

Chapter 1 : List of mountain passes in California - Wikipedia

Table of contents for Sierra Nevada byways: backcountry drives for the whole family / by Tony Huegel. Peak Loop Tour 42 Monitor Pass to U.S. Tour

Overview This chapter addresses the following topics: An analysis of the assumptions concerning population growth, land use and development, economic factors, environmental issues, and required consistency with other transportation-related planning documents that have been used to determine future transportation issues and needs in the planning area. A description of the existing transportation systems in the unincorporated areas of Mono County and in the town of Mammoth Lakes. An assessment of existing and projected transportation needs in the county and the town. Assumptions Used to Determine Transportation Needs This section identifies and analyzes assumptions about population growth, land use and development, economic factors, environmental issues, and consistency with other transportation planning documents used to determine future transportation issues and needs in the planning area. The issues and needs developed in this chapter, along with their underlying assumptions, guide the development of the goals, policies, and objectives in Chapter 3 of this RTP. Socioeconomic figures have been updated as necessary to reflect the most up-to-date demographic and economic projections for the county. The percentage of the overall population that lives in Mammoth Lakes continues to grow slowly. Table 2 shows population projections for the county for the next 25 years. It includes the percentage of the population 18 and older as an indicator of the number of people who may be able to drive and the percentage of the population aged as an indicator of the number of people most likely to be driving. Over the next 25 years, the percentage of the population 18 and older is expected to increase slightly as the school age group becomes older, and the percentage of the population aged is expected to decrease slightly as the population ages. Table 3 shows population projections by community areas through the year The community projections are based on the following assumptions: As housing prices continue to rise in Mammoth Lakes, other areas of the county may experience increasing development pressure. It is important to note that the population projections shown in Table 3 are for permanent year-round residents. Mono County, and particularly community areas such as Mammoth Lakes and June Lake, experiences much higher peak populations during periods of heavy recreational use, a factor that has a direct impact on the transportation system. Population distribution in the unincorporated communities will remain as shown in Table 3. Mammoth Lakes, June Lake, Lee Vining, and Bridgeport will continue to experience much higher peak populations during periods of heavy recreational use. These are populated areas that lack separate municipal government but physically resemble incorporated places. Percentage of population for Mammoth Lakes and the Unincorporated Area are a percentage of the total county population. Percentage of population for the county communities is a percentage of the total county population. Percentages for the county communities are from the U. Population Census and are assumed to remain similar in the future. Limited small-scale light industrial uses, such as heavy equipment storage and road yards, also occur in some county communities. Most communities also have public facilities such as schools, libraries, community centers, parks, ballfields, and government offices. County offices are located primarily in Mammoth Lakes and Bridgeport. This development pattern is not anticipated to change, due to the small scale of communities in Mono County and the lack of employment opportunities in most communities. The Land Use Element of the county General Plan contains policies that focus future growth in and adjacent to existing communities. Substantial additional development outside existing communities is limited by environmental constraints, protected agricultural lands, a lack of large parcels of privately owned land and lack of private land in general , and the cost of providing infrastructure and services in isolated areas. Land use policies for community areas in the county developed by the county Regional Planning Advisory Committees focus on sustaining the livability and economic vitality of community areas. Traffic impacts will be most noticeable on Highways and 6. Development will occur in and adjacent to existing community areas that are served by existing highway systems. Traffic impacts from future development will be most noticeable on Highways and 6. Vacation residences and lodging facilities accommodate a substantially larger population of second homeowners and

visitors. The local economy is based primarily on tourism, especially during summer and winter months when visitation rates are highest. Resort development includes lodging, commercial development, recreational facilities, and public services. The town also includes schools, a community college, a hospital, and government offices. Development in the town has been designed to accommodate peak populations that occur during high-use periods. Overall, the town is prone to large fluctuations in the total non-resident population because of the seasonal nature of its tourism-dependent economy. During the winter tourist season the community and ski area require a large number of seasonal employees more than can be filled by the full-time resident community to meet peak service demands. As a result, the resident population increases by approximately 3, during the peak tourism season. The town must accommodate a much larger population when tourist populations are present. During peak tourism periods, the total number of people in town at one time exceeds 35, people. It encompasses land in the unincorporated portions of Mono County in which the Town provides municipal services and extends from the Whitmore Recreation area on the east to the Mammoth Scenic Loop on the north. The Planning Area also includes Inyo National Forest lands located within Madera County that have their sole vehicular access through the Town of Mammoth Lakes and for which the Town provides public safety and building inspection services. The boundary encompasses a total area of approximately 25 square miles. The Mammoth Lakes Sphere of Influence is coterminous with the municipal boundary, indicating that no additional lands are anticipated to be annexed into the municipal boundary. The Town of Mammoth Lakes adopted an urban limit policy in in order to maintain a clear delineation between the developed portions of the community and the surrounding National Forest lands. The Urban Growth Boundary policies in this plan limit residential, industrial and commercial development to those areas already designated for such uses. The ultimate size and intensity of the community would be limited to those areas not now designated for open space. The Urban Development Boundary encompasses an area of about four square miles. Development will occur to the buildout levels specified in the General Plan. Traffic impacts from future development will be most noticeable on Highways and Commuters Information on place of work is not available from the most current U. Historically, many county residents have not worked in the community in which they live. The mean travel time to work also decreased from less than 30 minutes in to just over 16 minutes in the estimate. Major job centers are located in Mammoth Lakes services, retail trade, government , June Lake seasonal services and retail trade , and Bridgeport government. Despite the availability of Commercial C and Mixed Use MU designations throughout communities in the unincorporated area, it is unlikely that sufficient jobs will develop to eliminate the need for workers to commute to jobs outside their communities. Most of that traffic occurs on US , and in the summer months on Highways , , and 89, which provide access to the area from the west side of the Sierra. Recreational traffic creates specific problems for the interregional and local transportation and circulation system, due both to the volume and type of that traffic. Winter ski weekends, particularly during peak holiday periods, result in a traffic pattern, both in communities and on highways, that simulates recurrent congestion patterns found in more urban areas. Recreational events during the summer may also create congested traffic patterns, particularly in community areas, and safety concerns with slow-moving recreational vehicles, particularly on two-lane sections of roadways. County communities are concerned about maintaining the livability of communities while providing for smoothly flowing traffic and safe traffic speeds through their communities. Safety issues associated with recreational traffic, both in communities and along highways, will remain a high priority. Particulate Matter PM10 As of , the county was designated as a non-attainment area for the state particulate matter PM10 standard. Mono Basin and Mammoth Lakes are also designated as non-attainment areas for the national particulate matter PM10 standard. Particulate matter PM10 in the Mono Basin results primarily from dust from the exposed lakebed of Mono Lake; levels are higher on the north shore of Mono Lake than in Lee Vining due to the prevailing wind conditions. PM10 in Mammoth Lakes is a result primarily of wood burning and re-suspended road cinders during the winter. PM10 concentrations in the Mono Basin have remained relatively stable between and with much lower concentrations in Lee Vining and higher concentrations on the north shore see www. PM10 concentrations in Mammoth Lakes have declined significantly since the early- to mids see www. Based on available data, Mammoth Lakes has not exceeded the national standard for PM10

