

Public and Private Sectors Working Together To Improve Texas Highway Project Safety

Aug. 21, 2020, *informedinfrastructure.com* press release posting

Informed Infrastructure,

Speed cameras in work zones are for revenue. If not, then why do we not do things like adopt the zipper merge and post 85th percentile speed limits? Low speed limits cause a decent speed variation between the vehicles, which promotes tailgating, constant passing and rapidly approaching a vehicle.

Here is Michigan's strategy: Most freeway work zones have workers behind concrete barriers, so they are not at risk from passing cars. Drivers see the workers are safe. Freeway limits are usually 70 mph, but are sometimes reduced to 60 mph if warranted (if the work areas are close to the travel lanes or there are some minor lane shifts, the basic limit drops by 10 mph); then the signs say "45 Where Workers Present." This forces drivers

to look for workers who might be at risk and slow down near them. But if all the workers are behind concrete barriers or way down in a wide median away from the traffic lanes, the 45 limit does not apply. This method also eliminates inactive work zones from being used as speed traps.

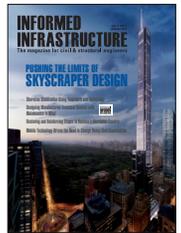
If Pennsylvania adopted these ideas, true safety could be achieved. The possibility of camera errors is also very real.

Also, who ensures the signs are posted correctly and the speed camera is near the workers? I have been in many work zones with confusing and incorrect signs. The end signs also are frequently missing.

James Sikorski Jr.
PA Advocate National Motorists Association

Central Park Tower Pushes the Limits of Skyscraper Design

August 2020,
Informed Infrastructure



Mr. Hughes,
I enjoyed your article in *Informed Infrastructure*. Given the magazine is described as "The Magazine for Civil & Structural Engineers" and the discussion of the structure consumes about one-half of the article, I was a little surprised that the name of the structural engineering firm that designed Central Park Tower was not listed in the article. I can only assume it is not the editorial policy to require it. I was associated with *Structure Magazine* for about 18 years as the volunteer business manager. One of the first policies I implemented was giving credit to our readers, structural engineers, for their contribution to these iconic projects. The first design firm listed in the project credits was the structural engineering firm that made the architect look smart and the project possible. Without the creativity of

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the structural engineer, these supertall buildings would never become reality.

Marc S. Barter, P.E., S.E., SECB
Barter and Associates, Inc.
Structural Engineers
Mobile, Ala.

Marc,
Thank you for your thoughtful email and pointing out our error. I agree with your assessment.

It's my responsibility to make sure all our editorial content is best prepared for our readers' benefit, so I apologize for this omission. We try to include all the key engineering teams in any project we cover, and I didn't notice the omission in this article.

Thank you for reading our publication and helping to "keep us on our toes" so we don't miss future errors such as this.

Todd Danielson
Editorial Director, *Informed Infrastructure*

Marc,
Apologies for the oversight. I appreciate you bringing it to my attention, and I'll be sure to mention the structural engineering firm in future articles. WSP Global is the structural engineering firm that worked on the Central Park Tower project.

Regards,
John Hughes
Author and Freelance Writer

In this section, *Informed Infrastructure* compiles infographics from trusted sources that reveal insight on infrastructure spending. We also compile some of the top infrastructure stories that shouldn't be missed. For ongoing news coverage, turn to *Informed Infrastructure* online (www.informedinfrastructure.com), our Twitter feed (@*Infrastructure*) and our weekly e-newsletter.

Western States Battling Wildfires Get Recovery Funds

In September 2020, the Federal Highway Administration (FHWA) issued two packets of "quick release" Emergency Relief (ER) funds to California and Oregon agencies to pay for repairs to transportation infrastructure damaged by wildfires raging across several western states.

The FHWA issued \$5 million in ER funds to the Oregon Department of Transportation to cope with damage caused by several large wildfires that started earlier in the month.

Meanwhile, the FHWA issued \$1.3 million in ER funds to help the Bureau of Land Management and the U.S. Forest Service repair several bridges and a section of trail damaged by wildfires in California's Lassen National Forest.

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