



Carson City Freeway Bypass Beautification

Your guide to the historic walking/biking trail, vignettes and green space improvements created along Carson City's Bypass.

The Theme of the Carson City Freeway Enhancement Project is "Carson City's History in Motion." This is your guide to the historic vignettes that are presented at each of the gateways and interchanges of the Carson City Freeway/Bypass.



We hope that you enjoy this brief glimpse into our city's history.

Additional information about each historical vignette can be found on the signs located along the freeway walking/biking path. This information can also be downloaded as a free e-book. Visit blurb.com and search for "Mary Fischer Grow" ... you'll be able to download the ebook (sorry, ebook only available for Apple products). If you'd like to read or purchase the published book, do the same search at the blurb.com bookstore. Information about the history of Carson City is also available at the Nevada State Museum and/or the Nevada State Railroad Museum.

Agenda Item 4D

As of September, 2012, we are waiting on completion of the final phase of the bypass. The beautification work cannot be completed until construction is finished.

We will update this brochure when the final phase is completed. Until then, the following locations in black are completed. Those in red are forthcoming. This Phase II portion is being designed and funded by NDOT.

Ranching @ 5th Street

Ranching has been called "a way of life that is as Nevadan as sagebrush." The first ranch, Eagle Station, was established in 1851. In 1860, the census counted more than eighty ranchers, farmers and their families living in Eagle Valley, a total 980 people.

Explorers @ Fairview Drive

In January, 1844, John Charles Fremont led an expedition into this valley at the base of the Sierra Nevada. A few days later, January 24, 1844, Fremont met his first Washoe.

Basque Sheep Herders @ Koontz Lane

Sheep herding began in the Valley in the mid-1800s. Many Basque came to Nevada for gold, but found that raising sheep to supply wool and meat to the miners was better for them than mining.

California Overland Trail @ Clearview Drive

The pioneers had a choice once leaving the Humboldt Lake area, to either take the Truckee route or the Carson River route. The Carson route was used by most immigrants in 1849 and 1850.

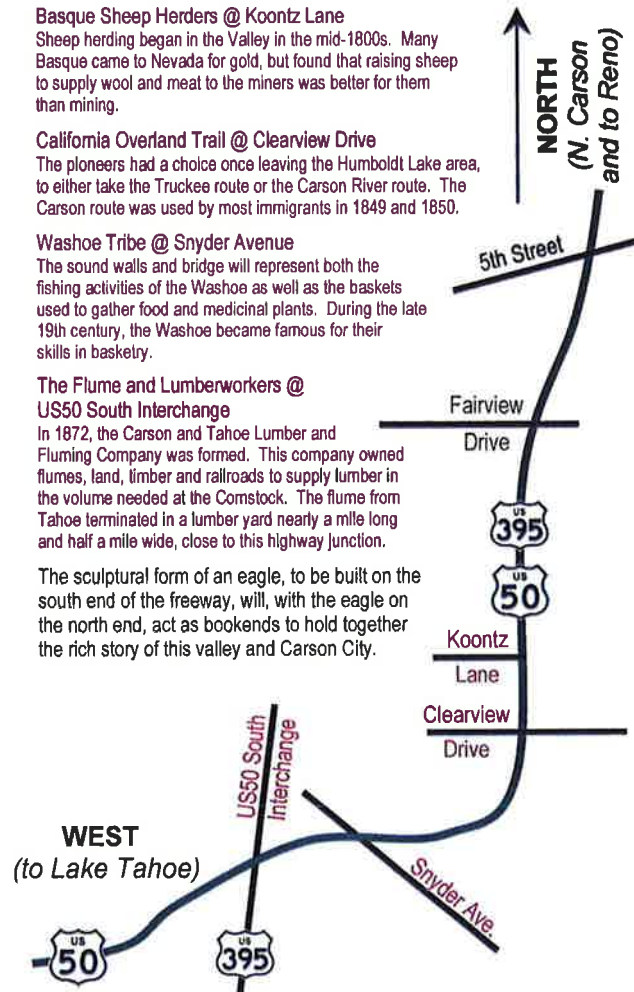
Washoe Tribe @ Snyder Avenue

The sound walls and bridge will represent both the fishing activities of the Washoe as well as the baskets used to gather food and medicinal plants. During the late 19th century, the Washoe became famous for their skills in basketry.