since , except for two times in due to wildfire, and has sharply reduced the number of days it exceeds the state standard from In , 10 of the 15 exceedances were due to wildfire events, and in all were due to wildfire events. Ozone data collected by the State Air Resources Board in Mammoth Lakes indicate that ozone concentrations have decreased in Mammoth in recent years; the area has exceeded the one-hour State Standard only a few times during the most-recent period for which data are available, but it has exceeded the eight-hour State and Federal Standard more often [see www. The requirements for conformity apply "â€in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" [Title 12, Section b 1]. In Mono County, transportation-related criteria pollutants occur only in Mammoth Lakes PM10 emissions resulting primarily from re-suspended road cinders and auto emissions. The following section addresses plans and policies adopted by the Town of Mammoth Lakes to address air quality mitigation. Prior to , the Town recorded 10 violations of the federal hour PM10 standard. Following implementation of the plan in , there was an immediate decline in PM10 emission; since , despite continued growth, no further violations of the national standard have occurred. The Plan reviews the background of the plan, the measures implemented as a result of that plan and their effectiveness, and changes to clean air regulations since the adoption of the plan. The Plan then recommends maintenance measures and requests that the Town of Mammoth Lakes be redesignated as in attainment for the federal PM10 standard. The plan updated Section 8. A second budget of 66, VMT was established for a peak winter day in the area outside of the town boundaries unincorporated county , but inside the boundaries of the Mammoth Lakes PM10 planning area Mammoth Air Basin. Methods to reduce VMTs include circulation improvements, pedestrian system improvements, and transit improvements. The Plan also requires the Public Works director to undertake a street-sweeping program to reduce particulate emissions caused by road dust and cinders on Town roadways. The success of the existing control measures demonstrates that PM10 levels have been reduced and will be reduced to a sufficient degree that contingency measures are not required. Recommended service improvements include expansion of winter transit services peak period for skiers and commuters, airport shuttle service, increased community transit services, year-round fixed-route services, and Dial-A-Ride services in Mammoth. Policies in the Transit Plan and Draft Mobility Element also emphasize restricting automobile parking spaces in favor of expanding the existing transit system and direct ski lift-access facilities, and incorporating transit and pedestrian facilities into existing and future developments, in order to reduce vehicle trips and improve air quality. Increased traffic volumes will result in increases in pollutant emissions, particularly PM This will continue to be a problem in Mammoth Lakes, especially during congested periods in the winter when inversion layers trap the pollutants close to the ground. Improved transit and pedestrian services, including the incorporation of transit and pedestrian facilities into existing and future development, will help address air quality issues in Mammoth Lakes. Transportation-related air emissions will not impact other community areas in the county. The emphasis in District 9, which includes Inyo and Mono counties and eastern Kern County, is on maintaining and improving the interregional transportation network. Higher priorities are given to major improvements on principal arterial routes than to minor arterials or major collectors. Caltrans has been working to improve mobility on US , the route on which performance conditions are affected the most by traffic levels. Performance conditions on local streets are generally not a concern since local streets typically carry only local traffic; state and federal highways serve as the main access to each community in the county and carry the greatest amount of traffic. Cost of Alternatives The existing transportation system in Mono County includes the highway and roadway system, transit services, aviation facilities, and non-motorized facilities generally used by locals and visitors to reduce short trips. Due to these factors, the existing highway and roadway system will continue to be the major component of the transportation system in the county. Development of alternative routes for highways and roadways during the year time frame of this RTP is unlikely due to lack of demand for additional roads, topography, large amounts of publicly owned land, and environmental constraints to developing additional facilities outside developed areas. Demand for additional alternative methods of transportation, other than expanding and improving those currently existing in the county, is not anticipated to occur over the year time frame of this RTP, given the constraints noted above.

Chapter 2 : Portal:U.S. roads/U.S. Roads news/Archive - Wikipedia

Sierra Nevada byways: backcountry drives for the whole family. Tour 41 Leviathan Peak Loop --Tour 42 Monitor Pass to U.S. --Tour 43 Haypress Flat.

