

Corridor Management and Background Inventory

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SECTION ONE: Introduction

THE VISION

Nevada has a renewed commitment to landscape and aesthetics for the state's highways. In 2002, the Nevada Department of Transportation (NDOT) adopted the Landscape and Aesthetics Master Plan, raising the bar for context-sensitive design.

"We envision a system of state highways that reflect the land and people of Nevada. We believe that Nevada should have highways that are aesthetically pleasing, as well as safe and cost effective. Therefore, no state highway is complete until landscape and aesthetics are considered and addressed."

Pattern and Palette of Place, 2002, p. 10-11

Today, it is the policy of the State of Nevada to consider landscape and aesthetics in conjunction with other design factors in all transportation projects. Furthermore, NDOT recognizes that successful projects result when local communities, the public, other permitting agencies, and the private sector participate in the planning, design, construction, and maintenance of transportation projects. Partnerships are imperative to ensure Nevada's highway system expresses the unique heritage, culture, and environment of the state and its communities.

Purpose of the Corridor Plan

Based on the vision and recommendations of the Master Plan, the Central US 95, West US 6, and Central US 50 Landscape and Aesthetics Corridor Plan (Corridor Plan) is one of three plans to address Nevada's western highways (Figure 1). This plan establishes the vision for landscape and aesthetics for each highway, synthesizing historic, current, and future conditions to improve the visual appearance of each corridor. The plan describes the vision, not the promise, for highway landscape and aesthetic treatments and enhancements. Implementation of the vision will be achieved through the combined efforts of local governments, private citizens, civic groups, and the business community.

As shown in Figure 2, the study area for this Corridor Plan includes US 95 from the Clark County line near Amargosa Valley to I-80, US 6 from the California state line at Queen Valley to Warm Springs, US 50 from the Six Mile Canyon Road intersection east of Dayton to New Pass Summit, ALT 95, and ALT 50,

The Corridor Plan identifies major design themes and materials to be used in landscape and aesthetic treatments. It also recommends the level of treatment to be applied to highway features in the corridor, providing a broad cost estimate of treatments, and outlining strategies for funding of construction and long-term maintenance.

The Corridor Plan is a method for improving the aesthetic qualities of the state's highways, particularly in relation to adjacent cities, communities, and neighborhoods. The Corridor Plan is intended

to affect both existing highways as well as future expansion projects. Landscape and aesthetic treatments identified and prioritized in the Corridor Plan may be funded from a variety of sources. As a general rule, up to 3% of total highway construction costs on all new construction and capacity improvements may be allocated to landscape and aesthetic treatments. Funding for the retrofit of landscape and aesthetic improvements to existing highways is based on community partnerships and the opportunity for communities to match State funds with a share of local money, Federal monies, or in-kind contributions. The Corridor Plan is a public/private partnership initiative. This unique initiative is guided by the partnership policy outlined in the NDOT Landscape and Aesthetics Master Plan, which states:

"Local communities, the public, other permitting agencies, and the private sector are encouraged to be involved in planning, design, construction, and maintenance of transportation projects to express the unique heritage, culture and environment of the state and its communities."

Pattern and Palette of Place, 2002, p. 12

Furthermore, NDOT will work with local governments, private citizens, civic groups, and the business community to develop cooperative agreements for funding the design, construction, and maintenance of landscape and aesthetic improvements identified in this Corridor Plan. In locations where recommendations exceed NDOT's normal financial responsibility and the community desires the elevated level of aesthetic treatment, NDOT will engage the community to create partnerships to find additional funding.

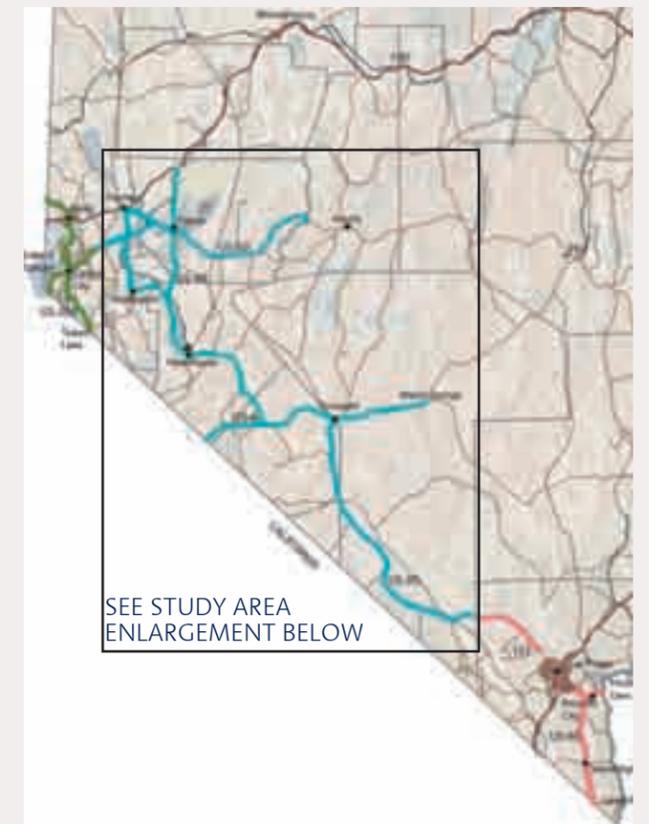


Figure 1 - Corridors for Nevada's western highways



Figure 2 - Study Area for this Corridor (Central US 95, West US 6, and Central US 50 Corridor)





(1) The Corridor Plan guides the development of project specific design through established design concepts and guidelines.

CORRIDOR DESIGN MANAGEMENT

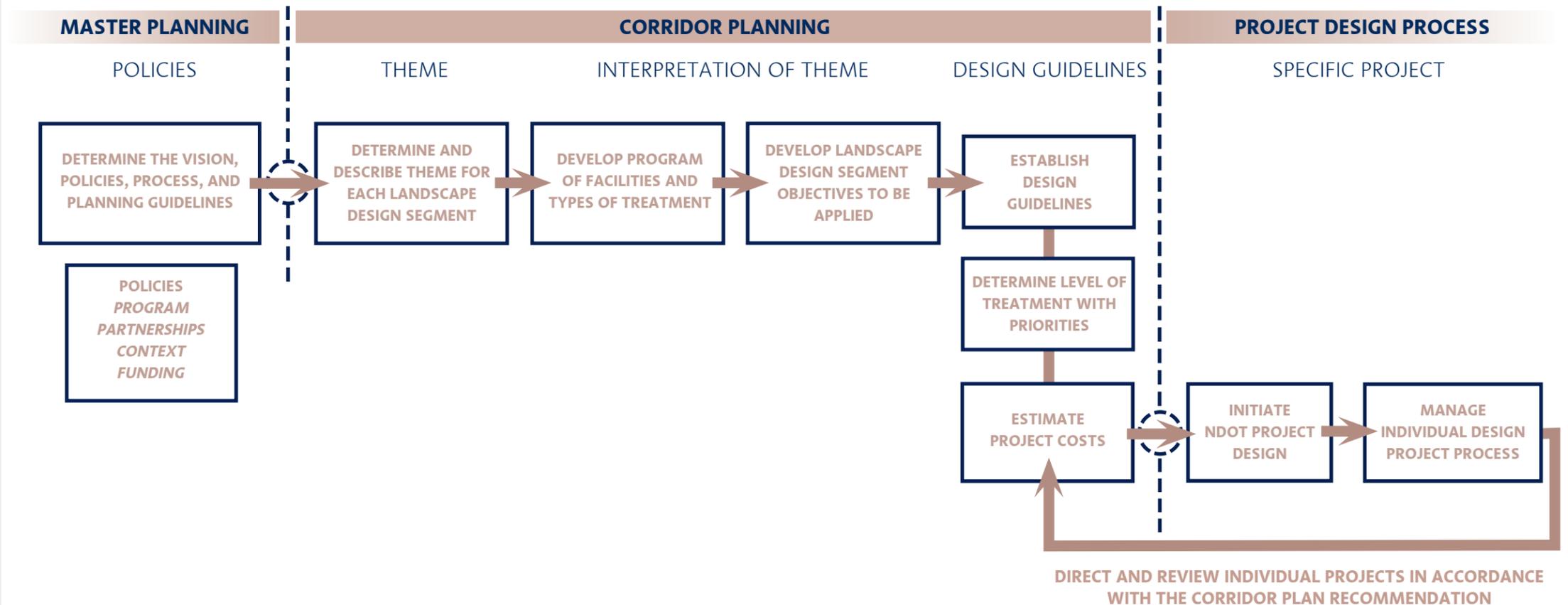
This plan is a useful management tool for designing highway projects because it provides specific recommendations, programs, and a description of the intended result.

The Corridor Plan establishes a theme or central design idea. Projects within each landscape design segment are guided by a theme, associated design objectives, examples that illustrate interpretation of the theme, and a program of facilities

ties with common definitions. Design guidelines, estimated costs, and project priorities establish the viability of the final corridor plan. NDOT will use the Corridor Plan, as one of the tools, to manage the design of highway projects. And, prior to designing specific highway projects, NDOT and the design consultant should review the Corridor Plan in order to understand how the project level design fits within a particular landscape design segment. Implementation of the designated treatment levels may depend on partnerships and funding opportunities. Overall, the vision and in-

tent of the themes and treatment levels should be considered as the guide throughout the design process. Figure 3, below, outlines the steps that are necessary in order to achieve a desired outcome for this corridor.

Figure 3 – Corridor Design Management



PUBLIC PARTICIPATION

Early and continuous public involvement has been critical to the success of the Landscape and Aesthetics Corridor Plan. For this reason, NDOT fostered extensive public dialogue at every stage of planning and development, engaging communities to develop local support.

The public participation process provided stakeholders with a forum for sharing knowledge of their communities, identifying opportunities for enhancing the landscape and aesthetics of the corridor, creating design objectives and guidelines for highways in their area, and prioritizing prospective projects.

The public participation process ensured:

1. Identification of issues and concerns of each community.
2. A method, strategy, and action plan to address community concerns.
3. Opportunities for the public to express their level of support for the Corridor Plan.
4. Release of full information about the Corridor Plan through public meetings, the Corridor Plan website, and fact sheets.

