BRIDGE PROTECTION SYSTEMS ATTACHMENT

Email from MDTA dated October 2, 2024

Baltimore, MD

DCA24MM031

(3 pages)

From: James Harkness [redacted]
Sent: Wednesday, October 2, 2024 6:28 AM
To: Daniel Walsh [redacted]
Cc: Scott Parent [redacted]
Subject: RE: Key Bridge Collapse; Baltimore, MD

Hello Dan,

I am well, and I trust the same is true for you. MDTA has not conducted the AASHTO Method II calculations on the Bay Bridge and we do not have substantial updates to the long-term pier protection to share at this time.

Sorry we could not be of assistance.

Jim Harkness, P.E., PTOE

Chief Engineer
Maryland Transportation Authority
Office of Engineering and Construction
[redacted]

From: Daniel Walsh [redacted]
Sent: Monday, September 30, 2024 8:48 AM
To: James Harkness [redacted]
Cc: Scott Parent [redacted]
Subject: FW: Key Bridge Collapse; Baltimore, MD

Good morning, Jim,

I hope you are doing well. We were wondering if the MDTA has conducted AASHTO Model II calculations on the Chesapeake Bay Bridge in the past. If so, can you please provide a copy of the calculations to us at your earliest convenience.

Also, can you please give us any updates to the below long-term physical protection systems for the Chesapeake Bay Bridge.

Thank you very much for your assistance.

Dan

From: James Harkness [redacted]
Sent: Tuesday, May 14, 2024 11:05 AM
To: Daniel Walsh [redacted]
Subject: RE: Key Bridge Collapse; Baltimore, MD

Hi Dan,

We are not sure what the long-term physical protection system will be because the study is just getting underway. We are evaluating the feasibility of the obvious measures such as rock islands, pier protection systems, and dolphin arrays. Operationally we are working with the USCG and other stakeholders to determine if there are changes to maritime regulations that can be employed such as possibly a regulated navigational area.

Jim Harkness, P.E., PTOE

Chief Engineer
Maryland Transportation Authority
Office of Engineering and Construction
[redacted]
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