



**HUMAN PERFORMANCE FACTORS GROUP CHAIRMAN'S
FACTUAL REPORT**

Attachment 1: Narratives/Transcripts of Investigative Interviews

**Bridge Collapse
Mount Vernon, Washington: 05/23/2013**

**HWY-13-MH-012
(74 pages)**

Transcript of Interview with 2010 Kenworth Driver

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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I-5 BRIDGE COLLAPSE

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MOUNT VERNON, WASHINGTON

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MAY 23, 2013

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Docket No.: HWY-13-MH-012

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Interview of: WILLIAM SCOTT

Mount Vernon, Washington

Saturday,
May 25, 2013

The above-captioned matter convened, pursuant to notice.

BEFORE: DENNIS COLLINS
Senior Accident Investigator

APPEARANCES:

DENNIS COLLINS, Senior Accident Investigator
Office of Highway Safety
National Transportation Safety Board

ROBERT ACETTA, Investigator-in-Charge
Office of Highway Safety
National Transportation Safety Board

GARY VAN ETTEN, Motor Carrier Specialist
Office of Highway Safety
National Transportation Safety Board

RANDY MERCER, Safety Director
Mullin Trucking

STEVE BLOCK, Esq.
Foster Pepper
(Counsel for Bill Scott and Mullin Trucking)

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I N T E R V I E W

1
2 MR. COLLINS: This is Dennis Collins with the Safety
3 Board, conducting an investigative interview in relation to the
4 Mount Vernon, Washington accident.

5 MR. VAN ETTEN: Gary Van Etten, Motor Carrier
6 Specialist.

7 MR. ACETTA: Robert Acetta, Investigator-in-Charge.

8 MR. MERCER: Randy Mercer, Safety Director, Mullin
9 Trucking.

10 MR. BLOCK: I'm Steve Block, attorney with Foster
11 Pepper, representing Bill Scott and Mullin Trucking.

12 MR. SCOTT: I'm Bill Scott. Address is [REDACTED]
13 [REDACTED] [REDACTED]

14 MR. COLLINS: Do you have a phone number, Mr. Scott,
15 where we could reach you if we needed to follow up with anything?

16 MR. SCOTT: [REDACTED].

17 MR. COLLINS: Before we start I just want to give you a
18 little background on who we are and why we're here.

19 The Safety Board is an independent federal agency.
20 Congress here in the U.S. has said that if the transportation
21 system fails, we want somebody who's not -- doesn't make the
22 rules, isn't affiliated with maintaining the system or doing
23 anything with the system to tell us why, because they'll be
24 objective.

25 So we don't make trucking rules. We don't make rules

1 for highway. We don't make any rules. What we make are
2 recommendations. We tell everybody, from cities and towns to
3 vehicle manufacturers to the other branches of the federal
4 government, this is what we think happened and this is how we
5 think you can prevent it again. So our focus is 100 percent on
6 safety.

7 As I said, the transportation system failed and we just
8 need to know why. And the reason we want to talk to you is,
9 because of fate or however you want to put it, you are in a unique
10 position to explain to me why something happened that everybody
11 would generally say probably shouldn't have happened or isn't
12 supposed to happen, whatever phrasing you want to use.

13 So we have folks that look at highway, which in this
14 case would include the bridge design to the day of the incident.
15 They're going to look at the truck. They're going to look at
16 operations. We have a gentleman who looks at what we call
17 survival factors, which are injuries and emergency response and
18 did those folks -- how did their procedures work. And then,
19 finally, the operator, (indiscernible) that's me.

20 Our product is recommendations. Again, we tell people.
21 We can't enforce anything. We don't make any regulatory rules,
22 but our recommendations are generally pretty well received. I
23 think the last time I checked, our acceptance rate is in the high
24 80s or low 90s. Sometimes those folks don't agree with us, but
25 most of the time they do.

1 It takes us a year or a little more to complete our
2 final report. And the factual part of that is all publically
3 available information, unless it's PII. That, we do protect. But
4 measurements like the bridge was this tall, the truck weighed this
5 much, ultimately will be part of the public docket as we try to
6 explain the circumstance of the accident.

7 So that's us in a nutshell. Do you have any questions
8 for us?

9 MR. SCOTT: I don't, no.

10 INTERVIEW OF WILLIAM SCOTT

11 BY MR. COLLINS:

12 Q. So if we could begin by getting you to think back to the
13 morning of Thursday, May 23rd. And if you could just walk me
14 through your day from when you got up, everything you remember
15 that you did, and just go through your day in as much detail as
16 you can remember until we get past the bridge. Okay?

17 A. Okay. We started at Valemount, BC at 9 in the morning.
18 I was up prior to that and had breakfast in the restaurant and
19 stuff, but we tripped at 9 and left. Everything was fine there,
20 right, left out of Valemount. And we moved about 3 hours, I think
21 it was, 3 and a bit, down to Kamloops, BC, where we got fuel
22 there. We got some faxes sent to us, border crossing stuff,
23 paperwork and permits for Washington state were sent to there. We
24 picked up that stuff, got fuel, checked things out and left.

25 And then the next stop for us was the safety check on

1 top of Highway 5 going into Merritt. And we stopped there for a
2 few minutes, checked brakes, things like that, made sure
3 everything was all good. Then we went down the mountain into
4 Merritt. Climbed the other mountain. That takes us to the top of
5 the Coquihalla Summit and we had to stop there again. There's
6 another mandatory check there. So we stopped there, checked
7 brakes, cargo, made sure things were good there, and then came
8 down towards Hope, where we crossed the scale in Hope.

9 We rode -- there was a scale in Kamloops too. I'm
10 sorry. I always forget about him. We crossed the scale in
11 Kamloops, were weighed and stuff there. So then we had the Hope
12 scale. Everything was fine in Hope.

13 We came into Chilliwack. We had a ramp, a lift and road
14 ramp, we had to ramp up and go over because it's too low for the
15 load. And another ramp at Highway 3 or number 3 road in New
16 Chilliwack it's called. We have to ramp that overpass as well.
17 It's too short for us.

18 We got to Sumas, waited there. We had to phone U.S.
19 Customs to let them know we were in the lot so they could open a
20 special gate for us to get through because we can't make the left
21 and the right to get through their x-ray machine there. So they
22 came in. They came out, checked our paperwork, did that stuff.
23 And then we squeezed through their x-ray machine because their x-
24 ray machine is 16 feet tall and we just had to crawl through their
25 machine because they wanted one to go through. So I went through

1 the x-ray machine.

2 And when we got to the other side, we picked up our
3 pilots there, but we were short one pilot car there so we left one
4 load there, right. So we took the lady that was with me and a
5 gentleman named Doc, and I can't think of his last name. I just
6 met him that day. They then took me on the route from there down
7 to the interstate. We then could turn Doc loose to go back to
8 Sumas to put his height pole up to get Vince, right. Vince was
9 the other load that's somewhere behind us still.

10 Then me and Tammy carried on. I had talked to Tammy on
11 the radio more than once. I had asked Tammy if all was good,
12 because I've used the I-5 corridor but it's not my steady run. I
13 hired Tammy from down here because she works this corridor every
14 day. She's been here 30 years down here, right.

15 So all was good. We rolled the Bow Hill scale.
16 Everything was fine at the Bow Hill scale. We got coming down
17 from the Bow Hill towards Skagit Valley there. Everything was
18 still good. I had talked to Tammy again about height and
19 clearances because some of them looked tight. Like when you come
20 to them, they look a little tight. So you're like -- she said,
21 no, no, we're good all the way, because our goal was Exit 209 for
22 the night. There was a rest area at 209, I think it is, just
23 before Donna's Truck Stop, because it won't fit in Donna's.

24 And we came up towards the -- to that bridge. Nobody
25 said nothing. We were all supposed to be where we were supposed

1 to be. There was a freight truck, though, came up very fast on
2 the left -- in the left lane and squeezed me as we were coming to
3 the bridge, right. But I had no indication that we couldn't be
4 where we were. The pole went through. The pole was set at 16'3"
5 -- 16'2" -- sorry -- it was set at. And we were into the bridge
6 and all of a sudden it -- I can't say what happened because I had
7 never been in the cab when something like that happened. So it
8 was just a horrendous boom and things were -- it was violent in
9 the cab. And you can see the inside of the cab. I'm not a messy
10 guy, but my stuff was everywhere in there, right.

11 And I remember the truck, the other truck, being right
12 there, like on my window. And he never stopped, right. When the
13 -- when things went wrong, I got on the brake peddle trying to
14 stop it, and it wasn't -- it was slowing down, but it just was
15 hard to hold on and do everything, right. And then we coasted out
16 the other side of the bridge. And I coasted out, came to a stop
17 on the shoulder where the truck is now. And there was an older
18 fellow stopped with his car and his wife, and came back and said
19 we had just made it. And I said, just made what? And he said the
20 bridge fell back and there's people in the water.

21 And I didn't quite believe him because I could still see
22 the bridge. So we walked back there, me and the old fellow. And,
23 yeah, it was all gone. It was missing, right. At that time then
24 I walked back to the truck and I phoned Randy. Randy was my first
25 call to let him know we had a major problem here.

1 And then from that moment on, I -- the state patrol
2 arrived. We just stayed near the truck until things could get
3 better. I couldn't get down from the bridge and there was enough
4 people there to help and do what they needed to do. And that's
5 really how it went.

6 Q. I know you described it originally, but can you think
7 back to as you're approaching the bridge, say, you're -- you first
8 see it. Can you remember what you were thinking as you
9 approached, what your thought processes were?

10 A. Well, I remember just coming to the bridge and, you
11 know, I got -- like with Tammy, I set the rules out fairly
12 straight that I don't want to hear from Tammy unless she's hit the
13 bridge. Because what ends up happening, if she says I've cleared
14 every bridge, you start to tend to not listen to them, right. So
15 if they only speak when they've hit something or struck something,
16 then you know they have something important to say to you, right.