The public process involved a multi-layered approach to encourage maximum participation.

- A Technical Review Committee (TRC), composed of a broad range of stakeholders, contributed significant local agency and community knowledge.

- The public was able to identify issues, help establish priorities, ask questions, and provide input at two public meetings.
- A fact sheet was widely distributed to provide general information about the corridor plan.
- The public visited a corridor planning Web Site to learn more about corridor planning activities.
- Individual stakeholder meetings were conducted to ensure that all those who needed to be involved were involved.
- A media relations strategy was developed to encourage even greater participation.

The central corridor was divided into two groups—a southern group that held meetings in Tonopah, and a northern group that held meetings in Fallon. Holding two sets of meetings allowed for better participation and representation due to the length of the corridor.

Public participation and community involvement are important components of the planning process because they have helped to ensure that the recommendations outlined in this Corridor Plan reflect the ideas and suggestions of local community members.



(1),(2) From the inception of the corridor planning process, a Technical Review Committee helped to identify issues and opportunities, shape design objectives and guidelines, and establish priorities based on local knowledge.



(3) Public workshops were held to inform and gather input from stakeholders and community members.

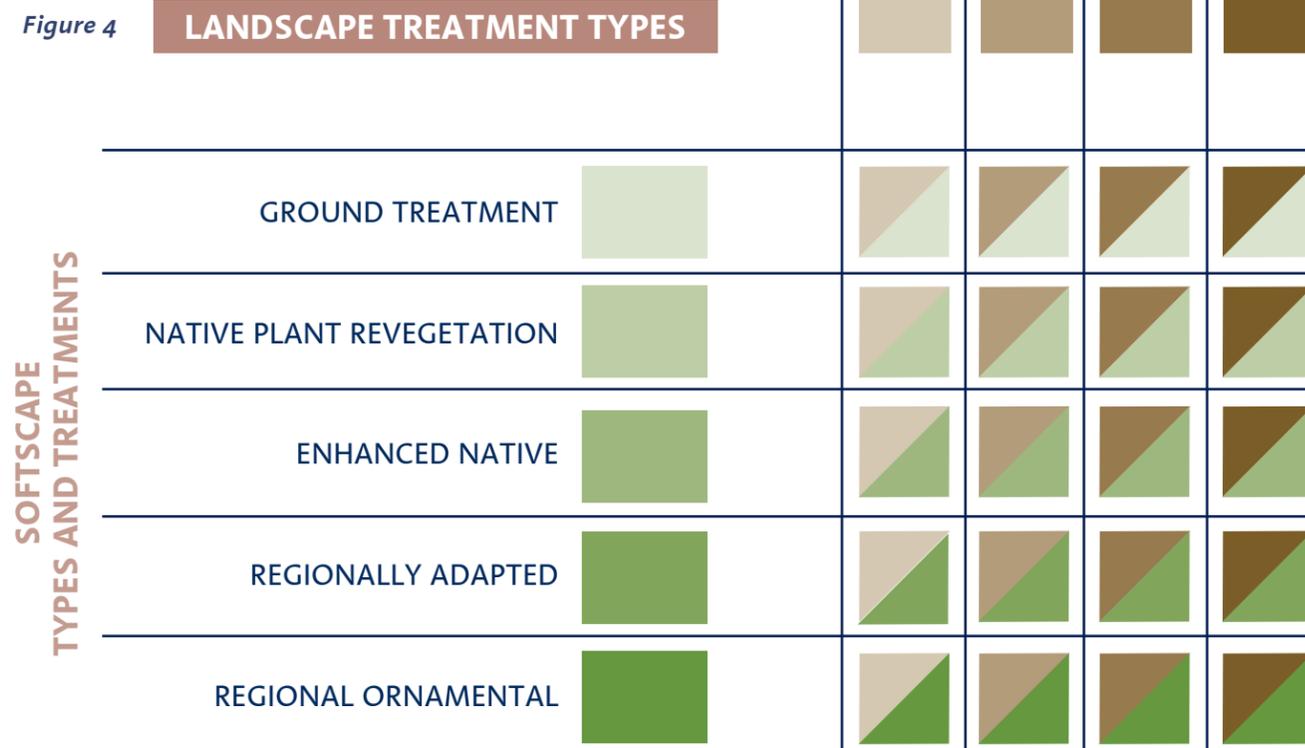
SECTION TWO: Elements of Landscape and Aesthetics

The Elements of Landscape and Aesthetics provide the framework to define the purpose and intent of highway corridor improvements. These elements, described on the following pages, include varying intensities of softscape, structures and hardscape, statewide signage, rest area facilities, native wildflower program, approaches to address outdoor advertising, scenic byways, anti-litter campaign, and a Main Street Approach. NDOT currently incorporates some of these elements, however, many others are redefined. In some cases, new facility types are established.

LANDSCAPE TREATMENT TYPES

A landscape treatment type includes a softscape type and a structures and hardscape type. Every section of NDOT 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, structures and hardscape treatments range from standard category to landmark quality. Used in combination, these treatment levels establish the design character within the corridor. The matrix of possible combinations of softscape types and structures and hardscape treatments is shown in Figure 4.

STRUCTURES AND HARDSCAPE TYPES AND TREATMENTS



Softscape Types and Treatments

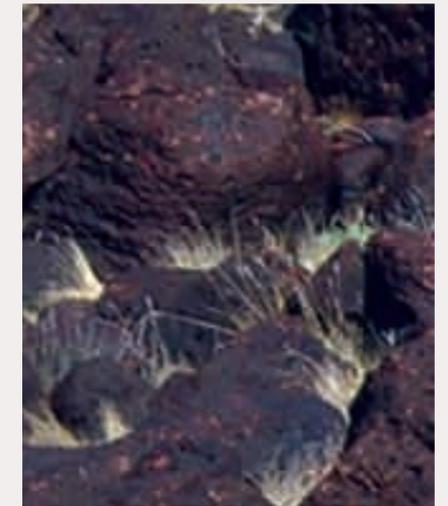
Softscape types and treatments are compositions of plant materials including trees, shrubs, perennials, grasses, and ground treatments. The following descriptions and photographic examples define the specific softscape types that may be utilized in sections of the corridor. Although the treatments require varying levels of irrigation, an overall emphasis has been placed on water conservation. NDOT requires cooperative longterm maintenance agreements with local stakeholders for irrigated landscapes. Plant lists and guidelines are listed in the design guidelines, pages 3.37 - 3.47.

Ground Treatment

Ground treatments along the roadway provides erosion and dust control. This treatment includes uniform applications of rock mulch or variable sizes of stone, combined with textures that match the existing environment. Soil stabilizer may be used in conjunction with these methods. In rural areas, palettes are derived from natural patterns found in playas, foothills, or ephemeral drainages. In urban environments, various forms of aesthetic rock treatment are used to create patterns and textures. Irrigation is not included in this treatment.

Total Cost \$1.20 - \$1.40/sf

L&A Cost: \$0.00/sf



Native Plant Revegetation Landscape

A palette of native southern Mojave and Great Basin plant materials, including sagebrush and manzanita, should be used to reestablish disturbed areas along the roadway. Primary importance is focused on cultivating native communities such as sagebrush or manzanita. Seedlings should be interspersed with mature creosote bush to establish a plant community character. Plantings should be sparse like natural patterns, and require only temporary irrigation to assure plant establishment. Enriching the soil with mulch and other amendments is required, and preparation techniques include roughening grade for seed siting and amending the soils with mulch and topsoil.

Total Cost: \$1.20 - \$1.40/sf

L&A Cost: \$0.00/sf



Note: These photographs are illustrative examples of the softscape types and treatments.

Enhanced Native Landscape

This treatment accentuates change by introducing a greater diversity of plant materials from the Great Basin or Mojave Desert plant palette. 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.

Total Cost: \$1.50 - \$1.70/sf

L&A Cost: \$0.30 - \$0.50/sf

**Regionally Adapted Landscape**

Combinations of Great Basin and Mojave Desert plants and those from other dry land environments form this landscape palette. A greater density and variety of plant materials are combined to create a layering effect. Trees provide a distinct overstory, while shrubs and perennials form a thick understory. Plants are selected for color, texture, seasonal change, and form. For this landscape type to survive, drip irrigation to individual plants is required.

Total Cost: \$2.40 - \$2.90/sf

L&A Cost: \$1.20 - \$1.70/sf

**Regional Ornamental Landscape**

Regional ornamental landscape includes a diversity of plant species, some of which are imported to this region. Ornamental landscape introduces taller and denser plant materials. The regional ornamental landscape includes shade, varieties of form, and color. It provides a dynamic contrast to the arid landscapes of naturally-occurring plant species. In the regional ornamental landscape, vegetation patterns and compositions are designed to reflect aesthetic and cultural qualities. Zoned drip irrigation systems are required.

Total Cost: \$3.70 - \$6.50/sf

L&A Cost: \$2.50 - \$5.30/sf



Note: These photographs are illustrative examples of the softscape types and treatments.

Structures and Hardscape Types and Treatment

The following classifications define the common language of highway facility design. Bridges, retaining walls, noise walls, pedestrian crossings, pedestrian fencing, railings, barrier railings, lighting, and transportation art are included in these classifications.

Standard Structures and Hardscape

Standard treatment is simple and functional. Color and proportional adjustments improve aesthetic quality. Standard structure design is economical and satisfies vehicle movement requirements. However, it does little to establish design character or place-making. NDOT standards for surface treatment and lighting include painted finishes, fractured fin formliners, and overhead poles with cobra head illumination or high mast area lighting. Regular trash and graffiti removal maintenance programs are necessary.

Total Cost: \$115- \$120/sf

L&A Cost: \$0/sf



Accentuated Structures and Hardscape

Corridor pattern design is defined by a unified system of materials and textures. Adding accents and special finishes to built structures facilitates and enhances place-making. These elements can include transportation art and the application of high quality finishes and color to highway structures. Drainage details and water harvesting techniques can be enhanced through the use of decorative rock and contour grading.

Total Cost: \$132- \$142/sf

L&A Cost: \$17 - \$27/sf



Note: These photographs are illustrative examples of the structures and hardscape types and treatments.

