



**Washington State Department of Transportation
Technical Review Comments**

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

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

Robert: Here are our comments:

On page 12 of 26 of the Human Performance Factors Factual Report it states, "According to the 2010 Kenworth driver, a white tractor-trailer combination vehicle, possibly another Kenworth, came up on his right; the driver described the other truck as moving "fast" and stated it "squeezed" him." Since the driver was in the right lane, the other truck must have come up on the **left**, not the right.

Motor Carrier Factors Group Chairman's Factual Report, Section 4.1 – 2nd paragraph – Annual permits are only for over dimensional permits. No annual over weight permits are authorized except tow-truck, and heavy haul corridor permits.

Motor Carrier Factors Group Chairman's Factual Report, Section 6. – 2nd paragraph – "Performing emergency flagging duties and traffic control) – note indicates separate certification requirement but that is not correct. It does not require separate certification

Motor Carrier Factors Group Chairman's Factual Report, Section 6. – 4th paragraph – Indicates a 13-member committee. The actual number of committee members is 8, with the ability to call upon additional expertise as needed. So the second sentence of this paragraph should be revised to read "The ~~13~~ 8 member committee was comprised of representatives from the Washington State Patrol, WSDOT, the ~~State Labor and Industries~~ Training Provider (Evergreen Safety Council), the Washington State Trucking Association, and pilot car operators."

Additionally, WSDOT has the following related activities underway that NTSB may be interested in noting in their report.

WSDOT is refining it's "Low Clearance Sign" practices. Modifications will include:

- Clarification of the threshold for low clearance signage as "15 feet 3 inches or less".
- Re-wording guidance and policy documents to provide better clarity and consistency.
- Documentation of the sign update process to clarify roles and actions.

WSDOT is refining it's bridge clearance data. Modifications will include:

- Transforming bridge location data into geospatial format.
- Building and maintaining interactive maps for internal and possibly external use.
- Building and maintaining Application Programming Interfaces (API) to facilitate use of bridge clearance data by 3rd party vendors.

WSDOT is working on several efforts to assist truckers in fulfilling their responsibilities to safely move over height loads. These efforts include:

Supplementing information about the permitting process

- WSDOT has completed a section on the Commercial Vehicle webpage titled, "How do I get a permit?" This provides customers with a step-by-step process to

help customers decide what type of permit they need, and the options to obtain that permit.

- Designing a step-by-step video tutorial for self-issued permits.
- Revising web based information to more user-friendly “plain speak” language.

Linking information about clearance information available for truckers

- Planning to include a link to the Bridge List to “check for over height clearances” on the self-Issue screen as the user is obtaining their permit.
- Adding a link to the bridge clearance list on the road restriction webpage.
- Working to include the following text on all permits: “*Check website: www.wsdot.wa.gov/commercialvehicle/ prior to movement for any revised restrictions/conditions and over height clearances*”

Providing more information to truckers about safe load routing.

- Commercial Vehicle Services is compiling a list of locations on the interstate highway system in Washington State that have clearances less than 18 feet and the option to bypass the height restriction using the off and on ramp. The list will be provided to truckers to help them safely plan their route.

Let me know if you need any further explanation or clarification.

Thanks, Bill

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P. E.

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