17 And I watched her. She was maybe -- I don't think even
18 half a mile ahead, if that. I'm not good with yards or distances.
19 I know she was out there with enough time if she'd have said stop,
20 I could have stopped the truck, right.

21 And as we came -- the bridge has kind of got a bit bend
22 to it. And when we came, I was in my lane but to the center of my
23 -- like to the painted dotted line, I guess you call it. And I
24 looked and I'm, no, it'll go, because she was over towards the
25 shoulder, right, and she never said nothing about the pole

1 hitting. She never said nothing about being in the center lane.
2 And this truck came from around the back of me, the freight -- I
3 want to say it was a white Kenworth truck. It had a van on the
4 back of it. And when we went -- we hit the bridge and went into
5 the bridge together. But he was right here, almost like right
6 against the door, it seemed like to me. And after that it kind of
7 got all -- I just really hung on. That's what I mean to say.
8 Like, oh, no, (indiscernible).

9 Q. So just so I understand. Your first indication that
10 something was wrong was?

11 A. Once I was in the bridge.

12 Q. And what was it that was the first thing that said,
13 "Uh-oh"?

14 A. There was a horrendous boom.

15 Q. Other than the -- excuse me. Other than the white truck
16 do you recall any other traffic on the bridge or around you?

17 A. Well, Tammy was in front. I can't remember if there was
18 a car up there with Tammy or not. And then I couldn't tell really
19 what was behind. I'm sure there was -- I know there was traffic
20 behind, but where it was behind me or how it was situated, no, I
21 don't know.

22 Q. What lane was Tammy in as she went onto the bridge?

23 A. The right-hand lane, the slow lane, I call it.

24 Q. Now I want to go back in time a little bit farther, back
25 to Monday. Because one of the things that people are always

1 interested in is your work patterns and things like that. So if
2 you can remember all the way back to Monday, do the same sort of
3 thing. Let me know what time it was you got up and walk me
4 through your day a little bit in terms of what you did, when you
5 were on duty, when you were off duty, and when --

6 A. Monday I was off duty.

7 Q. Monday you were off duty. What did you do?

8 A. I was camping. Do you want to know the whole -- I woke
9 up Monday morning --

10 Q. Yes.

11 A. -- with my -- okay.

12 Q. If we could start there?

13 A. Yeah, yeah, that's fine.

14 Q. More detail is always good for me because --

15 A. I was in Edson Alberta.

16 Q. Okay.

17 A. At the East Edson campground with my wife and kids. And
18 we were camping and quading there, had been there all weekend.
19 And we got up at 9:30-ish, I think. We had breakfast, watched a
20 little TV. We were outside with the other family that was there,
21 right, and decided we were going to head home early that day
22 because I had to go to work Tuesday. So we packed up and we were
23 home back in Spruce Grove 2:30-ish, I think is when we got home.
24 I unloaded the trailer, did some stuff around the yard. Everybody
25 was kind of wrapped up and the kids were in bed and I was in bed,

1 I think, by 9:00.

2 Q. And that morning of the 21st when did you get up?

3 A. The morning of the 21st I was up about 7:30. And then I
4 took my little guy to school that morning? Yeah, took my little
5 guy to school. Then I came home, got the truck, and bobtailed
6 through Aldersyde to our office, which is 3½, 4 hours from my
7 house. Picked up the trailer. Was in the office for a little
8 bit. Then I took the trailer and myself and went back to Nisku,
9 Alberta where we were going to load the next day. I was there
10 7:30-ish at night our time, I think. Had dinner there, went to
11 bed, got up 8-ish, I think, because we didn't have to load till
12 late. We didn't have -- we had a load appointment 10:30 -- 10,
13 10:30 was the load appointment, I believe. But then the bed truck
14 was late by an hour or so, so we didn't start loading till -- it
15 was toward lunch. I think it was lunchtime, something like that.
16 We were all on site trying to figure out what we were going to do
17 to get it on the trailer.

18 Then we loaded it. We measured it two or three times
19 and then we went to the self-weigh just down the street from where
20 we were and weighed it there and determined then that we could
21 take the back booster off the trailer, which was creating our
22 height. Because originally the height was 16'2" and that was
23 going to be too tall for this corridor. So we took the booster
24 off the back of the trailer and dropped the load down 8 inches off
25 the block it was sitting on -- 6, it was 6 inches, because the

1 block was on the flat way. And re-tied it, remeasured it. We
2 came out at 15'9", and we could drop the air and get down to 15'6"
3 if we had to squeeze something or whatever. And left from there.

4 We talked to the office. They said we were good. We
5 ordered permits. So we came over the north through Edmonton, down
6 to Valemount and that way. That night we trucked to Valemount,
7 BC.

8 Q. Do you remember what time you left your house after
9 taking your son to school on the 21st?

10 A. I'd say about 8:30 or 9. 9:00 I think I left the house.
11 Because I came home, had coffee with my wife for a little bit and
12 talked to her because I dropped him off at 8:30. It was right
13 around the 9:00 mark. I wasn't there very long because I wanted
14 to get down to get the trailer to get stuff to get ready to go.

15 Q. And that would have been -- that would have been the
16 21st. And do you remember what time you left once everything had
17 been loaded?

18 A. I left the Nisku area at right around 5:00. When my
19 Alberta permit was issued, I left there. We went to a little town
20 of Acheson, which is 30 minutes away, if that. And we re-weighed
21 again there on the self-weigh in Alberta. Double-checked the
22 height there again. And then we left there. Because I sent those
23 weights into our office for our permit girl to get the Washington
24 state permits, so we had accurate weights for Washington, right.

25 And we left there. We went to Edson, which is 2 hours,

1 2½ hours, something like that, away. We stopped in Edson at the
2 UFA and got three hot dogs, pop, and just dinner out of a bag to
3 be able to meet the pilot cars at the Vancouver border -- or the
4 BC border that night, because we picked up two pilot cars there
5 that took us to Valemount. Then we all stayed in Valemount, and
6 then the morning with the -- when we left on the morning of the
7 23rd, we had those pilots with us right down to the Sumas
8 (indiscernible).

9 Q. On the night of the 22nd, you slept in the berth in the
10 truck?

11 A. Yes.

12 Q. Do you know about what time you went to bed?

13 A. We were in Valemount right around 11-ish and I was in
14 the -- I just kind of parked the truck there in the dark, went to
15 bed 11, 11:30, I was in bed.

16 Q. And to back up, because I think I missed it. When you
17 came home from the camping trip on -- that would be the night of
18 the 20th. You said you probably went to bed about 9. So the
19 night of the 21st, do you remember what time you went to bed the
20 night of the 21st? Was that --

21 A. The night of the 21st, that's the Tuesday?

22 Q. Yes.

23 A. I was in bed -- was parked in Nisku about 7:30, I
24 believe I was there. And I was in bed by 9-ish, somewhere in
25 there.

1 UNIDENTIFIED SPEAKER: That's in the sleeper berth,
2 correct?

3 MR. SCOTT: Yes.

4 BY MR. COLLINS:

5 Q. But once you had departed your house, both those nights
6 were in the sleeper berth?

7 A. In the truck.

8 Q. And I'm sorry, you said quading. That's not a --

9 UNIDENTIFIED SPEAKER: ATV's.

10 MR. SCOTT: ATV. Thank you.

11 BY MR. COLLINS:

12 Q. Four wheeling?

13 A. Four wheeling.

14 Q. I got it.

15 A. Got it. Yeah.

16 Q. I didn't recognize it at first.

17 A. Yeah.

18 Q. I wanted to make sure I got it.

19 Okay. And now we come to some of the general questions.

20 And these are, you know, these are the ones that I ask everybody.

21 I don't mean to imply anything by them. They just -- I have to

22 ask them so we can eliminate unimportant stuff and get really

23 focused.

24 How would you describe your health in general?

25 A. Good.

1 Q. What doctors do you see on a regular basis?

2 A. I have one family physician, Dr. Gordillo, and that's
3 really all I ever see. And I don't even like to see him.

4 Q. Are there any particular reasons you see him? For
5 example, high blood pressure, anything like that?

6 A. Nope. I take a testosterone pill. He has to -- a
7 prescription, testosterone pill, just because I have low
8 testosterone. Other than that, I see him once in a while -- I had
9 a sinus infection, I don't know, a couple of weeks back. It was
10 really bad. I couldn't get in to see him. I stopped in the
11 Crowsnest Pass at the emergency one night because I was working
12 down there. She looked at me and gave me a prescription. I
13 filled the prescription the next day and then took a 9-day course
14 of, like, penicillin. I had an infection in my sinuses.

15 Other than that, no, I'm not a doctor kind of guy. I
16 get my blood work done regular. My wife wants me to live forever,
17 so, yeah, she makes me go do that stuff, right.

18 Q. Other than the medical condition you mentioned, do you
19 have any others?

20 A. No.

21 Q. Other than the low T?

22 A. No.

23 Q. All right. Do you have any allergies? Seasonal,
24 animal, food?

25 A. No.

1 Q. Do you know your height and weight?

2 A. 6'2" and about 212 pounds.

3 Q. I had convert from metric to English units and I was
4 close.

5 A. Depending on the day, my weight goes up and down, but
6 it's about 212.

7 Q. Mine too, sir. Mine might go up depending on what I
8 just ate.

9 And we talked in general about your health. How was
10 your health specifically on Thursday?

11 A. Good.

12 Q. Any complaints at all?

13 A. No.

14 Q. Any kind of congestion or headaches or anything at all?

15 A. No. No.

16 Q. Did you have any concerns, not just Thursday, but again,
17 back to Monday while you were camping and when you came home?
18 Anything -- I tweaked my ankle -- any what I call acute health
19 concerns? Something happen over those 3 days that sticks in your
20 mind?

21 A. No, nothing.

22 Q. How much and how often do you drink alcohol?

23 A. I've had two drinks since March. And the first two
24 drinks I had were, I think, Friday night when I was camping, and I
25 think I had one Saturday. And I do not drink, period, when I'm at

1 work. From the time I leave the house I don't drink, period. If
2 I'm gone 2 months, I don't drink, period, while I'm here.