Focal Structures and Hardscape

Focal structures and hardscape treatments facilitate the expression of a specific design character. Structures consist of self-weathering materials, integrated color or textural finishes, and may include detailed form liners 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.

Total Cost: \$180- \$195/sf

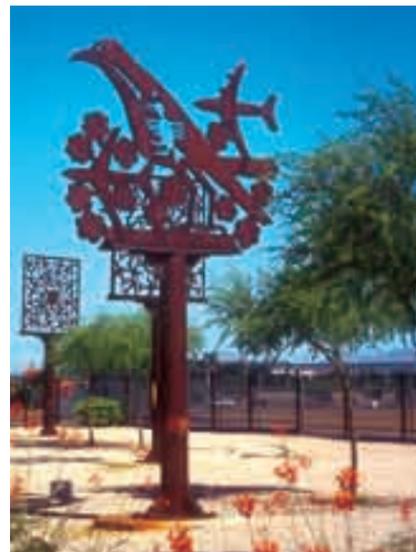
L&A Cost: \$35 - \$80/sf

**Landmark Structures and Hardscape**

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.

Total Cost: \$225- \$270/sf

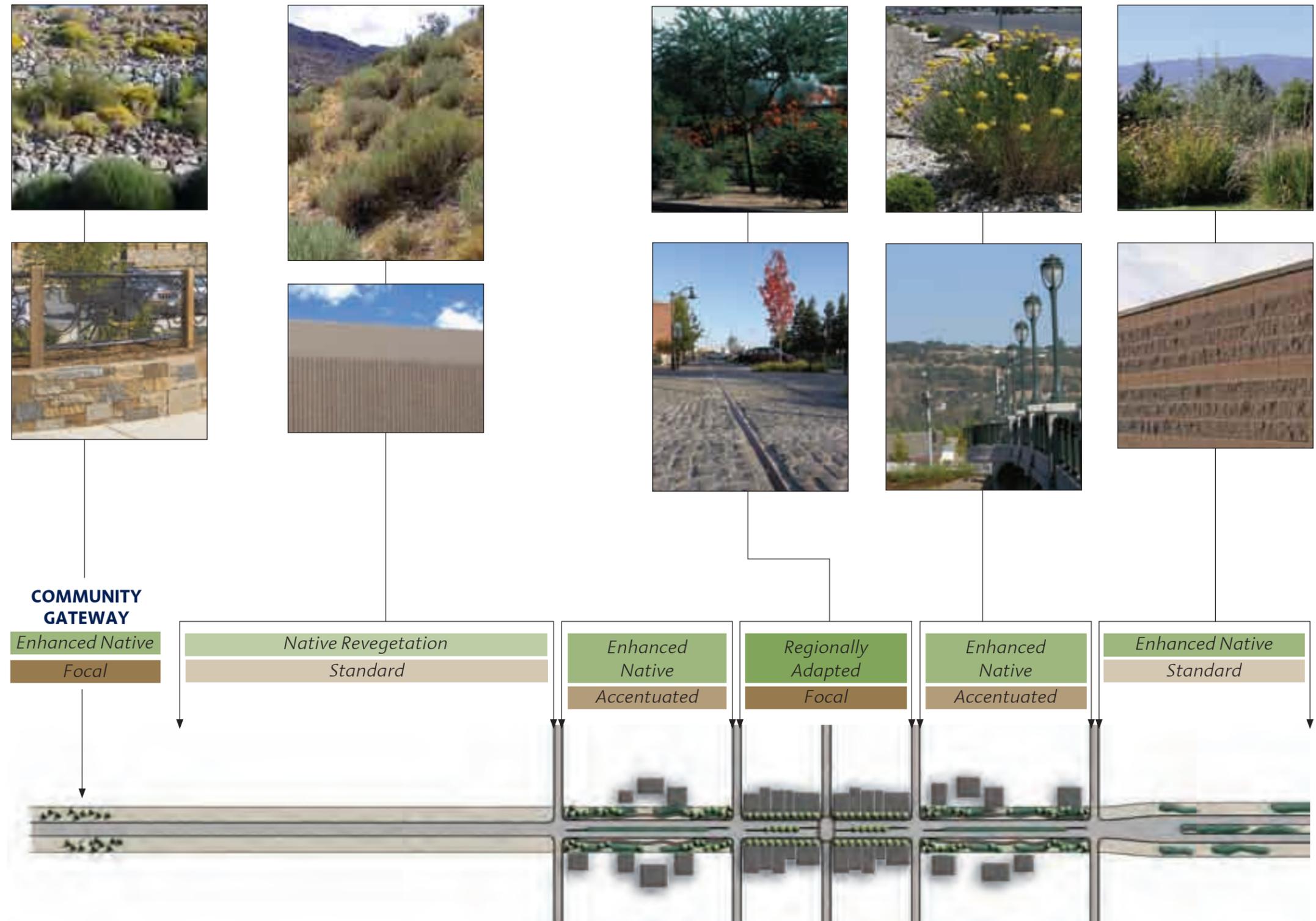
L&A Cost: \$110 - \$155/sf



Note: These photographs are illustrative examples of the structures and hardscape types and treatments.

The following figure illustrates how varying degrees of softscape treatments and structures and hardscape treatments may be appropriately applied over a section of the corridor.

Figure 5 APPLICATION OF LANDSCAPE TREATMENT TYPES



STATEWIDE PLACE NAME SIGN PROGRAM

A statewide place name and point-of-interest sign program better connects people to places.

Benefits of the Program

The state of Nevada is a large geographic area with diverse and oft-hidden features. The sign program will provide clear and consistent direction from the corridors to scenic areas, points-of-interest, historical sites, and local non privately-owned attractions. Signs will welcome visitors and inform residents. In addition to stimulating local economies, signage will draw attention to these important assets and affirm the rich history and physical attributes of the state. The sign program will encourage visitors and residents to better understand the history, culture, and geology of the state.

How the Program Will Work

Utilizing the current Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) as a guide, a family of iconic symbols specific to Nevada will be designed for use on standardized directional and identification signs. To ensure uniformity and consistency, the state will implement a policy manual for the signs, referred to as the Nevada Place Name Sign Manual. Program promotion will occur via informational brochures available at welcome centers, specific identification on state maps, and locally-based advertisements. Recognizable icons will demarcate points of interest and directional symbols. FHWA approval for the Statewide Place Name Sign Program is mandatory prior to installation. The program will work in conjunction with “Watchable Wildlife,” an organization that utilizes signage and guide books to facilitate wildlife

viewing areas. Watchable Wildlife, an existing, separately run program, addresses signage for wildlife viewing.

An audio and multimedia interpretative program will be developed with the sign program. This program will provide signage and audio interpretation of Nevada’s history and natural features to travelers. In order to ensure the success of the program and reduce the confusion created by multiple programs, it will coordinate with the interpretive programs that groups, such as Nevada Silver Trails, are currently completing.

Eligibility

Under a state managed and controlled program, NDOT will establish and approve an initial inventory of categories common to the state, including features specific to each highway corridor. Iconic imagery will be created to represent the general categories. After the initial inventory is confirmed, state and local entities can apply for inclusion based on specific criteria.

Anticipated Categories

Categories for sign icons common to the state of Nevada could include, but are not limited to:

- Nevada historic points/landmarks including cultural resources
- Native American resources
- Mountains
- Rivers
- Sand dunes
- Mining
- Railroads
- Historic downtowns
- Ghost towns
- Emigrant trails
- Wildlife viewing areas

The Design Guidelines (pages 3.19 - 3.20), list potential interpretive features and guidelines for icon development.

Associated Cost

The sign program is expected to directly benefit smaller communities and local attractions. Increased tax revenues will give the state a tangible return on its investment. Business partnerships through sponsorships are possible, provided there are partial cost offsets.

Signs Included in the Program

Exit to Area of Interest or Town

This primary sign type is used only on interstates and is included here for informational purposes only. It will be used as an informational listing, located in advance of interstate exits. It will include symbols and descriptions as well as the interstate exit number.

Signs will be post-mounted and use reflective graphics/lettering on a metal panel in accordance with applicable FHWA safety standards. A maximum of four symbols will be used on each sign – one per panel. Concise written descriptions are required to accompany iconic symbols.

Directional Sign on State or County Road

Used primarily along the highway corridors, this secondary sign type provide information for features located on state or county roads and intersections. It will incorporate symbols and a directional arrow (see Illus.3 on page 1.12).

Signs will be post-mounted and use reflective graphics/lettering on a metal panel in accordance with applicable FHWA safety standards. A maximum of four symbols will be used on each sign.



(1) Nevada contains a variety of special resources of interest to visitors. Interpretation of features enhances the appreciation and understanding of the area.



(2) Iconic signage clearly directs travelers to unique resources and destinations, such as historic features and ghost towns.



(3) The place name sign program may be coordinated with local interpretive efforts and audio programs to increase effectiveness.

Scenic Overlook or Viewpoint

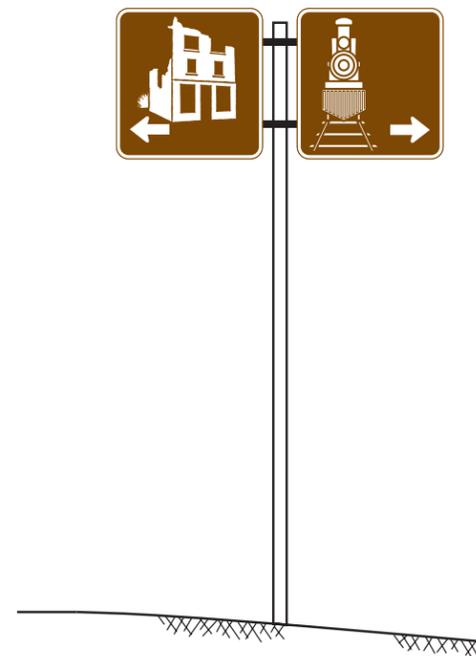
This sign type will be located prior to pull-offs, including symbols and descriptions as well as the distance to the pull-off (see Illus. 4).

Signs will be post-mounted and use reflective graphics/lettering on a metal panel in accordance

with applicable FHWA safety standards. A maximum of two symbols will be used on each sign. Concise written descriptions are required to accompany iconic symbols.



