 miles of scenic drives	n/a	n/a	State Scenic Highways - 420 miles;	n/a	1595	n/a
Web Page	<a href="https://floridascenichighways.com/">https://floridascenichighways.com/</a>	<a href="http://www.scenic-texas.org/">www.scenic-texas.org/</a>	<a href="https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways">https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways</a>	<a href="https://www.ncdot.gov/travel-maps/traffic-travel/scenic-byways/Pages/default.aspx">https://www.ncdot.gov/travel-maps/traffic-travel/scenic-byways/Pages/default.aspx</a>	<a href="http://www.nevadadot.com/travel-info/travel-Nevada/scenic-byways">www.nevadadot.com/travel-info/travel-Nevada/scenic-byways</a>	<a href="https://ohio.gov/wps/portal/gov/site/tourism/resources/scenic-byways">https://ohio.gov/wps/portal/gov/site/tourism/resources/scenic-byways</a>	<a href="https://www.roads.maryland.gov/index.aspx?PageId=97&amp;d=57">https://www.roads.maryland.gov/index.aspx?PageId=97&amp;d=57</a>	<a href="https://www.fhwa.dot.gov/byways/">https://www.fhwa.dot.gov/byways/</a>
Aesthetic/ Design Guidelines	Yes, for selected Districts	Yes	Scenic Highway Design Guidelines	Yes – NCDOT Aesthetics Guidance Manual & Pattern Book	Yes – State and Byway level	Yes - Aesthetic Design Guidelines	Context Sensitive Solutions For work on Maryland Byways (February 2008), Maryland Scenic Highways Guide (2018)	n/a
Funding	Through district discretionary funds	Through Statewide Transportation Enhancement Program	Via individual project budgets		Up to 3% of state's construction budget for new projects	n/a		Historically yes, but not currently
Managing Agency	Florida Department of Transportation	No scenic highway or byway program: Scenic Texas is heavily involved with aesthetic quality in the state	Caltrans	NDOT; Technical Review Committee (TRC) was formed for each corridor NCDOT's Technical Services Division, Division of Highways, and Division of Bicycle and Pedestrian Transportation	Nevada Department of Transportation	Ohio Department of Transportation	The Maryland State Highway Administration (SHA),	Federal Highway Administration
Key Documents	FSHP Handbook (2016);	Texas Department of Transportation (TDOT) Landscape and Aesthetics Design Manual. 2012; Schutt, et al, A New Approach to Aesthetics Design Decision Making for Texas Highways.	California Scenic Highway Proposals Examples; the California Scenic Highway Program; Highway Design Manual	Aesthetics Guidance Manual and Pattern Book for Transportation Aesthetics (2017); North Carolina Byways Guidebook;	1968 Aesthetics Manual; Pattern and Palette of Place: A Landscape and Aesthetics Master Plan for the Nevada State Highway System (2002); Landscape and Aesthetics Corridor Plans; "Art That Moves You" program; Aesthetic Alternatives for NDOT Design Standard (2009);	Aesthetic Design Guidelines; Ohio Byways Corridor Management Plan; ODOT PDP Manual; ODOT's Design Aesthetics Public Involvement Update; Ohio Byways CMP Final Report. ;	Context Sensitive Solutions For Work on Maryland Byways (2008); Maryland Scenic Highways Guide (2018); JMT, Lardner/Klein Landscape Architects. Maryland Scenic Byways Moving Forward Toward Sustainability.	White House Conference on Natural Beauty (1965); A Proposed Program for Scenic Roads and Parkways (1966); Beauty for America (1965) Visual Impact Assessment Methodology for Highway Projects; An Assessment of the Feasibility of Developing a National Scenic Highway System (1973)
Contacts	Jeff CasterProgram Coordinator Florida Department of Transportation 605 Suwannee St., MS #37, Tallahassee, FL 32399-0450 <a href="mailto:Jeff.caster@dot.state.fl.us">Jeff.caster@dot.state.fl.us</a> , Phone: (850) 414-5267	n/a	California State Scenic Highway Program. Caltrans Landscape Architecture. 1120 N Street MS-28. Sacramento CA 95814	Kyle Cooper Scenic Byways Coordinator <a href="mailto:Kyle.Cooper@ncdot.gov">Send Message (919) 707-2936</a>	<a href="https://www.nevadadot.com/travel-info/travel-nevada/scenic-byways">https://www.nevadadot.com/travel-info/travel-nevada/scenic-byways</a>	Thomas P. Barrett Historic Bridge Program Manager & Scenic Byways Coordinator Ohio Department of Transportation 1980 West Broad Street (U.S. 40) Columbus, Ohio 43223-1102 <a href="mailto:Tom.Barrett@dot.ohio.gov">Tom.Barrett@dot.ohio.gov</a> (614) 466-3932	Cheryl Ladota Maryland Scenic Byways Program Regional and Intermodal Planning Division MDOT State Highway Administration 707 N Calvert Street Baltimore, MD 21201 (p) 410.545.8552 (e) <a href="mailto:CLadota@sha.state.md.us">CLadota@sha.state.md.us</a>	None at this time. For more information contact: <a href="http://www.federalhighwayadministration.gov">Federal Highway Administration</a>   1200 New Jersey Avenue, SE   Washington, DC 20590   202-366-4000

# Design Comparison of State Scenic Highway Programs & Design Guidelines

- North Carolina
- Nevada
- California
- Maryland
- Ohio
- Texas
- Florida
- National Program



# Aesthetic Manuals and Design Guidelines

- Context
- Background / Basics of Aesthetics and Design Guidelines
- Tier Approach / Classification
- Policies, Procedures, and Best Practices
- Integration of Guidelines into DOT Processes
- Focus Areas
  - Roadways, Bridges, Noise Walls, Retaining Walls, Roadside Environment, Landscaping, Bicycle and Pedestrian Infrastructure, Scenic Highways, Public Art*
- Strategies for Implementation
- Design Template / Pattern Book



**DESIGN GUIDELINES - Aesthetic Elements.** A transportation corridor can be broken down into a palette of basic structural design elements. Each element has aesthetic design properties that help determine visual character. These are as follows:

- Topography
- Alignment
- Lanes
- Shoulders
- Sidewalks
- Earthwork/Grading
- Intersections
- Interchanges
- Ramps and Gores
- Bridges
- Barriers
- Walls
- Fencing
- Lighting
- Signals and Signage



## North Carolina Scenic Highways



Blue Ridge Parkway (NC)



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# North Carolina Transportation Aesthetics Guidance Manual





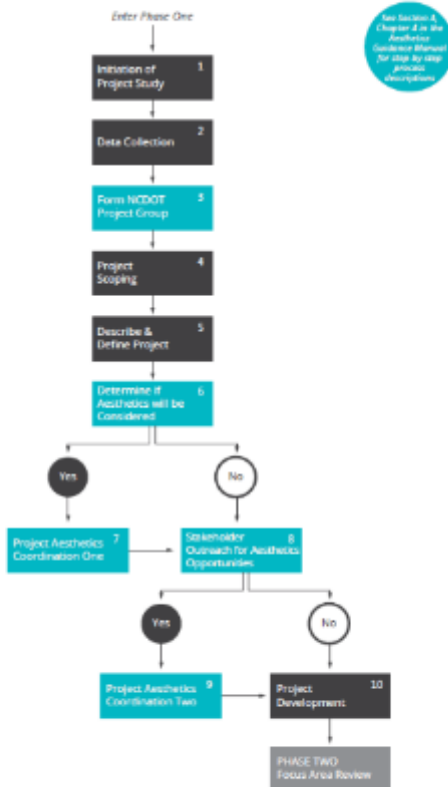
# North Carolina Transportation Aesthetics Guidance Manual

## EXHIBIT 1

### AESTHETICS DESIGN PROCESS

Step-by-step implementation process concurrent with standard NCDOT NEPA/SEPA/and Merger Process steps as defined by NCDOT Project Development

#### PHASE ONE- PROJECT INITIATION



## 6 FOCUS AREA | ROADWAYS

### OVERVIEW

NCDOT Division of Highways is responsible for building and maintaining the roadways within North Carolina. The state is divided into 14 transportation divisions, each managed by a division engineer having jurisdiction over transportation decisions. Each division is divided generally by road miles and geography but not along roadway corridors.<sup>17</sup> With nearly 60,000 miles of roadways to manage, NCDOT roadway planning efforts are considerable.

