

**ATTACHMENT 28 – EMAIL TO THE NATIONAL TRANSPORTATION SAFETY
BOARD FROM THE MINNESOTA DEPARTMENT OF TRANSPORTATION
DATED OCTOBER 10, 2007**
(2 pages)

From: Daniel Dorgan -----
Sent: Wednesday, Oct-----
To: Walsh Daniel
Cc: Gary Peterson; Lowell Johnson
Subject: Response on Rating Question

Dan,

I tried calling you but assume you are out of the office. Last week you asked if there were any ratings done between 1967 and 1995. I checked with our staff and found the following.

I just faxed you a copy of a rating sheet on Bridge 9340 dated 9/17/79. This was in the Bridge Management file for Bridge 9340, there was no computer output attached. The rating was apparently from a BARS computer run, because the G65-005 identification number under in the middle of the page is a BARS type file number. We also do not know from this sheet what portion of the bridge controlled the rating.

In 1979 this rating would have been done using the Allowable Stress Method for ratings. The rating done is the 1990's would have used the Load Factor Design Method, which typically yields higher rating numbers. That is the reason the 1979 rating is lower than 1995.

You also asked some questions on ratings history last week. In 1970, AASHTO first published the Manual for Maintenance Inspection of Bridges. The practice of rating became more frequent in the 1970's. We acquired the BARS program sometime in that decade.

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