



**CORRIDOR PLAN**

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



INCLUDES US 95 FROM THE CLARK COUNTY LINE WEST OF INDIAN SPRINGS NORTH TO I-80 AT TRINITY, US 6 FROM THE CALIFORNIA STATE LINE EAST TO WARM SPRINGS, US 50 FROM SIX MILE CANYON ROAD NEAR DAYTON EAST TO NEW PASS SUMMIT, ALT 95 THROUGH YERINGTON AND ALT 50

**DESIGN WORKSHOP  
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**December 15, 2006**



## MESSAGE FROM THE GOVERNOR OF NEVADA

On June 6, 2002, the Nevada Department of Transportation adopted as policy, "Pattern and Palette of Place: A Landscape and Aesthetics Master Plan for the Nevada State Highway System." The second phase of planning is complete. The Landscape and Aesthetics Corridor Plan represents a significant step forward for the Landscape and Aesthetics program created by the Master Plan because it involves local public agencies and citizens in the planning process. Now, Nevada's highways truly represent the state and its people. The Corridor Plan will be the primary management tool for use in guiding funding allocations, promoting appropriate aesthetic design, and providing for the incorporation of highway elements that uniquely express Nevada's landscape, communities, and cities, as well as its people. The State considers this Corridor Plan to be a major accomplishment for the future of Nevada highways.



## MESSAGE FROM THE DIRECTOR OF NDOT

NDOT is responsible for ensuring that landscape and aesthetics are an integral part of the design in building and retrofitting our highway system. This Landscape and Aesthetics Corridor Plan for US 95, US 6, and US 50 in Central Nevada helps realize our vision for the future appearance of our highways. The plan will provide the guidance for our own design teams, and it will help Nevada's citizens participate in formulating context-sensitive solutions for today's transportation needs. Together, we will ensure our highways reflect Nevada's distinctive heritage, landscape, and culture.



## ENDORSEMENT

The Corridor Plan has been reviewed by the following groups and agencies. Endorsement means agreeing in principle with the opportunities and recommendations identified within agency jurisdiction.

Beatty Habitat Committee  
Beatty Museum & Historical Society  
Beatty Town Advisory Board  
Beatty Town Office  
Churchill County Road Department  
City of Fernley  
City of Yerington  
Economic Development Authority - Esmeralda / Nye Counties  
Esmeralda County  
Esmeralda County Yucca Mountain Oversight  
Fallon Convention & Tourism Authority  
Fallon Paiute-Shoshone Tribe  
Fernley Chamber of Commerce  
Goldfield Chamber of Commerce  
Goldfield Welcome Center  
Lahontan Valley Environmental Alliance  
Luning Advisory Board  
Lyon County

Lyon County Building Department  
Mineral County Development Corporation  
Natural Resources Conservation Service, High Desert Resources  
Conservation District  
Nevada Silver Trails  
Nye County  
Nye County Natural Resources Office  
Nye County Road Department  
Silver Springs Chamber of Commerce  
Tonopah Development Corporation  
Tonopah Historic Mining Park Advisory Board  
Town of Tonopah  
Town of Walker Lake  
Walker Lake Working Group  
Walker River Paiute Tribal Council  
Yerington Paiute Tribe  
Yomba Shoshone Tribe



**ACKNOWLEDGEMENTS**

**State Transportation Board**

Kenny C. Guinn (Chairman)	Governor
Kathy Augustine	Controller
Caesar Caviglia	Member
Tom Gust	Member
Lorraine Hunt	Lt. Governor
Brian Sandoval	Attorney General
Jim Thornton	Member

**STTAC (Statewide Transportation Technical Advisory Committee)**

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Tom Brady	Sig Jaunarajs
Steve Bunnell	Mara Jones
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Daryl Crawford	Clara Lawson
Keyth Durham	Patrick Pittenger
Paul Enos	Marc Reynolds (Chair)
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David Fraser	Bruce Turner
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## USER'S GUIDE

- Refer to the section beginning on page 1.5 to understand **softscape and hardscape types and treatments**.
- Refer to the introduction and section one beginning on page 2.1 to understand how the corridor is organized into **highway zones**.
- Refer to the sections two through five beginning on page 2.13 for the design theme and design objectives related to each landscape design segment.
- Refer to pages 2.20, 2.33, 2.47 and 2.54 for **design interpretation**.
- Refer to the section beginning on page 3.2 for **design guidelines**.
- Refer to the section beginning on page 3.21 for **color palette** information.
- Refer to pages 3.39 – 3.47 for **plant palettes** associated with each softscape treatment type.
- Refer to the section beginning on page 4.14 for the **description of funding and costs**.
- Refer to the section beginning on page 4.16 for **project priorities**.

## EXECUTIVE SUMMARY

This plan establishes the vision for the landscape and aesthetics of the Central US 50, West US 6, and Central US 50 corridor. The vision synthesizes historic, current, and future conditions into a comprehensive guide to improve the visual appearance of the highway corridors through communities, rural landscapes, and scenic environments.

The first chapter of this report provides an introduction to the NDOT Landscape and Aesthetics program. It describes the mechanism by which corridor design will be managed, a description of programs and elements that influence highway aesthetics, and a summary of background information gathered and analyzed.

Chapter Two describes the process through which sections of the highway were categorized into highway zones and divided into distinct land-

scape design segments: Mojave Desert Vista, Silver Legends, Great Basin Oasis and Pony Express Passage. A description of the theme and design objectives presents examples of the appropriate design aesthetic for each segment. Additionally, maps and sections of the landscape design segments provide detail regarding the location of specific projects and the desired level of aesthetic treatment.

Chapter Three begins by outlining an approach to the design process. This process highlights the necessity of integrating landscape and aesthetics at the beginning of every project. Design guidelines are also included in the third chapter to provide the framework for improving the aesthetics of existing, new, and retrofit highway projects. They are written statements of recommended methods to meet the segment's design objectives. The guidelines, accompanied by concept diagrams, sketches, or photographs, demonstrate ways in which to achieve the design intent.

Chapter Four summarizes the cost implications associated with the improvements proposed by this Corridor Plan. Cost estimates are included for both preliminary project budgeting as well as ongoing project maintenance. These estimates will inform NDOT in the decision-making process, and help influence budget allocations for the landscape and aesthetics highway improvements.

The remaining chapters provide information that will help readers understand the technical information presented in the document.

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