The roadway context can be defined according to three categories: urban, suburban, or rural. The physical and visual experience of a roadway in these contexts differs greatly and both either impact or are impacted by aesthetic factors. For urban corridors, roadways are generally more linear and visually defined according to surrounding human-made elements such as buildings or other infrastructure. This influences both the alignment and the visual experience of a roadway that traverses an urban area. For rural corridors, roadways are generally defined by natural landforms and vegetation. The alignment has the potential to be non-linear and is visually guided by surrounding views of

natural elements. These relationships to the surrounding of a roadway are a factor in aesthetic considerations and alter the perceptions of motorists and viewers of the road. Landmarks play a key role in this perception as well, allowing users to orient themselves along a corridor. Landmarks may be subtle such as a dominant building or an intersection. If developed with intention, they can serve not only as a means of orientation, but also as a source of visual stimulation. Landmarks can also represent cultural or historical importance. Landmarks may be natural elements, enhanced as a landmark element through aesthetic designs.

Increasing mobility and efficiency of movement along roadways are important factors in design. Improving the aesthetic experience of a roadway through improved context sensitivity by working directly with local aesthetic preference has the potential to improve the qualitative experience of a corridor. Ideally, aesthetic considerations of a roadway should be context sensitive and reflect cultural, historical, or natural elements of a community or communities. Strong integration between NCDOT and the public is encouraged to allow for such considerations.



"Passing Through Light" by artist Edwin Neill is a public art project using LED technology at the I-77 and West Trade Street underpass in North Carolina. The lighting provides increased safety for pedestrians and visual appeal for motorists. Image courtesy NCDOT.

**Promote use of native vegetation.** Use the integrated roadside vegetation management (RVM) programs for standards specific to the use of native vegetation. This includes preserving mature trees and/or vegetation to reinforce the existing vegetative edge along the ROW.

**Stabilize slope.** Use vegetation during construction to reduce erosion, minimize competition, and establish first stage color/canopy plants.

**Salvage native plants and topsoil prior to construction.** The species to be salvaged depends on location, soils, and analysis of plant value, including the potential survival rate. Use native and proven cultivators for longevity and landscape stewardship.

**Collect native seed as part of a specific transportation project.** Initiate a process for native seed collection at the start of each project.

**Remove invasive species.** These can deteriorate economic and environmental quality and cause harm to human health.

**Provide adequate growing space for landscape plantings.** Consider the moisture and light requirements of plants when designing the landscape plan.

**Consider long-term conditioning.** Use mulch in establishing planting beds to manage weeds, conserve moisture, and amend the soil. Provide structural soil in urban areas.

**Plant street trees.** Street trees play an important environmental and community role along streetscape corridors.

**Place focus on ground treatment.** This includes consistency in size, texture, color, and exposed aggregate mix with the surrounding landscape.

**Utilize wildflower in alternative ways.** Wildflowers should be planted in patterns consistent with how flowers are found in nature, including organic massing for a natural appearance.

**Use limited funding and manpower impacts to an advantage.** Use grasses and legumes to prevent roadside erosion and shrubs, trees, and wildflower plantings to help reduce mowing areas and improve roadside aesthetics.

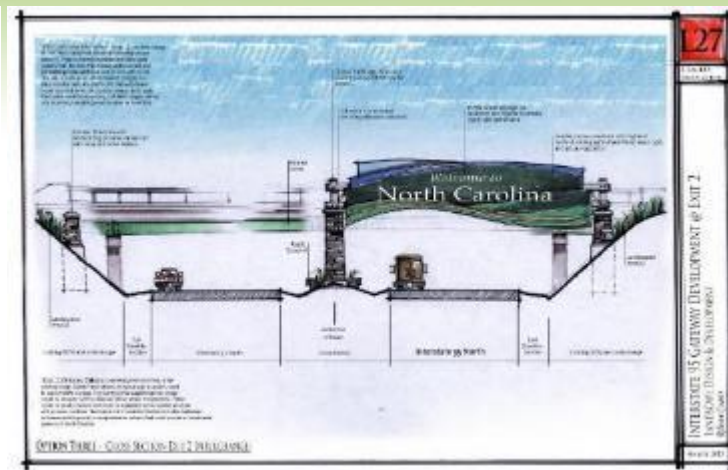
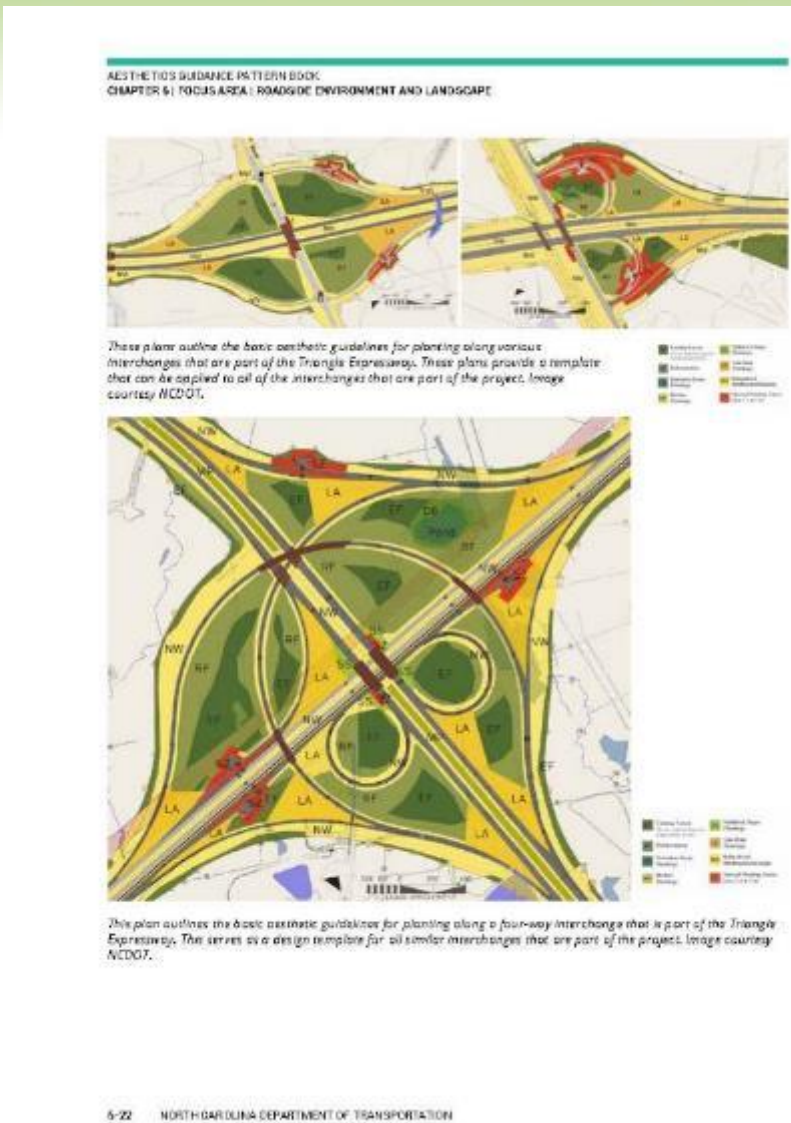
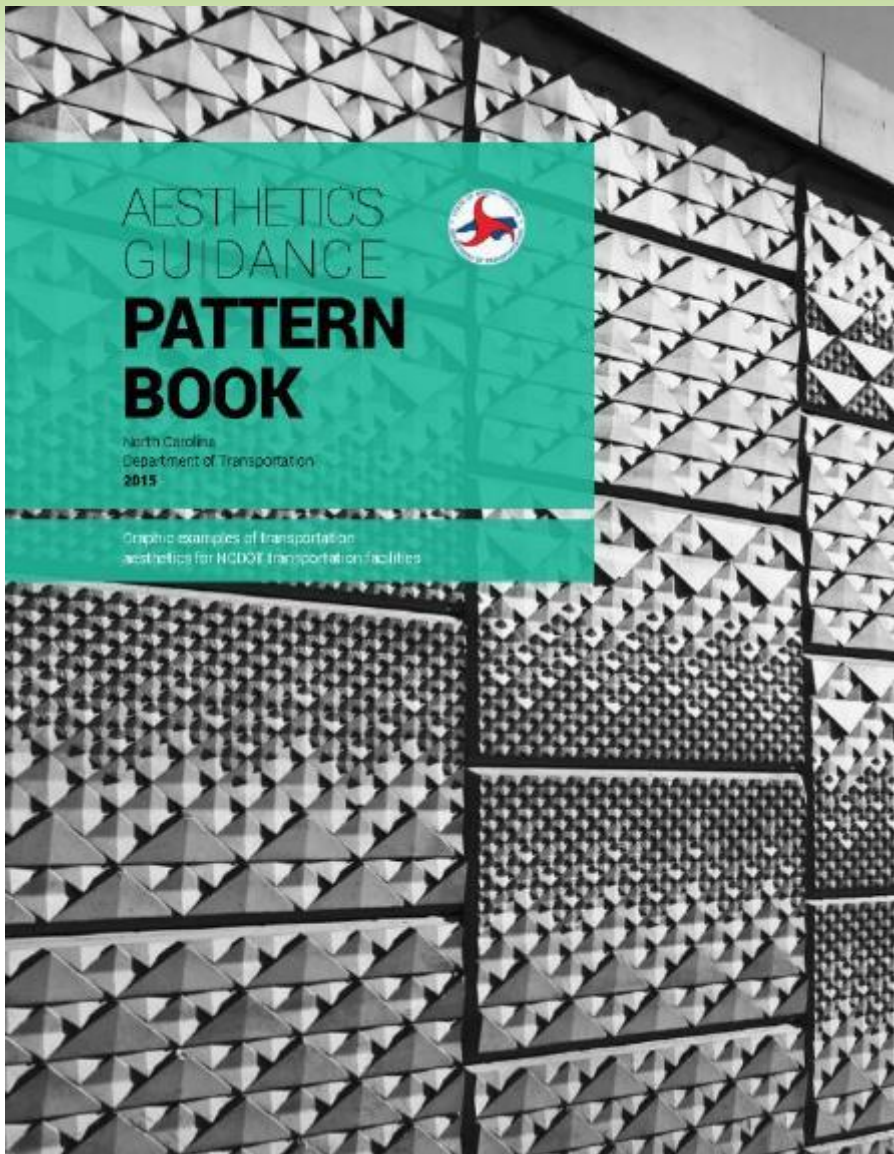
**Consider signage.** Integrate interpretive signage and additional landscaping at visitor centers.<sup>18</sup>



