AESTHETIC CORRIDOR MASTER PLAN

STATE ROUTE 65

On State Route 65 from Junction I-80 in Placer County to Junction State Route 70 in Yuba County
acknowledgements

The Caltrans District 3 SR 65 Aesthetic Master Plan was produced by the Landscape Architecture Branch, Office of Engineering Services, Division of Engineering, Caltrans District 3. For questions or comments regarding this document, please contact T. Chris Johnson at tchris_johnson@dot.ca.gov
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Message from the District Director

“Whenever I travel and see the natural beauty surrounding our rural highways, or architectural treatments and landscaping on our urban freeways, it reminds me of how important it is to include landscape and aesthetic features into the planning and design of our highway projects. The Aesthetic Corridor Master Plan is a new type of plan that we are doing at Caltrans. It will help us recognize that landscape and aesthetics are an important part of our project development process. The plan will provide guidance to our design teams and be useful for engaging the public and communities along the corridor for their input on context sensitive solutions and aesthetic treatments. Working together, I hope to ensure that our highways are safe, functional and beautiful; creating a sense of place and positive travel experience for all.”

Jody Jones
Executive Summary

The California Department of Transportation (Caltrans) is committed to developing highway projects that consider aesthetics and integrates and balances a community’s aesthetic, historic, and environmental values through a collaborative, interdisciplinary approach. The Aesthetic Corridor Master Plan (ACMP) was developed to provide aesthetic guidance to our design teams and for engaging communities along the corridor. Chapter 1 provides additional details about the need and purpose of the ACMP and how it relates to the SR 65 Corridor System Management Plan (CSMP) and the project development process.

SR 65 is a south to north highway approximately 30 miles long. The highway corridor is characterized by both the man-made resources associated with the built environment of the Roseville/Rocklin and Lincoln areas, as well as, the significant natural/environmental and visual resources of the Sacramento Valley and foothills of the Sierra Mountains.

Chapter 2 describes the landscape and aesthetic elements that apply when evaluating design options during project initiation or project development. The three main elements are Highway Types, Landscape Treatment Types and Design Objectives. These high level elements provide a broad direction and concept of potential project landscape design objectives, treatments and applications.

Chapter 3 is the core of the ACMP dividing the corridor into segments of similar character and describes the resources and application of the aesthetic master plan elements by post-mile in a chart and by profile along the entire route. This chapter provides all the essential information necessary for the context of each highway segment to be understood and how aesthetic design principles can be applied. Lastly, this chapter concludes with a final summary of the corridor as mostly rural but quickly becoming urbanized. Maintaining the feel of a rural and natural environment in and around the urban areas through enhanced native revegetation and highway plantings is the unifying and cohesive aesthetic theme to be applied through the entire corridor.

The ACMP is a high level guiding resource that would benefit from being supplemented and improved upon with community outreach and input. Since resources are limited, outreach efforts will likely have to be accomplished as part of location specific project planning, initiation and development process. Coordination with Planning, Environmental and Project Management should be leveraged to maximize every opportunity.
TABLE OF CONTENTS

Chapter 1 - INTRODUCTION TO THE SR 65 AESTHETIC CORRIDOR MASTERPLAN

Chapter 2 - DESIGN ELEMENTS OF THE SR 65 AESTHETIC CORRIDOR MASTER PLAN

Chapter 3 - OVERVIEW AND SEGMENTS OF THE SR 65 AESTHETIC CORRIDOR MASTER PLAN

Chapter 4 - THE AESTHETIC CORRIDOR MASTER PLAN AS A LIVING DOCUMENT
LIST OF FIGURES

Table of Contents

Chapter 2- Design Elements of the SR 65 Aesthetic Masterplan
  Design Elements Summary
  Design Elements Summary Diagram

Chapter 3- Overview and Segments of the SR 65 Aesthetic Corridor Masterplan
  Highway Location Map
  Corridor Resources Overview Map
  Corridor Resources Summary
  Corridor Resource Summary- Cities and Communities
  Segment Overview Map
  Corridor Segment Summary
  Corridor Profile
  Segment 1 Design Elements Summary- Roseville/Rocklin to Lincoln
  Segment 2 Design Elements Summary- Lincoln Bypass
  Segment 3 Design Elements Summary- Wheatland to SR 70
Chapter 1 - INTRODUCTION TO THE SR 65 AESTHETIC CORRIDOR MASTER PLAN

- Background
- Need and Purpose
- Appendix to the Transportation Concept Reports
Chapter 1 - INTRODUCTION TO THE SR 65 AESTHETIC CORRIDOR MASTER PLAN

Background

The California Department of Transportation (Caltrans) is committed to developing highway projects that consider aesthetics and integrates and balances a community’s aesthetic, historic, and environmental values through a collaborative, interdisciplinary approach. The Aesthetic Corridor Master Plan (ACMP) is a planning tool to help accomplish this commitment by providing aesthetic guidance to our design teams and for engaging communities along the corridor. The resources and features of the corridor that define the landscape, aesthetics and context of the highway are categorized in the ACMP as man-made, natural/environmental and visual resources. This background information will provide a good understanding of the corridor for consideration when applying aesthetic landscape design elements. The ACMP organizes the corridor into geographical segments to summarize this background information, explains in detail the application of landscape design elements and concepts, and then applies them to each segment as a guide for the design team and collaboration with local agencies and the public.

Need and Purpose

Currently, highway projects planned along a highway corridor address small segments of the highway and are incrementally funded and designed with no consideration for aesthetics of the corridor. Different designers for each segment propose various treatments resulting in a lack of a unified visual corridor and a design that may not be integrated well into the surrounding natural or man-made context. The ACMP addresses the need to provide a more unified and visually cohesive approach to highway project planning and design.

The purpose of the ACMP is to document the surrounding natural and man-made context of the highway corridor and provide guidance to the planner and designer that reflect the community’s scenic, aesthetic, environmental, historic and cultural values. The ACMP is intended to include the following benefits:

- Design concepts are already made and don’t need to be revisited project after project, streamlining the design process and saving design resources.
- Stakeholders and partners have a common reference for public participation and design input, saving on review time.
- The community’s values are addressed leading to acceptance of projects and stakeholder trust in the Department.
- The existing scenic quality will be recognized and preserved.
- The facility will be well integrated into the surroundings and be an asset to communities.
- The long term result will be an aesthetically pleasing, unified, cohesive corridor rather than of miscellaneous and dissimilar parts.

Appendix to Transportation Concept Reports

There is currently some form of a Transportation Concept Report (TCR) for every highway route in the state. These plans are effective
planning documents identifying the basic approach to development of the highway facility but do not address how the route is perceived visually. The SR 65 TCR planning document is called a Corridor System Management Plan (CSMP). A CSMP is a foundation document supporting the partnership based, integrated management of all travel modes (transit, cars, trucks, bicycles) and infrastructure (rail, tracks, roads, highways, information systems, bike routes) in a corridor so that mobility along the corridor is provided in the most efficient and effective manner possible and barriers to crossing the corridor are reduced. It is intended for the SR 65 ACMP to be an appendix of the SR 65 CSMP as a means to provide this missing aesthetic component to the planning process.
Chapter 2 - DESIGN ELEMENTS OF THE SR 65 AESTHETIC CORRIDOR MASTER PLAN

Introduction
Element 1 - Highway Types
Element 2 - Landscape Treatment Types
Element 3 - Landscape Design Objectives
Concepts and Opportunities Related to Design Objectives
Caltrans Landscape Architecture Programs for Design
Concepts and Opportunities
Chapter 2 - DESIGN ELEMENTS OF THE SR 65 AESTHETIC CORRIDOR MASTER PLAN

INTRODUCTION
This chapter determines the direction of the Corridor Master Plan’s three main elements.

ELEMENTS
- The highway types
- The landscape treatment types
- The design objectives

These elements when applied to each segment of the corridor will provide design direction for the highway landscape and aesthetics throughout the corridor by relating the highway type with its surrounding land uses.

ELEMENT 1 - HIGHWAY TYPES
Highway types are generally categorized according to the location of the road, speed and volume of travel and the type of access. Four major categories of highway types are identified within the SR 65 corridor.

- Rural highway
- Urban freeway
- City streets
- Rural Freeway or Expressway

Additionally, a transition section typically occurs between highway types. This transition section is not a general category of highway type and is not identified in the plan. However, it should be noted the change in roadway character can occur over moderately long lengths or very short lengths of roadway depending on location.

SR 65 is predominantly a rural highway, however, there are city streets and urban freeway segments within the corridor. Each highway type has similar characteristics that are useful for establishing consistent landscape design objectives and treatment types.

Rural Highway
The rural highway type is a high speed, lower volume road without control of access which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. It is located within a mostly natural environment of very low-density residential, agricultural, or open space adjacent land uses.

This highway type has the greatest potential to achieve Scenic Highway status. The design objectives for rural highway type are enhance scenic and preserve landscape character.

Rural SR 65 heading northward past Camp Beale
Chapter 2 - Design Elements of the SR 65 Aesthetic Corridor Master Plan

**Urban Freeway**

The urban freeway type is a high speed, high volume road, with full control of access and with grade separations at intersections. The urban freeway type is located within a mostly built environment dominating the visual and driving experience. It includes elevated highways and some bypasses.