Usher grew up with his mother, then-stepfather, and half-brother, James Lackey born Directed by his mother, Usher joined the local church youth choir in Chattanooga, when he was nine years old. There, his grandmother discovered his ability to sing, although it was not until Usher joined a singing group that she considered he could sing professionally. Usher recorded 10 songs with the group in , and the ensuing album, Nubeginning Featuring Usher Raymond IV, was only made available regionally and by mail order. Alexander at local talent show in Atlanta. Following the performance, he arranged an audition for Usher with L. Usher was introduced on " Call Me a Mack ", a song he recorded for the soundtrack album to the drama - romance film Poetic Justice. Preparing for his debut album, Usher lost his voice. Usher was going through puberty and having a difficult time adjusting his voice. LA Reid became skeptical of Usher and put his recording on hold thinking about dropping him from the label. Usher quickly adapted to the lavish lifestyle of Puff Daddy although in an interview with Rolling Stone , he expressed it as the "Hardest days" of his life. After graduating from high school, Usher continued to develop his skills as a stage performer and laid the groundwork for his second album. My Way and Usher developed a friendship with American record producer, Jermaine Dupri , with whom he co-wrote and produced several tracks for his second album, My Way , released on September 16, My Way has been certified six-time platinum in the United States. After having revised and renamed to , the album was released August 7, 8. In summer , Usher contributed vocals to P. At the Billboard Music Awards , Usher was recognized Artist of the Year, in addition to receiving 10 other accolades. The tour set featured a small stage up on top of the main stage, where the band played with Usher and his supporting dancers left with enough room to perform. The smaller stage had a mini platform attached to it which lowered to the main stage and had two big staircases on both sides of it. To the left, a group of circular staircases climbed to the top, and to the right, there was a fire escape replete with steps and an elevator. Kanye West and Christina Milian was the opening act for the tour. During a more intimate part of the showing Ushers dancers selected singer Monica from the crowd to be serenaded by Usher while he sang album favorites "Do it to Me" and "Superstar". Usher also performed Confessions Pt. II remix where Kanye would appear from back of the stage. Then lastly Usher would also bring out artist Lil Jon and Ludacris where they would finish the show performing the hit " Yeah ". Behind the Truth "Live from Atlanta". Producer of Chicago, Barry Weissler issued a statement sending his "thoughts and best wishes to Usher for a quick and speedy recovery. Usher made a spectacular Broadway debut, bringing a great dedication, work ethic and his amazing talent to the show. We all hope that he might return at some point for the many fans that were unable to see his wonderful performance as Billy Flynn. Usher has found a new home on Broadway and is welcomed back anytime. The album debuted at No. The single was another huge international success for Usher. Its third single " Moving Mountains " peaked at No. It also peaked at number 31 on the Billboard Hot in the United States. Critics praised the song for its emotion. The song was released as the second international single in July Raymond, when including the buzz single "Papers". The song became his ninth number one in the United States, making him the first s artist to collect number one singles in three consecutive decades, and only the fourth artist of all-time to achieve the feat. Usher also became the third artist to have at least one number one song from five consecutive studio albums. The song ended up tying with " You Make Me Wanna " for fourth longest stay on the chart with 71 weeks. On April 7, , Raymond v. Raymond debuted at number No. Due to the huge international success of Ushers single " OMG " and the good first week sales for Raymond v. Raymond, Usher was considered to have repaired his mainstream image and to have made a good comeback. Raymond debuted at number-two in the United Kingdom. Raymond called Versus , and a deluxe edition of Raymond v. Raymond, both to be released on August 24, Raymond ", and that it would explore the subjects of being newly single and a father. The tracks would be included on a deluxe edition of Raymond v. Due to strong digital sales the song debuted at number nineteen on the Billboard Hot Since its release, it has gained

international success, peaking in the top 5 in the United States, Australia, and New Zealand. It reached the top 10 in Canada, and Europe. It reached number-nine on the Billboard Hot in its third week of release, and became the first time Usher has had two top-ten hits on the Billboard Hot at the same time since his album Confessions. Looking 4 Myself and The Voice In November , Usher revealed that for his next album he was working on a new type of music which he has depicted as "revolutionary pop", which combines different genres to form a new sound. He commented on how Usher wanted to do things differently on the album compared to his previous efforts, saying: He stepped outside of what was safe and normal. He said to himself "I gotta go with what I feel and hopefully people will follow me". It impacted Urban radio on February 21, , and was made available for purchase as a digital download on February 22, It impacted US mainstream radio on March 13, The latter allowed Usher to lead the Rhythmic charts with the most number ones Usher performed the song for the first time at the Tidal X: It was scheduled to be released in April , but has been pushed back with no release date. Braun already represented Justin Bieber and had a joint venture with Raymond and Bieber. On August 26, , Hands of Stone premiered worldwide. It debuted at number 5 on the US Billboard , and sold 28, copies in the United States in its first week. A On October 12, Usher released his ninth studio album is titled A. It is produced entirely by Zaytoven. The official tracklist which features 8 songs with features from Future and Gunna. Raymond album, as a co-producer for "Papers".

Chapter 3 : Monitor Pass, United States Tourist Information

Monitor Pass is a high mountain pass in California in the Sierra Nevada southeast of Lake Tahoe. Crossing the pass allows for a more direct route between U.S.

This freeway runs north through farm fields in rural western Monroe County near Lambertville. About five miles 8. North of town, the freeway passes near an industrial area. That secondary designation leaves the freeway and runs west on Washtenaw Avenue into downtown Ann Arbor and the campus of the University of Michigan. At the same interchange, a Business US 23 Bus. East of Brighton , the freeway intersects I and continues north to an intersection with M south of Hartland. The highway turns northeasterly by Runyon Lake and runs toward the city of Fenton. The trunkline passes through town and bends back toward the northwest, running between lakes Ponemah and Fenton. Near Birch Run , the highway turns northwesterly next to a large outlet mall. Between here and the Saginaw area, the freeway runs through more wooded lands, crossing the Cass River near Bridgeport. North of downtown Saginaw, the freeway crosses the Saginaw River on the Zilwaukee Bridge , [3] [4] a " post-tensioned , segmental, [concrete] box girder bridge " [9] that is "infamous" for a series of "construction mishaps, cost overruns, and government foibles. The highway veers north, crosses the Kawkawlin River and the Pinconning Creek before coming to an interchange southwest of Standish. The trunkline turns northeasterly through lakeshore woodlands after the intersection with Old M Huron Road meanders northward along the lakeshore, staying inland near Point Lookout. The highway intersects the eastern terminus of M , runs north and east around Tawas Bay to East Tawas and follows the Lake Huron shoreline to Oscoda. In between those two junctions, the highway crosses the Au Sable River near its mouth, and the trunkline passes by the former Wurtsmith Air Force Base. Huron Road continues north, running next to Van Etten Lake as it leaves the national forest. Further north, it runs along Cedar Lake when it crosses into Alcona County. It also passes Harrisville State Park in the latter community. The highway shifts a bit further inland north of Harrisville, continuing to parallel the railroad through the Mackinaw State Forest. Near Ossineke , the trunkline turns back toward the lake, running along the shoreline of Thunder Bay. The intersection of Chisholm and Washington streets marks the eastern terminus of M The highway leaves town and runs through rural woodlands to the south shore of Long Lake, curving around the eastern side of the lake. The trunkline continues to Rogers City where it bypasses town to the south and west, intersecting F and M in the process; Bus. On the eastern edge of Cheboygan the highway intersects F before following State Street through a commercial district. The highway continues along the lake toward Mackinaw City. Another section of the current highway followed the Saginaw Trail between Flint and Saginaw. The Dixie Highway was created by William S. Gilbreath after he developed the Lincoln Highway. The highway was designed to link the Great Lakes with the Gulf of Mexico , and to commemorate a half century of peace between the North and the South after the American Civil War. At the urging of Governor Woodbridge Ferris , the northern terminus was located at the Straits of Mackinac. Backers of this auto trail lost out in terms of name recognition to the Dixie Highway, relegating the East Michigan Pike to the list of failed auto trails. The Top of Michigan Trail was designated in from the state line north to the Bay City area, before turning inland along other roadways. Once the highway entered Ann Arbor, it followed the roads that preceded the modern freeway up to Flint. On the way north to Bay City, the highway ran on the west side of the Saginaw River before turning north to the Standish area. Late that year, the routing was moved to the east side of the Saginaw River, and M was extended along the former course on the west side of the river. Another section connected the Whitmore Lake area with Brighton in the same timeframe. A major construction accident in August delayed completion of the new Zilwaukee Bridge; a bridge pier partially collapsed when contractors overloaded a section under construction. This proposal was brought up due to a high level of tourist traffic along the current routing since the mids. This construction includes replacement of bridges and reconstruction of off ramps. The system can open a temporary travel lane on the inner shoulder during rush hour. Signs marking the highway were not erected until when Governor George W. Romney had them installed. The Roberts-Linton Highway was named in for local leaders who championed the construction of a highway along the Saginaw River. This name was

