



Technical Review Documents

**Bridge Strike & Collapse
Mt. Vernon, WA
05/23/2013**

**HWY-13-MH-012
(4 Pages)**

Re: Collapse of Bridge Span
Thursday, May 23, 2013
Mt. Vernon, Washington
7:00 p.m. PDT
HWY13MH012

NTSB Party Member:

Enclosed are copies of each draft group chairman factual report in the above-referenced investigation for your technical review and comment. The deadline for submitting comments is January 6, 2014. The NTSB investigative team will review all factual comments and provide the parties with a written summary of the disposition of those comments, including whether any changes have been or will be made to the group chairman factual reports.

The purpose of a technical review is to verify the accuracy and completeness of the factual information on which the analysis will be based. We are inviting factual comments only, not analytical comments or editorial suggestions.

Please remember that draft factual reports are for official-use-only until released in the public docket, and NTSB regulations prohibit the release of investigative information that has not been released by the NTSB without prior consultation and approval of the Investigator-in-Charge (IIC). Please feel free to contact me on my cell phone at (817) 371-7503 or e-mail me at accettr@ntsb.gov if you have any questions regarding the technical review process.

Respectfully,
Robert Accetta
Investigator-in-Charge
National Transportation Safety Board
Office of Highway Safety

Enclosure



National Transportation Safety Board

Washington, D.C. 20594

Mullen Trucking LP
P.O. Box 87
Aldersyde, AB
T0L 0A0

Re: Mt. Vernon, Washington

Randy Mercer,

The NTSB investigative team has reviewed all factual comments submitted by Mullen Trucking LP as part of the technical review and has decided on a disposition for each one, as reflected below.

We made changes to the reports for 47 of the 56 comments submitted. The following changes have not been made to the respective group chairman factual reports;

Highway Factors Factual Report;

Page 62: Remove the word “not” from “travel lanes and were not signed for lower clearance”.

Removing the word “not” from this sentence would be incorrect. The Highway Factual report correctly stated “Six (6) thru truss bridges, US-101 over Sol Duc River (#3372A), US-101 over Sol Duc River #5 (#3372B), SH-109 over Humptulips River (#4874B), SH-203 over Skykomish River (#5294B), SH-410 over White River (#3523A), and SH-536 over Skagit River (#4400A), had vertical clearances of 15’-3” over the travel lanes and were not signed for low clearance.”

Vehicle Factors Factual report;

Page 5, Damage Description - No changes, the NTSB took similar measurements as shown in Vehicle Photo 7, referenced by footnote 13.

Page 6, Weights & Measurements - No changes, the use of the word “exact” was discussed and resolved during the party review with Mullen.

Pages 8&9, Weights & Measurements - No changes, we maintain that the comparative measurements between the accident combination unit and the exemplar combination unit are valid in the factual report and clear on the differences related to the tri-drive tractor.

Pages 8, Weights & Measurements – No changes to the factual report, the term “exemplar” have been clearly defined and the additional footnote would not add anything. However, we have added the note to Vehicle Attachment 4 – Casing Shed Specifications:

Page 13, Braking - No Changes, analysis of the braking system and its role in this accident, or lack thereof, is not within the scope of this factual report.

Page 16, Vehicle 2 Damage Description – No changes, the report clearly lays out the height pole configuration and lean, as well as the two different height measurements. Analysis of the of the height pole versus the bridge clearance is not within the scope of this factual report.

Page 18, Vehicle 3 – No changes, the full extent of the known damage to vehicle 3 is included in the factual report, along with Vehicle Photos 11 thru 14, detailing the damage to vehicle 3.

Technical Reconstruction Group Report: No changes

Since this is an ongoing investigation and portions of the final report are subject to revision many of your comments may or may not appear in the final report. However, many of the editorial suggestions have been considered and some will be incorporated as appropriate in the respective group chairman reports. In addition, the NTSB requested that additional investigative work include the detailed visual, microscopic, and laboratory examination of other sections of steel from the bridge. We appreciate your comments and your offer to assist with this process, however, your assistance in this matter is not necessary.

As stated in the technical review cover letter transmitted on December 3, 2013;

“The purpose of a technical review is to verify the accuracy and completeness of the factual information on which the analysis will be based. We are inviting factual comments only, not analytical comments or editorial suggestions.”

The deadline for providing party submissions pursuant to 49 CFR 831.14 is May 20, 2014.

Sincerely,
Robert Accetta