There are two small portions of SR 65 that are urban freeway which quickly transitions to a rural freeway or expressway. The urban freeway highway type has community interface design objectives.

**City Streets**

The city street highway type is a high volume, slower speed road passing through a community and sometimes acting as the “Main Street” for a community. There is a potential for many different types of adjacent land uses. This highway type has the greatest potential for community interface design objectives.

**Rural Freeway or Expressway**

The rural freeway or expressway is a high-speed, high-volume, controlled access (freeway) and uncontrolled access (expressway) adjacent to very-low density residential, agricultural, or open space adjacent land uses.
ELEMENT 2 - LANDSCAPE TREATMENT TYPES

Landscape and Aesthetics treatment types provide the framework to define the purpose and intent of aesthetic highway corridor improvements. These treatment types include varying intensities of softscape and hardscape, roadway signage, rest area facilities, native wildflower program, outdoor advertising concepts, scenic byways, anti-litter campaign, and a Main Street Approach.

A landscape treatment type includes a softscape type and a hardscape type. Every section of state highway rights-of-way has an associated landscape treatment type to define its design character and maintenance requirements. Softscape treatments vary from a simple ground treatment to more elaborate ornamental plant material. Similarly, hardscape treatments range from standard category to a focused landmark quality. Used in combination, these treatment levels establish the design character within the corridor.

The matrix of possible combinations of softscape types and hardscape treatments in relation to highway types is shown in the Design Elements Summary at the end of this section.

SOFTSCAPE TREATMENT TYPES AND CORRIDOR APPLICATION

Softscape treatment type refers to the portions of a landscape comprised of plant materials. Softscaping can include, flowers, plants, shrubs, trees, flower beds and groundcover treatments. The purpose of softscape is to lend character to the landscaping, create an atmosphere, ambience, and reflect the values, identity and character of the community and the inhabitants. There are three categories of softscape treatment types defined for the SR 65 CMP.

- Native Revegetation
- Enhanced Native Revegetation
- Highway Planting

Sections of the corridor may use the following photographic examples of softscape treatment types. Some treatment types may require differing levels of irrigation and the overall emphasis is placed on water conserving plant types.
Native Revegetation

Native revegetation softscape treatment provides erosion and dust control along the roadside. This treatment includes uniform applications of rock mulch or variable sizes of stone, combined with textures that match the existing environment. In rural areas, plant palettes are derived from native plantings found adjacent to the highway type. Irrigation is not included in this treatment. This treatment type is applicable to the rural highway types.

Plants are organized in greater densities, and trees are used to increase vertical diversity. Special ground treatments for drainage and erosion control are included. Drip irrigation is required to assure plant survival. Enhance native vegetation is applicable to all the highway types.

Enhanced Native Revegetation

This treatment introduces a greater diversity of plant materials from the regional plant palette.

Highway Planting

This treatment is most associated with segments of roadway classified as Landscaped Freeway and by definition requires a higher level of planting with an assortment of native and ornamental plant material. Plants are organized to create a layering affect along the roadside.
This treatment type is applicable to the city street and urban freeway highway type.

HARDSCAPE TREATMENT TYPES AND CORRIDOR APPLICATION

The following hardscape treatment types define the common language of highway facility design. They are defined in three main categories.

- Standard
- Enhanced
- Focused

These treatment types include proposed aesthetic treatment of bridges, retaining walls, sound walls, pedestrian overcrossings, fencing, railings, barrier railings, and lighting.

**Standard**

Standard treatment is simple and functional. Color and scaled adjustments improve aesthetic quality. Standard structure design is economical and satisfies vehicular movement. However, it does little to establish design character or creating a sense of place. Caltrans standards for surface treatment and lighting include stained and painted finishes, concrete formliners, and high mast area lighting.
Enhanced
A unified system of materials and textures defines the corridor design. A sense of place is created by adding accents and special finishes to built structures. Design elements can include transportation art and the application of high quality finishes, color and texture to highway structures.

Focused
“Specific design Focal structures and landscape treatments facilitate the expression of a specific design character. Structures consist of self-weathering materials, integrated color or textural finishes, and may include detailed formliners on structural surfaces. Patterns consist of a motif based multi-surface design. Barrier rails utilize custom construction and include designs that are artistically incorporated into the structure, ultimately elevating an engineered form to a work of art. Upgraded lighting elements combine form and function to include lower height standards and decorative elements. Landmark treatments give attention to unique elements. Extensive design treatments are used on bridge structures, retaining walls, acoustic walls, barrier rails, and pedestrian crossings. Unique form liner treatments on structural surfaces denote the special importance of the place. Subject and composition, combined with placement, denote the importance of transportation art. Elaborate lighting provides special nighttime effects.”

(Nevada DOT US 395, West US 50, SR 28, SR 657 and SR431 Landscape and Aesthetic Corridor Plan)

ELEMENT 3 - LANDSCAPE DESIGN OBJECTIVES
There are three main design objectives identified for this highway corridor.
- Preserve landscape character
- Enhance scenic
- Community interface

The matrix of possible combinations of landscape design objectives and treatments in relation to highway types is shown in the
Design Elements Summary at the end of this section.

**PRESERVE LANDSCAPE CHARACTER**

Landscape character is best preserved in rural highway design. In rural areas, roadside land use consists of agricultural, commercial, industrial or low-density residential. The potential for significant future growth appears to be low. Land ownership is dominated by land owners of agricultural land or by Federal and State entities such as the National Forest, Bureau of Land Management or State Parks. Built elements and human interventions are sparsely distributed throughout the landscape. Native vegetation, geologic features and landforms, dominate the views. Preserving landscape character’s primary objective is to enhance and maintain and the existing aesthetic integrity of the roadside landscape using roadside management techniques. This objective can be achieved by the following design goals.

- Low cost treatments are appropriate
- Align highway to blend facilities into the surrounding environment
- Limit vegetative clearing to the extent possible
- Utilize existing native vegetation to preserve the aesthetic integrity of the roadside
- Preserve scenic views and view sheds
- Restrict outdoor advertising- (this is regulated in CA)
- Provide pedestrian and bike access to recreation destinations
- Incorporate a separated shared use trail within the R/W
- Grade, stain, and revegetate rock cuts to blend with the surrounding environment
- Revegetate disturbed areas with native plant materials
- Identify locations for new wildlife crossings
- Screen maintenance facilities from the roadway, or blend into the surrounding environment
- Provide pullouts along the highway for pull-over traffic and recreation access
- Work with local agencies to reduce visual clutter
- Reduce the number of superfluous signs
- Improve riparian areas and river crossings with vegetation which mimics natural features and enhances habitat

**ENHANCE SCENIC**

A scenic highway is defined as a state or county highway, in total or in part, that is recognized for its scenic value, protected by a locally adopted corridor protection program, and has been officially designated by the Department. Rural highways have scenic, cultural, historic, recreational, and/or natural qualities that dominate the landscape. In fact, the stated intent of the California Scenic Highway Program is to protect and enhance the natural scenic beauty of California’s highways and adjacent corridors, through special conservation treatment. Enhance Scenic’s primary design objective is to increase awareness and enhance the scenic quality and experience of the motorist while traveling the route. This objective can be achieved by the following recommendations.

- Mid cost treatments are appropriate
- Apply for scenic designation
- Align highway to blend facilities into the surrounding environment
• Limit vegetative clearing to the extent possible
• Preserve scenic views and view sheds
• Restrict outdoor advertising—(this is regulated in CA)
• Provide pedestrian and bike access to recreation destinations
• Incorporate a separated shared use trail within the R/W
• Protect scenic areas by prohibiting structures that obscure views
• Provide rest areas that serve a diversity of uses
• Reduce the number of superfluous signs
• Minimize visual distraction of reflectors
• Create structures that incorporate textures and earth tone colors to blend with the landscape
• Preserve downhill trees to screen the roadway from off-road viewpoints
• Grade, stain, and revegetate rock cuts to blend with the surrounding environment
• Revegetate disturbed areas with native plant materials
• Paint backside of signs to reduce glare
• Provide barrier systems which define the corridor, but do not dominate the surrounding environment
• Identify locations for new wildlife crossings
• Screen maintenance facilities from the roadway, or blend into the surrounding environment

• Work with local agencies to reduce visual clutter
• Reduce the number of superfluous signs
• Work with local agencies to encourage adjacent development which won’t conflict with Scenic Highway guidelines.
• Improve riparian areas and river crossings with vegetation which mimics natural features and enhances habitat
• Provide signage and interpretive information to encourage connection with the environment
• Revegetate highway medians to better blend with the natural environment
• Utilize structures and hardscape elements that are visually unobtrusive
• Retrofit existing structure to visually blend with the surrounding environment

COMMUNITY INTERFACE

“When the city street highway type is a community’s Main Street it provides access to businesses, residential roads and other nearby properties. Main streets serve pedestrians, bicyclists, businesses and public transit, with motorized traffic typically traveling at speeds of 20 to 40 miles per hour. Main streets give communities their identity and character, they promote multi-modal transportation, support economic growth, and may have scenic or historic value.” (Main Streets, Flexibility in Design and Operations, January 2005).