Native and native landscape plantings enhance the roadway corridor. Images courtesy NCDOT.



# North Carolina Transportation Aesthetics Guidance Manual



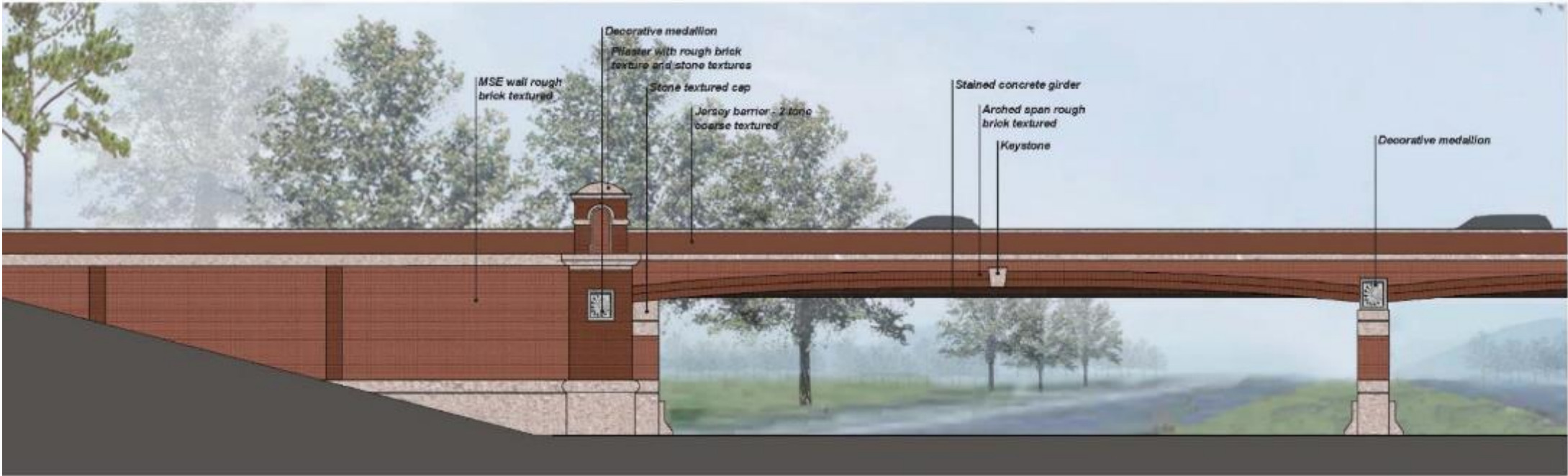


*American Tobacco Trail's I-40 pedestrian bridge (NC)*

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Monroe Bypass (NC)





# Monroe Bypass (NC)



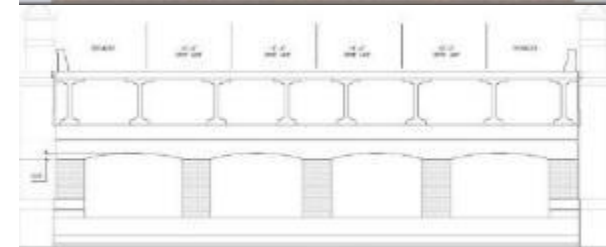
**PILASTERS AND ABUTMENTS** - Pilasters are used at all major bridges. They are constructed with a stone-textured base and coping, brick textured body, coping on the top, and a decorative tower that emulates the architecture of the region. A decorative medallion is located on each pylon. The stone-textured base aligns with that of the bridge abutment and the barriers along the roadway. Each bridge also includes a placename sign connected to the right bridge abutment.



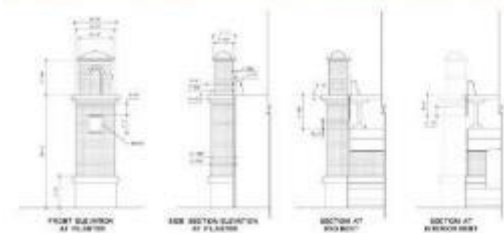
**PILASTERS AND ABUTMENTS** - This perspective shows a different view of the pilasters that are located on each of the major bridges. The idea is to reinforce the architecture of the region while making the pylon look as if it is structurally part of the bridge. The darker stain used on the pylon helps create a stronger visual landmark that ties into the arched pattern across the roadway.



**PLACENAME SIGNS** - The type and size of the font used for placename signs will be determined based upon coordination with the NCTA. These signs, as shown, use 18" letters for the start of each word, and 14" letters for the body of the word. The letters and edges of the sign are raised two inches in order to provide a greater level of visual relief. The edges and front face of the letters are stained a dark bronze for greater contrast.



INTERIOR BENT



FRONT ELEVATION AT PYLON

SIDE SECTION ELEVATION AT PYLON

SECTION AT 800' BENT

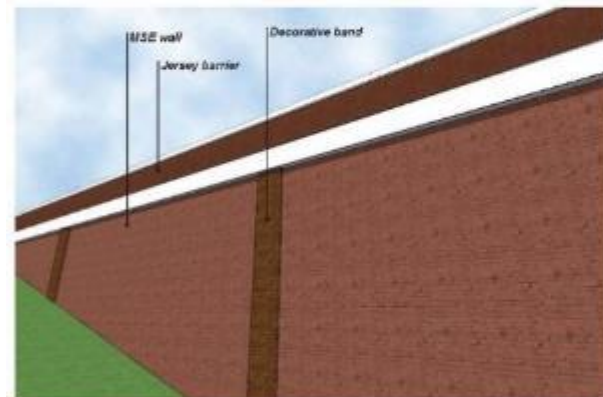
SECTION AT 800' BENT



**PLACENAME SIGNS** - Placename signs are located on each major, intermediate, and minor bridge that is visible to the public. The road design and details will be determined based upon coordination with the NCTA. For example, the height and width of the signs may change in order to accommodate the full name of a road.



Rough Stone Grey  
Rough Brick/Medium Red  
Rough Brick/Dark Red  
Rough Broom/Stone Grey  
Rough Broom/Dark Red  
Rough Stone Grey  
Rough Brick/Medium Red



**RETAINING WALLS** - The bridge abutments are constructed of brick-textured, MSE walls with vertical bands spaced approximately every 30'. These bands extend out 2 inches and consists of a darker stain in order to provide visual interest. On top of the abutments and barriers colored with a dark and outlined with a stone-textured cap and base.