3 MR. ACETTA: This is Bob. What drinks did you have?

4 MR. SCOTT: I had a Crown Royal beer or a coke -- what's
5 the -- Corona.

6 MR. ACETTA: Corona?

7 MR. SCOTT: A Corona beer and one rye and coke, I think,
8 Saturday night.

9 BY MR. COLLINS:

10 Q. And that was the last alcohol you consumed prior to the
11 accident?

12 A. Yeah.

13 Q. Ever been arrested for driving under the influence?

14 A. No, sir.

15 Q. Any counseling or treatment for alcohol dependency?

16 A. No, sir.

17 Q. Do you use any illicit or illegal substances?

18 A. No, sir.

19 Q. Ever been arrested for possessing any of those
20 substances?

21 A. No, sir.

22 Q. Other than the prescription medication you already
23 mentioned, do you take any other prescriptions?

24 A. No. No prescription drugs, no. I got some health
25 vitamins, I think, that were in the truck. I tried -- there was a

1 bottle of over-the-counter testosterone pills just because they
2 were cheaper and I ran out one time. But I didn't even take them
3 because they just didn't seem to work the same, but --

4 Q. What time of day do you take your prescribed medication?

5 A. Most times I try to take it in the morning.

6 Q. Did you take it on Thursday morning?

7 A. Yes.

8 Q. And if you can remember, Monday, Tuesday and Wednesday
9 as well?

10 A. Yes. Because my wife was in and she harps me about it.

11 Q. Okay. Did you take anything that was over the counter
12 -- cold medicine, Tylenol, aspirin -- in the 3 days prior to the
13 accident?

14 A. No cold medicine. I think I -- some ibuprofen, I
15 believe, for my back. My back was a little sore doing something,
16 right. I -- usually I have back pills -- they're called Robaxacet
17 -- and ibuprofen. It's like a muscle relaxer for back, every now
18 and then if I've been doing something hard. Other than that, no.

19 Q. What day was that that your back was bothering you?

20 A. Probably Monday. We got through quading for 3 or 4 days
21 and sleeping in the camper and rooting around outside, that was
22 probably Monday I took them.

23 Q. And do you remember the dosage or how many pills you
24 took?

25 A. Two and two is normally what I take, two Robaxacet and

1 two ibuprofen. I'm not a big pill person. I don't like taking
2 pills. I tend to just stiff it out and live with the pain.

3 Q. How would you describe your vision generally?

4 A. Excellent.

5 Q. Were you having any problems with it at the time of the
6 accident?

7 A. No.

8 Q. Have you ever had any problems with your sight?

9 A. No.

10 Q. I don't see any glasses. Do you wear contacts?

11 A. Nope.

12 Q. Do you see your eye doctor regularly?

13 A. I just had a physical done not too long ago and my eyes
14 were tested there. I had excellent vision.

15 Q. Who was it that performed the physical?

16 A. My own doctor. It was in February. I had a driver's
17 medical done in February. That was it. My license came due.

18 Q. Okay. And your family physician performed that exam?

19 A. Yeah.

20 Q. Okay.

21 A. Or his nurse did and he was there and he did the rest of
22 it, something. But it was in that doctor's office, yeah.

23 Q. How is your hearing generally?

24 A. Good.

25 Q. And was your hearing at the time of the accident?

1 A. Good.

2 Q. Have you ever had any problems with your hearing?

3 A. No.

4 Q. Now here's a question about significant life events.

5 You know, sometimes things that happen in your life can create
6 some stress. Did any of these happen in the 3 days prior to your
7 accident? Did you get married or divorced?

8 A. No.

9 Q. Have a grandchild or a child born?

10 A. Nope.

11 Q. Has anyone in the family passed away?

12 A. Nope.

13 Q. Has your employment shifted recently, like gotten a
14 better job, like gotten a worse job, got demoted at work or you
15 were promoted at work, anything along those lines?

16 A. Nope.

17 Q. Have you moved recently?

18 A. Nope.

19 Q. Are you experiencing significant financial pressures?

20 A. No.

21 Q. And anybody in your family have a significant or major
22 illness?

23 A. No.

24 Q. Okay. On the days you don't have to work, normally
25 speaking, when do you go to bed and when do you get up?

1 A. Normally, I tend to keep the same schedule -- schedule,
2 sorry. I'm an early to bed guy and early riser, right. I'm in
3 bed most nights at home by 9:00. And then if it's school days I'm
4 home, then I'm up at 7:30. I take my little guy to school when
5 I'm at home, and then come back up home and hang out at the house
6 for a little bit, unless I got stuff to do.

7 Q. And just to be clear, what pattern do you keep on the
8 days you have to work?

9 A. I'm an early riser so I tend to start my day early at
10 work. My days normally revolve around daylight and sunset. So if
11 sunrise is 5 a.m., then I start to move at 5. So my day then
12 finishes fairly early so I can have my 10 hours off again. I
13 don't like being out there in the dark and late at night. I'm not
14 a night guy.

15 Q. Do you normally take naps?

16 A. In the day?

17 Q. Um-hum.

18 A. No.

19 Q. How would you describe the general quality of your
20 sleep? Do you think you sleep poorly or would you use a different
21 word to describe it?

22 A. I guess I sleep okay. I don't know how other guys
23 sleep, so I couldn't --

24 Q. This is kind of an odd question. It's sometimes tough
25 for people to do, but can you estimate how long normally it takes

1 you to fall asleep after you decide, I'm going to bed, I turn off
2 the lights, I roll over? To you, how much time does it take for
3 you to fall asleep once you've done that?

4 A. I would say maybe 10 minutes. Drives my wife nuts.
5 Because I can walk in there, put my head on the pillow, and be out
6 like a light, where her day motors are back. Yeah, I --

7 Q. Do you wake up any during the night regularly?

8 A. Most nights, I would say I wake up about 2 or 3, usually
9 to go to the bathroom. Wake up, go to the bathroom, go back to
10 bed, and then wait for the alarm or beat the alarm up.

11 Q. Any problem with falling back to sleep after you get up
12 at 2 or 3 and use the bathroom?

13 A. No.

14 Q. Going from Monday to the accident, so Monday, Tuesday
15 and Wednesday evenings or those nights, did you -- do you recall
16 waking up in the middle of the night, either any of those nights?

17 A. Monday night -- oh, I think I was -- I was up Monday
18 night, I think. Tuesday night in the truck I know I was up
19 because I got to get dressed to go outside, out to pee. And
20 Wednesday night, no, I don't think I woke up Wednesday.

21 Q. Do you at all remember what time that was Tuesday you
22 got up?

23 A. 2 a.m., I think it was.

24 Q. Do you take anything to help you fall asleep or stay
25 asleep?

1 A. No.

2 Q. And do you take anything that you think has a side
3 effect that makes it difficult for you to fall asleep or stay
4 asleep?

5 A. No.

6 Q. When did you first get a driver's license of any kind?

7 A. At 16.

8 Q. And where was that?

9 A. That's Maple Ridge, BC, where I was born and raised.

10 Q. And if I'm expressing my ignorance with the Canadian
11 licensing system, please feel free to correct me. But was that a
12 license of a particular type or class?

13 A. That was a Class 5 license, I believe. Just allowed me
14 to drive cars.

15 Q. And when did you go from the Class 5 to the license that
16 allows you to operate commercial vehicles?

17 A. I believe it was 19 when I was eligible to go for my
18 Class 1.

19 Q. Okay.

20 A. So I went through there. I went through the Teamsters
21 school, driving school, to get that because my dad was a Teamsters
22 member, so I went there. I can't think exactly when that would
23 have been, month or year-wise, but that's where I took my course
24 and I --

25 Q. Do you remember much about the Teamsters driving school

1 in terms of how long it was or what it was comprised of?

2 Classroom, behind the wheel?

3 A. There was -- I had a week, week and a half of theory in
4 the room. And then we had to have 40 or 50 hours behind the wheel
5 with the instructor before we were allowed to take the test.

6 Q. Did you pass the test on the first test?

7 A. Yes, sir.

8 Q. Okay. When you first got your commercial license --
9 again, if I'm misunderstanding the Canadian system, let me know.
10 Do you have any special restrictions or endorsements on it?

11 A. No. I had a Class 1 with air.

12 Q. Okay.

13 A. Which allowed me to pull anything.

14 Q. Since then, have you gotten any special endorsements or
15 restrictions?

16 A. No, because I still have the same -- my license allows
17 me to pull everything and anything.

18 Q. Again, I apologize if I'm not (indiscernible) across the
19 border correctly. But here if you wanted to pull a tank vehicle
20 you need an endorsement. Would you have to get a similar sort of
21 thing there in Alberta?

22 A. Like a hazmat?

23 Q. Either that or something for tanks or doubles.

24 MR. VAN ETTEN: Class 1 will allow you to operate a
25 flatbed, a van, a tanker.

1 MR. COLLINS: Okay.

2 BY MR. COLLINS:

3 Q. Other than that Teamsters class, have you had any other
4 driver's education or training?

5 A. I do the Smith driving system with Mullin Group every 2
6 years, is it, Randy, we have to go to that?

7 Q. When was the last time you did that class?

8 A. It was about 2 years ago. I think I'm due this year.

9 Q. Was this your first time driving this tractor?

10 A. No.

11 Q. How much experience do you have with this particular
12 tractor?

13 A. 3½ years. I bought that truck brand new and it's mine.

14 Q. Do you have any additional experience with the same
15 manufacturer or model of truck? You say you've had this one for 3
16 years, but have you had -- and I'm sorry, it's a?

17 A. Kenworth.

18 Q. Kenworth. Do you have any additional experience with
19 Kenworths?

20 A. Yes. My other truck prior to -- or previous to this one
21 was a Kenworth truck as well, same configuration, same model,
22 everything.