The Flume and Lumberworkers @ US50 South Interchange

In 1872, the Carson and Tahoe Lumber and Fluming Company was formed. This company owned flumes, land, timber and railroads to supply lumber in the volume needed at the Comstock. The flume from Tahoe terminated in a lumber yard nearly a mile long and half a mile wide, close to this highway junction.

The sculptural form of an eagle, to be built on the south end of the freeway, will, with the eagle on the north end, act as bookends to hold together the rich story of this valley and Carson City.



History of GROW (Gardeners Reclaiming Our Waysides)

GROW was a grass roots organization that began as a cooperative effort of Master Gardener volunteers and concerned citizens of the community in 1997. It obtained its non-profit 501(c) 3 status in January, 1999. Membership was open to all individuals who subscribed to its purpose.



GROW's mission was to ensure the establishment of low maintenance, water efficient landscaping on the slopes, interchanges and gateways of the Carson City Freeway using native or naturalized plants.

The result of this mission was to help Carson City to:

- Preserve Carson City's aesthetic appeal.
- Provide recreational and educational opportunities for Carson City residents and visitors.
- Mediate smog and improve air quality.
- Control erosion.
- Control noxious weed growth.
- Minimize use of toxic chemicals.
- Enhance the image of our state capital as a scenic city that values the quality of life of its citizens.

Through Federal, State, private grants and donations GROW obtained the money necessary to fund the landscaping of Phase I of the Carson City Freeway/Bypass. Carson City funded the design, acted as steward of the grant money, and will maintain all vignettes as part of their Park Maintenance program. GROW completed their mission, after 15 years, in 2012.

Landscaping and Art on Phase II of the Freeway was and is designed and funded by NDOT with input of GROW and other citizen organizations. It is being installed as the Freeway is completed.

GROW hopes that future generations will enjoy the art and landscaping and perhaps discover an interest in the history of Carson City History and the people who have built this City.



US395 Business Route

The valley in which Carson City nestles was named Eagle Valley in 1851. Eagle Station was the name given to a trading post in the west side of the valley where Frank Hall shot and killed an eagle, stuffed the bird and mounted it over the entrance to his trading post. The valley took its name from that trading post.



Northgate Lane (east)

Sam Davis is credited with bringing the first Holstein cows to Nevada. Sam Davis and his wife Nellie Mighels Davis' ranch, known as the Holstein Ranch, was located close to the sign's site.



Emerson Drive (east) (Ronald Wilson Park)

Two of Carson City's active citizens, Nellie and Sam Davis, their two children, and the Holstein cows they owned are depicted in the art at this site. Their history in Carson City, centering on the Carson Daily Appeal newspaper, is outlined at this site.



E. College Parkway

Virginia City, located about twenty miles to the northeast of Carson City, was the site of one of the world's richest gold and silver discoveries. This Nevada wealth helped fund the Union cause during the American Civil War, grow Carson City and, with the promise of electoral votes for President Lincoln, helped to make Nevada a state in 1861.



Northridge Drive

Travelers to Carson City in the 1860s had choices: walk, ride a horse/wagon or take a stagecoach. Hank Monk became legendary as a stagecoach driver when he told Horace Greeley, "Keep your seat. I'll get you there on time." This remark was retold in one of Mark Twain's stories, "Roughing It." James "Hank" Monk is buried in Carson City's Lone Mountain Cemetery.



Highway 50

The Virginia & Truckee Railroad was a narrow gauge railroad that ran from Carson City to Virginia City and surrounding areas. The southbound engine, #11, the "Reno," is depicted on the slope with Chinese workers constructing walls behind it. Notice the deer antlers on the engine's headlight.



Highway 50

The center of operations for the Virginia & Truckee Railroad in Carson City was the Engine House located near Stewart Street, between Washington and William Streets. It was demolished in 1991. The northbound #5 engine, at this location, is the "Carson."



Northgate Lane & Emerson Drive (west)

The Pony Express was only in operation for 19 months. It began in 1860 and demonstrated that year round transcontinental mail service was feasible. A historical marker is located on the northwest corner of Third and Carson Streets.