## Nevada Scenic Highways



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## Nevada Landscape and Aesthetic Corridor Plans

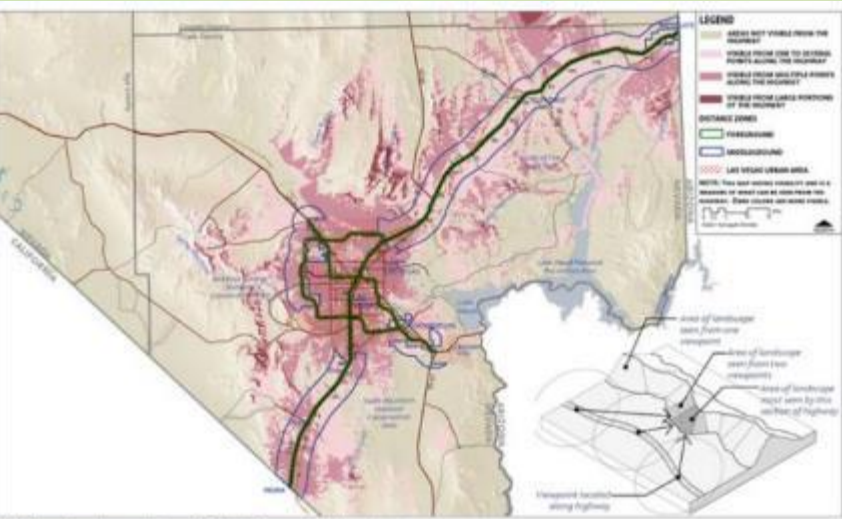








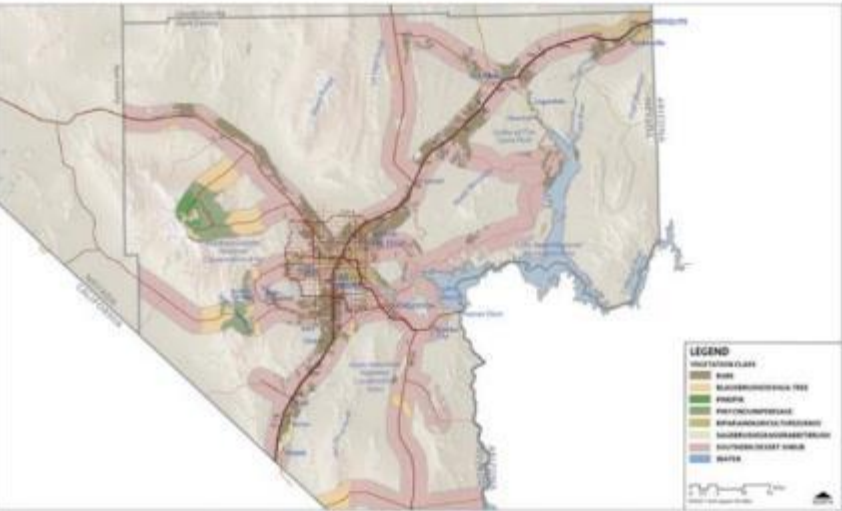
# Nevada Landscape and Aesthetic Corridor Plans



Viewshed analysis of Clark County along I-15.



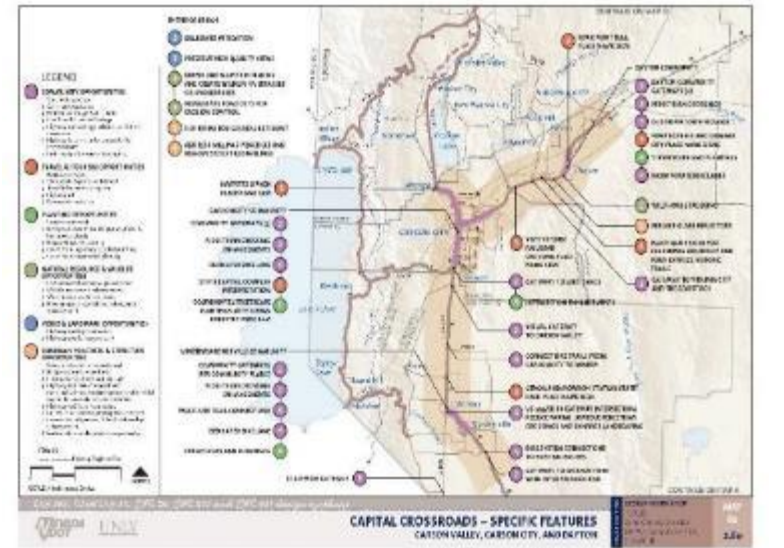
Hydrology and landform analysis of Clark County.



Vegetation analysis of Clark County within 1-mile of NDOT managed highways.



Intrinsic landscape district and cultural analysis of Clark County along I-15.

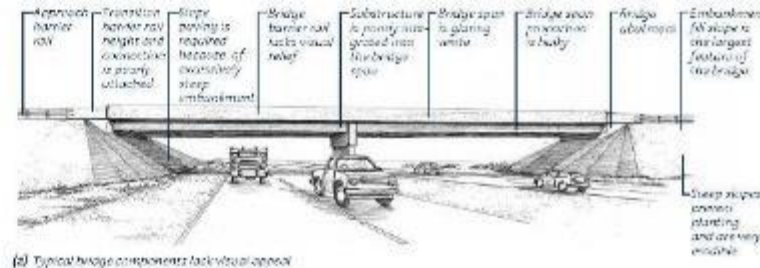




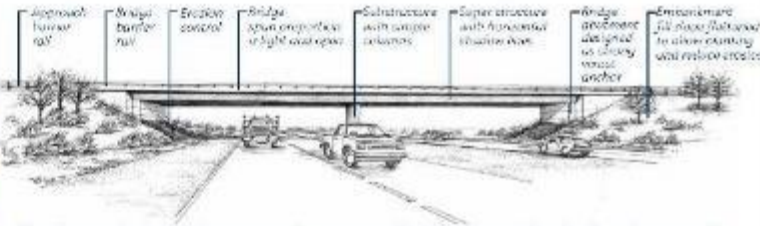
# Nevada Landscape and Aesthetic Corridor Plans

**7 Create a visual design unity among all existing and new structures.** Coordinate visual aspects of bridges with sound walls, retaining walls, and other highway structures. Create a visual design relationship that includes coordinating materials, patterns, color, and other design elements of structures. Establish visual design continuity of existing bridges and other structures by implementing a paint/stain retrofit program to unify color schemes where they vary within a corridor.

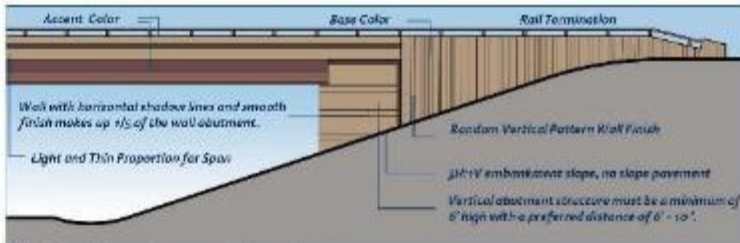
**9.8 Integrate landscape and aesthetics at the onset of project planning.** NDOT's initial report on type, size and location of highway structures should include information regarding landscape and aesthetics elements.



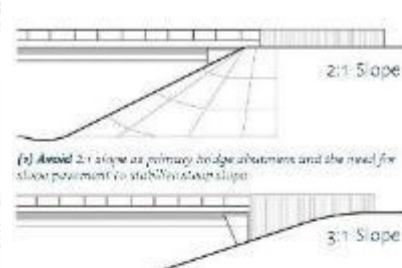
(a) Typical bridge components lack visual appeal



(b) Landscape and aesthetic treatments improve the appearance of the bridge when guidelines from this section are applied



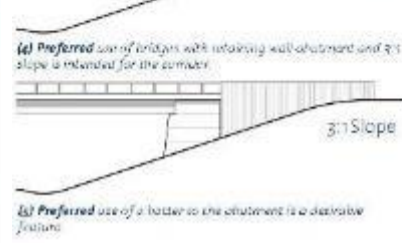
(c) Preferred bridge design elements for I-15 corridor



(1) Avoid 2:1 slope as primary bridge abutment and the need for slope pavement to stabilize steep slope



(2) Avoid weak proportions in bridges with shadows or undersized abutments



(3) Avoid characterive shapes that don't allow the structure to be visually supported



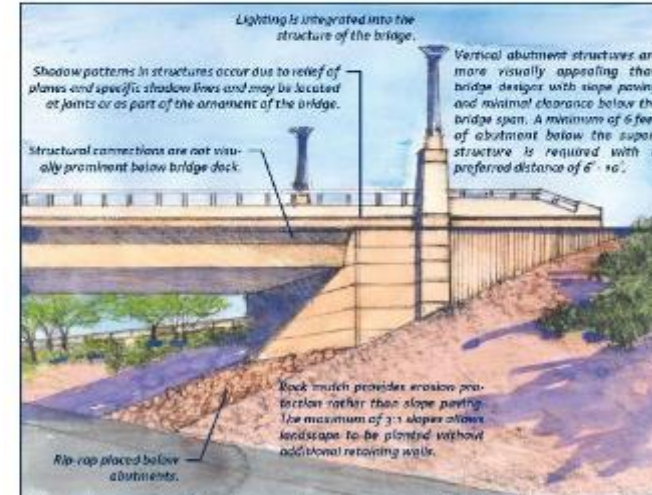
(4) Preferred use of bridges with retaining wall abutment and 3:1 slope is intended for the corridor



(5) Preferred use of a batter so the abutment is a desirable feature



(6) Proportions significantly affect visual appeal of structure



(7) Bridge abutment and barrier rail designed as a composition with joining and materials consistently worked into a well-proportioned bridge



