

From: [Small, Edgar P. <FHWA>](#)
To: [Singer, Nancy <FHWA>](#);
cc: [Everett, Thomas <FHWA>](#); [Ernst, Steve <FHWA>](#);
[Matias, Everett <FHWA>](#); [Shemaka, Ann <FHWA>](#);
Subject: Decoding of SI&A data.
Date: Thursday, August 02, 2007 10:38:43 AM

Took the SI&A sheet and put into words. Hope this is helpful.

The I-35W bridge is a long, steel continuous deck truss design. The main span consisted of 3 spans. The maximum span length of the truss is 139 meters (over 450 ft). The bridge also has 11 steel approach spans and the total length of the structure is recorded as 581.3 meters (over 1900 feet). The structure carries an urban interstate with an average daily traffic in excess of 140,000 vehicles.

The bridge condition ratings were evaluated on a 12 month frequency instead of the usually required 24 month frequency. Conditions for the superstructure were rated in poor condition (condition rating 4) and fracture critical inspections are indicated as being required in addition to the normal safety inspection. Deck, substructure and channel protection ratings were indicated as being fair or better and do not appear to be cause for concern and additional inspection frequency and requirements were most likely implemented to provide evaluation of the superstructure.

The load ratings were assessed with inventory ratings and operating ratings at or above interstate design standards. No posting was indicated as being required by the inspectors. Structural evaluation appraisal and deck geometry appraisal rating indicated that the bridge meets the minimum tolerable limits to be left in place as is.

The sufficiency rating of the structure was indicated as being 50. On the inspection form (the SI&A sheet) the bridge is indicated as needing other structure work, including hydraulic replacements. It is not indicated that replacement of the structure is required.

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Subject: RE: Decoding of SI&A data.
Date: Thursday, August 02, 2007 11:52:31 AM

The I-35W bridge in Minnesota was considered as a structurally deficient bridge because of the poor condition of the superstructure, which consists of the main load carrying members which support the bridge deck. Because of this, the bridge received bridge safety inspections every 12 months instead of the typical 24 months frequency. The superstructure was also considered to be fracture critical and additional inspections were required for more detailed evaluation of the fracture critical components. Deck, substructure and channel protection ratings were indicated as being fair or better and do not appear to be cause for concern. The load ratings were assessed with inventory ratings and operating ratings at or above interstate design standards. No posting was indicated as being required by the inspectors. Structural evaluation appraisal and deck geometry appraisal rating indicated that the bridge meets the minimum tolerable limits to be left in place as is. The sufficiency rating of the structure was indicated as being 50. On the inspection form (the SI&A sheet) the bridge is indicated as needing other structure work, including hydraulic replacements. It is not indicated that replacement of the structure is required.

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From: [Small, Edgar P. <FHWA>](#)
To: [Everett, Thomas <FHWA>](#);
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Subject: NTSB Briefings: Not Available on NTSB Site
Date: Monday, August 06, 2007 1:36:24 PM

There is nothing coming officially from NTSB which publishes their briefings. The only that that I found is an announcement that they were going to have a briefing on Friday. (and this has a list of all bridge accidents/failures which NTSB has investigated since the Silver Bridge, which may be helpful):

<http://www.nts.gov/Pressrel/2007/080307.htm>

Any NTSB info is really in the regular news media. Found the following with a quick search:

[http://www.bloomberg.com/apps/news?](http://www.bloomberg.com/apps/news?pid=20601087&sid=aV0qaVkODzQI&refer=home)

[pid=20601087&sid=aV0qaVkODzQI&refer=home](http://www.bloomberg.com/apps/news?pid=20601087&sid=aV0qaVkODzQI&refer=home)

<http://www.keloland.com/News/NewsDetail6371.cfm?Id=0,59591>

<http://wkbt.com/Global/story.asp?S=6888989>

<http://www.bloomberg.com/apps/news?pid=20601103&sid=a1gcUJBkllhc&refer=us>

<http://edition.cnn.com/2007/US/08/06/bridge.investigation/?iref=mpstoryview>

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