(1) The Statewide Place Name Sign Program uses a family of iconic symbols specific to Nevada to identify features such as railroads, historic buildings, and geographical points of interest.



(2) Directional signs on State or County roads use a family of iconic symbols along with a directional arrow. This type of sign uses a maximum of four symbols.



(3) Signs for a scenic overlook or gateway use a maximum of two symbols along with the distance to the pull-off.

ROAD SERVICES PROGRAM

Road services are an important component of any roadway corridor experience. They are even more critical in areas of Nevada where long distances separate developed areas. A complete description of road service facilities and their program components is provided in the Design Guidelines, pages 3.14 - 3.16. These service areas provide travelers with designated spaces to rest, interpret history and geography, and discover information about nearby activities and communities.

Two road service facilities of specific importance within the corridor include activity pull-offs and community rest areas. Activity pull-offs provide access to activities adjacent to the highway, and are located in areas where motorists commonly pull over to watch or participate in roadside activities. Providing structured parking improves the roadside safety and reduces disturbance to the fragile roadside vegetation.

Community rest areas are integrated within the town structure to serve residents and visitors. Community rest areas function like a pocket park or town square, providing a central location for visitors to learn more about local tourism opportunities, piquing their desire to further explore the community. Central locations or areas connected to community centers provide appropriate sites. Partnerships with towns, counties, or other organizations are required to site the facilities outside of the right-of-way.

NATIVE WILDFLOWER PROGRAM

Inspired by a vision of native plant species along rights-of-way to enhance the beauty of the land, the FHWA has adopted two programs to promote the use of naturally-occurring forbs and grasses in a particular region, state, or ecosystem. The Surface Transportation and Uniform Relocation Assistance Act (STURAA) of 1987 requires that at least one-quarter of 1% of funds expended for any Federal-aid highway system landscape project be utilized for native wildflower plantings. The second, voluntary program is “Operation Wildflower.” It promotes the use of native wildflowers through a cooperative relationship between the National Council of State Garden Clubs and State highway agencies.

In addition, the FHWA recognizes that native forbs and grasses can also provide:

- Reduced maintenance requirements for established native plants in comparison with non-native species.
- Reduced roadside fire hazards.
- Reduced use of herbicides when native plants are successfully established.
- Improved erosion control through drought-tolerant species.
- Improved relationship between the highway corridor and the regional character of the landscape.

The University of Nevada’s revegetation report supports the use of forbs and grasses in highway rights-of-way. Forbs and grasses that are appropriate to specific regions and ecosystems require “little or no maintenance... (and) create defensible space for wildfire along the highway corridors” (Tueller, Post, Noonan, 2002). As part of the wildflower program, plants that do not create a fire hazard or overly attract wildlife should be utilized.

INVASIVE AND NOXIOUS WEED CONTROL

Invasive species can have devastating effects on a landscape’s economic and environmental quality. Invasive species decrease diversity and can out-compete native species. The Nevada State Department of Agriculture maintains a list of noxious weeds that should be contained through a revegetation program along the corridor. The list can be referenced at the following site www.agri.state.nv.us/nwac/nv_noxweeds.htm.

“Nevada’s Coordinated Invasive Weed Strategy,” produced by the University of Nevada, also identifies additional species that have the potential to negatively impact Nevada’s environmental quality. NDOT’s continued coordination with the Nevada Weed Action Committee provides an organized effort for invasive and noxious weed control.

Due to the frequency of invasive weeds along the corridor, control measures are necessary for any new landscape design project. Adhering to best management practices for successful revegetation is a suggested control method. Additional suggested procedures include:

- Tailoring revegetation procedures to specific plant community types.
- Making recommendations for site and soil preparation.
- Including site appropriate revegetative practices.
- Providing for adequate weed maintenance to allow for revegetation establishment.

OUTDOOR ADVERTISING

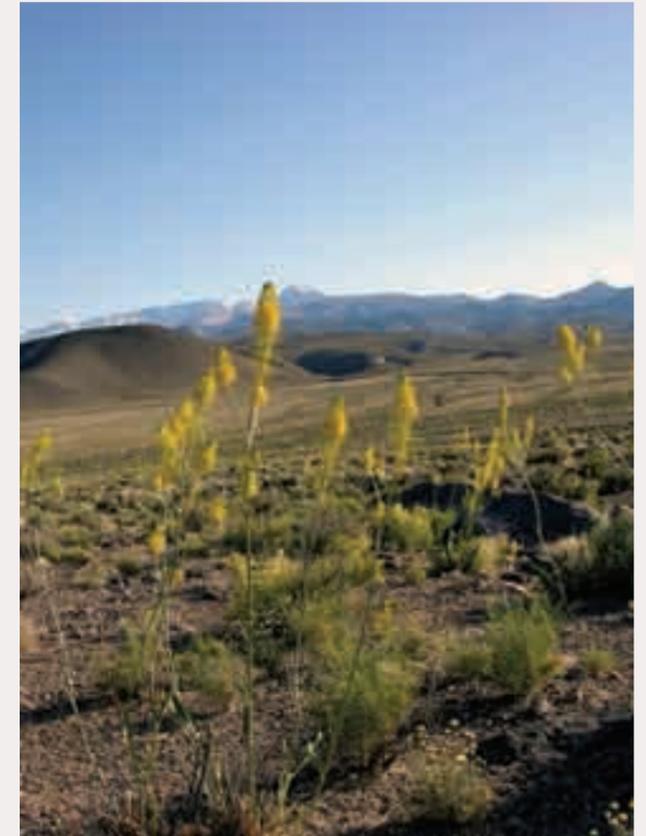
Outdoor advertising, specifically with billboards, provides businesses, community groups and other organizations with opportunities to inform travelers of various establishments and available services. Billboards can, however, impact the highway’s visual quality by obstructing views of scenic features and the natural landscape. As a result, community groups are committed to restricting new signage and removing existing billboards from areas adjacent to and within their communities.

The Highway Beautification Act

The intent of the Highway Beautification Act (HBA) of 1965 was to control billboard construction along Federal-aid highways and provide methods for removal of billboards that do not conform to state and local ordinances. The law, under Section C, defines effective control of billboards as limiting signage that is visible and intended to be read from the roadway to only include informational and directional signs pertaining to distinctive natural, scenic, or historic attractions; on-site real estate signs; on-site business signs; landmark signs associated with historic, natural, or artistic purposes; and “free coffee” signs promoted by non-profit organizations.

Limitations

In the 40 years since the passage of the HBA, few non-conforming billboards have been removed and many more have been constructed due to exclusions in the law. Enforcement is difficult because Section G of the law requires cities and counties to pay just compensation to owners for billboard removal. Although the federal government is required to contribute 75% of the compensation, many communities do not have the



(1) The use of naturally occurring forbs and grasses as part of the Native Wildflower Program enhances the visual quality of roadsides and reflects the area’s natural beauty.



(1) Outdoor advertising blocks scenic views and reduces the visual quality of the landscape. Methods for controlling outdoor advertising include signage ordinances that restrict the height, size and location of billboards. The Director of NDOT has the ability to request the removal of any billboard that poses a safety hazard.

funds to pay the 25% requirement, and their ability to use local land use controls to restrict construction was removed. Additionally, the federal government has stopped providing money for billboard removal (Brinton, 2001).

A second limitation within the HBA is the allowance for billboards to be constructed in areas zoned commercial and industrial, as well as in unzoned areas with commercial or industrial uses. The provision also acknowledges that the State has authority over the zoning laws. This entitlement allows the State to implement zoning regulations that effectively increase the difficulty of controlling billboards. Communities may specifically zone an area

along the highway as commercial, or the outdoor advertising structure may be built on a parcel that has an obscure commercial use.

The third provision allows designated scenic byways to be segmented and excluded from federal control. An amendment to the HBA, passed by Congress with the 1995 National Highway System Designation Act, allows states to exclude portions of a scenic byway that conflict with the state's standards for denoting scenic byways and utilize only local restrictions for billboard control. As a result, areas of lower scenic quality become more unattractive and reduce the overall scenic character of the byway.

Nevada Statutes

Removing billboards in Nevada became more difficult in 2001 due to the Nevada Revised Statute (NRS) 278.0215. The regulation prohibits the use of amortization – a method used by many states – for sign removal. Rather than utilizing the traditional cost approach, it defines the methodology for determining “just compensation” to include property uniqueness as well as income generation from the sign. This cost-prohibitive revision renders sign removal almost impossible.

Although control of outdoor advertising seems daunting, there are regulations that provide restrictions to billboard construction. NRS 405.050 allows counties to deny permits for billboards that may “measurably destroy the natural beauty of the scenery or obscure a view of the road ahead.” Additionally, the statutes give the NDOT Director the authority to remove any sign that is a traffic hazard.

The Role of Local Government

Cities and counties have the ability to regulate the location, and to a limited degree, the type of billboard erected within their jurisdiction. Although a state must prove their jurisdictional rights to control outdoor advertising on Indian Reservation Lands and have a written statement from the State Attorney General, local governments may coordinate with the Bureau of Indian Affairs to determine a course of action to limit the negative visual impacts of billboards. Design standards that address height, size, color, spacing/frequency, and context are a valuable method for directing outdoor advertising. For example, signs can be relocated if they block visual resources. Material choices and architectural detail can be improved to reduce the visual distinction between the sign and the surrounding environment. Communities can regulate the location of billboards to reduce the scenic impact of billboards and improve visual quality along the state's highways. Important viewsheds and scenic corridors may be designated within the county, and land use regulations can be developed that discourage or prohibit outdoor advertising.



(2) Outdoor advertising can be framed by natural materials and landscaping and built into the ground in order to limit scenic distractions.



(3) Billboards should consider proximity to road, distance between one to the next, distance from the ground, and overall size in order to lessen negative visual impacts.



(4) Outdoor advertising should compliment the adjacent environment while inform travelers of services to come.

NEVADA SCENIC BYWAYS DESIGNATION

Nevada's Scenic Byways program was established in 1983. Since then, 21 scenic byways have been designated. Gerlach Road (SR 447), north of Fernley is the only byway located directly off the corridor area. However, portions of the corridor should be designated as a scenic byway.