23 Q. So how -- what would you estimate your total experience
24 with Kenworths would be?

25 A. I've owned two for a total of about 6½ years.

1 Q. Do you ever drive a different kind of truck?

2 A. No.

3 Q. That one's yours and that's the one you --

4 A. That's the one I drive.

5 Q. Can you estimate how many times prior to this accident
6 you had transported any kind of over-height, oversized load?

7 A. Can you --

8 Q. Can you estimate how many times prior to this trip you
9 had transported an oversized or over-height load?

10 A. Virtually every load. All I do for Mullin is
11 specialized freight.

12 Q. Okay. And when did you start working for Mullin?

13 A. I've been there 8 years. I've been there since -- end
14 of '05, start of '06, I think is what --

15 Q. And how often are you moving a load for them?

16 A. I only work, what, 20 days a month, maybe.

17 Q. And that would equate to how many loads?

18 A. Two a month.

19 Q. Two loads?

20 A. Two loads a month.

21 Q. So it would take you roughly 10 days to take a load from
22 A to B or --

23 A. Most days, yes.

24 Q. And then -- okay. So 2 loads a month for however many
25 years, 2 times 12 times how many years?

1 A. Yeah.

2 Q. And almost everything you move is over-sized loads.

3 Okay.

4 Have you transported this -- I know not this particular
5 piece of cargo, but this cargo before? Picked it up from the same
6 -- like the structure? I know that one would be the first time
7 you moved that particular structure, but have you picked up that
8 class of structure previously?

9 A. I've moved structures similar to that one -- shaker
10 tanks, mud tanks, all basically the same thing -- on a skid,
11 something to do with the rig. I've moved the sub-box of the rig,
12 which is bigger than that piece as well, to the same place in
13 Vancouver, Washington.

14 Q. And how many times could you estimate that you've moved
15 something of that type or similar to that since coming to Mullin?

16 A. I'd say I've probably moved four or five rigs over the
17 years. I'm trying to guess how many rig moves I've been on and I
18 can't --

19 Q. It's a tough question. You don't really think about it.

20 A. Yeah. To go back and count how many rig moves I've been
21 on is tough.

22 MR. MERCER: Pretty much every load he moves is an
23 over-dimension move.

24 MR. COLLINS: Is an over-dimension move.

25 BY MR. COLLINS:

1 Q. And then a subset of these, maybe five or six, I think
2 you said, over the years is this type of --

3 A. A drill rig move.

4 Q. A drill rig.

5 A. Yeah.

6 Q. I really almost you want to call it a metal house.
7 That's what it looks like to me.

8 A. Yeah.

9 Q. I know that's not correct, but -- okay.

10 How many -- how often have you had to bring a load
11 across this particular bridge?

12 A. Sorry. Maybe a handful, four or five, this way.

13 Q. Over the -- since '05, '06?

14 A. Yes.

15 Q. How many times -- so a handful of times you've come
16 across this bridge?

17 A. Yes.

18 Q. Were those all oversized loads previously?

19 A. Going over this bridge?

20 Q. Yes.

21 A. Yes.

22 Q. When was the last time prior to this trip you brought an
23 oversized item across the bridge?

24 A. Going which way?

25 Q. Same direction of travel.

1 A. I want to say 2 years ago I hauled a 24M motor grader to
2 the Port of Tacoma.

3 Q. And from your answer, you also are picking up some large
4 loads here in the U.S. and taking them back the other way?

5 A. And going back, yes.

6 Q. And how often do you do that?

7 A. Most of my work does come south to north, right. Like
8 I'll load out of the U.S. and go home. I was here earlier this
9 month and moved a bed truck from Kenworth in Renton, Washington
10 back home to Alberta and went back that way across the other side
11 of the bridge loaded. Most times it's the -- coming down this
12 way, I'm trying to think. The last big one I took over that
13 bridge was probably 2 years ago and it was a 24M motor grader.

14 Q. Do you know that -- did you know that that bridge has a
15 height, a minimum height clearance on it, this particular bridge?

16 A. I know the bridge is good for over 16 feet.

17 Q. Does the company have a policy that requires a pre-trip
18 inspection?

19 A. Yes, we have.

20 Q. Did you perform one before starting on the 23rd?

21 A. Yep.

22 Q. Were there any problems seen?

23 A. No.

24 Q. Does the company have a policy regarding seatbelt use
25 when you're driving?

1 A. Yes. I think we have a seatbelt -- yeah.

2 Q. And what is the policy?

3 A. We have to wear a seatbelt. I wear my seatbelt anyway,
4 right.

5 Q. Were you wearing it at the time of the accident?

6 A. Yes, sir.

7 Q. Okay. Does the company have a policy regarding cell
8 phone use?

9 A. Yes, sir.

10 Q. And what is that policy?

11 A. A hands-free device or something to that effect.

12 Q. Were you using your --

13 A. No.

14 Q. -- cell phone at or near the time of the accident?

15 A. No.

16 Q. And while I ask the question -- the phone number you
17 gave us earlier, was that your cell phone number?

18 A. [REDACTED]

19 Q. Yes.

20 A. Yes.

21 Q. Who's your service provider?

22 A. Verizon.

23 Q. I'm going to wait a minute because that's amped up in
24 the background noise just a little bit.

25 UNIDENTIFIED SPEAKER: The transcriber's going to like

1 that.

2 MR. COLLINS: I will have to be extra nice to the
3 transcriber, give them extra time or something here. We're being
4 awfully mean to them.

5 BY MR. COLLINS:

6 Q. Now, what's the company's policy on what you do
7 following an accident?

8 A. Call Randy.

9 Q. Okay.

10 A. And then I want to say there's an accident kit and a
11 drug testing kit I have in the truck, right, for that stuff. I'm
12 trying to think of what the actual -- I've never been involved in
13 an accident, guys, and I know there's a policy, but I'm really
14 kind of shaky of what it actually all is.

15 Q. And then to be clear, this is your first time you've had
16 an on-the-job accident?

17 A. Yes.

18 Q. With your current employer or across your commercial
19 driving career?

20 A. With the current employer.

21 Q. With the current employer. Okay. So that -- and,
22 actually, I'm glad you mentioned the kit. That brings me to my
23 next question. Does the company have a drug and alcohol policy?

24 A. Yes, sir.

25 Q. Okay. Does the company to the best of your knowledge

1 have pre-employment testing?

2 A. Yes, they do.

3 Q. Do you recall if you completed that pre-employment
4 testing?

5 A. Yes, I did.

6 Q. And here in the United States there are some regulations
7 about post-accident testing. Did you complete any post-accident
8 testing following this accident?

9 A. The night of the accident I gave blood at the Skagit
10 Valley Hospital, I think it is. The officer drove me down. And
11 yesterday I gave a pee sample at the clinic at the Skagit Valley
12 as well.

13 Q. Are there any other -- other than your cell phone, which
14 I would think you had with you, are there any other electronic
15 devices in the cab of your truck that are portable that you
16 brought in with you?

17 A. No.

18 Q. No GPS?

19 A. No.

20 Q. MP3 player?

21 A. No.

22 Q. Portable DVD player?

23 A. No.

24 Q. I've seen that occasionally. Okay.

25 What about built-in devices in the truck? What devices

1 are built into the truck as part of the cab?

2 A. There's a GPS in the dash from Kenworth. It came with
3 the truck when I bought it new.

4 Q. Okay.

5 A. It's there. I really hate the thing. It's kind of
6 junk, don't believe a word it says, and --

7 Q. Were you using it on this trip?

8 A. I don't think it was on. No. I really just use it at
9 the (indiscernible). I know where Tacoma is. I know where
10 Vancouver is. I don't need it to tell me how to get there because
11 it doesn't tell you anything I don't already know.

12 Q. Um-hum.

13 A. But I use it like when I'm close, maybe to find an
14 address. But I can't think of it being on or off at the time of
15 the accident.

16 Q. Anything else other than the GPS in the truck? You said
17 you were speaking by radio with the pilot cars, so that truck is
18 equipped with a radio?

19 A. Two radios in the truck.

20 Q. Okay. And I noticed when I looked at the truck, there's
21 a Qualcomm system.

22 A. Correct.

23 Q. Have you been trained or demonstrated on the use of that
24 system?

25 A. Yes.

1 Q. Could you generally describe what you use the system for
2 and what -- how you're supposed to use it?

3 A. Mullin dispatches me through that system, right. I
4 apply for my permits and stuff like that through that system. So
5 the load comes to me, I accept the load/not take the load. When I
6 order permits, there's a set macro that we fill out with what we
7 want for permits: heights, sizes, weights, widths. Send that in
8 to our girl, who then takes care of it.

9 Q. And under what conditions are you supposed to use --

10 A. When the vehicle's stopped.

11 Q. When the vehicle is stopped.

12 How often -- let me back up. As you're -- if you can
13 think back to the approach to the bridge, is there -- do you
14 recall anything unusual in the environment? Did anything as
15 you're approaching jump out at you as something you took note of?

16 A. I think it was windy that day. The only reason I know
17 it was windy is the fuel mileage was horrible. The building hooks
18 a lot of wind. The front of it catches it and then it gets into
19 the building and hooks. It just -- it was hard pulling and it was
20 windy. Earlier on in the day it wasn't windy and it wasn't so
21 hard pulling. But it just seemed like there was still a lot of
22 wind down there and it just seemed harder pulling at that time.

23 Q. Do you recall that the wind changed how the vehicle
24 responded to you or how you had to control the vehicle?

25 A. Not that I can think of, no. I just noticed the wind

1 just because it seemed to be harder on the throttle to kind of
2 stay moving.

3 Q. How often do you transport loads that require or utilize
4 a pilot car?

5 A. Just about every load.

6 Q. Every load. Can you describe the normal procedure you
7 follow when you're working with a pilot car?

8 A. Depending on where we are and who we're with, I call --
9 I find my own cars, right. So I call the lady out of the
10 peninsula up there that we've used. Mullin uses her. She's on
11 file. She's moved lots of loads with us. She has a group of
12 girls that she works with out of that area. Patty was not
13 available, but she sent me Tammy. Patty and Tammy have worked
14 together for 30 years. So I said, fine with me, and she sent
15 Tammy up there. And just kind of went from there.