The community interface’s primary design objective is to respond to the community’s
needs in its downtown center and still provide the function of the city street highway type. Incorporation of roadway design features to minimize pedestrian and vehicle conflict is a must. This objective can be achieved by the following recommendations.

- High cost treatments are appropriate
- Refer to local planning documents
- Restrict outdoor advertising (this is regulated in CA)
- Incorporate a separated shared use trail within the R/W
- Provide barrier systems which define the corridor, but do not dominate the surrounding environment
- Reinvent the roadway. Rerouted traffic may provide opportunities to better respond to community desires.
- Establish a community Gateway Monument
- Coordinate signage with landforms and vegetation
- Establish/ maintain bicycle and pedestrian connectivity
- Integrate transit and provide transit stops
- Utilize traffic calming measures and provide street plantings to enhance the community character.
- Reducing vehicle, pedestrian, bicycle conflicts
- Include raised medians to create pedestrian refuge islands
- Landscape treatments in raised medians to reinforce reduced speed limits and to increase visual interest
- Incorporation of roundabouts in lieu of signalized intersections
- Reducing appearance of wide roadways
- Reducing crosswalk distances through the inclusion of bulb-outs
- Including pedestrian activated signals for midblock crossings where distance between crosswalks exceeds 1/4 mile
- Providing parallel parking opportunities
- Including pedestrian scale amenities such as
- Street trees for shade and visual interest, lighting
- Lighting appropriate in height, style, and intensity
- Street furnishing and way finding aids

Various examples of Gateway Monuments for community interface
CONCEPTS AND OPPORTUNITIES RELATED TO DESIGN OBJECTIVES

The matrix of possible combinations of these six concepts and opportunities in relation to the design objectives is shown in the Design Elements Summary at the end of this section.

- Community
- Visual gateway
- Signage gateway
- Monument gateway
- Statewide gateway
- Community gateway
- Pedestrian, bike and multi-use trails linkage and circulation
- Highway archeology, cultural or historic awareness
- Highway and community compatibility improvement
- Partnerships and resource leveraging
- Pedestrian, bike and multi-use trails linkage and circulation
- Historical, cultural, archeological awareness
- Cultivate responsiveness to local community and citizen requests for volunteer involvement and community enhancement in selected roadside areas.
- Main Streets features
- Context Sensitive Crosswalks
- City Streets-Complete Streets
- Bike/Pedestrian Plans
- Historical Downtowns
- Stamped concrete, light poles, etc

Travel Services
- Viewpoints and points of interest
- Travel Information Kiosks
- Travel information program
- Transportation management systems (CMS, TOS, 511, HAR messages)
- Transportation art
- Rest Areas
- Roadside services

Vegetation
- Highway Planting (ground treatment)
- Revegetation- Native and enhanced native plant revegetation planting
- Slope revegetation for erosion control
- Revegetate road cuts for erosion control
- Protect the restore native plant communities.
- Promote biological diversity through the use of native plant communities.
- Mitigation Planting

Environmental
- Environmental resource preservation
- Wildlife movement enhancement, wildlife crossing improvements
- Water resources enhancement
- Reduce water pollution through stormwater runoff, erosion control, and slope stabilization measures
- Rare or unique natural resource enhancement
• Support preservation and mitigation of wetlands and sensitive areas.
• Coordinate wildlife consideration with operational functions.
• Coordinate roadside planning, design, construction, and maintenance actions with the natural environment along a corridor, and local context.

Visual
• Highway Scenic Designation
• Highway Scenic Improvement
• Buffer adjacent lands from adverse visual and noise impacts from the roadway.
• Screen roadway users from visual distractions.
• Promote aesthetic harmony and visual continuity within the roadway corridor.
• Preserve high quality views
• Facilitate documentation and ongoing maintenance of scenic views and mitigation of undesirable views.
• Address the role of special planning designations, such as Scenic and Recreational Highways, in roadside management.

Roadway Structures
• Sound walls and acoustic wall
• Bridge and structure aesthetic
• Info and directional signage
• Highway facility enhancement
• Reduce asphalt at locations
• Landform or contour grading enhancement
• Highway Maintenance practices

• Geometrics, alignment, land relationship enhancement
• Sustainable corridor practice opportunity
• Design roadside structures in coordination with the surrounding natural and cultural context.
• Facilitate departmental, interagency, and public communication by providing consistent roadside management policy.
• Provide for surface drainage

CALTRANS LANDSCAPE ARCHITECTURE PROGRAMS FOR DESIGN CONCEPTS AND OPPORTUNITIES

Highway Planting Restoration
Highway planting restoration provides for replacement, restoration, and rehabilitation of existing vegetation damaged by weather, acts of nature, or deterioration to integrate the facility with the adjacent community and surrounding environs. Highway planting restoration also provides erosion control to comply with National Pollutant Discharge Elimination System (NPDES) permit requirements. Highway planting restoration projects include strategies designed to protect the safety of travelers and maintenance workers by minimizing recurrent maintenance activities.

New Highway Planting
New highway planting provides planting to satisfy legal mandates, environmental mitigation requirements, memoranda of understanding or agreement between Caltrans and local agencies, and for aesthetics and erosion
control. New highway planting also includes roadside management strategies that improve traveler and worker safety by reducing the frequency and duration of maintenance workers' exposure to traffic.

New highway planting required due to the impacts of a roadway construction project must be programmed and funded as part of the parent roadway project. The cost of the work should be identified in the Project Initiation Document (PID) of the parent project. This planting must be programmed to be under construction within two years after highway construction contract acceptance. For specific information regarding project programming, refer to Chapter 9 “Project Initiation” of the Project Development Procedures Manual.

New highway planting funded from a district’s minor program will only be allowed when approved by the District Director and adequate resources are committed for maintenance of the new planting and irrigation.

**Roadside Enhancement**

Roadside enhancement serves to enhance, preserve, or restore scenic and native landscape areas within or near roadsides. Examples of roadside enhancement work include structural modifications required for environmentally sensitive species, such as wildlife crossings, fisheries enhancements, or desert tortoise fencing, fish and wildlife preservation and protection, placement of historic markers, elimination of qualified junkyards, removal of nonconforming outdoor advertising signs, construction of vista points and roadside ecological viewing areas, scenic enhancements, relinquishment of environmental mitigation sites, and work required to comply with the Surface Mining and Reclamation Act of 1975. (PDPM CHP 29)
## Design Elements Summary

<table>
<thead>
<tr>
<th>HIGHWAY TYPE/TRANSITION</th>
<th>LANDSCAPE DESIGN OBJECTIVES</th>
<th>SOFTSCAPE TREATMENT</th>
<th>HARDSCAPE TREATMENT</th>
<th>DESIGN CONCEPT/OPPORTUNITIES</th>
<th>APPLICABLE CT LANDSCAPE ARCHITECTURE PROGRAM</th>
</tr>
</thead>
<tbody>
<tr>
<td>RURAL</td>
<td>Preserve Character or Enhance Scenic</td>
<td>Native Revegetation or Enhanced Native Revegetation</td>
<td>Enhanced or Focused</td>
<td>Travel Services, Vegetation, Environmental, Visual, Roadside and Structures</td>
<td>Roadside Enhancement</td>
</tr>
<tr>
<td>CITY STREETS</td>
<td>Community Interface</td>
<td>Enhanced Native Revegetation or Highway Planting</td>
<td>Enhanced or Focused</td>
<td>Community, Travel Services, Roadside and Structures</td>
<td>Highway Planting, Beautification and Modernization</td>
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<td>Community Interface</td>
<td>Enhanced Native Revegetation or Highway Planting</td>
<td>Standard or Enhanced</td>
<td>Community, Travel Services, Vegetation, Roadside and Structures</td>
<td>Highway Planting, Beautification and Modernization</td>
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</tr>
</tbody>
</table>

**Chapter 2 - DESIGN ELEMENTS OF THE SR 65 AESTHETIC CORRIDOR MASTER PLAN**
Design Elements Summary Diagram

CITY STREETS

1 2 3 6

Community Interface

Preserve Character or Enhance Scenic

Community Interface

Highway Planting or Enhanced Native Planting

Native Revegetation or Enhanced Native Revegetation

Highway Planting or Enhanced Native Planting

Enhanced or Focused

Standard, Enhanced or Focused

Enhanced or Focused

Concept/Opportunities

1 2 3 6

1 Community
2 Travel Services
3 Vegetation
4 Environmental
5 Visual
6 Roadside Structures
Chapter 3 - OVERVIEW AND SEGMENTS OF THE SR 65 CORRIDOR

- Corridor Highway
- Corridor Resources
- Corridor Segments
- Corridor Profile and Segment Design Elements Summaries
- Unity and Cohesiveness of the Corridor Aesthetics
Chapter 3 - OVERVIEW AND SEGMENTS OF THE SR 65 CORRIDOR

CORRIDOR HIGHWAY

State Route 65 (SR 65), commonly known as Highway 65, is a south-north state highway composed of two segments connecting Bakersfield to Exeter and Roseville to Olivehurst. While a large section that is supposed to link the two segments is currently unconstructed, a bypass segment around the city of Lincoln is currently under construction and is planned to open in 2012.