According to the FHWA, designating a roadway as scenic has several benefits. These benefits include preservation, promotion, pride, partnership, and specifically, the protection of scenic and roadside vistas, and historic buildings. In addition, the Highway Beautification Act of 1965 prohibits the erection of new billboards along designated scenic byways that are inter-state, a part of the National Highway System, or federally-aided primary roads. The National Highway Designation Act of 1995 amends the law to allow segmentation of portions of the byway, particularly if sections of the roadway fail to meet the scenic byway criteria. The segments in question are then controlled by local regulations only, allowing new billboards to be erected, subject to existing state or local controls. Roadway scenic quality can also be regulated with scenic or conservation easements. These easements preserve landscape character and provide the participating entity with a one-time tax deduction equal to the foregone value of the use of the land.

The Nevada Commission on Tourism and the FHWA are responsible for promoting scenic byways. To facilitate an integrated system, tourism-related facilities such as visitor centers, rest areas, and the Place Name Sign Program should maintain coordinated informational materials. Scenic designation increases local awareness about the roadway, attracting volunteers who want to help craft the story of the byway and share in making it a vital component of the community.

Opportunities for Partnerships

Scenic designation can promote and expand public and private partnership opportunities. For example, America's Byways Resource Center provides technical assistance and, together with the FHWA, can provide seminars and workshops to further facilitate the partnering process.

The scenic roadway plan consists of federal, state, and local programs that provide assistance in achieving scenic designation in Nevada.

- The federal BLM Back Country Byways and US Forest Service Scenic Byways plans focus on infrequently traveled paved, unpaved and four-wheel drive roads that access back country or wilderness areas.
- The Nevada Scenic Byways program focuses on year-round accessible roadways. The program identifies, promotes, and protects the state's most exceptional roadways. These byways must provide access to recreational areas or historic sites.
- The Local Tourism Routes program allows communities to promote special roadways and other modes of travel (such as boat, balloon and train rides, bicycling or rafting trips) that are not included under any other programs.

Local groups and agencies nominate and manage scenic byways and local tourism routes. The designation "Scenic Byway" is reserved for routes approved by NDOT. The State Scenic Byways Committee (comprised of representatives of NDOT, the Nevada Commission on Tourism, the Nevada Division of State Parks, and the US Bureau of Land Management) reviews and suggests approval, however, it is the NDOT Director who makes the final designation. The Nevada Commission on Tourism is responsible for the Local Tourism Route program. It reviews and approves all promotional material to ensure that the "Scenic Byway" designation is not used for local tourist routes.

Levels of Designations Available

Two levels of scenic byway designation are available: basic and advanced. Byways of both classifications are placed on state tourism maps, in visitor information packages, and in other scenic byway promotional materials. The state prepares and distributes a brochure about the byway. Routes with an advanced designation are eligible for federal and state funds. Advanced designation requires a corridor management plan and a five year re-certification obligation.

Interstate highways have not been included in the state program primarily because encouraging travel on non-interstate routes increases the tourism economic base of rural communities.



(1) Scenic byways should include a specific pictorial graphic that is related to the place, as part of the Statewide Place Name Sign Program.



(1) Roadways designated as scenic byways receive stricter outdoor advertising controls than other highways, including the removal of billboards in some cases.



(2) Areas of high visual quality could be preserved through the use of a scenic byway designation.

Nevada Scenic Designation

The Director of NDOT may establish a “Scenic Designation” for any section of highway right-of-way. The Corridor Plan recommends this occur in areas of high scenic quality, specifically US 95 adjacent to Walker Lake and US 6 near Queen Valley, to limit the number of billboards and signage that obstructs views.

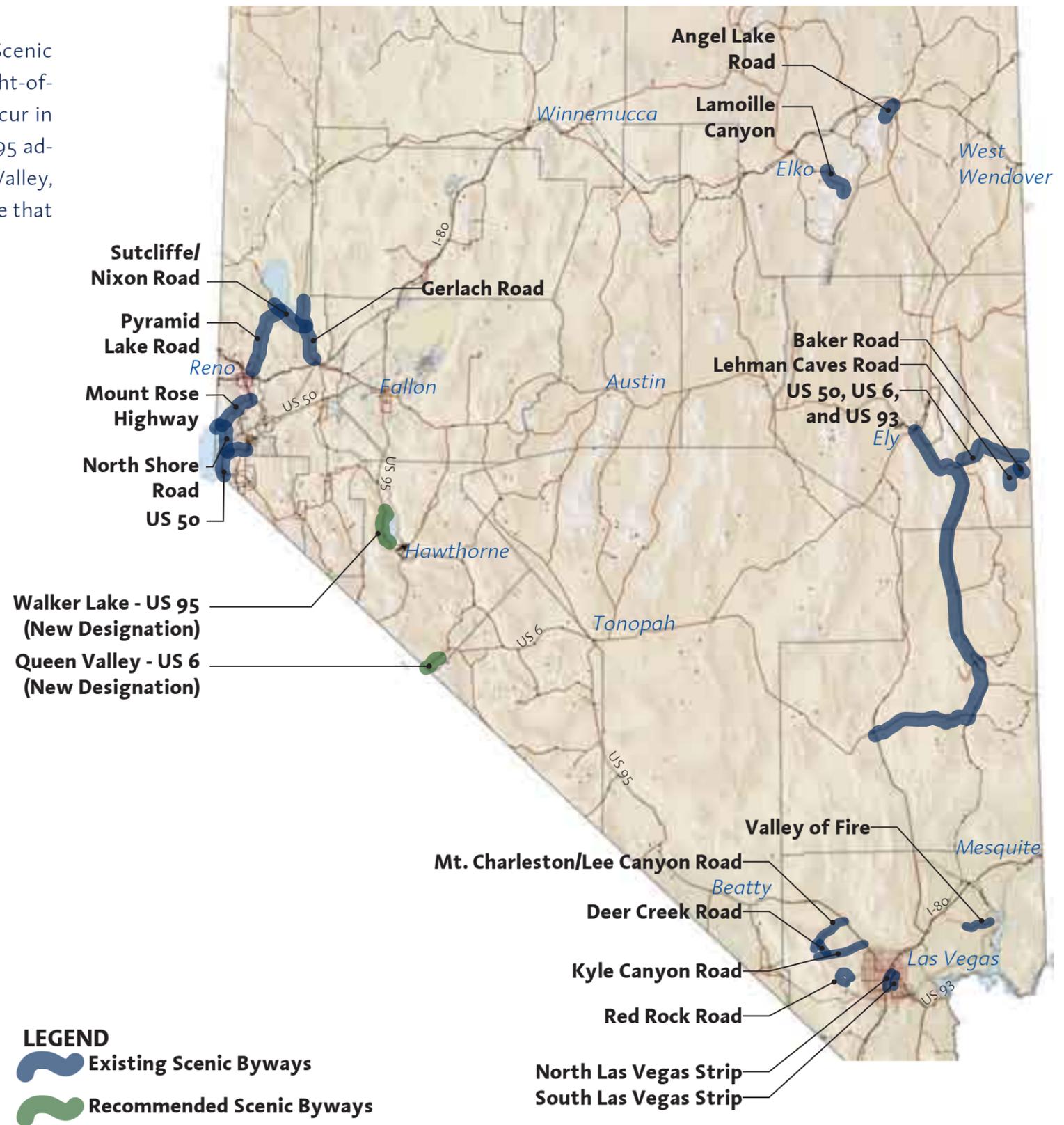


Figure 6 - Existing and Recommended Nevada Scenic Byways in Central Nevada



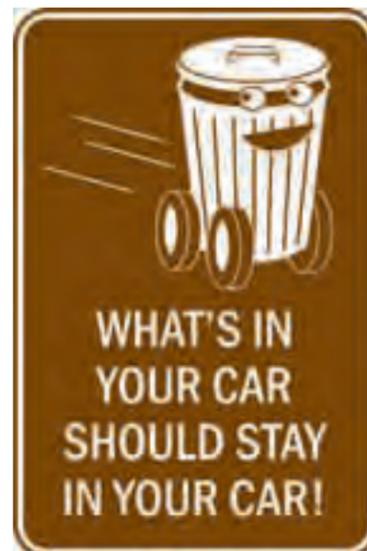
ANTI-LITTERING CAMPAIGN AND SIGNAGE

Fast food containers, bottles, trash bags, and rusty kitchen appliances found alongside the road are distracting and imply general neglect and disregard for the environment. A statewide anti-littering campaign would represent a significant step towards maintaining and improving Nevada’s highways. The campaign should be advertised in such a way as to command the attention of residents and travelers. Similar to the “Don’t Mess with Texas” anti-littering campaign, this program could become a marketing showpiece for the state of Nevada. The program would be promoted through roadway signage, magazine advertisements, and bumper stickers.

Distribution of campaign materials would be focused at travel-oriented locations such as welcome centers, rest areas, and truck stops. Coupled with promotional materials, an “Adopt-A-Highway,” or “Sponsor-A-Highway” program would engage residents of Nevada, encouraging active participation in maintaining clean and beautiful highways. This plan recommends implementing an anti-littering campaign using highly visible signage, easily distributed collateral materials, and an active volunteer clean-up program.



(1) Highway graphics and signage posted along the highway where trash accumulation is the most significant will be part of the anti-trash program.



(2, 3, 4) Examples of anti-littering signage.



(5) The negative visual impact of litter along the highway significantly impacts the motorist’s experience. Removing and managing litter along the highways is an important topic of the Corridor Plan.



(6) The anti-littering campaign’s promotional materials need to grab the attention of motorists and residents. An edgy and provocative campaign will keep the issue of litter very visible to travelers.



(1) *The Main Street Approach uses street trees and other streetscape enhancements to improve the aesthetics and create a safe environment for pedestrians and motorists. Streetscape plantings, accentuated pedestrian crossings, lighting, and banners create a pedestrian friendly environment and invigorate commercial districts.*



(2) *The Main Street Approach is a long-term, comprehensive strategy designed to meet local needs and opportunities. It is a volunteer-based program that relies on community support.*

MAIN STREET APPROACH

Vibrant main streets are a critical component of all communities. Rural communities are especially dependant upon vital commercial districts. Bisected and altered by the interstate highway system and suburban sprawl, main streets across America have declined both economically and physically, to a point where they are no longer viable community centers. Vacant buildings and declining businesses often line the highway. In some areas, revitalized commercial districts indicate continued community growth.