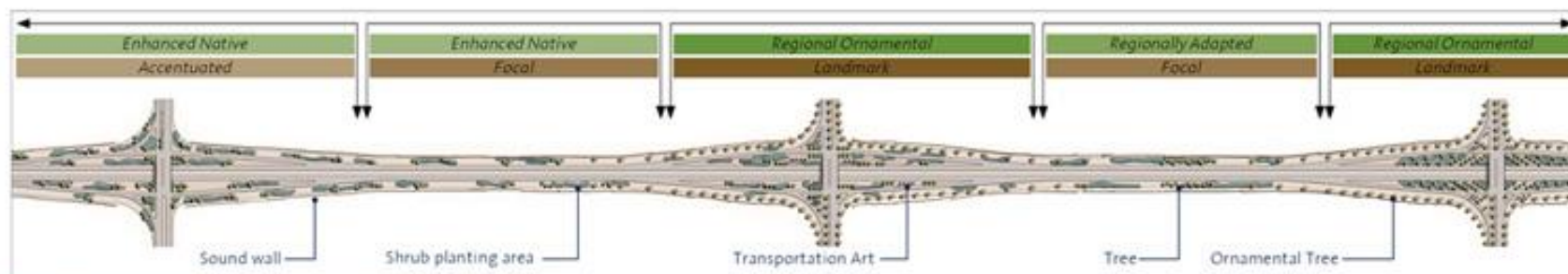
(8) A landmark bridge in the Flamingant Reservoir Corridor segment



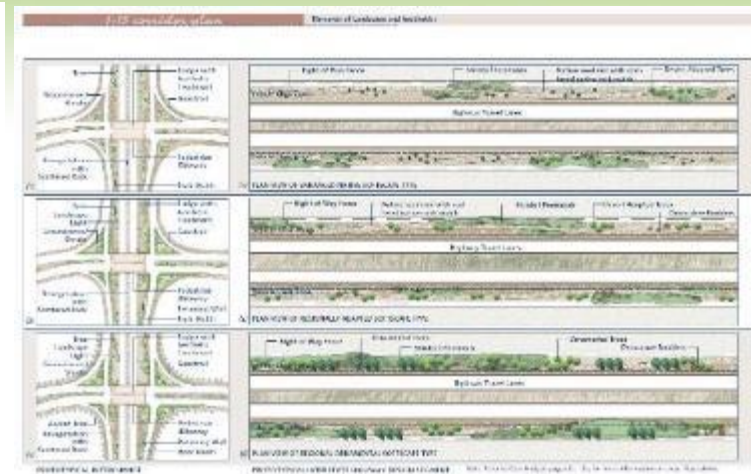
# Nevada Landscape and Aesthetic Corridor Plans

		STRUCTURES AND HARDSCAPE TYPES AND TREATMENTS			
		STANDARD	ACCENTUATED	FOCAL	LANDMARK
SOFTSCAPE TYPES AND TREATMENTS	LANDSCAPE TREATMENT TYPES				
	GROUND TREATMENT				
	NATIVE PLANT REVEGETATION				
	ENHANCED NATIVE				
	REGIONALLY ADAPTED				
	REGIONAL ORNAMENTAL				

<sup>A</sup> A range of softscape and hardscape treatment types results in multiple combinations of aesthetic application that can be utilized across the state. Photographic examples illustrate the level of aesthetic treatment associated with each type.



<sup>A</sup> Prototypical designs and the application of landscape treatment types





Nevada Landscape and Aesthetic Corridor Plans – Blue Diamond Interchange, Mesquite, I-15





# Nevada Landscape and Aesthetic Corridor Plans

## FUNDING

Landscape and aesthetics projects are carefully considered to most effectively and efficiently use the available budget. With aesthetic treatments, multiple funding mechanisms are utilized.

Funding is included in the overall cost of a project. As a rule, up to 3 percent of funds for building new construction and capacity improvements may be allocated to landscape and aesthetics.



Governor Brian Sandoval  
Director Rudy Malfabos, P.E.  
Nevada Department of Transportation  
1263 South Stewart Street  
Carson City, Nevada 89712

Online: [www.ndothighways.org](http://www.ndothighways.org)  
Call: Landscape Architecture staff  
775-888-7493  
e-mail: [info@dot.state.nv.us](mailto:info@dot.state.nv.us)

Cover photo  
Interstate 15 Las Vegas



## LANDSCAPE AND AESTHETICS PROGRAM

Nevada Department of Transportation

## VISION

Nevada's roadways connect us, and are often the paths from which our family, friends, visitors and potential new neighbors gain their first impressions of us, and form their first connections with Nevada.

The goal of the Nevada Department of Transportation is to make it possible for the seeds of these connections to sprout along our roadways. The Department is designing our highways with these connections in mind. We believe our roads should reflect the land and people of Nevada and enhance local and regional character through preservation, with an emphasis on cultural and natural features, scenic views and community identity.

Roadways are a part of our daily activities. They affect our safety, our economy and the quality of our lives. The projects we develop address all of these elements and go through an extensive development process with the public, local governments and the regional, state and federal transportation agencies. This collaborative effort is taken several steps further when designing the landscape and aesthetics portions of the projects.

## DESIGN

The program and the design processes were developed by, and at, the request of Nevadans. The vision is outlined in the state's Master Plan for landscape and aesthetics "A Pattern and Palette of Place." This planning tool is a reflection of residents' desire for environmental protection and highway beautification.

The Master Plan forms a foundation further defined for the state's geographic regions by Landscape and Aesthetic Corridor Plans. In the Corridor Plans are found the themes for each region and the specific guidelines that direct design. All of these elements were developed and defined during the five-year master planning process undertaken by the state under the guidance of committees formed of professionals, residents and public agencies. Comments are sought from residents and local leaders during the design phase of all projects.



Carson City Freeway



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Interstate 15 Las Vegas

## BENEFITS

Benefits of landscape and aesthetics go beyond the immediate impression. Landscape and aesthetics creates economic development opportunities by providing a safe, interesting and welcoming community presence. It also demonstrates we are investing in keeping our environment attractive for visitors and potential businesses.

Designs which celebrate Nevada's heritage and highlight community values provide an instrument to pique visitors' curiosity to exit the highways and explore. This leads to longer visits, return trips, the attraction of new businesses and more money spent in our cities and towns.

Landscape and aesthetic features of our roadway projects add to the state's economic development efforts by

employing professionals from landscape architects to biologists and artists. Projects also create opportunities in many currently struggling fields such as construction by employing operators, welders, metal and concrete workers, masons, painters and landscapers. Workers from as many as 20 different disciplines can be employed on one project.

Landscape design results in improvements to air and water quality, reduces noise and pollution, reduces the impacts of flooding, increases groundwater recharge and the available water supply, reduces atmospheric CO2 and lowers rising temperatures from the urban heat island effect.

Studies have shown, in climates like Reno's, energy savings represents 75

percent of the environmental benefits associated with landscape and aesthetics, with stormwater runoff reduction accounting for another 22 percent. Air quality improvement and carbon dioxide reduction account for 1.4 percent each.

Additionally, landscape and aesthetic improvements reduce graffiti, improve wildlife habitat and provide public education opportunities. Studies have also shown that improvements reduce driver stress and road rage, fatigue, boredom, and increase safety.

Reflecting the communities' rich cultural heritage establishes a sense of belonging among residents and increases neighborhood pride resulting in less graffiti. This helps neighborhoods to feel safe, improves property values, and

lessens maintenance costs for graffiti removal.

Using native vegetation allows for long-term, low-maintenance solutions that help return our roadways to a more natural state with less visible scarring. Plantings of non-native adaptive species that thrive in our climate create a sense of place while reducing water use. Additionally, native plant and cactus salvage and replanting protects rare species, improves roadsides and protects tortoise habitat.

## PARTNERSHIPS

The Department strives to improve the quality of life in Nevada by creating a sense of place. This sense is the result of the collaborative effort between NDOT, local public agencies and the community.