16 We had a talk when we got to the border because we were
17 short one car. We talked to Tammy about the height of the load.
18 We checked her stick, her height, right, to make sure her pole was
19 set right. I told her the width and the sizes, and went from
20 there.

21 I gave her the route from the permit. I showed her the
22 permit so she knew it was there and valid. I didn't have a copy
23 for her. The Washington state doesn't require that I give her a
24 copy. I just didn't have a copy for her that time. Most times I
25 give her -- give them one so they have one in their own hands.

1 Q. And you said earlier you communicate with the pilot car
2 driver via --

3 A. Radio.

4 Q. -- radio? Is there a normal procedure for if the pilot
5 car determines there's a problem, communicating to you, you need
6 to take an (indiscernible), slow down, stop?

7 A. If she hits the bridge, she's to tell me immediately and
8 stay there, if she can. That's usually the rule of thumb that
9 they -- everybody follows. Like if -- we'll use a wire, for
10 instance. If she hits a wire, she hits the wire and is to stay
11 there till I get there, if she can without getting hurt or putting
12 herself in harms way.

13 Q. Prior to this bridge did you encounter any difficulties
14 from picking up the load to the bridge?

15 A. No. I had one low wire back on, oh, Highway 9. It was
16 just low. It just barely touched the top of the machine and just
17 -- she said she had touched it, because she was 5 inches taller.
18 Then I know and I just slowed down for it and just slid underneath
19 the wire and away we went.

20 Q. Did you have any specialized training or instructions on
21 working with a pilot car through your career?

22 A. No. Like a school or a course?

23 Q. Right. Anything like that?

24 A. No.

25 Q. The very first time you had to work with a pilot car,

1 how did you figure out what to do?

2 A. Kind of took it from, you know, how it goes. I think
3 the very first load with Mullin that was extremely big or large, I
4 was with two senior guys. That was a Dale Gimlet (ph.) and Doug
5 Anderson. And we were in Tulsa and they were there to help me
6 load, help me get stuff prepared and things like that, and help
7 get me home.

8 Q. How was the particular route that you followed selected?

9 A. I believe the state issues that route in Washington.

10 Q. And no portions of that route, particularly from the
11 border to here, were any portions of that challenging, difficult,
12 unusual?

13 A. No more than anywhere else we ever go.

14 Q. Was there any portion of your route where you had to
15 make like what I consider an unusual maneuver, not something you
16 would normally do?

17 A. No.

18 Q. And let me make -- look at my notes quickly to make sure
19 I didn't miss anything. You told me what quading was.

20 Your primary doctor, Dr. Gordillo?

21 A. Gordillo, yeah.

22 Q. Gordillo. Where is he located?

23 A. In Spruce Grove.

24 MR. COLLINS: I think that's everything I have.

25 MR. ACETTA: This is Robert. I have a couple of

1 questions.

2 BY MR. ACETTA:

3 Q. Back to just prior to reaching the bridge you described,
4 before, the impact sound to you.

5 A. Right.

6 Q. Do you remember where the pilot vehicle was in
7 relationship to you when that occurred?

8 A. She was probably halfway or better out across the bridge
9 in our lane.

10 Q. And you mentioned before that most of your trips do have
11 pilot cars. They may not be the same --

12 A. They're different all the time.

13 Q. Different all the time.

14 A. I tend to -- I'm sorry.

15 Q. When you're in a sleeper berth, what are the drivers
16 from the pilot cars doing?

17 A. Well, most times they go to a hotel room. Where they go
18 or what they do at night, I -- there like in Valemount, I tell them
19 to be back at what time. Where they go -- some of them sleep in
20 their pickups or their vans; some of them go to a hotel.

21 Q. At the time of the impact do you recall about how fast
22 you were traveling?

23 A. I want to say about 56, 58 miles an hour, if that.

24 MR. ACETTA: I don't have any other questions. I don't
25 know if Gary has any.

1 MR. COLLINS: Gary's still writing off -- I spotted a
2 couple.

3 BY MR. COLLINS:

4 Q. When did Tammy join you as your pilot car, where and
5 when?

6 A. At Sumas the day of the -- the 23rd.

7 Q. On the 23rd?

8 A. I picked her up at the Sumas border crossing.

9 Q. And that was -- do you remember roughly what time that
10 was?

11 A. I think we were there at about 4:30-ish and got out of
12 there around 5, because we had to figure out what we were going to
13 do with pilot cars because we were short a car.

14 Q. A.M. or p.m.?

15 A. P.M.

16 Q. And typically when you need to wake up, either on your
17 days off or days when you go to work, do you wake up on your own
18 or do you use an alarm clock to help you get up?

19 A. I just wake up on my own. Some days I set one, but I
20 beat it up every day anyway, so --

21 MR. COLLINS: I think that's it for my follow-up right
22 now. Gary?

23 BY MR. VAN ETEN:

24 Q. I didn't get a lot of these locations that you said at
25 the very beginning. So on Thursday, the 23rd, you started out in

- 1 Valemount?
- 2 A. Valemount, BC, yep.
- 3 Q. BC. And then you drove about 3 hours to where?
- 4 A. Kamloops, BC.
- 5 Q. Can you spell that for me?
- 6 A. K-a-m-l-o-o-p-s.
- 7 Q. Okay. And then from there you went to where?
- 8 A. A brake check for -- we call it a brake check in BC.
- 9 Q. Right. Right.
- 10 A. Just the top of the hill at Merritt, BC.
- 11 Q. Oh, that's -- Merritt's in BC?
- 12 A. Yeah.
- 13 Q. Okay. And that's a brake check?
- 14 A. Yeah.
- 15 Q. Okay. And then you went where?
- 16 A. To another brake check on Highway 5 of the Coquihalla
- 17 summit. I don't know the name of the summit. We just call it the
- 18 Highway 5 brake check southbound.
- 19 Q. And it's at Pocahalla [sic]?
- 20 A. Oh, yeah, I don't know how to -- C-O-Q-U-A-L-L-I-A
- 21 [sic], Coquihalla.
- 22 UNIDENTIFIED SPEAKER: That's close.
- 23 MR. SCOTT: Close.
- 24 BY MR. VAN ETEN:
- 25 Q. Okay. And that's in BC also?

- 1 A. Yes.
- 2 Q. Okay. And then you crossed a scale facility somewhere?
- 3 A. The Hope scale.
- 4 Q. Okay. And that is in?
- 5 A. Hope, BC.
- 6 Q. Okay. And then the next stop would be the customs?
- 7 A. Customs. Where we call -- I called customs.
- 8 Q. And that crossing is where?
- 9 A. Sumas crossing.
- 10 Q. And so it went through the, it went through the x-ray
11 machine?
- 12 A. Right.
- 13 Q. And you know that the x-ray machine is 16 feet tall?
- 14 A. Yep.
- 15 Q. And it cleared --
- 16 A. In the x-ray machine.
- 17 Q. Okay. And then somewhere after that, you picked up --
- 18 A. Right there when I came out of the x-ray machine --
- 19 Q. Okay.
- 20 A. -- because we're in a alley when you come out there,
21 Tammy was there. And we pulled over to the side of the road
22 because then she was -- she got out to introduce herself. I
23 explained to her the height and the sizes and all that. And
24 that's when she informed me we were short the one pole car. So I
25 had moved around the corner onto whatever street it was so I was

1 out of everybody's way, parked there. And we got --

2 Q. How many pilot cars were you supposed to have?

3 A. We were supposed to have four there and there was only
4 three.

5 Q. Did they tell you why?

6 A. One guy just never showed up.

7 Q. If two came and brought you down and you said one went
8 back to the other driver, what did the third pilot car do?

9 A. The third one stayed with the other driver waiting for
10 the one I was using to come back.

11 Q. Okay. Thank you.

12 You have two, front and back, correct?

13 A. One front, one back.

14 Q. And so then you left the border with these two and the
15 one stayed behind?

16 A. No.

17 Q. No?

18 A. Two came with me when I left --

19 Q. Right. And the one stayed behind.

20 A. Stayed behind. Correct.

21 Q. Okay. Now, when did the second one that you had go back
22 to the border?

23 A. I think it took us maybe half an hour to get down to the
24 I-5 down the road, a half an hour, maybe 40 minutes. So whatever
25 that time would have been, once he got me to the interstate he

1 left and went back for Vince, and me and Tammy carried on.

2 Q. So within Washington you are only required to have one
3 pilot car?

4 A. On the interstate I'm only required to have one pole car
5 out in front for that size and that weight and that height. On
6 the two-lanes I needed to have a pole car out in front and a trail
7 car in behind.

8 Q. Okay. Now, you said when you crossed the border and you
9 picked up the pilot cars -- no, scratch that.

10 When you first picked up the load you said that you
11 measured it.

12 A. Yes.

13 Q. How did you measure it? What did you use to measure
14 it and how many --

15 A. A height stick.

16 Q. A height stick?

17 A. Uh-huh.

18 Q. Is that something that you have?

19 A. Yes, sir.

20 Q. Is it still in your vehicle?

21 A. Yes, sir.

22 Q. And where would it be located in your vehicle?

23 A. In the jockey box under the -- you know the driver's
24 door?

25 Q. Yes, sir.

1 A. The driver's little hole under the bunk, open that door,
2 look up. There's a big yellow pole goes right across the bottom
3 of the bunk and it's spanned in there by a bungee cord just so
4 it's not laying on the ground.

5 Q. Okay. Obviously, we're going to go look at that, but
6 for our discussion here, how is that graded? Is it like every
7 inch or foot?

8 A. It's every inch. It goes to 15 feet.

9 Q. Um-hum.

10 A. Right? So I took the height stick. I hung the height
11 stick on the top of the load and used the last little bit with a
12 tape measure to measure the bottom portion because the tape -- the
13 height only goes to 15 feet.