Main Street Approach, developed by the National Trust for Historic Preservation, assists in revitalizing the older, traditional business districts while simultaneously preserving the history and character of downtowns. The program combines “historic preservation with economic development to restore prosperity and vitality to downtowns and neighborhood business districts.”

The Main Street Approach does not promote a “quick fix.” It is a long-term, comprehensive strategy designed to meet local needs and opportunities. The strategy is based on a four-point approach that includes organization, promotion, design, and economic restructuring. It is a volunteer-based program that relies on community support. Volunteers form the governing board and standing committees, and a paid program manager coordinates and supports the operation.

The National Main Street Center, or the local coordinating agency, provides assistance in the form of technical services, networking, training, and in-

formation. The Center can provide direct fee-for-service technical assistance to cities and towns, both independently and in conjunction with state and citywide main street programs. Revitalization programs funded largely by local sources are more likely to succeed than those relying solely on state or federal funds. The Main Street Program offers educational sessions related to facilitating local support and generating public and private partnerships. Local involvement in, and coordination with, the program helps communities find solutions that work best for them.

The accomplishments of Main Street organizations are many: improving aesthetics and safety of downtown areas, restoring historic buildings, and revitalizing economic viability. The organization identifies potential economic niches, assists with promotional and fund-raising efforts, supports joint marketing efforts among local businesses, encourages and trains new business owners, and finds grants for facade, streetscape, and landscaping improvements. Reduced vacancy rates, and renovation and restoration in the downtown are a few examples of its results.

Physical improvements are quickly evident. Long-term economic improvements may take up to three years to accomplish. However, the program’s impact on communities nationwide is indisputably positive and long-lasting. Communities have experienced net gains in new businesses and job generation, and a surge in local investment. Most importantly, community pride grows as personal involvement in the volunteer-driven program increases.

As an example of the success of this program, seven communities in rural Iowa participated in the program for ten years. On average, each town renovated 97 downtown buildings, gained 24 business starts, and saw \$1.6 million in private sector reinvestment.

Anyone can start a Main Street Program in their community. The first step is to contact the statewide coordinating program for support, technical assistance, training, networking, and encouragement. Because Nevada does not currently have a coordinating program, contact should be made with the National Main Street Center in Washington D.C. A self-initiated program may be created without a state program. The National Main Street Center provides contacts to assist in networking with other independent programs and nearby state programs. Communities are welcome to utilize principles and tools from the Main Street Approach regardless of whether they qualify for the program or wish to follow it exactly. The program incorporates historic preservation with community revitalization. Communities like Goldfield, which was recently designated as a National Historic District, now qualify for more assistance through the program. Additional information can be obtained by visiting the Main Street Program’s website at www.mainstreet.org.

SECTION THREE: Background Inventory

SOCIAL RESOURCES

Community Settlement Patterns and Growth

Urban Patterns

Central Nevada's historic settlement is tied to travel and mining. Many of the communities throughout the region are located along early pioneer routes or were established as a result of mining discoveries. Over time, mining camps grew into towns and discovery routes grew into wagon roads and eventually the Nevada state highways. The towns within the central corridor are dispersed between the State's largest population centers. While some towns are expected to experience significant growth because of their roles as regional service and distribution centers, other communities will face the continuing challenges of the boom and bust mining cycles that have characterized their past.

Settlement within the central corridor remains relatively sparse and ranges in population from 435 people in Goldfield to approximately 16,357 in the City of Fernley. Although demographics may vary, the communities along the corridor have settlement pattern similarities, such as ties to agriculture, mining, and/or recreation land use. In addition, a traditional neighborhood street pattern and a main street/highway through the center of town characterize many of these settlements.

Distribution and industrial centers such as Fernley have experienced the most dramatic growth and

development during recent years. Although current estimates place the town's population at around 16,000, if recent growth trends continue, the town could host a population of up to 75,000 by the year 2020. In addition to the anticipated growth from the commercial and industrial sector, the town will likely increase its population by serving as a bedroom community for the growing Reno/Sparks area.

Many of the towns in Nevada were established because of the gold rush. However, people settled in Fallon and Yerington because of the water resources. Both towns were early stopping points for westward bound travelers who refreshed themselves in the Carson and Walker rivers. Today, the towns have grown to include a range of industries, but the surrounding lush agricultural fields continue to convey the oasis quality that must have initially attracted early pioneers. Both towns have experienced recent growth that is anticipated to continue as retirees and new business are attracted to the small town atmosphere of both cities.

Nevada's history of mining is tied to both the boom and bust of many of the towns along the corridor. The opening and closing of mines has led to ongoing population fluctuations in towns like Hawthorne, Tonopah, Goldfield, and Beatty. For many of these towns the prospect of future growth depends more on government related industries than mining. The Army Ammunitions Depot in Hawthorne and the potential Yucca Mountain Repository are examples of federal facilities that could dramatically impact local economic and development patterns.

Land Ownership

The State of Nevada, at 83%, contains the highest percentage of federal lands among the con-

tiguous 48 states, (BLM, 2000). In Central Nevada, most land is managed by the BLM, US Forest Service (USFS), Department of Energy (DOE) and the Department of Defense (DOD). The Bureau of Indian Affairs (BIA) also owns large tracts of land along the corridor. Land ownership patterns in the state have not changed much over the last several decades, and this stability in land ownership has provided some level of visual continuity within the state.

Land ownership affects land use and the visual character of the landscape. Public agencies such as BLM and USFS operate under a multiple-use mandate. To the casual observer, a vast majority of the state may appear vacant, wide-open, and wild, but a closer look reveals that much of Nevada is a working landscape. From the highway, grazing, mining, power generation, and tourism are evident throughout the multiple-use federal lands. Although NDOT's jurisdictional influence over the landscape only extends to the edge of the right-of-way, agreements with other public agencies make it possible for NDOT to develop a common vision that will shape visual character and land use decisions for areas adjacent to the roadway as well.

Implications to the Corridor

The anticipated changes over the next 20 years most likely to influence the corridor include the growth of industrial parks and the expansion of associated roads around the City of Fernley and Silver Springs. In general these changes will encourage residential suburban growth, and neighborhood commercial development. To the south, the potential development of the Yucca Mountain Repository will necessitate the expansion of truck facilities and travel lanes. The facility will also of-

Total Increase in Population 2003 to 2024	
Churchill County	10,734
Esmeralda County	-193
Lyon County	33,037
Mineral County	-2,211
Nye County	21,014

(1) Population projections per the Nevada State Demographer, 2005.

Annual Population Estimate for 2005	
Churchill County	26,585
Fallon	8,339
Esmeralda County	1,276
Goldfield	438
Silver Peak	126
Lyon County	48,860
Fernley	16,357
Yerington	2,980
Mineral County	4,629
Hawthorne	2,956
Luning	87
Mina	276
Walker Lake	310
Nye County	41,302
Amargosa	1,383
Beatty	1,302
Pahrump	33,241
Tonopah	2,607

(2) Population estimates per the Nevada State Demographer, 2005.



(1) Rest areas should be comfortably separated from the highway, and sited for consideration of views and vistas, vegetation patterns, cultural or historical features and other site and environmental qualities.

fer employment opportunities that may encourage population growth in nearby towns.

Travel and Tourism

Travel Patterns

Central Nevada, along US 95 and US 50, is promoted by the Nevada Commission on Tourism as part of both the Pioneer Territory and the Pony Express Territory. Promotional campaigns for tourism throughout this region include the “Come Alive on 95 – Silver Trails” program and local community marketing to highlight outdoor recreation opportunities. The Silver Trails program incorporates 15 towns and nine counties in and around this corridor. The program is promoted through various materials, including an 80-minute CD for travelers to listen to as they travel the road. Each community has five minutes of information to acquaint motorists with the services and interesting features of their town.

Tourism destinations along the corridor include Death Valley National Park, historical sites, sand dunes, recreation destination, wildlife refuges, and areas of geologic interest. Community celebrations and events are promoted at a statewide and national level in order to encourage travel into the region. The increase of retirees traveling in RVs impacts the corridor. These visitors often use the corridor to visit sites as well as to travel to and from snowbird areas.

The development of the Yucca Mountain Nuclear Fuel Depository will also influence travel patterns. Trucks carrying hazardous waste will frequent the highway and require separate, safe stopping facilities. Roadside improvements may also be required to ensure traffic safety.

Overview of Existing Travel Facilities

Highways play an important role in connecting people to their surroundings. Visitor centers, view points, and community signage help travelers understand the natural and cultural features that make a place unique. The state highways can improve their role in promoting and facilitating travel to key local, state, and national tourism destinations. For example, it is not easy for travelers to discern the fact that they are driving along a Pony Express route or through the oldest town in Nevada. Signage notifying drivers of upcoming viewpoints can be more consistent. Signs pointing to historic markers can be updated to provide proper direction to the marker, and the sign color can be modified to minimize the impacts of fading. Enhancements should make markers easier to notice and give the driver advance warning of turn-offs. Marker sites should be reviewed as the surrounding development changes in order to minimize signs in obscure and unattractive locations.

Travel and tourism facilities consist of rest areas and information centers. These facilities can have the dual responsibility of providing traveler services and information regarding historical, cultural, and environmental features in the region, as well as providing important information about tourist destinations. Only a few highway services (such as formal rest areas, truck stops, and/or pull-outs) accommodate highway travelers along the corridor. The existing facilities can be improved by taking full advantage of an area’s unique features and incorporating an enhanced overall design and architectural consistency.

Opportunities to Enhance Travel Facilities

The rest areas provided at Stone Cabin Valley along US 6 and in Amargosa Valley are examples

of facilities that could be better incorporated with the corridor’s history, regional architectural styles, and environmental features. Throughout the corridor an opportunity exists to present a better image of the state through the design and placement of highway facilities that serve to connect people to the places they are visiting.

