

Good evening,

The Florida Department of Transportation (FDOT) tonight issued the following information regarding the ongoing investigation into the collapse of the Florida International University (FIU) pedestrian bridge:

According to standard procedures, FDOT issued a permit at the request of FIU's design build team to close SW 8th Street during the installation of the FIU pedestrian bridge on Saturday, March 10. While FDOT has issued, following a request from the FIU design build team, a blanket permit allowing for two-lane closures effective from January through April, at no time, from installation until the collapse of the bridge, did FDOT receive a request to close the entire road. The department was also not made aware by the FIU design build team of any scheduled "stress testing" of the bridge following installation and has no knowledge or confirmation from FIU's design build team of "stress testing" occurring since installation. Per standard safety procedure, FDOT would issue a permit for partial or full road closure if deemed necessary and requested by the FIU design build team or FIU contracted construction inspector for structural testing.

Additionally, in the interest of full transparency, FDOT is today releasing the transcript of a voicemail left on a landline on Tuesday, March 13, by W. Denney Pate, FIGG's lead engineer responsible for the FIU pedestrian bridge project. The transcription is below and audio is available [HERE](#):

"Hey Tom, this is Denney Pate with FIGG bridge engineers. Calling to, uh, share with you some information about the FIU pedestrian bridge and some cracking that's been observed on the north end of the span, the pylon end of that span we moved this weekend. Um, so, uh, we've taken a look at it and, uh, obviously some repairs or whatever will have to be done but from a safety perspective we don't see that there's any issue there so we're not concerned about it from that perspective although obviously the cracking is not good and something's going to have to be, ya know, done to repair that. At any rate, I wanted to chat with you about that because I suspect at some point that's gonna get to your desk. So, uh, at any rate, call me back when you can. Thank you. Bye."

This voicemail was left on a landline and not heard by an FDOT employee until Friday, March 16 as the employee was out of the office on assignment. When the employee returned to his office today, Friday, March 16, he was able to listen to the voicemail.

In addition to the voicemail transcribed above, on Wednesday, March 14, Alfredo Reyna, the Assistant LAP Coordinator and an FDOT consultant, received a phone call from Rafeal Urdaneta, a Bolton Perez & Associates employee, notifying him of a midday meeting scheduled for Thursday, March 15 with W. Denney Pate and other members of the FIU design build team that are responsible for the project. FDOT is routinely included in meetings during LAP project construction. Reyna attended the meeting which occurred shortly before the bridge failure and collapse and was not notified of any life-safety issues, need for additional road closures or requests for any other assistance from FDOT.

The responsibility to identify and address life-safety issues and properly communicate them is the sole responsibility of the FIU design build team. At no point during any of the communications above did FIGG or any member of the FIU design build team ever communicate a life-safety issue. Again, FIGG and the FIU design build team never alerted FDOT of any life-safety issue regarding the FIU pedestrian bridge prior to collapse.

The tragic failure and collapse of the pedestrian bridge at FIU is the subject of an active and ongoing investigation led by the National Transportation Safety Board (NTSB) as well as local and state law enforcement investigations. As FDOT assists in these investigations, we will continue our internal review and release all pertinent information as quickly as possible while ensuring its accuracy.

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