

**ATTACHMENT 26 – EMAIL TO THE NATIONAL TRANSPORTATION SAFETY
BOARD FROM THE MINNESOTA DEPARTMENT OF TRANSPORTATION
DATED NOVEMBER 2, 2007**
(3 pages)

From: Lowell Johnson-----
Sent: Friday, November 02, 2007 8:29 AM
To: Walsh Daniel
Cc: Daniel Dorgan; Gary Peterson
Subject: Re: Bridge Rating Questions

Lowell Johnson, PE
Bridge Rating Engineer
MnDOT Bridge Office
3485 Hadley Avenue N
-----5128-3307

>>> "Walsh Daniel" -----24-Oct-07 01:42 PM >>>
Dan,

Can you ask Lowell to provide a written response to the following bridge rating questions:

- 1) Was the latest summary of rating and load posting report certified by John W. Dawes dated December 14, 1995 or December 14, 1998?
 - A) December 14, 1995. Upon further checking, we found that John retired on July 8, 1998.
- 2) Please verify the dates on Sheet 1 of 3 (December 14, 1998), Sheet 2 of 3 (December 14, 1998), Sheet 3 of 3 (December 14, 1998), Sheet 4 of 5 (August 18, 1997), and Sheet 5 of 5 (August 18, 1997) are correct?
 - A) For all the dates where the handwriting left a question of whether the date was 1995 or 1998, the correct date would be 1995. On other sheets the 1997 dates are correct.
- 3) Please verify that the 487 pounds per foot dead load shown on Sheet 5 of 5 for the new railing constructed in 1998 applied to critical sections S01, S02, S04, and S05? Also, please verify that the 47 pounds per foot dead load remained the same for critical section S03?
 - A) New calculations yield 18 lb more for the railing, for a total of 505. Section S03 is the concrete slab spans. Only the overlay, 47 lb per ft, has been applied to the 1.83 ft slab strip analyzed. A railing contribution would be debatable.
- 4) I understand why a summary rating sheet may have different dates on different sheets because the rating may change for some members, but not others, what I do not understand is why Mr. Dawes chose the inventory rating (HS20) and operating rating (HS33) for critical section S01 (controlling section) from the December 1995 BARS computer printout rather than the inventory rating (HS18.93) and operating rating (HS31.55) from the August 1997 BARS computer printout? If the 487 pounds per foot applied to critical section S01, the summary rating sheet should have reflected the inventory rating and operating rating from the August 1997 BARS computer printout.
 - A) It appears that a new rating was computed with BARS in August 1997, before the construction work was done on the bridge. The construction contract was bid on March 27, 1998, with work performed during the 1998 construction season. Apparently the follow up to officially document and record the rating did not occur after construction was completed. As noted above, Mr Dawes retired on July 8, 1998.
- 5) Does MnDOT have a policy on records retention of bridge rating reports? You

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provided a copy of the September 1979 summary of rating and load posting report to me but indicated the supporting BARS computer printout was not found in the bridge management file.

A) There is no policy in the Bridge Ratings Unit (where BARS reports and other supporting calculations are filed) to retain old ratings after a new one is computed. In our Bridge Management section, they do leave the old rating in the files when a new rating is given to them. This usually involves one or two pages. The 1979 rating is in the Bridge Management file.

Thank you very much for your help.

Dan