The SR 65 ACMP begins at the interchange with I-80 in Roseville as a freeway heading northwest to Blue Oaks Boulevard where the freeway turns north towards Lincoln. The freeway continues on a new alignment north of Twelve Bridges Drive where the freeway continues in a four-lane configuration. The highway is then reduced to two lanes as it enters realigns into the current alignment south of the Bear River and into the City of Wheatland. It assumes its freeway designation a few miles north of Wheatland, ending at State Route 70 in Olivehurst.

State Route History

The original plan for the San Joaquin Valley, envisioned three major north/south highways, which could eventually be built as freeways. On the west side was the Westside Highway (Westside Freeway, I-5), in the center was the Golden State Highway (unofficially known as the Golden State Freeway, SR99/I-5), and on the east side was the Eastside Highway (SR 65).

Construction of SR 65 occurred separately on the two existing sections. The northern section originally was US 99E, running from Marysville to Roseville, and was converted to SR 65 during the state highway renumbering effort in 1964. A freeway section (named the Harold T. “Bizz” Johnson Expressway) bypassing downtown Roseville was completed later, with the original downtown Roseville section of SR 65 (former US 99E) released from the state highway system. In the 1950s, a right-of-way was reserved for a SR 65 freeway running from Roseville through Citrus Heights and Fair Oaks to Rancho Cordova, but plans for this freeway were abandoned in the 1970s and the right-of-way has been relinquished to private owners. The portion of Sunrise Boulevard south of US 50 was added to the SR 65 routing during the 1970s, but has since been relinquished back to Sacramento County.

In the south, the highway started at SR 99 and was constructed to Exeter. However, in 1975, the extension northward was discontinued. This has resulted in a 215-mile gap between the northern and southern halves of the highway.

State Route Current Status

SR 65 is a South to North, Valley and Foothill route that begins at I-80 in Roseville and ends at SR 70 south of the town of Linda. The total length of the highway is 31 miles long. The length of which is primarily a 4-lane highway serving regional, interregional, commuter, commercial, agricultural, and recreational traffic. SR 65 also serves as a major south - north connector from I-80 to SR 70, SR 20 and SR 99 and interconnects with I-5. The entire route is functionally classified as a rural arterial route,
however, depending on the location it is either a minor arterial or principal arterial. The route is also part of the Interregional Transportation Strategic Plan classified as a High Emphasis Focus Route because of its value supporting interregional trip movements.

As an urban/rural conventional four lane highway traversing a relatively short distance over consistent geographic terrain, a section of the route is on original alignments with no shoulders and limited passing opportunities. Consequently, needed future improvements to maintain the concept level of service (LOS) for the route are the addition of passing lanes and widening of shoulders. In the areas of higher traffic volumes of the cities and communities, spot operational and capacity improvements are expected improvements. The Concept LOS for SR 65 is LOS “D” in the rural areas and LOS “E” in the more urban areas of the cities and communities. The current LOS rating of the route ranges from LOS “A” to LOS “F”. Refer to the SR65 CSMP for additional information.

A bypass around the City of Lincoln is currently being constructed to alleviate traffic congestion in and around the city. The first phase of the bypass will be a four-lane freeway from the northern end of the freeway segment of SR 65 at Industrial Avenue to north of Riosa Road, reconnecting with the current SR 65 north of Sheridan. There will be a partial interchange at Industrial Avenue, a full interchange at Ferrari Ranch Road and at-grade intersections at Nelson Lane, Wise Road and Riosa Road. Construction began in late 2008 and is scheduled for completion in September 2012. A second phase at a later date will add two lanes between Nelson Lane and Riosa Road and upgrade the at-grade intersections to interchanges.

In 2000, a Project Study Report (PSR) analyzed six alternative alignments for the proposed Wheatland Bypass. After extensive public meetings, Caltrans identified Alternative E as the preferred. Alternative E would start at the northern end of the Lincoln Bypass, and proceed due north, crossing the Bear River on a new bridge to the east of the existing SR 65 alignment. It would bypass Wheatland to the east, and then turn west and pass along the southern edge of Beale Air Force Base before connecting to south end of the freeway segment at South Beale Road. If completed, the Wheatland Bypass would enable continuous freeway travel from I-80 to Marysville (via SR 70). Although Caltrans completed the PSR in 2000 that identified the preferred alignment, the Wheatland Bypass remains unfunded. State and local officials cannot present a timetable for completing the bypass until $300 million is secured to complete the required environmental studies and construction.

North of its present northern terminus at SR 70 in Olivehurst, the legislative designation of SR 65 continues west/northwest to SR 99 in (or south of) Yuba City. Caltrans has planned since 1986 to extend SR 65 as a freeway west or northwest from SR 70 to SR 99 via a third bridge across the Feather River south of Yuba City to alleviate traffic on the two existing bridges between Yuba City and Marysville. Funding issues and environmental concerns have stalled the extension of SR 65 to Yuba City and the third Feather River Bridge.
The interchange at Sunset Boulevard was opened to traffic in March 2010, eliminating the last traffic signal between I-80 and Sterling Parkway in Lincoln.

**State Route Future**

With the projected growth of the Central Valley, interest has reemerged in constructing all or part of the unconstructed portion of SR 65. A multi-county committee has been formed to discuss the transportation needs of the Eastern Central Valley, including the construction of SR 65 over twenty years. The committee will look at what route the road will take, what type of road would be built (highway, expressway, or freeway), and what the road would eventually become (also known as the ultimate transportation corridor or UTC).

In addition, another study is looking at extending SR 65 north to a future extension of SR 152. Currently, five cities exist on the eastern Central Valley with population between 15,000 and 20,000 as of the 2000 census. These communities currently do not have a north/south state highway. This project would create a state highway that would connect these cities together and to SR 99. This connection would be north of Madera, providing a bypass to Visalia, and Fresno. It would also provide an alternative route for travelers in Southern California/South Central Valley, to access mountain vacation spots in areas east of Fresno.

In the southern section, plans are underway to convert all of the 2-lane highway portions to a 4-lane expressway. In addition, the short segment to Exeter would be moved to allow for a continuous roadway. Originally, the widening project was going to be a joint effort between Kern and Tulare counties, but priority changes in Kern County will delay its portion to a future date.
CORRIDOR RESOURCES

Resources Overview Summary

Northern California is very diverse with many special natural and environmental features. The SR 65 corridor is located in the Central Valley with an outstanding variety of natural and built resources making up the landscape character of the route. Natural character refers to a landscape in which vegetation and landforms are predominant. Human elements and structures are rare or insignificant in the overall context. Natural character includes the forested and open roadside character classification. Built character indicates a landscape in which human elements and structures are notable or predominant in the overall context. Built character includes the rural highway, urban freeway, and city street character classifications. An overview of all the man-made, natural and environmental resources and the corresponding visual resources of the corridor provides the necessary perspective of the landscape character and scenic qualities for developing the aesthetic corridor master plan.

Man Made Resources

The man-made or built resources of the SR 65 corridor are described in six major categories:

- Cities and Communities
- Agriculture and Industry
- Water Resources and Power Infrastructure
- Transportation Infrastructure
- Recreation
- Historic Sites

SR 65 is a rural route of mostly natural character, however, the man made resources along the route have a significant and integral influence on the landscape in a variety of ways.

Cities and communities along the route are generally small towns and communities with varying historical significance, identity and urban character. The cities of Roseville, Rocklin, and Lincoln are the larger cities along the corridor and Wheatland is the smallest one. The first three cities comprise the majority of the first segment of the corridor. Each city and community along the corridor, no matter how big or small, strives to have an identity for purposes of attracting business and tourism. Noteworthy features of each community include historic downtowns, main streets, gateways and arches, iconic brick buildings (churches, theatres, halls), gas stations, strip malls, billboards, signs, signals and other features or developments such as Indian Casinos and other major businesses.
Aesthetic Corridor Master Plan

State Route 65

SR 65 passing through Wheatland

Agriculture and industrial pursuits have a dramatic impact and influence to the landscape character over vast areas. In the central valley, row crop agricultural fields, orchards and rice fields dominate the landscape. Large grain silos, barns, farm stands, irrigation pipes/pumps, water tanks and irrigation ditches are notable built features seen from the highway within the valley corridor.

The timber harvesting of the coastal and Sierra Nevada forests is transformed into construction grade lumber in Lincoln at Sierra Pacific Industries. Afterwards the lumber is shipped throughout the region and country. Additionally, the vast clay deposits in and around Lincoln and adjacent to railroad lines have created one of the largest ceramics companies in the West, Gladding McBean. It is one of the oldest companies in California, a pioneer in ceramics technology, and a company which has contributed immeasurably to the state's industrialization.

Rice Fields near Wheatland, CA

Agricultural fields in preparation for crops near the Sutter Buttes
No major rivers flow across the SR 65 corridor. The Bear River is the only river crossing the SR 65 and all other water courses are minor creeks and sloughs. Although minor in size, each of these bodies of water influence the landscape with not only with their visual beauty but also with the associated built features of their dams, and recreational opportunities. High power utility lines transect the rural valley landscape at several locations bringing power from the major reservoirs and wood telephone poles line the highway through much of the corridor. These features are a reminder of the man made influence and dependence of society on water resources.

