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## Infrastructure report card japan

FILE PHOTO: The flags of the United States and Puerto Rico fly outside the Capitol building in San Juan Reuters (Reuters) - Puerto Rico's roads, ports, energy networks and other infrastructure scored a total D-minus in the first report card issued to the U.S. Commonwealth on Tuesday by an engineering group that put a price of as much as \$23 billion over 10 years on necessary updates and repairs. The near-failing nature of the American Society of Civil Engineers comes as the island is still trying to recover from devastating hurricanes that hit in 2017 and as its bankrupt government tries to restructure about \$120 billion of debt and pension liabilities in federal court. Most of the island's infrastructure is in poor condition and is showing significant deterioration, according to the report. Puerto Rico would need to spend an additional \$13 billion to \$23 billion over 10 years to update infrastructure to support economic growth and competitiveness, the report said. It added that when considering deferred maintenance and hurricane-related recovery projects, the investment gap is even bigger. So far, the U.S. government has sent the island \$14.4 billion of the \$43 billion in disaster funding that has been allocated. The report card assigned the lowest quality of F to Puerto Rico's energy infrastructure, which it said was already in poor condition before Hurricanes Irma and Maria demolished much of the power grid, leading to expanded power outages. A \$20.3 billion, 10-year plan to modernize and decentralize Puerto Rico's power grid was unveiled last month by Governor Wanda Vazquez Garced. Rest of the island's infrastructure was determined to be at risk. Dams, bridges and wastewater treatment system earned D-plus grades, while ports and drinking water were sorted D and roads and solid waste system was a notch lower at D-minus. Recommendations included the creation and compliance of a long-term comprehensive infrastructure plan and increased resilience by building to modern industry standards. (Reporting by Karen Pierog in Chicago; Editing by Matthew Lewis) An aerial view of the damaged Oroville Dam spillway is shown. Dams in the United States are aging. In fact, the average age of American dams is 56. Dale Kolke/California Department of Water Resources via Reuters President Donald Trump is expected to discuss infrastructure in his State of the Union address on Tuesday, but how exactly he plans to do so is unclear. The Washington Post reports that White House press secretary Sarah Sanders told CNN On Tuesday that infrastructure may be an area of compromise for Democrats and Republicans, but according to The Wall Street Journal, Trump Administration officials pushed to remove a call for Congress to pass Trump's infrastructure plan from an early draft of his State of the Union speech. Trump reportedly hates much of the infrastructure plan he unveiled in 2018, which proposed 200 dollars in federal funding to fund new while encouraging private investment. Read more: Uber and Lyft have a terrible effect on public transportation, new research shows Whatever Trump says about infrastructure during his State of the Union speech, one thing is clear: America's infrastructure is badly in need of repairs. According to the American Society of Civil Engineers' 2017 Infrastructure Report Card, which is released every four years, American infrastructure is given a D+ grade. It took on the same grade in 2013. ASCE estimates that the United States will spend about \$4.5 trillion by 2025 to improve the condition of the country's roads, bridges, dams, airports, schools and more. The report divides the state of the infrastructure into 16 different categories. Here's a look at each category's final grade, according to the organization. More: BITranspo Features Infrastructure ASCE Lidar NewsGene Roe's laser scanning industry news Open Source Geospatial Foundation OSGeoOSGeo was created to support the collaborative development of open source geospatial software and promote its widespread use Proven Guidelines for reducing underground infrastructure damage in airports, university, industrial and commercial campuses, and citiesThere are proven measures that an administration, owner or municipal government responsible for an airport, university, industry or commercial campus, or city may commit to reducing the risk of underground utility damage, the associated disruptions of operation and business and the danger to workers and the public. Sharing information about the location of underground utilitiesThA the United States allocates an estimated \$10 billion a year to locate underground infrastructure. Each construction project that requires excavation involves significant efforts to locate underground utilities before and during construction to reduce the risk of damage and unexpected project delays. But this information is rarely shared, and the location of underground infrastructure is recaptured over and over again. There are successful examples around the world where municipal and regional governments have helped enable a common underground grid database. Growing evidence of the benefits of an integrated BIM+ geospatial full life cycle approach to construction Building information modeling (BIM) has been used for design-build construction projects for many years. An increasing number of countries mandate BIM for public projects. While the UK government has said that ... we know that the biggest price for BIM lies in the operational phases of the project life cycle, until recently there has been no hard data to support this presumption. Similarly, there has been only anecdotal support for an integrated BIM and geospatial approach to the design, construction, operation and maintenance of projects. Now we begin to see data from real projects that provide evidence of the benefits of an integrated BIM+ geospatial full approach to construction projects. Advances in geospatial, geospatial, and BIM interoperability promises efficient infrastructure BIM workflows and geospatial interoperability challenges are the latest symptom of the broader problem of integrating AEC and geospatial workflows that have contributed to low productivity in the construction sector. After the announcement of a year ago by Jack Dangermond and Andrew Anagnost of a new relationship to build a bridge between Autodesk and ESRI technologies, I thought it a good time to review progress towards interoperability between the AEC and geospatial worlds. Geography 2050: Precise location information on underground infrastructure is essential to driving our future planetI thought it would be worth including here a talk I gave at GEOGRAPHY 2050 Powering Our Future Planet at Columbia University in New York about the importance of accurate location information on underground infrastructure for the future development of the energy grid. With some notable exceptions accurately recording the location of underground infrastructure including oil, gas, electricity and other energy infrastructure is ignored — perhaps this is a case of out of sight is actually out of mind. The reality is that knowledge of the location of underground energy infrastructure is essential for national security, for disaster planning and management, for public safety and for economic efficiency. Everyone is aware of at least one disaster caused by or exacerbated by not knowing where our energy infrastructure is - the explosions in San Bruno, California (2010) and Belgium (2004) immediately come to mind. Deep learning enables automated extraction of building footprints and road networks from satellite imageryAutomated functional extraction from satellite imagery has made great strides in the past year. Accurate building footprints extracted from high-resolution satellite imagery will be available from companies such as Ecopia, which has just announced a partnership with DigitalGlobe, whose satellites are capable of 30 cm (about a foot) resolution. Also NVIDIA has shown the ability to automate the detection of many road networks using advanced algorithms and multi-spectral high-resolution imagery. BIM+ geospatial interoperability would avoid another CAD+ GIS sumpA specific challenge currently facing AEC and geospatial industries is integrating building information models (BIM) and geospatial infrastructure and building models. There are parallels between what happened in the 1990s when interoperability between CAD+GIS has not been addressed and the current challenge of BIM+geospatial interoperability. However, there are also important differences which give rise to optimism that the availability of both BIM and geospatial standards, a vibrant geospatial open source community and a new willingness of the major software players in the BIM and geospatial industries will enable the latest interoperability challenge to be addressed. AEC (architecture, engineering and construction) and geospatial industries. BVLOS drones improve power line inspections amid rising fire and storm risks for utilities | Utility DiveTransmission line inspections for vegetation management and other purposes are essential to ensure network reliability and resilience. We saw the devastating impact of vegetation encroachment in recent California fires, which have been partly blamed for a lack of maintenance of properly cleared transmission lines. With drones that can cover long distances in a single flight and provide detailed and accurate aerial photos of transmission lines and other infrastructure, it is now possible to almost completely automate this expensive process. Automating transmission line inspections for vegetation management using BVLOS drones not only saves money, but can also improve the resilience and reliability of the transmission network. Grid.

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