

# Conclusion



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The Northern US 395, West US 50, SR 28, SR 207, and SR 431 Landscape and Aesthetics Corridor Plan represents a significant step in Nevada's renewed commitment to landscape and aesthetics as integral elements of the state's highway system. This document guides decisions and policies that affect the aesthetic quality of Nevada's highways on a corridor-wide basis down to the level of individual projects. It presents extensive research and analysis of the existing conditions of Nevada, its highway corridors, and its scenic natural landscapes. The Corridor Plan describes the composition of elements and programs that will be used to enhance the level of landscape and aesthetics across the state. Perhaps most importantly, the Corridor Plan sets the stage for the following discussions:

- Facilitation of community improvements
- Implementation strategies
- Cost evaluation/strategies
- Priorities and scheduling
- Visual preference evaluation

To accomplish an increased level of landscape and aesthetics for Nevada's highways, the Corridor Plan has detailed a new NDOT-standard level of treatment for capital projects. The new standard significantly enhances the basic level of aesthetics on all future projects.

The Corridor Plan is a public/private partnership initiative. The Plan provides the foundation for this unique initiative to build a comprehensive vision for the landscape and aesthetics of the corridor. The partnership policy, outlined in the NDOT *Landscape and Aesthetics Master Plan*, states the unique and exciting result of this process.

Many groups and agencies have reviewed and endorsed the Corridor Plan. Additionally, the planning process has received high recognition from various organizations. This is evidence the intent of this document to inspire and encourage context sensitive solutions will be realized. As a result, the landscape and aesthetics of Nevada's highway corridors will experience significant benefits in the years to come.

*Highways can be perceived as edges or boundaries that separate city or landscape. Interchanges are seen as intersections, nodes, and gateways. These perceptions argue strongly for a design approach that recognizes cultural boundaries and deals with the landscape and aesthetic design of the highway as a corridor segment, rather than on an individual project basis.*