The transportation infrastructure of SR 65 contributes to the landscape and roadside character. A combination of two-lane highway and four-lane freeway located in the valley, the route is flat with an open landscape. Through the cities and communities the infrastructure includes signs, signals and associated traffic control devices creating the urban setting. Another aspect of the transportation infrastructure are the bridges along the route that are needed due to bypassing Lincoln and crossing the minor and major water bodies throughout the corridor. Most notable of these structures is the new bridge constructed as part of the new bypass as the user enters Lincoln from the south. Railroads are another major contributor to the transportation infrastructure found within the SR 65 corridor. The Southern Pacific railroad is the major active railroad line operating on an adjacent alignment for most of the route.
The corridor is influenced greatly by the connection to recreational resources and opportunities. The abundant natural resources and diverse geography of Northern California encouraged recreation and these opportunities were built with privatized developments and those preserved by the state and federal government recognizing their value. In the valley, the Camp Far West reservoir and camping grounds are easily accessible from the route near Wheatland. Additionally, this corridor links with other state and national recreation areas, public and private camp grounds and resorts permitting hunting, fishing, hiking, bicycling and any other activity desired by the user accessed from the highway and contributing to recreation along the corridor.

The SR 65 corridor has only a few historic sites along the route with associated signs from the highway. Johnson’s Ranch and the Wheatland Hop Riot are the notable historic sites along the route.

**Natural and Environmental Resources**

The natural and environmental resources of the SR 65 corridor are described in the following five major categories:

- Water
- Landscape, Vegetation and Ecosystems
- Wildlife and Migration
- Geographic Features
- Weather and Climate

These categories demonstrate the variety, significance and power of the natural landscape.
The major hydrographic region influencing the corridor is the Sierra mountain snow pack and subsequent spring/summer snow melt. The Bear River crosses the SR 65 corridor south of Wheatland. This resource is associated with a reservoir and with causeways, bypasses and bridges. The Bear River along with many other creeks and sloughs make up the visible water features, these along with many well pumps contribute to the agricultural potential of the corridor. The orchards, row crop and rice fields all rely on the water stored from the mountain’s snow melt which provides water throughout the year. This river and associated creeks and sloughs are natural scenic resources, at the same time, these same resources have dramatic implication and impact on the landscape in the form of the resultant built environment.

Crossing the SR 65 corridor from south to north the motorist experiences similar landscape, vegetation and ecosystems at nearly the same elevation. Along the corridor the user experiences a consistent valley landscape. The vegetation and ecosystems provide a scenic quality that are always integral to the landscape. The lush river bottoms of the valley, for instance create a serene feeling for the user. The vast majority of the natural landscape and ecosystems of the Sacramento Valley was impacted by early settlers who cut down the trees and graded the land for farming. Today, nearly all the land of the valley is used for agricultural purposes and yet natural vegetation and sensitive ecosystems exist within state and federally protected areas and within the rivers and creek bottoms, and man-made drainage swales and ditches. Seemingly lacking diversity, the route has many transition zones between major and minor ecosystems all contributing to the varied landscape character of SR 65.

The most prolific aspect of wildlife and migration of the SR 65 corridor is the amount and variety of birds particularly in the valley area. The Sacramento Valley near SR 65 has several wildlife refuges (Colusa, Delevan, Sacramento and Sutter National Wildlife Refuges) and expansive areas of habitat that supports the annual bird migration of the Pacifica Flyway. The abundance of bird wildlife peaks in the winter with the migration from the cold north to the relatively warm valley environment. SR 65 provides access to the wildlife refuges, forests, rivers and state and federal parks at many points along the corridor. Squirrels, skunks, turkeys and rodents are other common wildlife seen crossing the highway. Fish are another type of wildlife relevant to the corridor albeit not directly associated with the roadway. However, the rivers and lakes accessed from SR 65 are a fisherman’s paradise and a major attraction and recreational destination of motorists along the corridor.
The weather and climate of much of California including the SR 65 corridor is known as a Mediterranean climate. A Mediterranean climate is a particular variety of subtropical climate associated with the lands around the Mediterranean Sea but it also prevails in much of California and other parts of the world.

The climate is characterized by warm to hot, dry summers and mild to cool, wet winters. During summer, regions of a Mediterranean climate are dominated by subtropical high-pressure cells making rainfall impossible or unlikely except for the occasional thunderstorm, while during winter the polar jet stream and associated periodic storms bring rain and snow to higher elevations. As a result, almost all of the yearly rainfall occurs during the winter season. In contrast, during the summer there may not be any significant precipitation for periods as long as four to six months.

Also, characteristic of a Mediterranean climate and the SR 65 corridor are the winter and summer temperatures that vary greatly. During summers, the valley towns of Roseville, Rocklin, Lincoln and Wheatland experience rather high temperatures often over 100°F. One dangerous aspect of a Mediterranean climate is the potential for wildfires created by the long periods of dry weather and the occasional periods of winds that boost summer temperatures and make vegetation extremely dry.

**Visual Resources**

The visual resources of a highway facility typically reflect the existing aesthetics of the immediate area within that transportation corridor. The concept of aesthetics is most often associated with a sense of beauty or art; a pleasing appearance or effect. Along a transportation corridor in a rural environment, as most of SR 65 is, aesthetics may be defined as dealing with the visual integration of highway into the fabric of a landscape in a way that blends with or complements that setting. This is important since the view to and from highway contributes to the perception of the surrounding landscape and communities which help to establish a quality of a place. The dominant features observed within this aesthetic framework can be regarded as the visual resources of the corridor.

Visual resources can consist of an undisturbed natural landscape; a viewshed that opens up to an expansive valley or mountainous terrain; or simply the adjacent, considered roadside treatments supporting the natural environment.

The landscape and aesthetic properties of a transportation facility have purpose beyond simply creating a pleasant view. Aesthetics need to be intertwined with the function and safety of the facility. An aesthetically pleasing highway or other transport mode is one that provides its users with a clear picture of what is going on around them and what is expected of them. This is accomplished by using techniques...
and materials to provide better definition of the elements of the facility, to visually highlight important information, and to reduce the stress on users resulting from operating a vehicle in a complex environment.

Design and planning for aesthetics to be incorporated into a highway project is a process that occurs at every stage of design, construction, and maintenance. In a majority of cases meeting basic safety, operational, and design goals will be sufficient to meet most landscape and aesthetics goals. However, in special cases meeting aesthetics goals may require going beyond these basic needs.

Distance Zones
The motorist from a particular viewpoint typically perceives the viewshed in which distance influences the visual clarity of the landscape and features within the environment. During the visual analysis of a highway corridor, three specific distance zones are defined:

- Foreground
- Middle ground
- Background

These distance zones can vary depending on the typography and the traveling speed of the driver; ultimately, this will affect the driver’s perception of the details and features of the viewshed.

Foreground (trees, fences, metal beam guardrail, vegetation, etc) - Viewers can perceive details such as forms, lines and colors up to a one-quarter mile distance. Changes to the landscape are most significant within the foreground view because they are most immediate to the viewpoint. This zone can be most easily manipulated through the Landscape and Aesthetic Program, in part because it includes the highway right-of-way.

Middle-ground (rolling hills, fields, large structures, etc) - Viewers can perceive details such as forms, lines, and colors in masses located from one-quarter mile to three miles away.

Background (mountain horizon, valley expanse, hills profile, lake views) - Background is the area beyond the middle ground, extending to the horizon or limit of the area that is seen. For this Aesthetic Corridor Master Plan, the background extends up to 25 miles from the centerline of the highway. Viewers can perceive broad forms, lines, wide valleys, distant hills, and mountains.

Views from the Road and Views of the Road
The viewshed constantly changes for the motorist travelling along a highway corridor. Along SR 65 the views from the road in many areas are very open and expansive.

One often overlooked aspect of the highway facility is the view of the road from perspectives from outside of the transportation corridor. Changes to a highway facility impact adjacent residential and business communities. Care and concern must be given to aesthetics, defined or as otherwise defined by this document, impacting or influencing any adjacent community.