14 MR. ACETTA: This is Robert again.

15 I think you answered this earlier, but what was the
16 height that you measured?

17 MR. SCOTT: 15'9".

18 MR. ACETTA: 15'9". So we're talking 15'9"?

19 MR. SCOTT: 15'9", yep.

20 MR. ACETTA: That's for the benefit of the
21 transcriptionist.

22 BY MR. VAN ETEN:

23 Q. And at how many points did you measure the load?

24 A. I measured the load in two points.

25 Q. Okay.

1 A. And I measured it three or four times because I had to
2 adjust the height because I was trying for the mark to come this
3 way. I had to take the timber out to lower the back down. The
4 back of the load only measured out at 15'8", 15'7".

5 Q. So at what point -- when you first measured the vehicle,
6 right, and load, you used this stick, a 15-foot stick and the tape
7 measure?

8 A. Correct.

9 Q. And you used them at what points on the load?

10 A. The very front driver-side corner.

11 Q. So that would be the left front?

12 A. Yeah.

13 Q. Okay.

14 A. And the left rear.

15 Q. And the left rear. And at that time they measured
16 15'9"?

17 A. The very first time?

18 Q. Yes, sir.

19 A. The very first time it measured 15'10" on the front and
20 16'2" in the back.

21 Q. Okay. And these measurements were then unacceptable
22 because?

23 A. Too high.

24 Q. Too high on the rear?

25 A. Too high on the rear to come the way we wanted to come.

1 Q. So, in order to bring this down, you did -- you removed
2 something from the back?

3 A. The 6-inch block.

4 Q. A 6-inch wooden block?

5 A. Yes, sir.

6 MR. ACETTA: This is Robert again.

7 BY MR. ACETTA:

8 Q. I was going to ask for more detail about that because
9 this is all new to me. I don't know how that works.

10 How are these blocks inserted or removed, how do you
11 adjust the vehicle to be able to pull these blocks out? Can you
12 describe that?

13 A. We had a bed truck there, which is a giant oil field
14 truck with a winch. And he backed up to the end of the building,
15 and you see on the end of the building there's like lugs welded on
16 the outside edges. We'll have the skid portion. We wrap a sling
17 around there. He picks it straight up with the winch off his bed
18 truck, pulled the block out, and then he winched it back down onto
19 the trailer.

20 Q. Oh, this is a block separating it from the bed of the
21 trailer --

22 A. The bed of the trailer.

23 Q. -- to the --

24 A. To the load.

25 Q. To the load. Okay. I'm thinking it's something that

1 you can adjust the height of the truck.

2 A. No, it just --

3 Q. It's the trailer.

4 A. It's the trailer. There was a 6-inch wooden block at
5 the end of the trailer, crossways --

6 Q. Um-hum.

7 A. -- holding the load up because there was another set of
8 wheels involved. But the shed didn't weigh enough so we didn't
9 need the extra set of wheels. The block was there just to allow
10 the load to swing over top of that set of wheels without causing
11 damage to the booster. Once we didn't need the booster, we picked
12 the load back up, pulled the block out, set the load flat down on
13 the trailer.

14 MR. MERCER: This is Randy. Most over-dimension loads
15 don't sit directly on the deck of the trailer. They sit on hard
16 wood. You can put different heights of hard wood underneath it.

17 BY MR. ACETTA:

18 Q. Yeah. And now I have a better picture --

19 A. Yeah.

20 Q. -- understanding of how you adjust the trailer --

21 A. Okay.

22 BY MR. VAN ETTEN:

23 Q. Okay. Now you've removed this block and you set it back
24 down and now you've remeasured. And now what are your
25 measurements the second time?

1 A. I was 15'9" on the front and 15'8" at the back. And
2 then I left the site and went to the scale just around the corner,
3 because the site's just a gravel lot, right. I left the site,
4 went over there, scaled the load and remeasured again on the flat
5 surface, okay, on a paved road. And I came out at 15'9" and 15'8"
6 again. We then in turn left from there, went to -- when we re-
7 scaled again and remeasured at the Acheson self-weigh in Alberta
8 just to make sure.

9 Q. So you actually made four separate measurements?

10 A. Yeah. I would say four or five measurements. Height is
11 a big issue.

12 Q. Yes, it is.

13 A. I don't -- yeah.

14 Q. Height is a big issue. At the scale facility when you
15 remeasured, did you weigh it?

16 A. Yes, sir.

17 Q. Did you get a weight slip?

18 A. No. It's just a self-weigh with a digital printout. I
19 wrote the numbers down. The numbers are in the cab. And there is
20 a weigh ticket in the cab from when we weighed it the first time
21 with the booster on.

22 Q. And there is a slip, you say, in the truck?

23 A. In the truck. I want to say it's in that little
24 cubbyhole above the steering wheel, I think is where I jammed it.

25 Q. I don't think it's there anymore.

1 A. Okay. You have it? Okay.

2 Q. Now, you also said that you measured the height pole on
3 the pilot car.

4 A. Yes.

5 Q. How did you do that?

6 A. Tammy has her own surveyor stick, a big white stick,
7 marked off in inches, is how she creates her height. And she had
8 measured it out at 16'2". And she had -- the DOT measured her
9 pole here the night of the accident in their investigation and
10 marked it at 16'2" as well.

11 Q. So she has, she has some sort of measuring device?

12 A. She has a surveying stick that she creates. Like when
13 she builds her pole and puts it together, then she puts the
14 surveyor stick up. Our guys seen it yesterday. And it stands up
15 and then it hooks on the top of her pole and then the numbers are
16 at the bottom for her to read.

17 Q. Is this one of these telescoping ones?

18 A. Yes, sir.

19 Q. And is it a -- did she make it herself or is it --

20 A. It's a bought one.

21 Q. -- commercially --

22 A. It looks like a commercially bought one to me. I didn't
23 look at it that close, but it's all white. It looks like a --
24 your typical surveyor stick, white with black lettering.

25 Q. Now, do you have these people's -- this pilot car

1 company's information or contact information?

2 A. Yes, my office has it.

3 Q. Do you have it here right now?

4 A. I don't personally have it, no.

5 Q. Okay.

6 A. But I'm sure I could --

7 Q. No, no, that's okay. No, we have it somewhere. I just
8 wondered if you had it here.

9 A. Yeah. No.

10 Q. Okay. And when the Washington State Patrol measured the
11 stick, what did they use?

12 A. The same sort of thing. It was a surveyor stick again.

13 Q. Yeah.

14 A. They have their own -- I think theirs is an actual
15 yellow fiberglass pole, a height stick, and that's what they
16 measured it with that night on the shoulder of the road.

17 Q. Okay. Now, the pilot car -- is it a pickup truck?

18 A. Dodge pickup.

19 Q. And the pole is mounted where?

20 A. Front bumper.

21 Q. Left side, right side, right in the middle? Where?

22 A. I think hers was mounted to the right side.

23 UNIDENTIFIED SPEAKER: Just left of the license plate.

24 MR. VAN ETEN: Just left of the -- okay.

25 UNIDENTIFIED SPEAKER: And then -- there's a picture.

1 MR. VAN ETTEN: Okay. So it's right in the middle?

2 UNIDENTIFIED SPEAKER: It's close to the middle of the
3 picture. (Indiscernible)

4 MR. SCOTT: Yeah, it is. No, I think it was to the
5 right more, wasn't it, Randy?

6 MR. MERCER: Yeah, it is. You're right.

7 MR. SCOTT: To the right of her --

8 MR. MERCER: It's on the right side of the pickup.

9 MR. SCOTT: On the right side of the pickup.

10 MR. MERCER: Here's a picture.

11 BY MR. VAN ETTEN:

12 Q. And it's made out of what? What is --

13 A. It's a fiberglass pole with like an antenna whipped end
14 that they purchase or buy from down here. So when it -- if the
15 fiberglass hits, it's a very distinctive sound and it'll break the
16 fiberglass off before it'll break the bottom of the pole.

17 It's a pole about that big around.

18 Q. Yep.

19 A. And it stages it up and gets --

20 Q. Yep.

21 A. -- smaller and smaller and then the end is set on -- I
22 want -- I think it's about 2 feet, maybe 4 feet, like a whipped
23 fiberglass end.

24 Q. Like an antenna type --

25 A. Like an antenna end, something to that end, right. And

1 then when it hits something, that -- the guy's -- that'll break
2 off before the big round base of the pipe breaks.

3 Q. But it will bend?

4 A. Yes, it will bend if it hits a wire.

5 Q. It's flexible?

6 A. It's flexible, yes.

7 Q. And we've been told that there was like a tennis ball or
8 something on the top?

9 A. There was something on the -- yeah, I want to say a
10 little round ball on the top or some kind of --

11 Q. Yeah, it was a little round ball.

12 A. -- a little ball. It's a little ball that big.

13 Q. Like a Union 76 ball used to have those little -- not --

14 A. Antenna ball.

15 Q. Yeah. Yeah, it's --

16 A. I would say there was something, yeah, about like that
17 on top.

18 Q. Okay. So it's not a tennis ball, big tennis ball --

19 A. No, no. It's just -- it was a ball about that big.
20 Some guys use a ball. Some guys use -- again, how do I describe
21 it? It's like little feathers or sticks sticking up, right. The
22 end of it's solid. There's a -- it's like grabbing your hair and
23 ripping it off and holding it up, there's a little piece sticking
24 up.

25 Q. So I'm wondering if -- if there's something on the end

1 of the stick and it is of a material that could be sound deadening
2 and the stick hits it and this -- in other words, there's not much
3 contact. There is some contact, but not much contact.

4 A. Right.

5 Q. How would the person know? I mean, they wouldn't be
6 able to hear it.

7 A. The pole moves a lot. When you -- you imagine you're
8 driving 50 miles an hour. The pole's got a steady lean to it or a
9 steady whatever. You whack it into something, right, at 50 miles
10 an hour, the whole pole shakes. I'm not a pole guy, but from what
11 the guys have told me, and you can see like when -- if you're
12 close to a pole truck in town, little towns, and they clip a wire,
13 I can see that from where I am. That pole pivot springs back and
14 then rockets forward and does this underneath it.