Arrowhead Drive

In July, 1919, a convoy of numerous US Army trucks and support vehicles left Washington, D.C. for San Francisco, California. The goal was to identify highway improvements needed to move traffic across the U.S. Lt. Col. Dwight D. Eisenhower was an observer and later made the Interstate Highway System a keystone of his presidency (1953-1961).



Indicates sign locations.

The GROW, Inc. project is thankful to a very long list of people for their help in making the beautification project a reality. It couldn't have happened without all the volunteers or the communities support. Thank you. Photography by Mary Fischer.

*GROW - Carson City Freeway Enhancement
Phase I*

Mary Fischer





*GROW- Carson City Freeway Enhancement
Phase I*

*This book is dedicated to Carson City and the many residents who supported GROW (Gardeners Reclaiming Our Waysides) for the last fifteen years. You attended meetings, raised money, wrote letters, educated, advised and consulted with us, corrected grant applications, designed and worked on the project and (most of all) kept us from discouragement.
You kept GROW on track.*

*GROW began as a Master Gardener Project but soon had its own identity as a 501(c)3 non-profit. Once non-profit status was achieved, GROW quickly became a grass roots organization comprised not only of Master Gardeners but of people from many walks of life that lived throughout Carson City.
These were the citizens who
made it possible for GROW to realize this dream.*

*I particularly want to thank Jan and Marie who volunteered at the very beginning and stuck by my side through "thick and thin" during the entire 15 years. Also, Jim and Peter who served with Jan and Marie on our final Board of Directors. They discovered that once you were on the Board it was difficult to resign. David was on GROW's first Board and managed to avoid attending meetings, but he continued to work in the shadows doing fund raising that encouraged us and kept us in the public eye.
There are so many more helpers, advisors, and workers that it is impossible to name everyone. Just know that I appreciate everything
YOU have done.*

*To each and everyone one that has ever in any way supported GROW, to our spouses and families
I give my heartfelt THANKS!*

mary

GROW, inc. - The vision

A landscape design which was water effective using rocks, boulders and native or naturalized plants.

A landscape plan that would demonstrate visual mediation of progress on a small community.

A landscape plan that would enhance the gateways to the Capital City of Nevada and which would maximizes Nevada's appeal as a tourist destination.

A landscape plan to show that landscaping the freeway benefits the community environmentally, visually and aesthetically.

A landscape plan that demonstrates appreciation for quality of life

GROW worked with other citizen groups and organizations to have landscaping and a multi-use path included along the freeway corridor. The goal was to develop an eye-pleasing corridor for walking, biking and other recreational activities and an attractive roadway for vehicular traffic.

*Congratulations to all,
I feel our mission has been accomplished!*

mary



EAGLE VALLEY



The sight of an eagle and its shadow gliding over herds of deer emerging from the mountains and into the valley, as depicted at this site, is awe-inspiring. The valley in which Carson City nestles was named Eagle Valley in 1851 after an unlucky forebearer of this majestic raptor. Eagle Station was the name given to a trading post in the west side of the valley where Frank Hall shot and killed an eagle, stuffed the bird, and mounted it over the entrance to his trading post. The valley took its name from that trading post.

Hall sold the property in 1853. The property changed ownership a number of times before John B. Mankins purchased it in 1857. Mankins in turn sold it in 1858 to Abraham Curry, Frank Proctor and John Musser. The selling price was \$1,000 with \$300 down and the balance due in 30 days. After the deal was completed, Proctor gave his father-in-law, Benjamin F. Green, half of his share of the ranch.

Attorneys Musser and Proctor were active in trying to create the new territory of Nevada from the territory of Utah. Musser was elected to the Constitutional Convention for this endeavor in July, 1859, and later was the provisional territory's delegate to Congress. Proctor was elected vice president of the convention. Curry served in the Territorial Legislature and was active in promoting and developing Carson City. He is often regarded as the father of Carson City.

When Carson City was surveyed, major subdivisions and streets in the central core were named for Musser, Proctor, Curry and Green.

As for the eagle, these formerly endangered raptors can still be seen gliding over pastures, especially during calving season in February and March. Deer still venture into the valley and neighborhoods of Carson City.

A plaque commemorating the location of Eagle Station is located at the northeast corner of Thompson and Fifth Streets in Carson City.