Rural Corridor
The largest section of SR 65 tends to be rural in character. The section passing through urban settings is minimal; therefore the focus of this plan will focus primarily on the rural aspects of the corridor.
Rural corridors have aesthetic design characteristics quite different from urban settings. The six key properties of a rural corridor are:

- Natural or agricultural landscape dominating the visual field
- Viewers perceive more of the adjacent land
- Less visual change in the landscape
- Landscape is visually simple
- Views extend far beyond the corridor’s right-of-way
- Scale of the highway is perceived as smaller in relation to the rural landscape

**Scenic Viewshed**

One of the strongest visual resources of a highway is the viewshed. The viewshed of a transportation corridor refers to all areas that are visible from a section of the road. The boundaries of a viewshed can consist of high points in the landscape, such as ridges and hills as well as a border of trees that might define the edge of a forest. The FHWA report, Visual Impact Assessment for Projects, defines the concept of viewshed as a surface area visible from a given viewpoint or series of viewpoints; it is also the area from which that viewpoint or series of viewpoints may be seen. Analogous terms for viewshed are “seen area” and “visible area.” To paraphrase, a viewshed is a tool for identifying the views a proposed highway project could actually affect.
## Corridor Resources Summary

### MAN MADE RESOURCES

<table>
<thead>
<tr>
<th>Cities and Communities</th>
<th>Agriculture and Industry</th>
<th>Water Resources and Power Infrastructure</th>
<th>Transportation Infrastructure</th>
<th>Recreation</th>
<th>Historic Sites</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roseville, Rocklin, Lincoln, Wheatland, Sheridan, Olivehurst</td>
<td>Row crops and orchards north of Sheridan, Sierra Pacific Lumber Mill, Thunder Valley Casino, Goldbug McBean, Roseville Galleria Mall and major retail and industrial developments</td>
<td>Camp Far West Reservoir, High Voltage Power lines, irrigation canals and sloughs</td>
<td>Freeway, expressway, bridges, Union Pacific RR, Hwy 193, 70, 80, 99, Lincoln Regional Airport</td>
<td>Shooting range, golfing, hiking</td>
<td>#493 Johnson’s Ranch, #799-3 Overland Emigrant Trail, #1003 Site of the Wheatland Hop Riot of 1913</td>
</tr>
</tbody>
</table>

### NATURAL AND ENVIRONMENTAL RESOURCES

<table>
<thead>
<tr>
<th>Water</th>
<th>Landscape, Vegetation and Ecosystems</th>
<th>Wildlife and Migration</th>
<th>Geographic Features</th>
<th>Weather and Climate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bear River, Coon Creek, Markham Ravine, Yankee Slough</td>
<td>Rolling hills, wetlands, oaks, wildflowers</td>
<td>Deer migration</td>
<td>Flat terrain on the edge of the Sacramento Valley, adjacent to the rolling hills of the Sierra Foothills, Sierra and Coastal Mountains and Sutter Buttes visible</td>
<td>Mediterranean with hot summers, mild to cool winters, prone to seasonal dense fog</td>
</tr>
</tbody>
</table>

### VISUAL RESOURCES

<table>
<thead>
<tr>
<th>Scenic Viewsheds</th>
<th>Foreground Views (1/4 mile)</th>
<th>Middleground Views (1-3 miles)</th>
<th>Background Views (3-25+ miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valley, Sierra Mountains, Sutter Buttes, Coastal Mountains</td>
<td>Open fields, row crops and orchards, sideslope vegetation, fences, bridge rails and MBGR, signs and billboards, driveways, houses, commercial and retail buildings, power poles</td>
<td>Foothills, Pasture, Residential Developments, Industrial and Retail Developments</td>
<td>Foothills, Sierra Mountains, Sutter Buttes, Coastal Mountains</td>
</tr>
</tbody>
</table>
## Corridor Resource Summary - City and Communities

<table>
<thead>
<tr>
<th>Cities and Communities</th>
<th>Corridor Segment</th>
<th>Pop.</th>
<th>Elev.</th>
<th>Highway Context</th>
<th>Description</th>
<th>Community Identity</th>
<th>Noteworthy Features</th>
<th>Websites/Community Plans Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roseville</td>
<td>1</td>
<td>119,000</td>
<td>164</td>
<td>Commercial frontage</td>
<td>Progressive well-planned business and housing community with large technology and healthcare companies, retail and commercial business.</td>
<td>Fast growing business, housing and retail center known for low crime, good schools and parks. Located on the I-80 and UPRR corridors.</td>
<td>Westfield Galleria Mall, UPRR, I-80</td>
<td><a href="http://www.roseville.ca.us/">www.roseville.ca.us/</a></td>
</tr>
<tr>
<td>Rocklin</td>
<td>1</td>
<td>57,000</td>
<td>249</td>
<td>Commercial frontage</td>
<td>Progressive well-planned bedroom community known for retail and commercial business.</td>
<td>Originally granite mining. Named &quot;Top 10 Towns&quot; for low crime, good schools and parks. Motto &quot;Rocklin has something for you&quot;</td>
<td>Blue Oaks Town Center, Amtrak Train station</td>
<td><a href="http://www.rocklin.ca.us/">www.rocklin.ca.us/</a></td>
</tr>
<tr>
<td>Lincoln</td>
<td>2</td>
<td>42,800</td>
<td>167</td>
<td>Bypass</td>
<td>Progressive well-planned bedroom and retirement community.</td>
<td>Named &quot;All American City&quot; in 2006. Community motto &quot;Lincoln has the best life has to offer&quot;</td>
<td>Historic Downtown, Gladding McBean Co, Del Webb’s Sun City, Thunder Valley Casino</td>
<td><a href="http://www.ci.lincoln.ca.us/">www.ci.lincoln.ca.us/</a></td>
</tr>
<tr>
<td>Sheridan</td>
<td>2</td>
<td>1240</td>
<td>112</td>
<td>Outskirts</td>
<td>Small rural unincorporated community</td>
<td>Most recognized as the small town where the RR tracks cross the highway. RR Crossing, Camp Far West</td>
<td>RR Crossing, Camp Far West</td>
<td><a href="http://www.placeca.gov/">www.placeca.gov/</a></td>
</tr>
<tr>
<td>Wheatland</td>
<td>3</td>
<td>3460</td>
<td>92</td>
<td>Through town arterial Main St.</td>
<td>Small rural agricultural town</td>
<td>Small town atmosphere and rural setting with city motto &quot;Great things are happening here in Wheatland&quot;</td>
<td>Main St Downtown, Camp Far West, Sleep Train Amphitheater</td>
<td><a href="http://www.wheatland.ca.gov/">www.wheatland.ca.gov/</a></td>
</tr>
<tr>
<td>Olivehurst</td>
<td>3</td>
<td>13,600</td>
<td>66</td>
<td>Outskirts</td>
<td>Small rural military, agricultural, commuter suburb of the YC/Marysville area</td>
<td>Centrally located small town commuter community</td>
<td>Beale Air Force Base</td>
<td><a href="http://www.opud.org">www.opud.org</a></td>
</tr>
</tbody>
</table>
CORRIDOR SEGMENTS

Segment Overview Summary

In order to present the resources and objectives of the corridor in a concise and useful manner, the SR 65 corridor is divided up into five distinct segments.

- Segment 1 - R&R to Lincoln
- Segment 2 - Lincoln Bypass
- Segment 3 - Wheatland to SR 70

These segments are based on the geography and character of the route from south to north. In the discussion below and as summarized in the Corridor Segment Summary and Overview Map, each segment is described and named with specific post mile limits and referenced with the segmentation. For a complete overview and perspective of each segment, the man-made, natural and environmental, and visual resources are also presented as part of this chapter with a summary matrix and map for each. Later in this chapter, the segments are used as the basis for presenting the landscape design objectives and concepts. The intent for this approach is to be as comprehensive and simplistic as possible so the document and associated information is easily ascertained.

SEGMENT 1 - R&R to Lincoln

The R&R to Lincoln segment starts in Placer County at I-80 in the Cities of Roseville and Rocklin and progresses northerly towards the City of Lincoln. This is the south segment of the SR 65 corridor. This portion of SR 65 is a mostly straight four-lane highway in foothill terrain classified as an urban freeway. Although there is some rolling to flat terrain on either end of the segment the predominant geography and character of the route is the rolling terrain of the Sierra foothills. Since it begins in the cities of Roseville and Rocklin and there is a major Railroad presence at the beginning of this segment it is named the “R&R to Lincoln” segment.

Roseville is a city in Placer County and located in the Sacramento Metropolitan area. As of the 2010 U.S. Census, the population was 118,788. The city began as a small settlement and a stage coach station called Griders. When the railroad arrived the name was changed to Junction and then to Roseville. The city has a variety of businesses and has encouraged the addition of large retail centers. This includes one of the largest Auto Malls in the country, and a shopping corridor including a large indoor mall and an adjacent lifestyle mall. These businesses contribute significantly to sales tax receipts at the city and county level. Revenue from sales tax has been a main reason why the City of Roseville has been able to keep up the city’s infrastructure as the population has dramatically increased. This environment has produced a mix of housing, small and large employers, as well as shopping opportunities. Roseville is also known for its railroad switching yards, one of the largest west of the Mississippi.

Rocklin is a city in Placer County, and also located in the Sacramento Metropolitan area. It shares borders with Roseville, Loomis, and Lincoln. As of the 2010 census, the city’s population was 56,974. The City’s original claim to fame came with the mining of granite. In 1910,
22 quarries operated in Rocklin and, in 1912, nearly 2,000 train carloads of granite were sent out of town. Granite for the state capitol and many of the buildings in San Francisco came from Rocklin's quarries. Today, Rocklin granite is as popular as ever, finding its way to kitchen counters and monument signs throughout the region.

**SEGMENT 2 - Lincoln Bypass**

The Lincoln bypass segment begins in Placer County at the City of Lincoln. The route begins as an urban freeway and quickly transitions into a rural freeway/expressway for approximately 11 miles until terminating just south of the Bear River and the city of Wheatland.