Nevada Landscape and Aesthetic Corridor Plans – Interstate 11 (Boulder City Bypass)





Nevada Landscape and Aesthetic Corridor Plans – Interstate 11 (Boulder City Bypass)





## Texas Highway Aesthetics - River Road (TX)



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## Texas Wildflowers

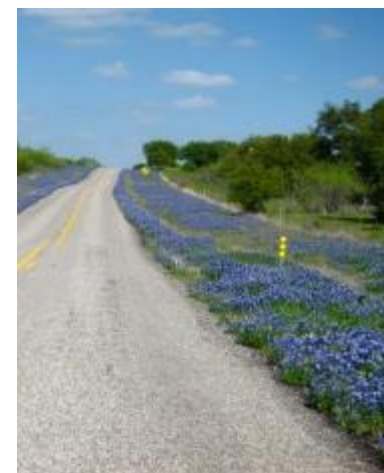


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## Texas Wildflowers



Real Places. Real Stories.™





## Texas Natural Resources



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## Arlington Design Details (TX)



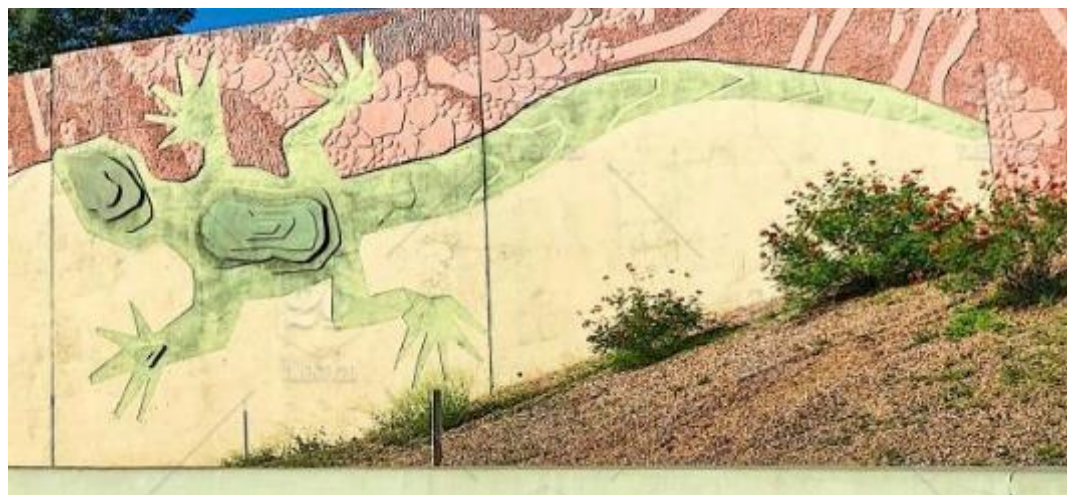
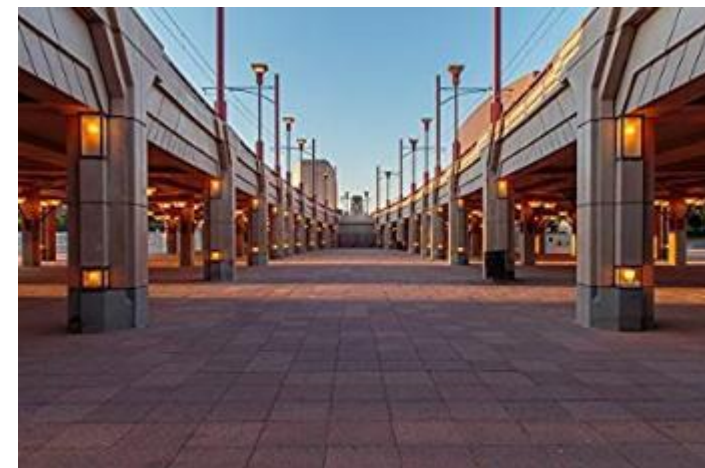


## Transportation Aesthetics & Public Art (AZ)





## Transportation Aesthetics & Public Art (AZ)





## Arizona Scenic Highways - Scottsdale



## California Scenic Highways - Pacific Coast Scenic Byway



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## California Scenic Highways - Pacific Coast Scenic Byway



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- The California Environmental Quality Act (CEQA) “informs governmental decision makers and the public about the potential, significant environmental effects of proposed activities.” Potential changes to the visual environment are identified as an environmental quality issue.
- A local governing body with jurisdiction over adjacent lands oversees the scenic highway
- Aesthetics is integral throughout development of a highway project.
- Corridor Protection Program contains five legislatively required elements generally accepted as land use planning standards.
- If a Visual Impact Assessment (VIA) is required and if the project is within the limits of a State Scenic Highway, a Scenic Resource Evaluation (SRE) must be prepared.
- Section 320 of the California Public Utilities Code requires the undergrounding of all electric and communication distribution facilities within 1,000 feet of any scenic highway.
- Highway construction and emergency repairs proposed on designated State Scenic Highways are evaluated for visual impact to scenic views as part of the environmental process.



## **Corridor Protection Program (CPP)**

1. Regulation of land use and density of development
2. Detailed land and site planning
3. Control of outdoor advertising
4. Careful attention to and control of earthmoving and landscaping
5. The design and appearance of structures and equipment.

California Scenic Highways – Liberty Canyon Wildlife Crossing





## California Scenic Highways – Coronado Roundabout





California Scenic Highways – Lost Hills Interchange



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## California Scenic Highways – LA Marathon mural on I-5 near Stadium Way





## Kentucky Scenic Highways

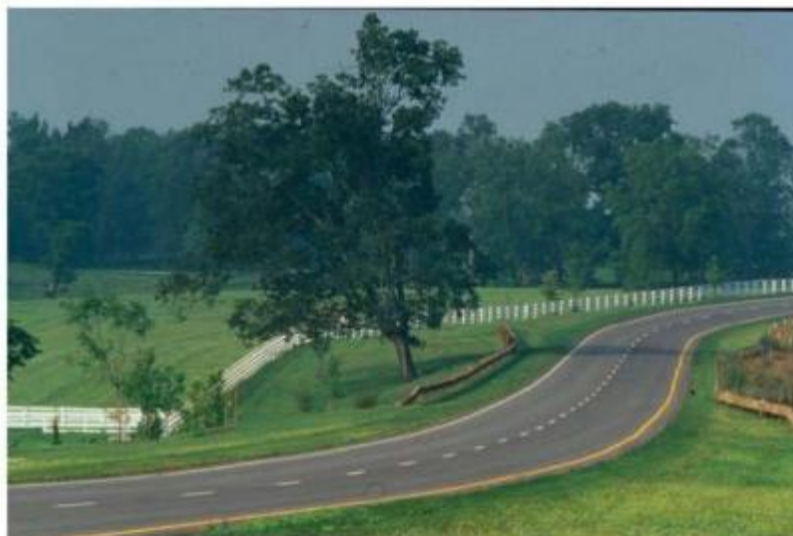


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## Kentucky Scenic Highways – Paris Pike





## Kentucky Scenic Highways – Paris Pike





## Kentucky Scenic Highways – Old Frankfort Park



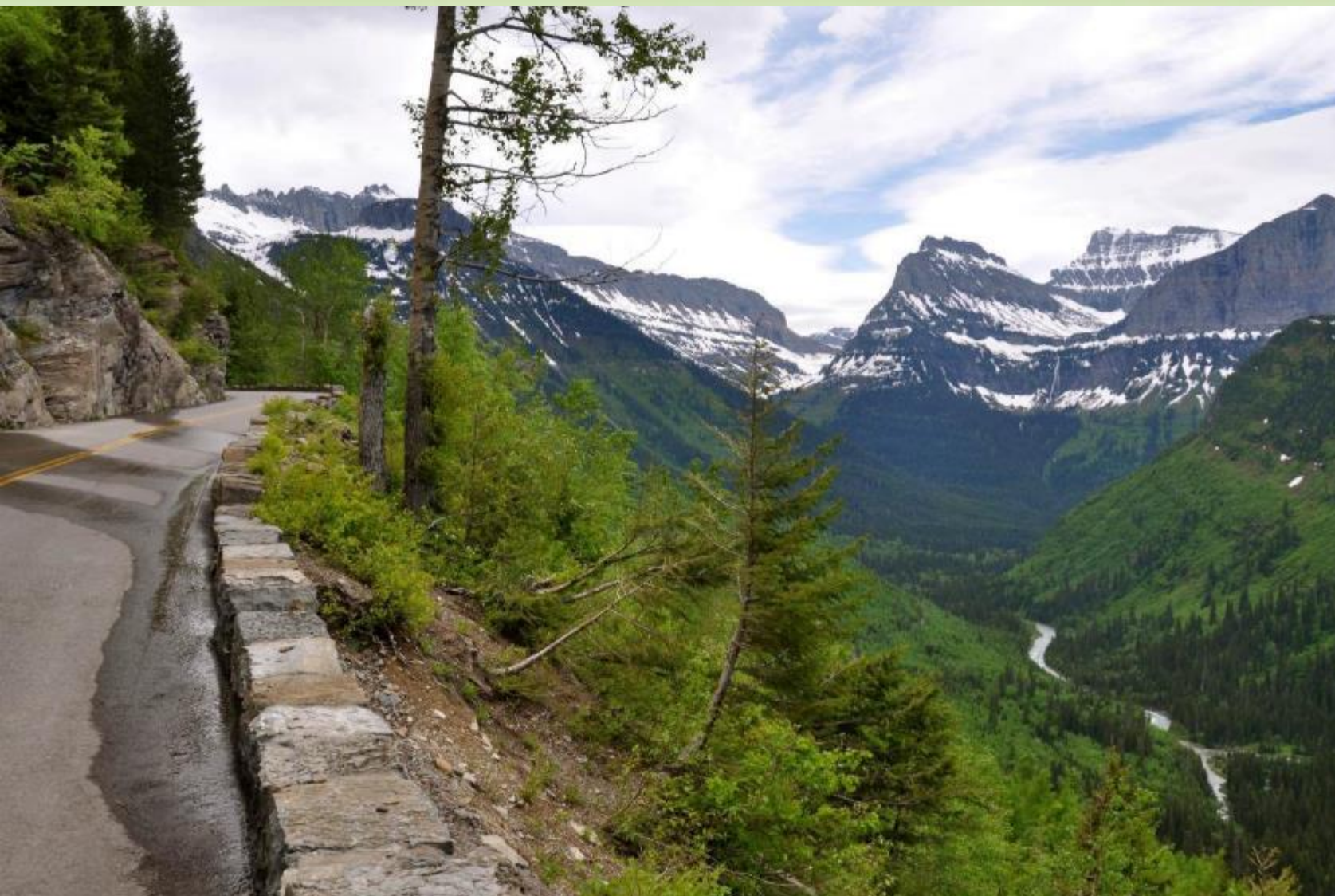


## Kentucky Bourbon Trail





## Montana Scenic Byways – Going to the Sun Scenic Road



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## Montana Scenic Byways – Pioneer Scenic Byway