applied to the original highway routing between Saginaw and Bay City now a part of M The bridge was reconstructed in It was built as a "two-leaf bridge in a place where a single-leaf bridge probably would have sufficed. It was the second moveable bridge on the site, replacing an iron swing bridge built in There are also pedestrian sidewalks on either side of the roadway.

Chapter 4 : U.S. Route 23 in Michigan - Wikipedia

Monitor Pass is a high mountain pass in California in the Sierra Nevada southeast of Lake Tahoe. It connects the basins of the West Walker River and Carson River, and is traversed by State Route 89 near that highway's southern terminus at U.S. Route n.

Highway 49 or 50 and from Sacramento to Yosemite? Possibly a short side trip to Genoa, the oldest town in Nevada, remarkably clean and well-kept. It has the oldest bar in Nevada, which opened around the time of the U. Civil War, before Nevada was a state. Then over to U. Pass through the charming tiny village of Walker, Nevada. Then cross into California and pass the large Topaz Lake. Then you start seeing views of the peaks of the Sierra Nevada. At Bridgeport you can view the impressive Mono County courthouse. The Jolly Kone there is good for a quick bite burgers, etc. If you like hot springs, right after Bridgeport is Travertine Hot Springs, which is in a gorgeous setting with views of the Sierra and free to use. Just be forewarned that other bathers there are likely to be naked, even in broad daylight. After that you pass the turnoff to go to Bodie State Historic Park , probably the best peeserved ghost town in the U. There is a small charge per person. The last 3 miles to it are dirt road. It is at relatively high elevation and the sunlight is intense, and there is no shade except in the buildings. Not super hot, because of the high elevation. Just a high UV index. So wear sunscreen, hats and sunglasses If you go there. After that you pass Conway Summit and then there is a turnoff with a great view of Mono Lake from above. There are some information signs. After that you can drive down to the lake itself and the visitor center which is free. They tiny village of Lee Vining has a little park with old equipment, a view of the lake and the somewhat famous Upside-Down House. At Lee Vining you get off the and take California west up the mountain and into Yosemite at the Tioga Pass entrance. Just before the entrance you might make a quick photo stop at Ellery Lake, on the left side of the road. The view is dramatic due to the steep slope rising up behind the lake to the Dana Plateau. You enter Yosemite and arrive at the Tuolumne Meadows area. There are many possible walks snd hikes in this area of Yosemite. Continue on Tioga Road through the park, and you will pass Tenaya Lake , which you can walk around partway or all the way. You then come to Olmstead Point where you will have your first view of Half Dome , though from the back of it. Then you come to Crane Flat , where there is a gas station and convenience store, and you make a left turn there to take the road that winds down into Yosemite Valley itself. To see everything I have mentioned would easily fill up 2 or 3 days. You can make overnight stops, depending on how much you want to see. Stay near what you want to see and do.

Chapter 5 : Chapter 2: Needs Assessment | Mono County California

Preview: You will make an exhilarating 2,foot descent from Monitor Pass to U.S. , on a mountainside road with an outstanding view east into the Great Basin. From the guidebook "Sierra Nevada Byways".