15 Q. Right. Right.

16 A. Right?

17 Q. And at the time -- as you're approaching the bridge,
18 about how far in front of you was the pilot car?

19 A. I want to say she's maybe half a mile. I'm not great
20 judging distance that way, but she was far enough ahead if she hit
21 the pole, I could have stopped the truck.

22 Q. And there was no communication between you two that
23 there was an issue?

24 A. Nothing.

25 Q. Okay. And you've worked with this lady before?

1 A. Never.

2 Q. Never before?

3 A. Never this lady, no.

4 Q. This company?

5 A. I called a lady -- Patty's her name. I have her card in
6 my truck. She's Peninsula Pilot Service. The Mullin Group has
7 worked with her lots. I have worked with Patty and the crew of
8 girls that she has more than once. Patty and her crew of girls
9 are very -- this is their corridor over here, right. They work
10 this a lot. So I -- always when it comes to height poles, I tend
11 to hire the people that are from the area. There is no sense in
12 me bringing a pole car guy from Alberta or BC to do the Seattle
13 area when they do not live here and do not know one thing about
14 it.

15 Q. And when you bring a load south, do you deadhead back or
16 is there another load that you usually pick up to take back?

17 A. Most times I deadhead back.

18 Q. Okay.

19 MR. ACETTA: This is Robert.

20 BY MR. ACETTA:

21 Q. How much farther did you have to go to deliver this load
22 from that point?

23 A. From that point, 220 miles, I think it was. We were
24 going to Vancouver, Washington, so -- we were at the 227, so we
25 had 220 miles to go.

1 Q. What are the driving hours of service in Canada? How
2 many hours can you drive, then how much time do you have to take
3 off?

4 A. We can drive 13 a day and we still have to have 10 a day
5 off.

6 Q. Thirteen and 10. What do you do with the other hour?

7 A. We're allowed more work time.

8 UNIDENTIFIED SPEAKER: It doesn't have to be 10
9 consecutive. It has to be 8 consecutive and then you must take 2
10 more hours throughout the day, mandatory --

11 MR. ACETTA: That's your time off?

12 UNIDENTIFIED SPEAKER: In the U.S. it would be 10
13 consecutive.

14 BY MR. ACETTA:

15 Q. Is there a time zone difference between Alberta and
16 Washington on the west coast?

17 A. An hour.

18 Q. So it's 1 hour. Just so when I start looking at the
19 log --

20 A. An hour.

21 Q. That's what I thought. I wanted to check.

22 All right, that's it for now. We'll have another
23 discussion on Monday. We want to talk more about the company.
24 I'm done.

25 MR. COLLINS: I have a -- this is Dennis. I have a

1 follow-up that occurred to me.

2 BY MR. COLLINS:

3 Q. When you picked up the load, did you inspect it for
4 damage prior to departing the yard?

5 A. Yes, sir.

6 Q. Was there any damage to the load?

7 A. No.

8 Q. Looking at it up on the bridge, in addition to the upper
9 right corner there is evidence of contact to the left side of the
10 building.

11 A. Yes.

12 Q. What caused those marks?

13 A. I have no idea.

14 Q. Did you --

15 MR. MERCER: Talking -- I'm sorry. It's Randy. The top
16 or the bottom?

17 UNIDENTIFIED SPEAKER: Top.

18 MR. COLLINS: Top.

19 MR. MERCER: There are scrapes along the top.

20 UNIDENTIFIED SPEAKER: Yeah, one big long scrape mark.

21 MR. MERCER: And then the bottom flap there's a kink,
22 right.

23 UNIDENTIFIED SPEAKER: Yeah. Well, that's --

24 MR. MERCER: That's caused from --

25 UNIDENTIFIED SPEAKER -- that's impact.

1 MR. MERCER: That's right.

2 BY MR. COLLINS:

3 Q. You didn't hit anything from picking it up with the left
4 side --

5 A. No.

6 Q. -- of the load?

7 A. No.

8 MR. BLOCK: I just wanted to ask a question. With the
9 interview having been concluded, may we consider this witness
10 released for purposes of further communication about the subject
11 matter of the investigation?

12 MR. ACETTA: I'm not sure I understand.

13 MR. BLOCK: NTSB regulations prohibit consultation by
14 attorneys with witnesses during the time of an interview of a
15 witness until a witness has been released.

16 MR. ACETTA: Okay.

17 MR. BLOCK: So that there's no chance of any suggestion
18 of coaching or anything like that. I want to be sure I can
19 communicate with him now, since the interview has been completed,
20 without any risk of a suggestion we violated that.

21 MR. ACETTA: Okay. Yeah. We're going to conclude the
22 interview now, but that doesn't mean we won't have follow-up
23 questions. And then, again, he will have an opportunity to review
24 the transcript to make sure it's accurate, especially if the
25 transcriptionist didn't hear something properly. So besides that,

1 I don't see any reason why you can't confer with your client.

2 MR. BLOCK: All right.

3 MR. ACETTA: We're going to turn the recorder off now.

4 MR. COLLINS: And this concludes the interview.

5 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: I-5 BRIDGE COLLAPSE
MOUNT VERNON, WASHINGTON
MAY 23, 2013

DOCKET NUMBER: HWY-13-MH-012

PLACE: Mount Vernon, Washington

DATE: May 25, 2013

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.

Kay Maurer
Transcriber

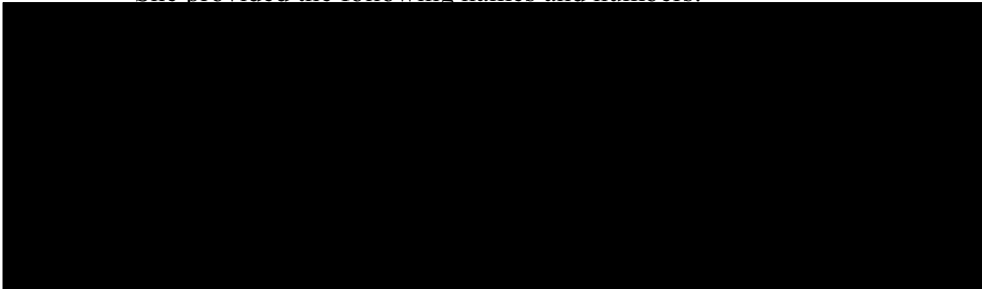
Narrative of Interview with 1997 Dodge Driver (Pilot Car)

Interview with Tammy Detray
Pilot Car Driver
HWY-13-MH-012
Mount Vernon, WA

June 3, 2013 1400 hours
Seattle, Washington

(Note: At the request of the pilot car driver's attorney, the interview was not recorded. The following text is based on notes taken by the NTSB investigators conducting the interview.)

- The pilot car driver could not recall what time she awoke on May 23, 2013, but described herself as an early riser.
- The vehicle she normally drives when she is working as a pilot car operator is a 2004 Dodge Ram pickup truck
- On May 23rd, that truck was in for repairs. She drove another of her vehicles, a 1997 Dodge Ram pickup truck
- She has owned that 1997 Dodge since 1997; she bought it new
- Operationally, the differences between the 2004 and the 1997 models are minor. The pole mounts are secured to the vehicles differently, but are in approximately the same location
- On May 23rd, she went by the repair shop to get a few items from her truck, stopped by Costco, and headed up to the Sumas border crossing.
- She was supposed to meet the truck at Sumas at 1630 hours, but arrived early at approximately 1600 hours
- She fueled her vehicle at the truck stop by the border and went to a local grocery store (IGA) for water
- She set up her pole and waited; the truck she was supposed to escort was late
- She was the first pilot car to arrive
- There were two trucks moving together; therefore, a total of four pilot cars were needed (two were required for each truck on two-lane roads – Highway 9 and 542)
- When she realized there were no other pilot cars there, she called Patty (Auvil), who had brokered the job for her. Patty was working herself and asked the pilot car driver to call other drivers to get the needed pilot cars
- She provided the following names and numbers:



- The truck she was to escort came out of the X-ray shed at Sumas between 1700 and 1730 hours
- The second truck, travelling with the first, came out of the border crossing at a different exit

- The driver of her truck showed her his permit; she had asked him to provide her a copy of the permit but he did not have one
- Based on the permit, she believed her pole would be high enough
- She said the trip from Sumas to I-5 contained two traffic circles and consisted of 2-lane roads
- She said there were overhead railroad signs/fixtures that she went under and the load when around. She described the trip from Sumas to I-5 as uneventful
- When specifically asked about wires on Highway 9, she said there was one was low, but that she does not think she hit it
- The driver told her the load was 15 feet 9 inches high and she thinks the permit was for 15 feet 10 inches
- Her pole was set to approximately 16 feet 2 inches
- The pilot car driver took the second truck – not the one she was escorting at the time of the accident up the road from the border crossing to a gas station up the road and returned to the accident truck
- She began to escort the accident truck away from the Sumas border crossing
- A second pilot car driver, known to her only as “Doc”, served as the trailing car for the move of the accident truck from Sumas to Interstate 5 (I-5)
- At some point before they reached I-5, they passed the third pilot car (operated by Mary Lyn)
- By the time they left Sumas, the pilot car driver knew they would not make their planned stopping place for the night, the rest area at exit 207 (Smokey Point). This was the last place they could have stopped for the night
- She was not sure when they would have departed the next morning, but expects it would have been at the end of the curfew (0900 hours)
- There was no planned or expected arrival time at Smokey Point
- When they reached I-5, “Doc” was no longer required – it was no longer a two-lane road – and he returned to Sumas to escort the second truck to I-5 with the third pilot car
- She led the accident truck through the scales south of Bellingham on I-5; they did not stop
- The pilot car driver was concerned about the routing along 405, but she knew they would not make it onto the 405 that day
- The pilot car driver doesn’t chatter on the radio
- According to the pilot car driver, as the accident truck approached the bridge, there was another truck in the lane next to it; she thinks the other truck was white in color
- She was watching the accident truck cross the bridge in her rear-view and side mirrors and saw dust and the bridge collapse
- A cloud of dust was the first indication she had that something was wrong
- The pole on her vehicle did not strike the I-5 bridge
- She does not know if she was still in the “caged part” of the bridge when the load struck the bridge
- She was in the right lane, not sure of where within the lane but believes she was in the center
- She noted that the pole bracket on her vehicle leans to the center of the vehicle slightly
- There was other traffic behind the accident truck, but the pilot car driver could not recall any specifics other than the white truck
- After the collapse, both the pilot car and the accident truck pulled over to the side of the road
- The accident truck driver went back to the bridge, came back, and told her there were cars and people in the water