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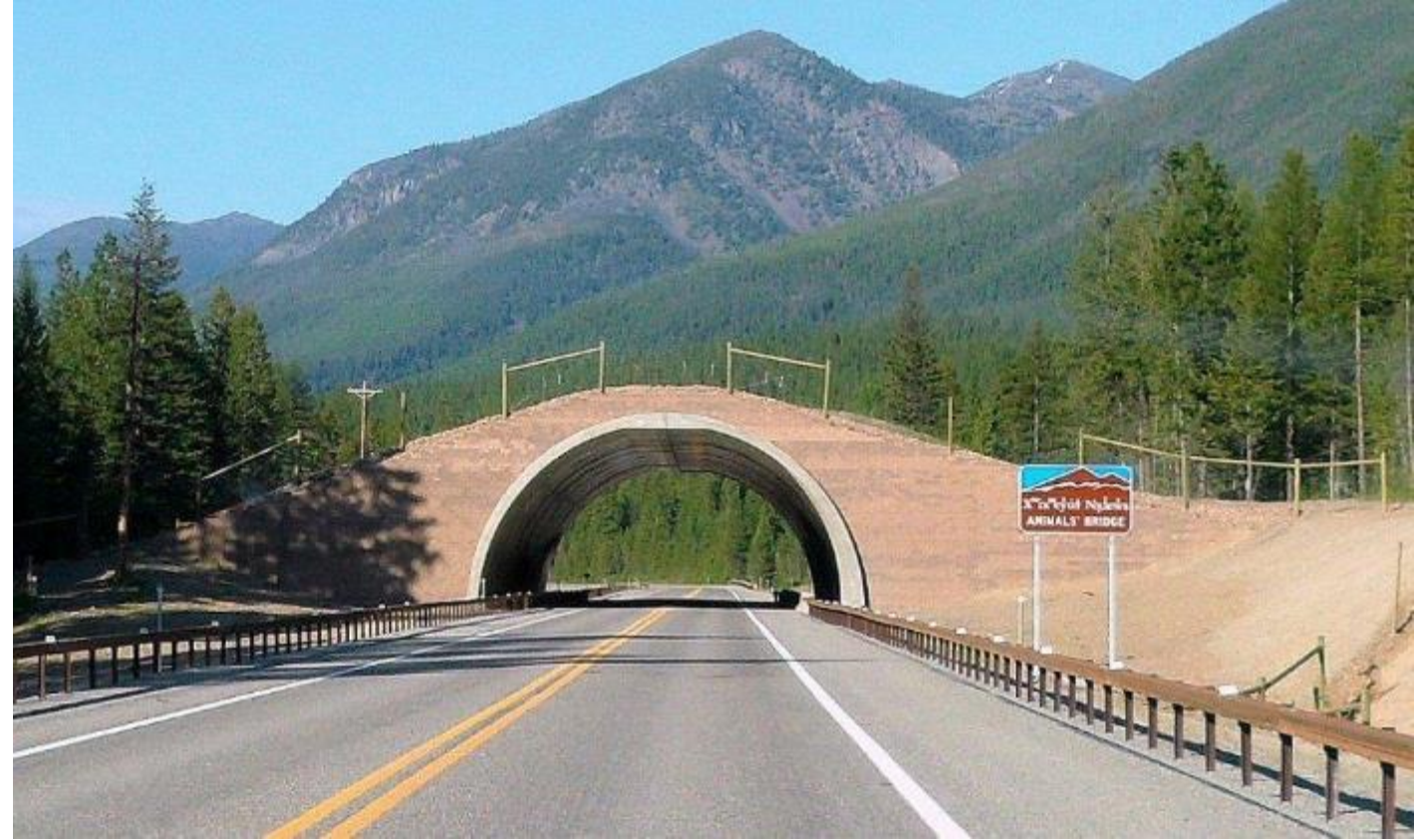