A segment of old U. The project to change metric signage on Interstate 19 with mile-based signage receives funding. Construction begins to widen the New Jersey Turnpike from ten to twelve lanes between Cranbury and East Brunswick and from six lanes to twelve lanes divided between cars and trucks between Mansfield and Cranbury. The first segment of the North Spokane Corridor in Spokane will open on the eighth anniversary of construction. The San Franciscoâ€™Oakland Bay Bridge reopens early after a projected delay resulted from an unexpected flaw in the bridge. A two mile segment of future Interstate currently signed as U. Route opens to traffic in Carson City. Arnold Schwarzenegger rejects a bill to limit the I extension to an underground tunnel. Both directions of the San Franciscoâ€™Oakland Bay Bridge are closed indefinitely after a cable snaps during the evening commute. The structure is one of five major bridges being constructed along future Interstate between Reno and Carson City. The Nevada Department of Transportation spokesperson has said that the investigation is continuing; however, the preliminary investigation has found no evidence to substantiate the workers claims of substandard concrete and have called the worker disgruntled. A three percent toll increase takes effect on the Pennsylvania Turnpike. This increase, which was the seventh such in 70 years, was done to provide funding to roads and bridges throughout Pennsylvania. A construction project along a 5. Originally expected to be completed in fall , the work is finished except for final paving layers that will be laid when weather warms up. This project, which included mainline widening and the reconstruction of several bridges and interchanges, was the first time the Nevada Department of Transportation has used the design-build process. Boulders up to 66 tons punched multiple holes in the bridge decks of both the eastbound and westbound lanes, with the largest hole measuring 10 feet by 20 feet. The first two lanes of a new four lane bridge to carry U. Route across the Colorado River open to traffic. Hocking County, Ohio courts attempt to collect traffic fines and court costs on year old tickets that were paid in full already. Pennsylvania Governor Ed Rendell proposes that the Pennsylvania Turnpike Commission be merged into the Pennsylvania Department of Transportation with a special session of the state legislature that will vote on this issue on May 4. The Petoskey News-Review has reported that M will be decommissioned later this year. After construction is completed, jurisdiction over the roadway will be transferred to the Village of Mackinaw City and Emmet County. A twenty-two year old man named Michael Hulburt is shot and killed on Interstate in Aurora, Colorado , closing the freeway for two hours. The Colorado Department of Transportation announces a plan to widen Colorado State Highway 83 to three lanes to accommodate heavy traffic in the Denver area. A contract is issued to Carbro Constructors Corporation to build the first portion of the U. Route bypass of Hillsborough, New Jersey. The Pennsylvania Turnpike Commission announces a planned toll hike for the Pennsylvania Turnpike that will take effect on January 2, , in which cash tolls will increase 10 percent and E-ZPass tolls will increase 3 percent. The Pennsylvania Turnpike Commission announces that all signage along Pennsylvania Turnpike 60 will officially be changed to Interstate on August 1. A section of Tennessee State Route 64 was named for retired U. The Portage Lake Lift Bridge was stuck in the "up" position for several hours. This was the second failure in as many days. Groundbreaking begins on the first section of the U. Baltimore and Maryland announce that the section of U. Route 40 freeway that was to be Interstate , dubbed the "Highway to Nowhere", is being demolished. The freeway was cancelled as part of the freeway revolts in Baltimore, but not before a section was built. Route 40 bridge over the Patapsco River in Ellicott City, Maryland , originally constructed in , will be replaced in a project expected to be completed in During the bridge replacement, temporary bridges will be constructed to serve traffic for the first time in a major bridge project in Maryland. The Pennsylvania Turnpike considers replacing manned toll booths with all-electronic tolls, in which E-ZPass and credit cards will be accepted. In , the Fort Littleton, Willow Hill, and Blue Mountain interchanges are expected to become unmanned, with cashless tolls to be expanded to the turnpike extensions such as Pennsylvania Route 43 and Pennsylvania Route if this experiment proves to be successful. The bridge is

expected to remove the biggest bottleneck in the commute between Phoenix, Arizona and Las Vegas, Nevada. Indiana State Road , a new bypass of Terre Haute , opened to traffic between its first two interchanges. The Iowa Department of Transportation installed drop-arm gates at major interchanges along Interstate 29 and Interstate 35 as part of a test program to remotely close sections of interstate highways during inclement weather or emergency. Transfer memoranda are completed between the Michigan Department of Transportation and local authorities to affect the transfer of M from the state to local control. The designation was decommissioned when the highway was removed from the state trunkline highway system. Despite opposition from the Ohio Trucking Association and the Ohio Motorists Association , the increase was approved by the Commission by a vote of 4 to 1 and will go into effect on April 1, The Colorado Department of Transportation began a project to mitigate rockfall in the Georgetown and Idaho Springs areas along Interstate The project will include installation of new guardrails and fences. The first section of Maryland Route Intercounty Connector between Interstate and Maryland Route 97 opens to traffic, with over 10, vehicles using it that morning. The supporting wall on the eastbound Interstate 80 bridge over Sullivan Trail in Tannersville, Pennsylvania collapsed from snow and rain. As a result, eastbound I was reduced to one lane and Sullivan Trail was closed. The National Highway Traffic Safety Administration announced that US traffic fatalities have dropped to their lowest levels since Various factors were cited to explain the decrease including the replacement of older cars with safer models and improved highway engineering.. Construction on the road is to begin in at the earliest. The agency found the road had engineering concerns that would make the consideration of allowing trucks on this segment impossible. The Maryland Transportation Authority announces sharp toll increases, the first such in decades, for its facilities, including the Chesapeake Bay Bridge , John F. Kennedy Memorial Highway , and Baltimore harbor crossings. A bill is introduced to raise the speed limit on Interstate 95 in Maine between Old Town and Houlton from 65 to 75 mph. If passed, Maine will be the first state east of the Mississippi River since the s and the first state in the New England Region to establish a 75 mph speed limit. The closed lane of the road was later reopened after temporary repairs, but will require full repairs. A portion of Interstate in Los Angeles , California through Sepulveda Pass that carries , motorists a weekend is closed for construction until Monday, July 18 to allow for the demolition of a bridge as part of a widening project. The closure is expected to cause major traffic headaches throughout Los Angeles and has been referred to as "Carmageddon". The Nevada Department of Transportation has announced that the Galena Creek Bridge is complete enough to stand without the aid of falsework , which will be removed shortly. This is one of the last remaining obstacles to the completion of Interstate , which has been planned since the s and has been delayed multiple times. The freeway is currently scheduled to open in Construction was fast-tracked and completed in 34 working days. As part of the 11th Street Bridges project in Washington, D. Route bypass of Mullica Hill, New Jersey , opens to traffic. The Virginia Department of Transportation transfers three parkways in Northern Virginia to primary roads. The final strand of the cable supporting the self-anchored portion of the new San Francisco-Oakland Bay Bridge east span was pulled into place this month. The span will be the largest self-anchored suspension bridge in the world once completed. The Michigan Department of Transportation finalized the transfer of M to local control. With the transfer, the highway designation was decommissioned and removed from the State Trunkline Highway System. Georgia Governor Nathan Deal announced that the toll barrier on State Route will be removed by the end of The southbound lanes of Interstate opened to traffic, with the northbound lanes expected to open on Monday the 27th. Temporarily northbound traffic is using the current alignment of U. Route while the northbound trunk is being completed at the Bowers Mansion interchange. The freeway, formerly unsigned and only complete inside Reno city limits, is now fully signed and extends to Carson City.

Chapter 6 : US Highway - Scenic Drives and Tours - Mono County CA

Monitor Pass to Leviathan Mine Road. The southern terminus of California Highway 89 is at U.S. Highway We zipped up the clean, smooth pavement, leaving the Great Basin behind, and after a percent grade and several miles of twisties, arrived at Monitor Pass (8, feet).

