



**CORRIDOR PLAN**

*US 395, West US 50, SR 28, SR 207 and SR 431  
landscape and aesthetics corridor plan*

US 50 FROM THE CALIFORNIA STATE LINE TO 6 MILES EAST OF DAYTON

US 395 FROM TOPAZ LAKE TO THE CALIFORNIA STATE LINE AT BORDERTOWN

STATE ROUTES 28, 207, AND 431

**DESIGN WORKSHOP**

PLACES

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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 395, US 50, SR 28, SR 207, and SR 431 in Northern 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

This 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.

City of Carson City  
 Carson City Convention and Visitors Bureau  
 Carson City Parks and Recreation Department  
 Carson City Public Works Department  
 Carson City Regional Transportation Commission  
 City of Reno  
 City of Reno Community Development Department  
 Dayton Area Chamber of Commerce  
 Dayton Valley Natural Resources Conservation District  
 Douglas County  
 Douglas County Community Development Department  
 Federal Highway Administration  
 Gardeners Reclaiming Our Waysides  
 Incline Village General Improvement District  
 Keep Truckee Meadows Beautiful  
 League to Save Lake Tahoe  
 National Pony Express Association  
 Nevada Arts Council  
 Nevada Association of Counties  
 Nevada Bicycle Advisory Board  
 Nevada Commission on Tourism  
 Nevada Department of Conservation and Natural Resources, Division of State Lands  
 Nevada Department of Cultural Affairs  
 Nevada Department of Wildlife  
 Nevada Division of Forestry  
 Nevada Division of State Parks

Nevada Land Conservancy  
 Nevada League of Cities  
 Nevada State Historic Preservation Office  
 North Lake Tahoe Resort Association  
 Northern Nevada Development Authority  
 Regional Transportation Commission of Washoe County, Nevada  
 Reno-Sparks Chamber of Commerce  
 Reno-Sparks Convention & Visitors Authority  
 Reno-Sparks Indian Colony  
 Scenic Nevada  
 Sierra Club, Toiyabe Chapter  
 Tahoe Regional Planning Agency  
 The Nature Conservancy, Nevada Chapter  
 Town of Gardnerville  
 Town of Minden  
 Town of Silver Springs  
 Truckee Meadows Community College  
 Truckee Meadows Regional Planning Agency  
 University of Nevada, Reno, Environmental and Resource Science Department  
 U.S. Bureau of Land Management  
 U.S. Forest Service  
 U.S. Forest Service, Region IV, Humboldt-Toiyabe National  
 U.S. Forest Service, Region V, Lake Tahoe Basin Management Unit  
 Washoe County  
 Washoe County Public Works Department  
 Washoe County Regional Parks and Open Space  
 Washoe Tribe



**ACKNOWLEDGEMENTS**

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## USER'S GUIDE

- Refer to the section beginning on page 1.5 to understand **softscape and hardscape treatments types**.
- Refer to the section beginning on page 2.4 to understand how the corridor is organized into **highway zones**.
- Refer to sections two through five beginning on page 2.13 to understand the theme and design objectives for each **landscape design segment**.
- Refer to pages 2.18, 2.29, 2.41 and 2.52 for **design interpretation**.
- Refer to the section beginning on page 3.2 for **design guidelines**.
- Refer to page 3.23 to view base and accent **color palettes**.
- Refer to pages 3.41 - 3.46 to view the **plant palettes** for 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 US 395, West US 50, SR 28, SR 207, and SR 431 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 landscape design segments: Great Basin Forest, Capital Crossroads, Lake of the Sky, and Edge of the Sierra. 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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