The original townsite was surveyed and laid out in 1859 by Theodore Judah along the proposed line of the California Central Railroad. The name “Lincoln” was conferred in honor of Charles Lincoln Wilson, one of the organizers and directors of the California Central Railroad (CCRR). The CCRR was planned as a rail link between the cities of Marysville and Sacramento via a connection to the Sacramento Valley Railroad in Folsom. Grading from Folsom to Marysville commenced in 1858 and was completed to Marysville by 1860. Track laying began that same year and the rails reached the site of Lincoln in early 1861. At this point, due to a lack of funds, further construction on the California Central was temporarily halted and Lincoln experienced a small-scale boom as the northern terminus of this new road. Within a few years, however, more investors were found and the line was extended to Wheatland, in Yuba County, bringing an end to this early stage of Lincoln’s development.

When most of its population and business moved on with the railroad, the town settled into a lull until the early 1870s, when rich clay deposits of the lone Formation were discovered nearby. This led to the establishment of Gladding McBean & Co., the pottery for which Lincoln is famous, ushering in a new era of prosperity and growth. Additionally, Sierra Pacific industries operates a large lumber mill in the northern portion of the city.

Lincoln remained a sleepy town until the mid-1990s, when the suburbs of Sacramento expanded out past nearby Roseville. The city is now enjoying a new period of growth. As of the 2010 census, the population was 42,819, for a growth rate of 282.1% since 2000, making Lincoln the fastest growing city in the United States over the last decade. In June 2004, Lincoln gained additional notoriety when it opened the first casino in the greater Sacramento Metropolitan Area, Thunder Valley Casino. This segment begins in Placer County and at the City of Lincoln there is a bypass in SR 65 which realigns the route from through the center of the historic City of Lincoln for approximately 13 miles to the north, bisecting the growing city and reconnecting with the original alignment just south of the City of Wheatland. This segment of the corridor is a new alignment opening in the Fall of 2012 and a relatively high volume four-lane highway.

*Photo of the Lincoln Bypass scheduled to open in Fall 2012*
SEGMENT 3 - Wheatland to SR 70

The Wheatland to SR 70 segment begins 0.3 miles south of the city of Wheatland, a city in Yuba county. The population was 3,456 at the 2010 census, up from 2,275 at the 2000 census. Wheatland is located 12.5 miles southeast of Marysville. SR 65 becomes a city street highway type passing through Wheatland. It is most commonly known to Northern Californians as the home of Sleep Train Amphitheater, an open-air 18,500 seat venue for music and other performing artists.

Wheatland was home to a significant Chinese American community in the 1860s, but all of the Chinese American residents were driven out of town in a series of violent confrontations in February 1886.

In 1888, Edward P. Duplex was elected Mayor, the first black man to be elected mayor of a Western United States city. His original barbershop stands today on Main street. Also, Wheatland was the site of the bloody Wheatland Hop Riot of 1913.

This segment is essentially flat, traversing through Wheatland and the valley floor at an average elevation of about 90 ft. Similar to the beginning of the segment, the end point to the north at the intersection of SR70 in Olivehurst. This segment begins in Wheatland in terminates at SR 70 and is therefore called, “Wheatland to SR 70.”
## Corridor Segment Summary

<table>
<thead>
<tr>
<th>Segment</th>
<th>Segment Limits/Description</th>
<th>County Post Mile</th>
<th>County Post Mile</th>
<th>Miles</th>
<th>Segment Description</th>
<th>Segment relation to the 2010 SR 65 Corridor System Management Plan (CSMP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Four to six lane urban and rural freeway, in Roseville/Rocklin from Junction of I-80 to Sunset Blvd to Industrial Ave UC/OH in Lincoln</td>
<td>Pla R0.0</td>
<td>Pla R1.2.6</td>
<td>12.6</td>
<td>Roseville/Rocklin to Lincoln</td>
<td>The CSMP identified highway performance measures in two sections within this Segment: I-80 to Washington Blvd and Washington Blvd to Industrial Ave.</td>
</tr>
<tr>
<td>2</td>
<td>Two to four lane (Lincoln Bypass) urban freeway and rural expressway from Industrial UC/OH to north of Riosa Rd</td>
<td>Pla R12.6</td>
<td>Pla R23.6</td>
<td>11.0</td>
<td>Lincoln Bypass</td>
<td>The CSMP discussed the Lincoln Bypass as a future project. The CSMP identified highway performance measures on sections of the old alignment since the Lincoln Bypass was not completed yet.</td>
</tr>
<tr>
<td>3</td>
<td>Two lane highway from end of the Lincoln Bypass north of Riosa Rd through Wheatland and four lane rural freeway from S. Beale Rd to the Junction of SR 70</td>
<td>Pla R23.6/ R24.3</td>
<td>Yuba R9.2</td>
<td>11.5</td>
<td>Wheatland to SR 70</td>
<td>The CSMP identified highway performance measures in three sections within this Segment: Riosa Rd to Yuba Co Line, Yuba Co Line to S. Beale Rd, S. Beale Rd to SR 70.</td>
</tr>
</tbody>
</table>

State Route 65 Corridor Grand Total Length = 35.1
CORRIDOR PROFILE AND SEGMENT DESIGN ELEMENTS SUMMARIES

The following pages include a corridor profile and a design element summary for each segment. The corridor profile shows longitudinally for the entire route the elevation, post mile, landscape design objectives and highway type. The profile also graphically shows the location of the cities, communities and counties. The profile provides a good overview of the corridor and the continuity of the highway type and landscape design objectives along the route.

This section also includes a summary of the design elements for each segment. The design elements summary includes the highway type, post mile limits, description by location within the segment and the landscape design objectives, treatment types and design concept/opportunities that apply. The design element summaries are the core of the ACMP providing useful details and aesthetic guidance to the design team for reference when developing future projects and for collaborating with local agencies and the public.
Corridor Profile

Landscape Design Objective

<table>
<thead>
<tr>
<th>Community Interface</th>
<th>Preserve or Enhance</th>
<th>Com. Interface</th>
<th>Preserve or Enhance</th>
<th>Preserve or Enhance</th>
</tr>
</thead>
</table>

Community Interface: Preserve or Enhance

Highway Type

<table>
<thead>
<tr>
<th>Urban Freeway</th>
<th>Rural Freeway</th>
<th>Urban Freeway</th>
<th>Rural Expressway</th>
<th>Rural Freeway</th>
<th>Rural Freeway</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM 4.9</td>
<td>9.6</td>
<td>12.6</td>
<td>15.6</td>
<td>22.6</td>
<td>0.7</td>
</tr>
<tr>
<td>1.5</td>
<td>4.3</td>
<td>9.2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

City Streets: Preserve or Enhance

- Junction I-80
- ROSEVILLE/ROCKLIN
- LINCOLN
- SHERIDAN
- WHEATLAND
- WHEATLAND
- OLIVEHURST

Elevation (Ft)

- 0
- 100
- 200
- 300

POST MILES

- Placer County
- Yuba County

Not to Scale
### Segment 1 - Design Elements Summary Roseville/Rocklin to Lincoln

<table>
<thead>
<tr>
<th>HIGHWAY TYPE</th>
<th>BEGIN PM</th>
<th>END PM</th>
<th>MILES</th>
<th>ZONE DESCRIPTION</th>
<th>LANDSCAPE DESIGN OBJECTIVE</th>
<th>SOFTSCAPE TREATMENT</th>
<th>HARDSCAPE TREATMENT</th>
<th>DESIGN CONCEPT/OPPORTUNITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Freeway</td>
<td>Pla R0.0</td>
<td>Pla R9.6</td>
<td>9.6</td>
<td>In Roseville/Rocklin from Junction of I-80 to Sunset Blvd.</td>
<td>Community Interface</td>
<td>Enhanced Native Revegetation or Highway Planting</td>
<td>Enhanced or Focused</td>
<td>Community, Travel Services, Vegetation, Roadside and Structures</td>
</tr>
<tr>
<td>Rural Freeway</td>
<td>Pla R9.6</td>
<td>Pla R12.6</td>
<td>3.0</td>
<td>From Sunset Blvd. to Industrial Ave UC/OH in Lincoln</td>
<td>Preserve Character or Enhance Scenic</td>
<td>Native Revegetation or Enhance Native Revegetation</td>
<td>Standard or Enhanced</td>
<td>Travel Services, Vegetation, Environmental, Visual, Roadside and Structures</td>
</tr>
<tr>
<td><strong>Total Length</strong></td>
<td></td>
<td></td>
<td><strong>12.6</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Table:**
- **Highway Type:** Urban Freeway, Rural Freeway
- **Zone Description:**
  - In Roseville/Rocklin from Junction of I-80 to Sunset Blvd.
  - From Sunset Blvd. to Industrial Ave UC/OH in Lincoln
- **Landscape Design Objective:**
  - Community Interface
  - Preserve Character or Enhance Scenic
- **Softscape Treatment:**
  - Enhanced Native Revegetation or Highway Planting
  - Native Revegetation or Enhance Native Revegetation
- **Hardscape Treatment:**
  - Enhanced or Focused
  - Standard or Enhanced
- **Design Concept/Opportunities:**
  - Community, Travel Services, Vegetation, Roadside and Structures
  - Travel Services, Vegetation, Environmental, Visual, Roadside and Structures
### Segment 2 - Design Elements Summary - Lincoln Bypass