A, re-titled "Audits of States, Local Governments, and Non-Profit Organizations," establishes uniform audit requirements for non-Federal entities that administer Federal awards and implements the Single Audit Act Amendments of , which were signed into law on July 5, Public Law A, "Audits of States and Local Governments," issued in , is rescinded, as a result of the consolidation of audit requirements under Circular A This will significantly reduce audit costs for many small entities. Other significant changes are: This Notice also offers interested parties an opportunity to comment on the provisional "Circular A Compliance Supplement," provided as Appendix B to Circular A However, due to its length, the provisional "Circular A Compliance Supplement" is not included in this Notice. The revised Circular is effective [30 days after publication]. Federal agencies shall adopt the standards set forth in this revised Circular in codified regulations not later than [insert 60 days after publication of this revised Circular in the Federal Register]. The requirements of Circular A, although the Circular is rescinded, and the version of Circular A continue to apply for audits of fiscal years beginning on or before June 30, All comments on the provisional "Circular A Compliance Supplement" should be in writing, and must be received by November 30, Late comments will be considered to the extent practicable. Where possible, comments should reference the applicable page numbers. When comments of five pages or less are sent in by facsimile fax , they should be faxed to Please include the full body of electronic mail comments in the text of the message and not as an attachment. Please include the name, title, organization, postal address, and E-mail address in the text of the message. To facilitate conversion of the comments into a computer format for analysis, it would be helpful if respondents would send a copy of comments on either a 3. When a diskette cannot be provided, it would be helpful if the comments were printed in pica or an equivalent 10 characters per inch type on white paper so the document can be easily scanned into a computer format. Recipients should contact their cognizant or oversight agency for audit, or Federal awarding agency, as may be appropriate in the circumstances. Subrecipients should contact their pass-through entity. Federal agencies should contact Sheila O. Letters came from Federal agencies including Offices of Inspectors General , State governments including State auditors , certified public accountants CPAs , internal auditors, non-profit organizations including colleges and universities , professional organizations, and others. All comments were considered in developing this final revision. Other technical amendments were made to conform to professional auditing standards and to increase clarity and readability. The November 5, , Federal Register notice also requested comment on two proposed information collection requirements contained in the proposed revision to Circular A Interested parties may wish to refer to this Notice for a detailed discussion of the following information collection matters: Readers of this Notice should especially note the discussion of the requirement for the auditor to prepare and sign the data collection form due to its impact on the text of the Circular. Other matters addressed in the accompanying Notice also resulted in revisions to the text of the Circular but are not repeated in this Notice. Most commenters overwhelmingly supported the proposed revisions and believe that the revisions will greatly increase the efficiency and effectiveness of the single audit process. Several State auditors commented that the proposed revision to Circular A was similar to what they expected, particularly in light of the changes included in the Single Audit Act Amendments of Amendments , which were signed into law on July 5, Public Law Many commenters were pleased with some of the most significant changes, such as: Although most commenters supported these significant revisions, many commenters expressed concern about other proposals included in the proposed revision, on which OMB specifically requested public comment, such as the audit coverage for the allowability of charges to cost pools, and whether the auditor should prepare and sign the data collection form. The most significant provisions included in the proposed revision to Circular A that commenters strongly supported are included in the final revision to Circular A Each of the proposals on which OMB

requested public comment are addressed in the following sections or accompanying Notice. Some of the comments resulted in changes to the final revision. All but one commenter strongly supported the proposal to consolidate Circular A into Circular A, and rescind Circular A Reasons cited include less confusion for auditees and auditors, uniformity of audit requirements for non-Federal entities that administer Federal awards, and consistency with concepts included in the Amendments. Pursuant to the Amendments, which establish uniform audit requirements for non-Federal entities that administer Federal awards, the final revision to Circular A extends its coverage to include State and local governments. Sanctions are provided in Circular A and are available for use by Federal agencies, as considered necessary, in instances of continued inability or unwillingness to comply with the requirements of Circular A In light of the proposed rescission of Circular A, several commenters requested that the title of Circular A be expanded to also include Indian tribal governments. No change was made as a result of these comments. For single audit purposes, Indian tribal governments are included under the definition of "State" in Circular A based on the statutory definition of "State" in the Single Audit Act of and the Amendments. Paragraph ten of the proposed revision states that the standards set forth in the revised Circular shall be adopted by Federal agencies in codified regulations not later than six months after publication "in the Federal Register, so that they apply to audits of fiscal years beginning after June 30, In the interim period, until the standards in this Circular are adopted and become applicable, the audit provisions of Circular A, issued April 12, , and Circular A, issued April 22, , shall continue in effect. The sentence regarding the interim period was removed from the revised Circular. The Amendments 31 U. OMB is coordinating an effort to facilitate Federal agency compliance with this adoption requirement. Many commenters requested that further guidance be provided in the Circular to assist in determining what types of procedures would qualify as "limited scope audits to monitor subrecipients. Some pass-through entities expressed concern that they might be expected to perform audit procedures for each of their subrecipients not covered by Circular A Since pass-through entities are held accountable for Federal awards administered by their subrecipients, they will also need to review their overall subrecipient monitoring process, and decide what, if any, additional monitoring procedures may be necessary to ensure subrecipient compliance. Monitoring procedures, such as on-site visits, reviews of documentation supporting requests for reimbursement, and limited scope audits e. OMB expects pass-through entities to consider various risk factors in developing subrecipient monitoring procedures, such as the relative size and complexity of the Federal awards administered by subrecipients, prior experience with each subrecipient, and the cost-effectiveness of various monitoring procedures. Perhaps the majority of this Federal award is provided to two subrecipients. The pass-through entity might consider conducting site visits at these two subrecipients and simply reviewing the documentation supporting requests for reimbursement from the other eight subrecipients. OMB believes that this approach to designing subrecipient monitoring procedures should result in cost-effective monitoring and minimize the return to grant-by-grant auditing. This is a matter of particular importance to OMB and small recipients of Federal awards. Over the next few years, OMB and Federal agencies will review implementation of subrecipient monitoring procedures by pass-through entities to determine whether additional guidance or subsequent revisions to the Circular is warranted in this area. Most State auditors, State agencies, CPAs, and college and university commenters strongly opposed the proposal stating that the proposed revision appears to: Some commenters noted logistical difficulties that may result from the timing differences between when costs are charged to pools used to support an indirect cost rate or CAP; when the plans are submitted and negotiated; and when indirect costs are actually charged to Federal awards. Several college and university commenters opposed any additional requirements in this area because they believe that Federal cost negotiators perform some sort of audit of costs charged to cost pools under Circular A, "Cost Principles for Educational Institutions. The suggested language was included in the proposed revision to address the timing of when costs charged to cost pools used to support an indirect cost rate or allocated through a CAP should be audited. This area presents unique timing considerations due to the manner in which indirect cost rates and CAPs are developed. Indirect cost rates are usually based on costs incurred in a base period and applied prospectively. Costs allocated through a CAP are typically based on the actual costs incurred in the current year and also previous years. OMB did not intend for costs charged to cost pools used