## US 93 on the Flathead Indian Reservation



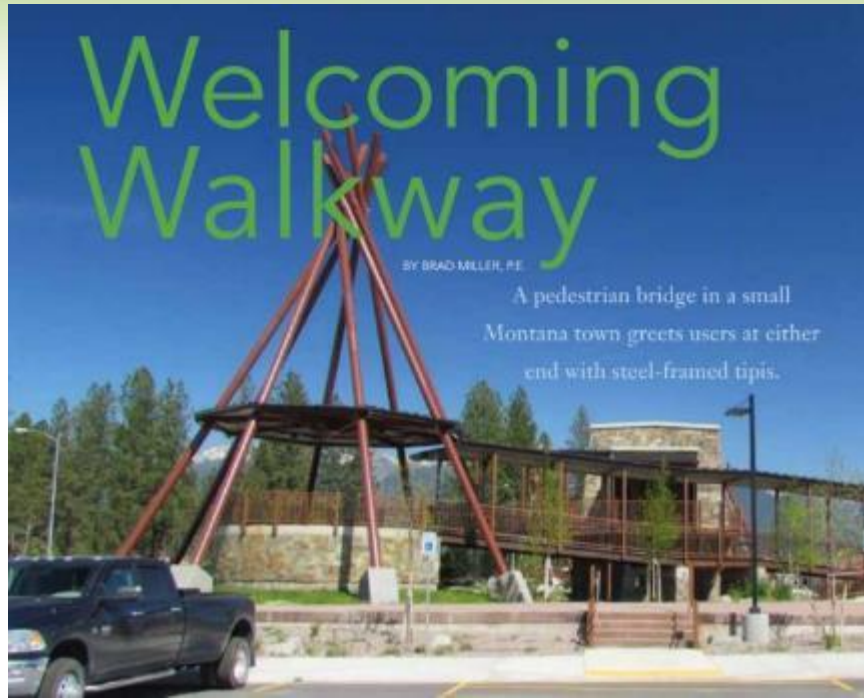


## US 93 on the Flathead Indian Reservation



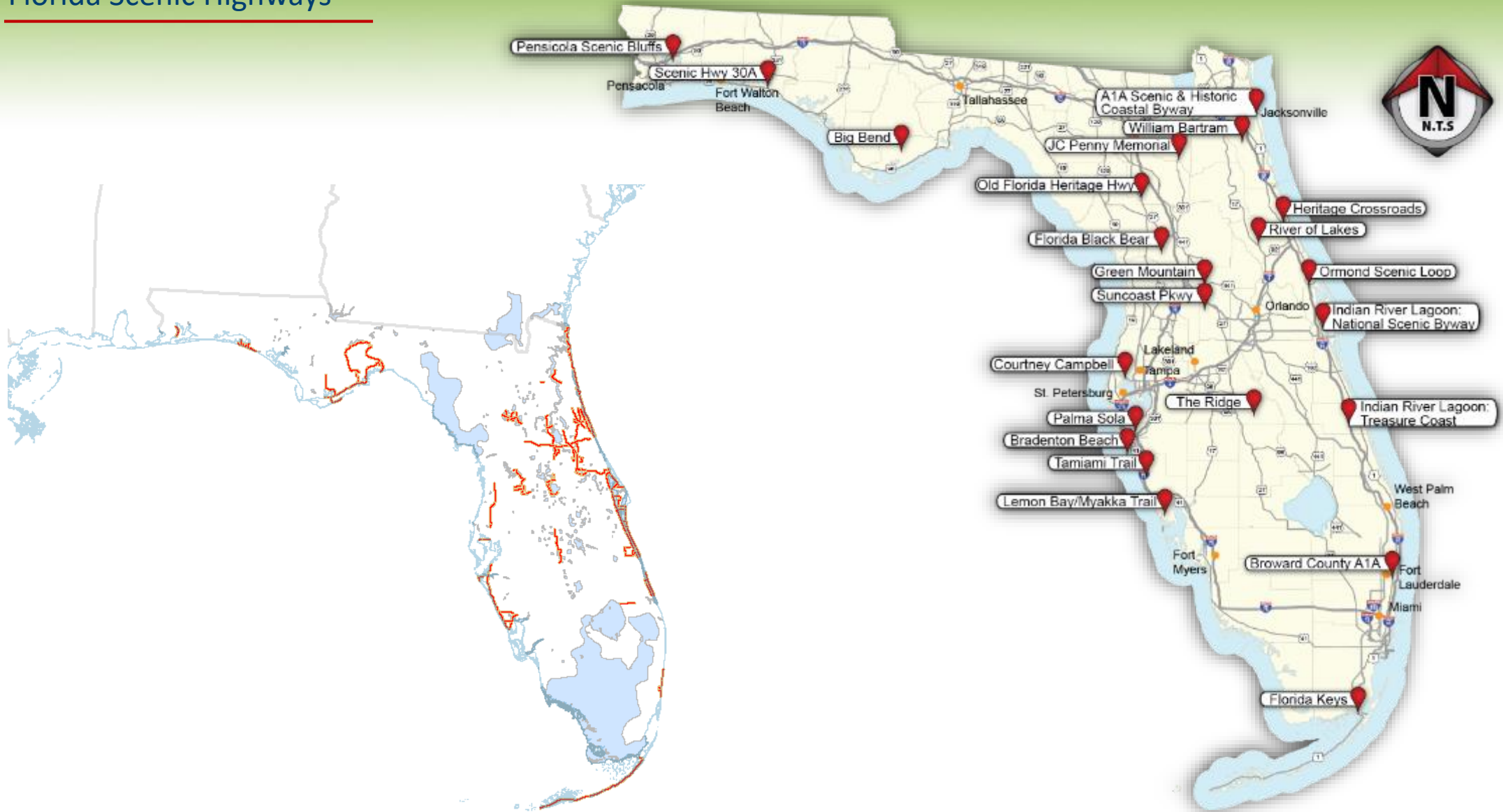


## US 93 on the Flathead Indian Reservation – Peoples Way Pedestrian Bridge





## Florida Scenic Highways





## Overseas Highway – U.S. Route 1 (to Key West)





## Big Bend National Scenic Byway



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## Florida Black Bear Scenic Byway



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## Old Florida Heritage Highway



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## Courtney Campbell Scenic Highway



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## Natural Resources



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## Cultural Resources



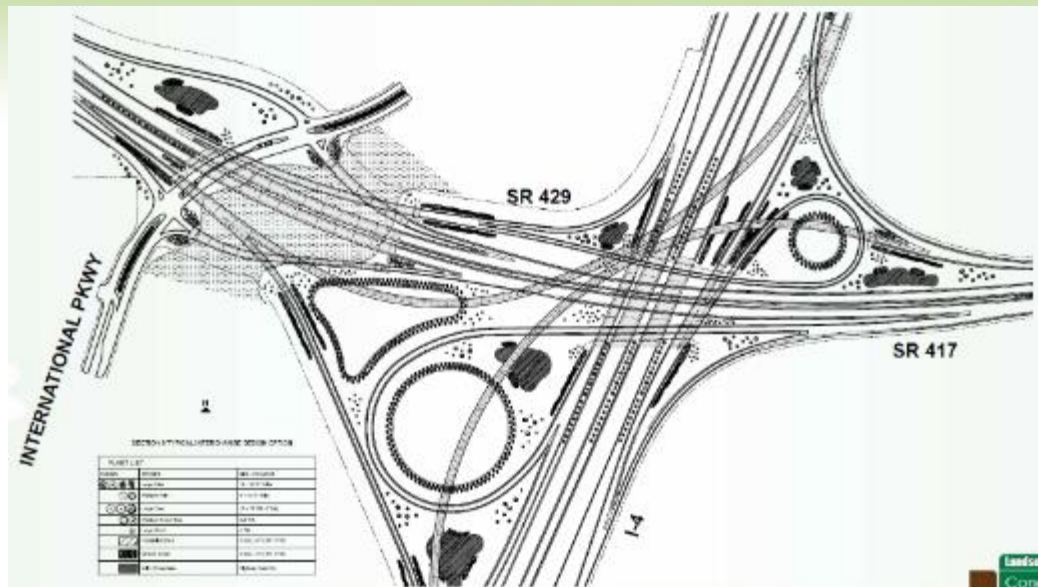


## Urban Scenic Highways





## Wekiva Parkway





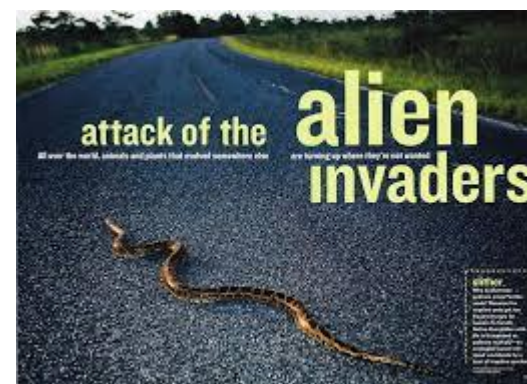
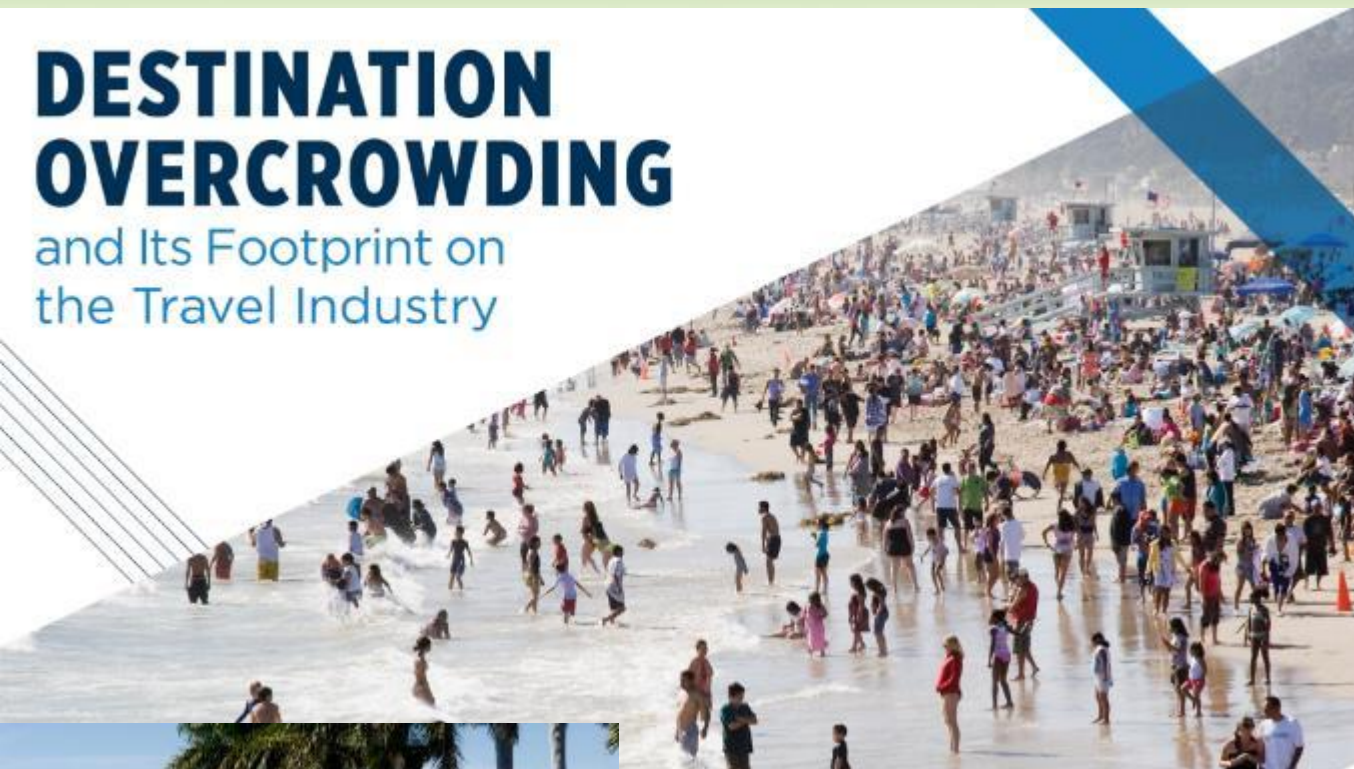
## I-375 Bridge Design





# DESTINATION OVERCROWDING

and Its Footprint on  
the Travel Industry





# Scenic & Aesthetic Guidelines

*The Importance of Visual Quality to Florida Residents,  
Visitors, and Businesses*

Presenter: James L. Sipes  
Florida Scenic Highways Program