<table>
<thead>
<tr>
<th>Highway Type</th>
<th>Begin PM</th>
<th>End PM</th>
<th>Miles</th>
<th>Zone Description</th>
<th>Landscape Design Objective</th>
<th>Softscape Treatment</th>
<th>Hard scape Treatment</th>
<th>Design Concept/Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Freeway</td>
<td>Pla R12.6</td>
<td>Pla R15.6</td>
<td>3.0</td>
<td>Lincoln Bypass Freeway from Industrial UC/OH to Nelson Lane</td>
<td>Community Interface</td>
<td>Enhanced Native Revegetation or Highway Planting</td>
<td>Enhanced or Focused</td>
<td>Community, Travel Services, Vegetation, Roadside and Structures</td>
</tr>
<tr>
<td>Rural Expressway</td>
<td>Pla R15.6</td>
<td>Pla R23.6</td>
<td>8.0</td>
<td>Lincoln Bypass Expressway from Nelson Lane to North of Riosa Rd.</td>
<td>Preserve Character or Enhance Scenic</td>
<td>Native Revegetation or Enhance Native Revegetation</td>
<td>Standard or Enhanced</td>
<td>Travel Services, Vegetation, Environmental, Visual, Roadside and Structures</td>
</tr>
<tr>
<td>Total Length</td>
<td></td>
<td></td>
<td>11.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Segment 3 - Design Elements Summary Wheatland to SR 70

<table>
<thead>
<tr>
<th>HIGHWAY TYPE</th>
<th>BEGIN PM</th>
<th>END PM</th>
<th>MILES</th>
<th>ZONE DESCRIPTION</th>
<th>LANDSCAPE DESIGN OBJECTIVE</th>
<th>SOFTSCAPE TREATMENT</th>
<th>HARDSCAPE TREATMENT</th>
<th>DESIGN CONCEPT/OPPORTUNITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural</td>
<td>Pla R23.6/R2 4.3</td>
<td>Yub 0.0/0.7</td>
<td>2.0</td>
<td>End of Lincoln Bypass north of Riosa Rd. to Main St. in Wheatland</td>
<td>Preserve Character or Enhance Scenic</td>
<td>Native Revegetation or Enhanced Native Revegetation</td>
<td>Standard or Enhanced</td>
<td>Travel Services, Vegetation, Environmental, Visual, Roadside and Structures</td>
</tr>
<tr>
<td>City Streets</td>
<td>Yub 0.7</td>
<td>Yub 1.5</td>
<td>0.8</td>
<td>In Wheatland from Main St. to Evergreen St.</td>
<td>Community Interface</td>
<td>Enhanced Native Revegetation or Highway Planting</td>
<td>Enhanced or Focused</td>
<td>Community, Travel Services, Roadside and Structures</td>
</tr>
<tr>
<td>Rural</td>
<td>Yub 1.5</td>
<td>Yub T4.3</td>
<td>2.8</td>
<td>In Wheatland from Evergreen St. to Rancho Rd. north of S. Beale Rd.</td>
<td>Preserve Character or Enhance Scenic</td>
<td>Native Revegetation or Enhanced Native Revegetation</td>
<td>Standard or Enhanced</td>
<td>Travel Services, Vegetation, Environmental, Visual, Roadside and Structures</td>
</tr>
<tr>
<td>Rural Freeway</td>
<td>Yub T4.3</td>
<td>Yub R9.2</td>
<td>5.9</td>
<td>Rancho Rd. to Junction of SR 70</td>
<td>Preserve Character or Enhance Scenic</td>
<td>Native Revegetation or Enhanced Native Revegetation</td>
<td>Standard or Enhanced</td>
<td>Travel Services, Vegetation, Environmental, Visual, Roadside and Structures</td>
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<tr>
<td>Total Length</td>
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<td>11.5</td>
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<td>Grand Total Length of SR 65 Corridor</td>
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</tbody>
</table>
Unity and Cohesiveness of the Corridor Aesthetics

Finally, to successfully implement the ACMP and the application of the aesthetic philosophy, the elements of the ACMP should be applied so there is a sense of unity and cohesiveness through the entire corridor. One of the objectives of developing a corridor master plan is the concept of having design features along the whole corridor that are aesthetically unified with one another. If landscape design objectives, treatments and concepts are put in place on a project by project basis without having some basis of a relationship to the other elements along the corridor, the result will be a collection of various, unrelated, incongruent treatments along the different segments of the corridor. These may be appropriate and aesthetically pleasing individually, but the ultimate goal is to have an aesthetic unity along the entire corridor. Different segments and communities can still have separate identities, which may be desirable and inevitable when working with various stakeholders, but as a corridor, the design elements should work together to fulfill the overall vision and be experienced as a unified whole.

The SR 65 corridor is relatively short but is characterized by distinctly rural and urban portions. However, the urban area cities of Roseville, Rocklin and Lincoln have demonstrated a high value for the environment and open space in their urban planning and development. These cities required large areas of open space and parks to be set aside as part of housing, business and industrial developments. In addition, they have very high landscaping standards for all roads and developments. Essentially, these cities promote a rural atmosphere and a high quality of life associated with low crime, good schools, parks and access to recreation not usually associated with city living. Maintaining a rural aesthetic impression in the urban areas and preserving and enhancing the existing natural environment in the rural areas should be used as the unifying theme when apply the design objectives, treatments and concepts. In a broad sense, this will be naturally accomplished when applying the landscape design objectives of preserving the landscape character and enhancing the scenic value outlined in this chapter, however, the following are some specific examples of how this unifying aesthetic philosophy can be applied:

- Design enhanced and focused hardscape treatments to be consistent with those that are already in place on SR 65 as well as on interchanges and adjacent local roads and developments.
- Design standard hardscape treatments to blend into the natural, agricultural or historical context in that area.
- Apply complete streets and main street features in Wheatland with historical and context sensitive materials.
Chapter 4 - THE SR65 AESTHETIC CORRIDOR
MASTER PLAN LIVING DOCUMENT

Project Planning and Design
Community Outreach
Chapter 4 - THE SR 65 AESTHETIC CORRIDOR MASTER PLAN LIVING DOCUMENT

PROJECT PLANNING AND DESIGN

Introduction

The SR 65 ACMP was developed as a high level guiding resource to be maintained as a living document, supplemented and improved upon over time. In particular, community outreach associated with project development and the environmental process or accomplished as a follow-up to this initial effort will provide additional and more specific objectives and design features that can be amended into the SR 65 ACMP. Community outreach includes public outreach to individuals as well as outreach to cities and counties for consideration and integration of their community plans and visions for their community or downtown. As such, with so many opportunities to outreach, the SR 65 ACMP will evolve as a living document to be updated and improved at every opportunity.

Incorporating Features into Future Projects

One of the main purposes of the SR 65 ACMP is as a reference to the landscape architects and engineers when projects are initiated and assigned for design on SR 65. Project Initiation Documents (PID’s) when reviewed should take into account and document the design objectives, concepts and opportunities presented in the SR 65 ACMP as part of the Landscape Architecture Assessment Sheet (LAAS) that will be attached to the PID. Projects on SR 65 assigned to the Landscape Architecture (LA) Branch should use the SR 65 ACMP as a convenient resource for getting familiar with the location of the project along SR 65 corridor in advance of initiating design. At project development team (PDT) meetings the assigned landscape architect should bring the SR 65 ACMP for reference and discussion of scope as well as for enlightening the project team on aesthetic aspects of the route and potential improvements.

Landscape Architecture Branches

The North Region (NR) Division of Engineering includes the Office of Engineering Services and the Office of Design North with Landscape Architecture (LA) branches and staff in District 1, 2 and 3. A project on SR 65 is typically assigned to the LA branch in the district that it is geographically located. Therefore, it is expected that most projects on SR 65 will be assigned to either District 1 or District 3 landscape architects. However, all the NR landscape architects should be aware of the SR 65 ACMP for familiarity with the SR 65 corridor as well as applicability of the corridor aesthetic planning concept to other rural highway corridors.

COMMUNITY OUTREACH

Introduction

In order for the SR 65 ACMP to continue as a living document it must be supplemented and improved over time. Obtaining public input through community outreach provides an ef-
effort should seek to be open and transparent, engage a broad audience, enhance public awareness of the project efforts and its importance and conduct both formal and informal processes for community involvement.

Community Planning
Community outreach to county and city officials and other stakeholders early in the process is key to a successful outreach effort. Other stakeholders include interested members of the community, property owners, business owners, historical societies, regulatory agencies and a variety of many other organizations that may have vested interest in the route and the associated resources. Outreach workshops, newspaper advertisements and press releases, flyers, websites and many other creative means should be considered for informing the public and soliciting input.
Bibliography

REFERENCES


[Caltrans] California Department of Transportation, Main Streets: Flexibility in Design & Operations, January 2005

[Caltrans] California Department of Transportation, Project Development Procedures Manual, Chapter 29, Section 2

[Caltrans] California Department of Transportation, Highway Design Manual, Chapter 60, Topic 62.3

[Caltrans] California Department of Transportation, Landscape Architecture Program Website: URL: http://www.dot.ca.gov/hq/LandArch/