to support an indirect cost rate or allocated through a CAP to be audited every year as a major program regardless of materiality. Accordingly, when indirect costs or allocated costs have a direct and material effect on any major program, the auditor is responsible for determining the propriety of costs charged to cost pools that are used to calculate an indirect cost rate or allocated through a CAP in the year in which the charges affect a major program. Because it may not be practical to perform such tests retroactively e. Further guidance relating to audit coverage of indirect costs is provided in the provisional "Circular A Compliance Supplement. Also, assume that indirect costs charged to a major program in are material. In this situation, the auditor is strongly encouraged to test actual costs charged to cost pools during as part of the audit, since is the base year, or as part of the audit, since is the year when the proposal will be finalized, submitted, and negotiated. However, if no prior audit work was done relating to the actual costs charged to cost pools used to support the rate used to charge a major program in , then the auditor conducting the audit would be expected to test such costs, in addition to determining whether the appropriate rate was applied in This area is of particular concern to OMB and Federal cost negotiators. Contrary to the views expressed by several commenters, Federal cost negotiators do not typically audit costs charged to cost pools used to support an indirect cost rate or allocated through a CAP. In the next few years, OMB and Federal agencies will monitor the coverage of indirect costs under Circular A audits to determine whether additional guidance or subsequent revisions to the Circular are warranted. One Federal auditor requested that OMB delay the effective date for the new method of determining the cognizant agency for audit for State and local governments because guidance relating to changing from one cognizant agency to another has not yet been provided. Another Federal auditor requested that the Circular name that agency as the cognizant agency for audit for every State based on the large amount of Federal funding provided by that Federal agency to States. Another Federal auditor opposed having one Federal agency responsible for audit cognizance for all States. Several State auditors and State agencies requested that they be permitted to retain their current cognizant agency for audit, and that they have input into future changes, if any, in audit cognizance. The primary reason for revising the approach to determining audit cognizance is to provide a straightforward method that can be used by the majority of auditees without the involvement of OMB. The previous policy whereby OMB was responsible for assigning audit cognizance did not work well, particularly for non-profit organizations. The proposed revision includes an approach whereby the auditee could readily determine its cognizant or oversight agency for audit based on which Federal agency provided the predominance of funding. However, several commenters noted that the proposal may have unintended consequences on some State and local governments that, under Circular A, were previously assigned cognizant agencies for audit by OMB in and have developed strong working relationships with their cognizant agencies. This delay should provide sufficient time to smoothly transition from one Federal agency to another, or to request that OMB designate a specific cognizant agency for audit assignment, as circumstances warrant. OMB expects to designate specific audit cognizance assignments for only a limited number of entities. However, if a change in audit cognizance is desired, then auditees are expected to first work through their Federal awarding agencies to obtain a reassignment. If the request cannot be adequately resolved among the Federal agencies, then the Federal agencies may contact OMB to resolve the matter. In response to several commenters, this process will permit auditees to be involved in future changes in audit cognizance. The proposal indicates that, in instances in which OMB makes a specific cognizant agency for audit assignment, the assignment would be published in the Federal Register. OMB reconsidered the necessity of performing this procedure and removed this provision from the final Circular. Several Federal agencies and numerous college and university commenters expressed strong concern that the cognizant agency determination included in Circular A is not consistent with Circular A, "Cost Principles for Educational Institutions," and could result in an entity having one cognizant agency for audit purposes and another for indirect cost negotiation. OMB believes that it is unnecessary to require these two Federal agencies to also assume responsibility for audit cognizance for each of the colleges and universities for which they serve as cost negotiation cognizance. Cost negotiation cognizance requires a high degree of specialized skills. However, any Federal agency is capable of performing audit cognizance duties. While OMB expects that the Federal agency responsible for audit cognizance and cost negotiation cognizance will be the same in many

instances, when they are different, the Federal agencies involved will be expected to coordinate their efforts to avoid duplication and disruption to the auditee. Clarification was requested by many commenters on how to determine the predominant amount of direct funding for purposes of determining the cognizant agency for audit. One Federal auditor questioned whether loans and loan guarantees should be considered in the calculation. Several college and university commenters expressed concern that the term "direct funding" could be misinterpreted to mean the amount of "awards," rather than "expenditures. Four State auditors and one CPA commenter opposed the proposed requirement for the auditor to plan the testing of internal control over major programs to support a low assessed level of control risk. One commenter stated that the Circular assumes that control risk is always either low or high and that it "does not recognize that control risk may be anywhere on a continuum from low to high with "high" indicating ineffective control. Many Federal agencies are concerned that not enough testing of internal control over major programs is performed as part of single audits.

Chapter 7 : Gardnerville, NV | Intero Real Estate Services

Don't forget to Like | Comment | Subscribe!! The Death Ride, Tour of the California Alps, is recognized as one of the premier cycling events in the West.