- The police arrived quickly
 - After their arrival, the police took pictures of the accident truck and her pilot vehicle and a written statement from her
 - She went with the accident truck driver to the hospital, where he gave a blood sample
 - She was willing to give a sample as well, but was never asked to do so
 - The pilot car driver and the accident truck driver returned to the scene; it was 0200 hours before they were released by the police
 - She described the distance she tried to stay ahead of the accident truck as in front, but not too far
 - She further described the separation she tried to keep as varying according to the situation, but that as they approached the I-5 bridge over the Skagit River, she was trying to stay 4 to 5 seconds ahead
-
- She typically sleeps 6 to 7 hours a night
 - She describes her quality of sleep as “fine” and does not regularly wake during the night
 - She estimated it takes her less than 30 minutes to fall asleep
 - She has been told she snores
 - She has not been diagnosed with any sleeping disorders or problems
 - She typically awakes at 0530 hours
 - She does not typically need to use an alarm clock but rather awakes on her own
 - She typically is in bed by 2000 hours, watches television, and is trying to sleep by 2100 to 2200 hours
 - She does not nap during the day
 - She occasionally takes the herbal supplement melatonin to help her sleep, but she did not do so in the three days prior to the accident
-
- She described her health as “good”
 - She does not regularly go to a doctor and does not have a primary care physician
 - She does not have any medical conditions or allergies, although she tries to stay gluten-free
 - She gave her height as 5 feet 4 inches and her weight as 180 pounds
 - She was not experiencing any acute health issues on the day of the accident or in the three days prior
 - She has less than one alcoholic drink a week
 - She could not recall when she last consumed alcohol
 - She does not take any illegal drugs
 - She does not take any prescription medicines, over-the-counter medicines, herbal supplements (other than the melatonin), or vitamins
 - She describes her vision as “fairly good” and was not experiencing any vision problems at the time of the accident
 - She has never had any problems with her vision and does not wear glasses or contacts
 - She describes her hearing as “fairly good” and was not experiencing any hearing problems at the time of the accident
 - She has never had any problems with her hearing
 - She had not experienced any significant life changes in the days prior to the accident

- She first received a driver's license at age 16. She has never held a commercial driver's license
- She received a Washington State driver's license in 1976
- She has been working as a pilot car driver for over 20 years
- She does not have a flagger certification
- She first received her pilot car certificate when the state of Washington began the program (she could not recall the year)
- Her training to operate as a pilot car was through a company called Evergreen; she completes the training program every three years. The last time was in January 2012
- She typically works as a pilot car operator two or three days a week
- She estimated the number of loads she's escorted as "many"
- She does not think she's ever had to escort a casing shed before
- She had previously taken loads across the I-5 bridge, more going north than coming south
- The last time she took a load across the I-5 bridge, in either direction, was approximately a week before the accident
- She described herself as familiar with the bridge

- She was using her cell phone as she began to cross the bridge
- She was talking with her husband about her concerns over the routing of the load across 405
- She had been on the phone a few minutes as she began to cross the bridge
- She had used her phone a couple of times during the trip from Sumas
- She gave her number as [REDACTED]
- She has and was using a hands-free device
- She had a Garmin GPS in the vehicle. She believes the unit was on, although she was not using it to provide a route at the time of the accident
- Her vehicle is equipped with a Citizen's Band (CB) radio
- She used the radio to communicate with the accident truck, providing information on the next turn, etc. She believes they were using Channel 19
- There was some other chatter on the channel, but not to the extent that it bothered her
- There were no other portable electronic devices in the vehicle
- There was nothing distracting or unusual in the external environment at the time of the accident

- She described the normal procedure when meeting a load to escort as performing a radio check; getting a copy of the permit (or at least taking a look at it); and checking the height of her pole. She sometimes measures the load herself
- She did not measure the height of the load on this trip because she picked the truck up on the fly and it had been escorted by other pilot cars through Canada
- The driver tells her the route they are to follow
- The driver secured his own permit

- If she hits something, she would radio back to warn or stop the load and stop herself is needed
- She said she can hear it when the top of the pole hits something and can see the pole move
- She normally travels in the right lane, but will move left as needed
- It can be difficult to makes lane changes without a trailing car
- The bridge on 405 which concerned her is marked with low clearance signs
- Her husband does not drive pilot cars but does hold a commercial driver's license
- She has escorted all kinds of loads on I-5
- She could not recall the highest load she'd taken on I-5
- The load she escorted prior to the accident was 15 feet 6 inches high
- Her pole is set somewhere from 3 to 6 inches higher than the load
- She uses a non-conductive, commercially available, collapsible painter's pole with a whip antenna and a foam rubber ball on top as her pilot car pole
- She mounts the pole and then measures it. She usually has to take it down, adjust it, put it back up, and re-measure it a few times
- She measures the height of her pole with a commercially-made measuring stick
- It is normal for her to not get a copy of the permit
- The height of her pole is determined by the permit height
- Most of the time, she returns home at the end of the day; she does not usually remain with the loads overnight
- She was planning on returning home the night of the accident
- She was not planning to return to escort the load onto 405

Narrative of Interviews with the driver of a 2001 Ford Ranger

Investigative Interview of Dale Odgen

Witness

HWY-13-MH-012

Mount Vernon, WA

Via telephone

- Mr. Odgen can be reached at [REDACTED]
- His mailing address is [REDACTED]
- On May 23, 2013, Mr. Odgen was coming from Ancortes, WA along State Route 20 and merged onto southbound Interstate 5 (I-5)
- As he merged onto I-5, he was behind a gold Dodge pickup towing a travel trailer
- Mr. Odgen moved into the left lane and passed the Dodge
- As he continued south on I-5, he began to overtake what he described as an oversize load
- He said it looked wide, between 10 and 12 feet, and looked overheight
- He noted there were no orange flags on the corners, as is typical of wide loads
- Mr. Odgen stated he passed the load slowly, as he was trying to figure out what was being hauled
- As he continued past the truck, as he was an estimated 50 to 100 feet past the truck, he began to approach the pilot car
- Mr. Odgen stated he saw the pole on the pilot car strike an overhead member on the bridge. The pole continued to strike the bridge; he estimated it stuck four to five
- Mr. Odgen looked immediately into his rear-view mirror and saw the load strike the bridge
- After the load struck the bridge, the truck tipped to the left, to an estimated 30 degrees. HE thought it was going to roll over
- As the truck continued across the bridge, it came back down on its tires
- Mr. Odgen stated he saw steel falling, but did not actually see the bridge collapse
- The pilot car and the truck slowed and began to pull to the shoulder
- Mr. Odgen was driving a 2001 Ford Ranger extended cab, dark blue in color
- Both the pilot car and the truck were in the right lane
- When asked, Mr. Odgen stated he did not recall seeing a white truck/semi-trailer. He was clear that he was simply saying he could not remember, not that there was not one
- Mr. Odgen could not recall where the pilot car was positioned, left to right, in the lane
- The load struck the first overhead member on the bridge
- Mr. Odgen described seeing bridge members/elements appearing to fall straight down
- Mr. Odgen recalls wondering how much of the bridge was going to fall as he watched members come down
- Mr. Odgen stated he has held a commercial driver's license since he was 18 years old (he is currently 45 years old) and he still works part-time as a truck driver. He has hauled wide loads
- He believes the load would have cleared the bridge if he had been in the left lane or straddled the lanes
- When asked to estimate the separation between the pilot car and the truck, Mr. Odgen said they were close, maybe 100-150 yards

Follow-up Investigative Interview of Dale Odgen
Witness
HWY-13-MH-012
Mount Vernon, WA

Via telephone

- Mr. Odgen stated the pilot car entered the bridge 100 to 150 feet ahead of him
- He stated that he saw the pole on the pilot car strike several members of the bridge
- When asked if he could recall the pilot car's position within its lane, he was not able to do so.

Narrative of Interview with the driver of a 2000 Kenworth

Interview with Amandeep Sidhu
Driver of a southbound 2000 Kenworth
HWY-13-MH-012
Mount Vernon, WA

January 14, 2014 1500 hours (Eastern)
Via Telephone

(Note: The interview was conducted via telephone. Mr. Sidhu speaks English as a second language; at the request of his attorney, the interview was conducted through the use of an interpreter. Mr. Sidhu's attorney was also present. The following text is based on notes taken by the NTSB investigator conducting the interview.)

- The witness first noticed the oversize load at the Bow Hill scale.
- The oversize load was ahead of him at the scale.
- The oversize load departed the scale ahead of the witness.
- The witness saw the oversized load shortly after he (the witness) departed the scale.
- Initially, both the oversize load and the witness were in the right lane; the witness moved to the left lane. When asked, the witness stated he changed lanes because he was familiar with the area, knew there was an on-ramp on the right, and the on-ramp resulted in a lot of traffic merging onto the highway.
- When asked, the witness stated he was not concerned with passing the oversize load and did not consider the bridge ahead; again he stated that he did not get to the left to pass, but rather to be clear of potentially merging traffic.
- The witness stated that he did not see any indication from the oversize load that it wanted to come to the left lane and believes that, given the nature of such large loads, it would have begun any movement to the left well before the point the witness began to pass.
- When asked, the witness stated he did see the pilot car. He described it as not very far ahead of the oversized load, stating he passed both the load and the pilot car on the bridge.
- When asked, the witness stated he thought the position of the pilot car in the right lane was normal; he further described its position as in the middle of the lane.