Rest areas should be planned and designed in a consistent and comprehensive manner. In the vast rural areas of the highway, travelers can suffer from driving fatigue. Rest areas are an important safety element of highway corridors. One rest area located every hour is typical for safety measures; however, important historical, cultural, and/or natural site features should also serve as criteria for determining specific rest area locations. Major site features to be considered in the location and design of rest areas include topography, views and vistas, vegetation patterns, cultural or historical features, water elements, geological features, wetlands, and other inherent site and environmental qualities. In addition, there is potential for rest areas and/or viewpoints to be located and designed as part of a larger trail or recreation system, such as a gateway to public lands, parks, and other tourist attractions in the region.

Community rest areas can be developed as part of a partnership with the town. These facilities provide services to travelers and encourage visitors to stop in a town, rather than on its outskirts, to rest.

Adequate rest area facilities should include restrooms, picnic area, pet exercise areas, paved parking, fresh drinking water, interpretive exhibits, and local area information. Regional architecture, sensitive to the mountain and Great Basin environments, should be encouraged for all structures

and facilities. In addition, where landscaping is implemented, drought tolerant landscape treatments are not only sensible, but essential to the success of highway landscaping.

NATURAL RESOURCES

Water Resources

Natural Systems

The primary hydrographic region underlying the corridor is Nevada's Central Hydrographic Region. It also crosses the Death Valley Basin, the Walker River and Carson River Basins, the West Central Region, and the margins of the Humboldt River and Truckee River hydrographic regions. Most of the major surface water features lie north of Tonopah. US 95 skirts many of these, including the Walker River and Walker Lake, and the Carson River and Lahontan Reservoir. A large hydrologic basin called the Carson Sink lies north of Fallon, and forms the terminus for the Carson and Humboldt Rivers. Smaller water bodies and ephemeral lakes that are part of the Carson Sink are also visible from portions of US 95 and US 50 near Fernley and Fallon. Salt marshes are present in places along the corridor. Two of these, the Columbus and Rhodes salt marshes near Coaldale Junction, are important wildlife habitat areas, especially for migratory birds.

Precipitation throughout the corridor is similar to other parts of the state, ranging from four to eight inches in the valleys and up to 16 inches at higher elevations. The only exception to this is around the Amargosa Valley, which typically receives less than four inches of rain per year. Like most other portions of the state, surface waters are channeled through a network of ephemeral streams and washes into playas, where the water gradually percolates downward into the wa-

ter table or is lost to evaporation. Runoff rates throughout Nevada are very low, generally less than 0.2 inches per year except in higher portions of the mountain ranges.

Water Use Regulations

It is expected that Nevada's population will become increasingly concentrated in its primary urban areas of Las Vegas (Clark County), Reno/Sparks (Washoe County) and Carson City. Significant growth is also anticipated in many portions of central Nevada. The largest increases are projected in Lyon, Nye, and Churchill counties; municipal and industrial water uses in these locations are expected to double between 1995 and 2020. To address water sustainability issues, a group of rural leaders in central Nevada initiated stakeholder discussions in February, 2005. These discussions resulted in a joint recommendation for the creation of a Central Nevada Regional Water Authority.

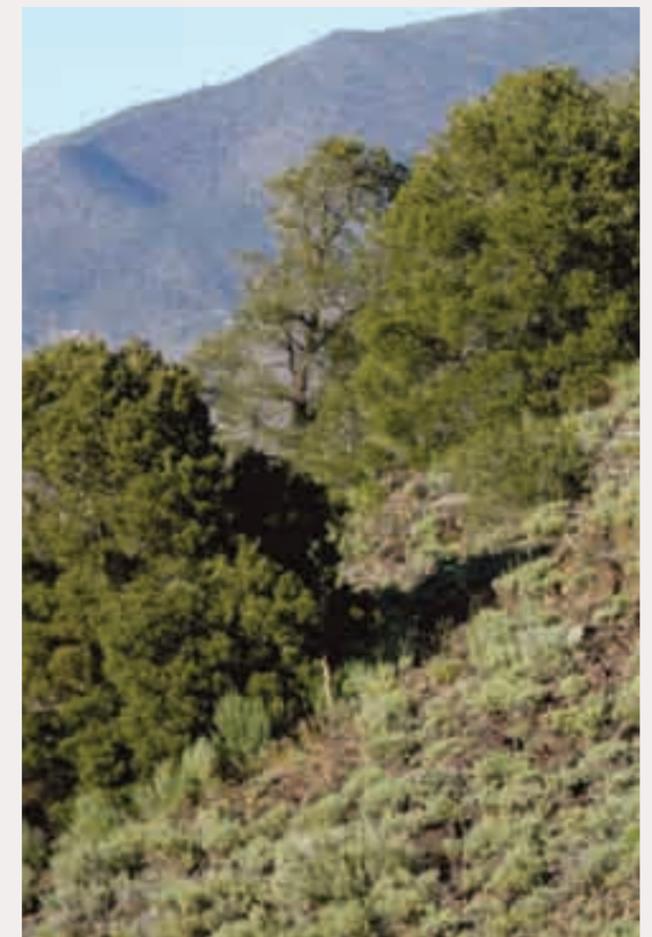
Due to the limited water availability, many communities and water districts have implemented landscape ordinances and policies to protect existing water resources and water quality. Highway landscapes should be drought tolerant throughout the state, but particularly in central Nevada where water is so scarce. NDOT should also coordinate with local jurisdictions and water providers to ensure enough water to help establish revegetation efforts. The corridor plan recognizes the need to promote water conservation through design that incorporates low-water use vegetation. NDOT requires interlocal maintenance agreements with communities in order for irrigation to be used on projects.

Vegetation

The Vegetation Community information for this report is based on "Mapping Ecosystems Along Nevada Highways and the Development of Specifications for Vegetation Remediation" completed by the University of Nevada, Reno for the Nevada Department of Transportation. The highways within the corridor are situated in the transition zone between the Great Basin and Mojave Desert ecological communities. The region is characterized by north-south, often snow-capped mountain ranges bounding adjacent valleys. pinyon-juniper/sagebrush plant communities occur at higher elevations and Salt Desert Shrub communities occur at valley floors with sagebrush in between. Generally the land along the highway is arid, with the exception of agricultural fields and areas where rivers and streams are sustaining pockets of riparian vegetation.

Sagebrush is the most prevalent type of vegetation. At low elevations the sagebrush communities are dominated by three varieties; Wyoming Big Sagebrush (*Artemisia tridentata* var. *wyomingensis*), Basin Big Sagebrush (*Artemisia tridentata* *tridentata*), and Black Sagebrush (*Artemisia nova*). Upper elevation sagebrush communities occur at about 5,800 feet and are dominated by Mountain Big Sagebrush (*Artemisia tridentata* var. *vaseyana*) with Low Sagebrush (*Artemisia arbuscula*) occurring over ridges and/or passes. Rabbitbrushes (*Chrysothamnus* spp.) and Mormon Tea (*Ephedra* spp.) also occur in these plant communities.

Plant communities and native vegetation patterns should be used as a reference for landscape design along the corridor. Understanding these different vegetation community types is critical to the success of revegetation projects associ-



(1) Pinyon juniper plant communities are found along US 6.



(2) Saltbrush communities are found along US 6.



(1) Wild horses and many other wildlife species can be found along the corridor. Agency coordination with the Department of Wildlife is critical to providing appropriate crossing structures.

ated with highway improvements. Each community has unique soil and hydrologic characteristics that must be considered to ensure successful revegetation.

Wildlife Habitat and Migration

Nevada is home to a diversity of wildlife. Lack of water, combined with extensive federal government landholdings, renders much of rural Nevada as open and undeveloped, providing excellent wildlife habitat for a number of species.

Availability of quality habitat largely determines the abundance and distribution of all wildlife species. Habitat fragmentation occurs through the spread of human activities, including the construction of roads. By identifying habitat areas adjacent to the highway and wildlife movement corridors, the corridor plan will serve as a tool for reducing vehicular/wildlife conflicts and preserving existing wildlife resources. Locations along highways where significant collisions occur are prime candidates for wildlife crossing retrofit projects. Future improvement projects should pay particular attention to the location of existing high quality habitat areas to ensure that wildlife crossings and warning signage can be appropriately located.

Wildlife species noted in this corridor include bighorn sheep, antelope, elk, and mule deer. Bighorn sheep inhabit rugged, steep terrain with intermittent canyons and washes. Bighorn sheep have been shown to inhabit areas around Beatty, Walker Lake State Recreation Area and on the northern slopes of Cocoon Mountains west of Fallon. Pronghorn antelope are primarily found in the valleys between mountain ranges in northern and central Nevada. Most of the land east of US 95 from Scotty's Junction north to Fallon and surrounding the eastern portion of US 50 is designated as antelope habitat. Elk habitat overlaps with the antelope range north of Tonopah. Mule deer move between various zones from the forest edges at higher elevations to the desert floor, depending on the season. Deer corridors are designated in the area around Warm Springs, in the mountain ranges surrounding Queen Valley and along US 50 around Fallon. Deer road kill data indicate vehicular/wildlife conflicts on Alt 95 northwest of Yerington. The state also hosts a number of wildlife management areas. Among the most important is the Stillwater Wildlife Management Area, which is a site of international importance because of the hundreds of thousands of shorebird species that pass through during their migration.