Hwy Gardnerville, NV historicnv. Open May through October. In , the Dangberg family founded the town of Minden and there, in partnership with other ranchers, established several businesses focused on agriculture, banking and a hotel. Discover Minden Walking Tour Pick up a map at the Carson Valley Visitors Center, or go to our website, for a walking tour route of this historic railroad town with a rich agricultural history. Cook practiced medicine for 37 years, traveling by horse and buggy from Genoa to Markleeville. Her house was moved from Mottsville after her death and is now a part of Laura Springs Antiques. Tours are available during regular business hours. Stroll down main street Gardnerville and learn its rich heritage. A replica of the original trading post, built in , houses a museum with pioneer-era artifacts. Picnic and group use facilities are available. Hwy box office Minden, NV carsonvalleycommunitytheatre. Hwy Gardnerville, NV fws. A network of trails allows visitors to explore and discover the natural Carson Valley. True to the old-world style, we will craft world-class single malt whisky, gin, and spirits using grains and botanicals grown and foraged on our own land. Sustainable winter rye, wheat, and barley will be traditionally processed and malted on our ranch, fermented in a historic flour mill, and locally aged to create luxury spirits that could only be made in one place on the planet: Our home is in the century-old Minden flour mill and creamery buildings, both of which sit on the National Register of Historic Places. Once again this flour mill will process grain â€” only this time to create some of the finest spirits in the world. To learn more, visit bentlyheritage. Gardnerville, NV douglascounzynv. The downtown corridor provides options for all budgets and tastes â€” whether you are looking for a quick snack, a family feast or an elegant date night â€” and a 5- to minute drive to the outskirts of the valley broadens the offerings exponentially. Ranging from farm-to-fork and authentic Mexican to Chicago deep dish, locally roasted coffee and dishes steeped in Basque heritage, you are bound to find something to fulfill those cravings. Siblings JB and Marie put their Basque heritage, their love for cooking, and their zest for life into every meal that comes out of their kitchen. Find out more at carsonvalleyinn. Casino maintains the character of the historic C. Garage and the comforts of a great casino. ORG casino that includes live table games, slots, keno, bingo, and 3-card poker. For more information visit topazlodge. This is where you want to be for real gaming excitement. Find out more at washeshucasino. Call for the schedule. Genoa Bar, the oldest in Nevada, offers live music and open mic night during peak seasons and events. Shopping is a sport to be savored in Carson Valley, as any good antique hunter knows. But whether you are looking for a piece of history or something new and different, the local artisans and shops that call the valley home will deliver.

Chapter 8 : Sonora Pass | Me and MyConnie

The following is a list of mountain passes and gaps in calendrierdelascience.comrnia is geographically diverse with numerous roads and railways traversing within its borders. In the middle of the U.S. state lies the California Central Valley, bounded by the coastal mountain ranges in the west, the Sierra Nevada to the east, the Cascade Range in the north and the Tehachapi Mountains in the south.

State Route 89 over Monitor Pass, from the junction of U. State Route 4 from the junction of State Route 89 over Ebbetts Pass to Hermit Valley, will be closed to all vehicle traffic, except for emergency, law enforcement and support vehicles from 5: Highway 89 from Woodfords to the Markleeville Courthouse will remain open. Please adhere to posted speed zones and early morning parking crews. These closures are for the safety of the riders. Please plan alternate routes if you are arriving the morning of the ride. Please look for our parking crew to assist you. Illegally parked cars will be ticketed and may be towed at the owners expense. Please park completely off of the pavement and do not block any of the road while unloading. Areas along Highway 89 will be blocked off with cones or caution tape. These areas are not designated for parking or unloading areas. Please do not remove cones or caution tape, law enforcement officials will be monitoring the area along Hwy 89 at the entrance of Turtle Rock Park for any parking violations. We encourage riders to carpool whenever possible. RV parking will be permitted in signed area on Highway Camping is available at a variety of campgrounds in Alpine County. Grover Hot Springs State Park will take reservations at www. Camping is prohibited outside your vehicle along state and county roads and highways â€” you could be cited. For further camping information visit www. Coin operated showers available at Turtle Rock Park campground. Authorities will be patrolling the camping and parking areas along the course and if you have an unauthorized campfire, you will be cited and fined. You will be putting yourself and others at risk. Campfire permits for designated campgrounds available at the Visitors Center in Markleeville. Current member lodging properties in Alpine County:

Chapter 9 : Table of contents for Library of Congress control number

Located off U.S. Hwy. and 1/4 mile north of town, the center has interactive displays that teach about many aspects of the Mono Basin's geology, ecology, and human history.

Highway 49 or 50 and from Sacramento to Yosemite? Sep 16, , Possibly a short side trip to Genoa, the oldest town in Nevada, remarkably clean and well-kept. It has the oldest bar in Nevada, which opened around the time of the U. Civil War, before Nevada was a state. Then over to U. Pass through the charming tiny village of Walker, Nevada. Then cross into California and pass the large Topaz Lake. Then you start seeing views of the peaks of the Sierra Nevada. At Bridgeport you can view the impressive Mono County courthouse. The Jolly Kone there is good for a quick bite burgers, etc. If you like hot springs, right after Bridgeport is Travertine Hot Springs, which is in a gorgeous setting with views of the Sierra and free to use. Just be forewarned that other bathers there are likely to be naked, even in broad daylight. After that you pass the turnoff to go to Bodie State Historic Park , probably the best peeserved ghost town in the U. There is a small charge per person. The last 3 miles to it are dirt road. It is at relatively high elevation and the sunlight is intense, and there is no shade except in the buildings. Not super hot, because of the high elevation. Just a high UV index. So wear sunscreen, hats and sunglasses If you go there. After that you pass Conway Summit and then there is a turnoff with a great view of Mono Lake from above. There are some information signs. After that you can drive down to the lake itself and the visitor center which is free. They tiny village of Lee Vining has a little park with old equipment, a view of the lake and the somewhat famous Upside-Down House. At Lee Vining you get off the and take California west up the mountain and into Yosemite at the Tioga Pass entrance. Just before the entrance you might make a quick photo stop at Ellery Lake, on the left side of the road. The view is dramatic due to the steep slope rising up behind the lake to the Dana Plateau. You enter Yosemite and arrive at the Tuolumne Meadows area. There are many possible walks snd hikes in this area of Yosemite. Continue on Tioga Road through the park, and you will pass Tenaya Lake , which you can walk around partway or all the way. You then come to Olmstead Point where you will have your first view of Half Dome , though from the back of it. Then you come to Crane Flat , where there is a gas station and convenience store, and you make a left turn there to take the road that winds down into Yosemite Valley itself. To see everything I have mentioned would easily fill up 2 or 3 days. You can make overnight stops, depending on how much you want to see. Stay near what you want to see and do.