ENVIRONMENTAL CONSIDERATIONS

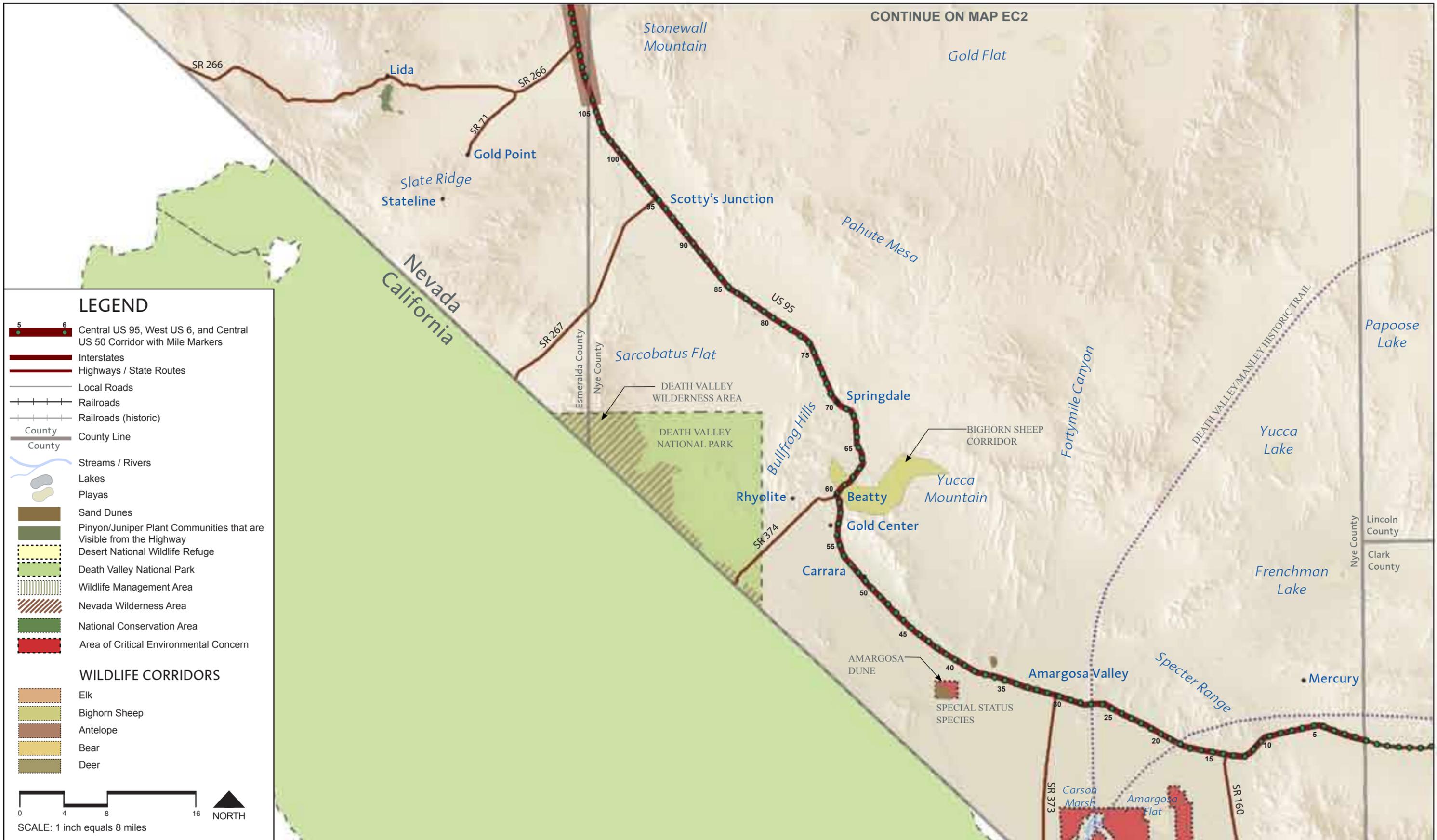
Mapping of Environmental Features

The landscape of central Nevada has many special environmental features, including plant communities, rivers, lakes, playas, wildlife, rock outcroppings, cliffs, and mountain ranges. These resources provide opportunities to create viewpoints, preserve natural systems, and enhance wildlife movement corridors.

To assess the environmental features, data was gathered from a variety of sources and analyzed according to its relationship to the corridor highways. Data included in the analysis includes wildlife habitats, lakes and playas, and riparian systems. Additional data obtained from the BLM identifies unique features of significant influence, including: Sand Dunes, Wildlife Refuges, National Conservation Areas, and Areas of Critical Environmental Concern (ACEC). The BLM designated areas as ACEC to preserve areas with unique biological, geological, historical, or scenic features. The boundaries shown are taken from the BLM database.

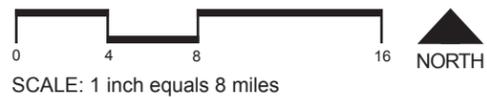
Wilderness areas and ACEC are specially designated areas that should be carefully considered with all highway construction projects. Stands of Pinyon-Juniper are unique plant communities that should also be considered as they provide a unique experience along the highway corridor.

CONTINUE ON MAP EC2



LEGEND

- Central US 95, West US 6, and Central US 50 Corridor with Mile Markers
 - Interstates
 - Highways / State Routes
 - Local Roads
 - Railroads
 - Railroads (historic)
 - County Line
 - County
 - Streams / Rivers
 - Lakes
 - Playas
 - Sand Dunes
 - Pinyon/Juniper Plant Communities that are Visible from the Highway
 - Desert National Wildlife Refuge
 - Death Valley National Park
 - Wildlife Management Area
 - Nevada Wilderness Area
 - National Conservation Area
 - Area of Critical Environmental Concern
-
- ### WILDLIFE CORRIDORS
- Elk
 - Bighorn Sheep
 - Antelope
 - Bear
 - Deer



Central US 95, West US 6, and Central US 50 landscape and aesthetics corridor plan



ENVIRONMENTAL CONSIDERATIONS

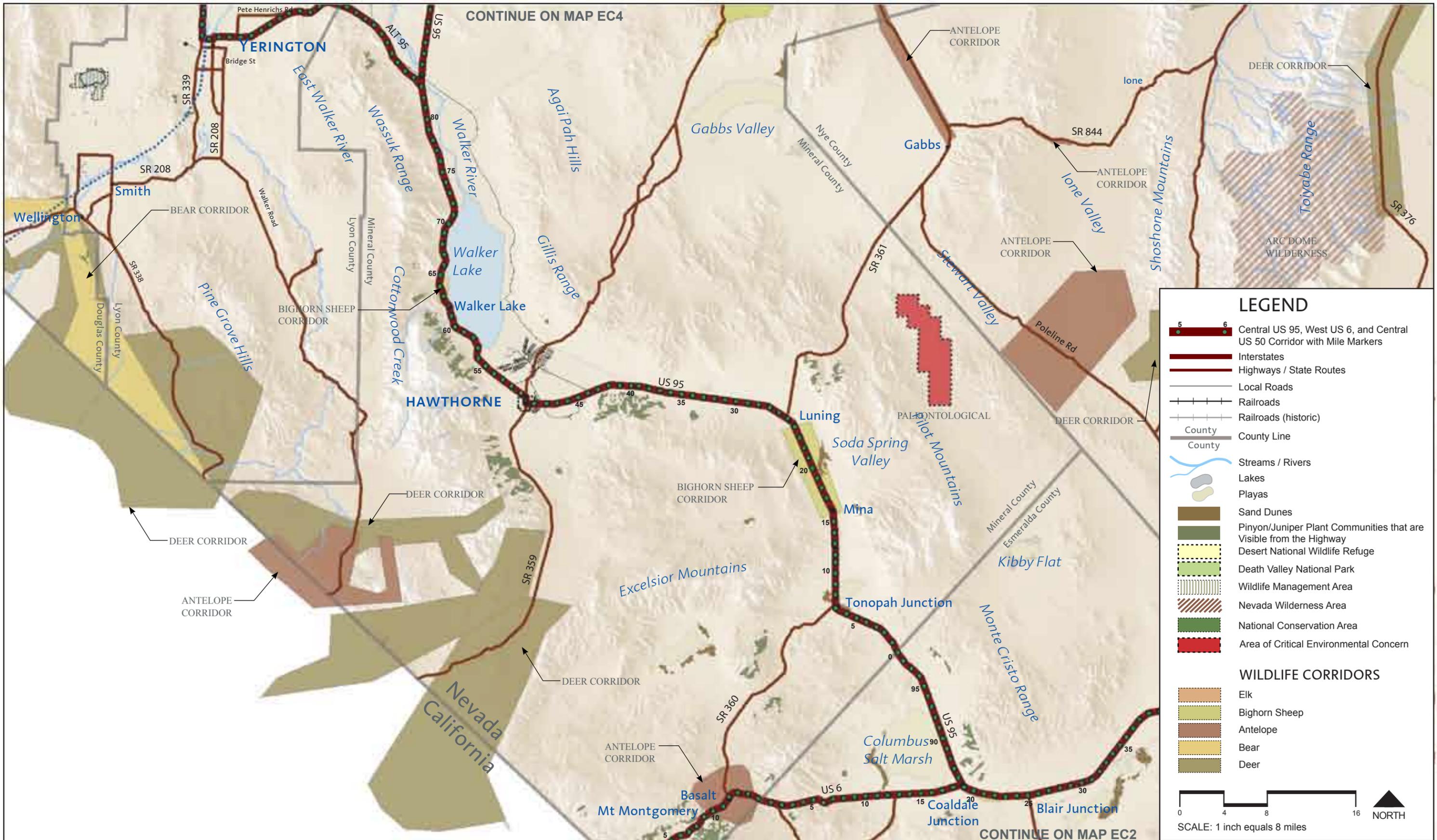
US 95: CLARK/NYE COUNTY LINE TO ESMERALDA COUNTY MM5

CONSULTANT TEAM	DESIGN WORKSHOP	MAP EC1 1.23
	PLACES	
	Sand County Studios JW Zunino & Associates CH2MHill	



CONTINUE ON MAP EC3

CONTINUE ON MAP EC1



CONTINUE ON MAP EC4

CONTINUE ON MAP EC2

LEGEND

- Central US 95, West US 6, and Central US 50 Corridor with Mile Markers
 - Interstates
 - Highways / State Routes
 - Local Roads
 - Railroads
 - Railroads (historic)
 - County Line
 - Streams / Rivers
 - Lakes
 - Playas
 - Sand Dunes
 - Pinyon/Juniper Plant Communities that are Visible from the Highway
 - Desert National Wildlife Refuge
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 - National Conservation Area
 - Area of Critical Environmental Concern
- WILDLIFE CORRIDORS**
- Elk
 - Bighorn Sheep
 - Antelope
 - Bear
 - Deer



Central US 95, West US 6, and Central US 50 landscape and aesthetics corridor plan



ENVIRONMENTAL CONSIDERATIONS
US 95: COALDALE JUNCTION TO US 95/ALT 95 INTERSECTION

DESIGN WORKSHOP
 PLACES
 Sand County Studios
 JW Zunino & Associates
 CH2M Hill

MAP EC3
1.25