

**WITNESS GROUP CHAIRMAN'S FACTUAL REPORT**  
**Attachment B: Summaries of Witness Interviews**  
**(151 pages)**

NOTE: Follow-up interviews were not conducted for all contacts classified as “Witness”:

- Investigators were unable to reach two contacts for an interview (Adair, T. Johnson);
- Two contacts could not provide additional information and there was no interview beyond initial contact (Gode, Pease);
- Two contacts were handled by the Survival Factors Group (Appell, Bennett-Kilander); and
- One contact was handled by the Construction Group (Rue)

WIT

**COPY**

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8/8/07 Time: 9:15am

Interviewer: SA Chris Langer, FBI

DRIVER

Driver's License Number [REDACTED]

Full Name Massoud Amin DOB: [REDACTED]

Full Address [REDACTED]

Telephone Home [REDACTED] Work: [REDACTED] Cell: [REDACTED]

Compliance with DL restrictions: Glasses, etc YES NO NA

|                |             |        |        |       |
|----------------|-------------|--------|--------|-------|
| Seat Position: | Front Seat  | Driver | Center | Right |
|                | Middle Seat | Left   | Center | Right |
|                | Rear Seat   | Left   | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital  
What Ambulance Service:

- Nature of Injury (Circle):
- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
  - B Non-incapacitating injury - Cuts, bruises, scrapes
  - C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge -(direction of travel [NB SB], which lane, refer to bridge diagram):

Work address: U of M, CDTL, Room 510  
1300 S. Second street  
Mpls, MN. 3

What other vehicles or people were around you? (Color, make, model, description), what were they doing? *additional witness, Professor Bruce Wollenberg, was also in the office & saw the event.*

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

*See Full Narrative & attached E-mail.*

**VEHICLE:**

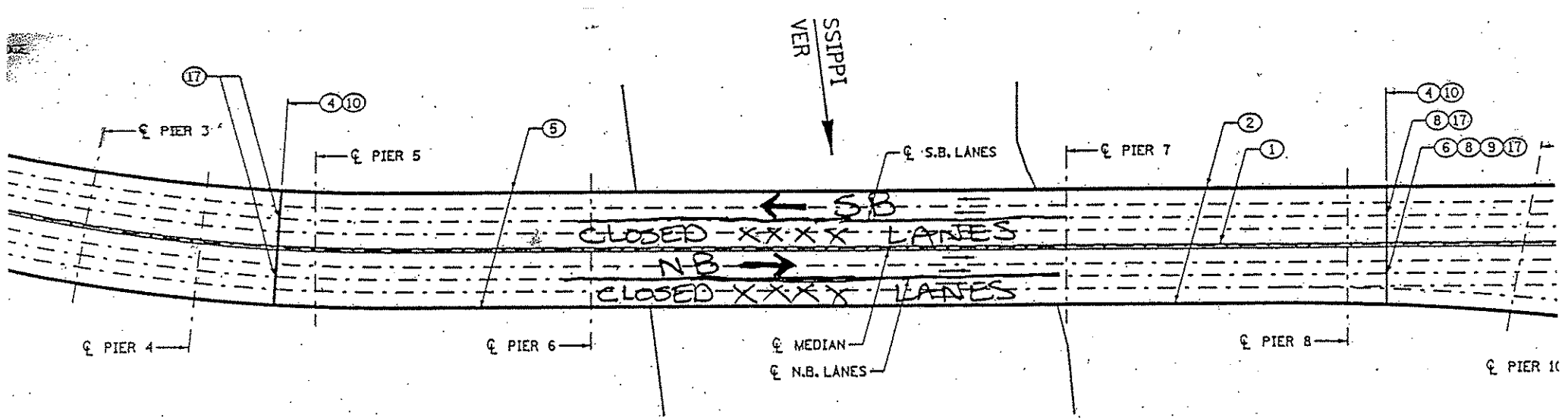
What vehicle were you in?

Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_  
 Plate: \_\_\_\_\_ Owner: \_\_\_\_\_  
 Insurance Company: \_\_\_\_\_ Policy Numbers: \_\_\_\_\_

Who else was in the vehicle with you? NA (Name, address, phone, DOB)

|    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

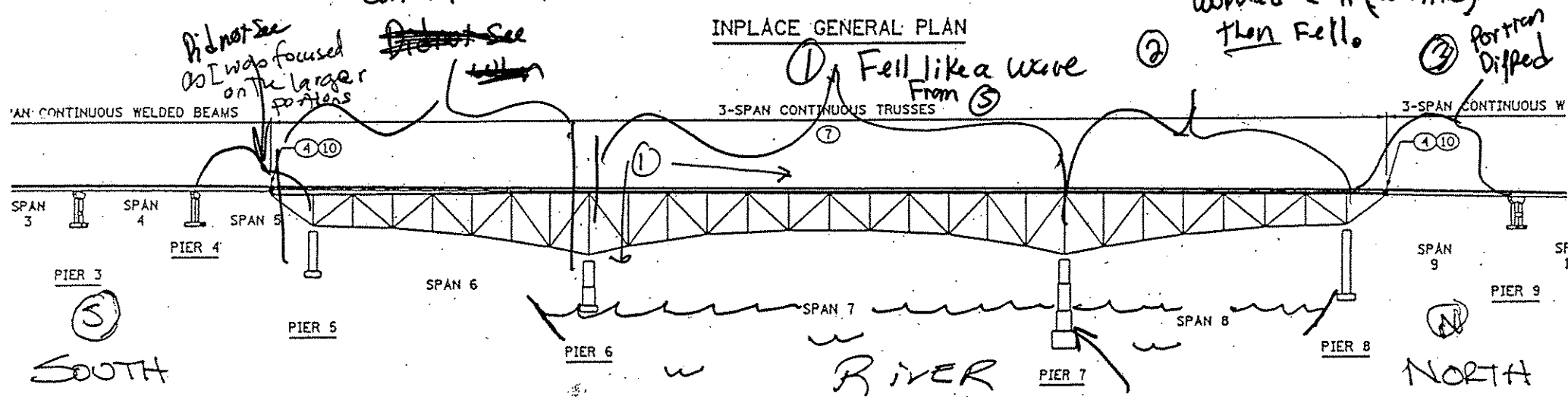
Additional notes/comments:



| SPAN    | SPAN    | SPAN    | SPAN    | SPAN    | SPAN         | SPAN        | SPAN |
|---------|---------|---------|---------|---------|--------------|-------------|------|
| 3       | 4       | 5       | 6       | 7       | 8            | 9           | 9    |
| 101'-2" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 3/4" | 168'-1 1/4" | 9'   |

1907'-1" (11)(13)(15)(16)  
DIMENSIONS ALONG  $\bar{C}$  BRIDGE

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

\*no more than 5 to 7 seconds.

## Massoud Amin

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**From:** Massoud Amin [redacted]  
**Sent:** Saturday, August 04, 2007 11:14 AM  
**Subject:** Thank you  
**Attachments:** I35 bridge Minneapolis.jpg

Good morning and many thanks for amazing efforts by you, your offices and the departments, and for your leadership in the aftermath of the I-35W tragedies.

In our plain sight my colleagues, Prof. Bruce Wollenberg, and I witnessed the sudden tragic collapse of the entire I-35 bridge, from my office on the fifth floor of the West Bank Office Building. Attached below, please see a summary that I sent to the students, staff, faculty and alumni of CDTL.

Bruce and I have left our contact information with NTSB. Are there any authorities that we should contact and report what Bruce and I saw? They are probably looking for eye witnesses that will help them understand specifically what happened.

I'll be pleased to help the authorities in any way that I can. Please let me or them know that I'm at your service.

Please take very good care; I look forward to seeing you soon in good health.

Best regards,  
Massoud

Massoud Amin, D. Sc.  
Honeywell/H. W. Sweatt Chair in Technological Leadership  
Director, Center for the Development of Technological Leadership (CDTL)  
Director of Graduate Studies, Management of Technology  
Professor of Electrical and Computer Engineering

University of Minnesota  
CDTL (<http://cdtl.umn.edu>)  
1300 South Second Street, Suite 510  
Minneapolis, MN 55454 USA  
Phones: 612-625-0557 or 612-624-5747  
Fax: 612-624-7510  
<http://umn.edu/~amin>

-----Original Message-----

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**From:** Massoud Amin [mailto:[redacted]]  
**Sent:** Thursday, August 02, 2007 9:59 PM  
**Subject:** FW: Tragic event-- collapse of I-35 bridge near Washington Ave (and WBOB)

Many thanks for many kind email messages and phone calls after the tragic collapse of the I-35W bridge in Minneapolis.

I was in my office about 200 yards from the bridge (attached please find a picture with a red arrow to my corner office on the fifth floor of the six story building) with two walls of glass in my office facing Mississippi River and the I-35W bridge that collapsed.

The rescue effort was amazing, especially the number of university students and other members of the community and first responders who were carrying wounded people and looking for injured. Although emergency crews and police prefer and instruct that civilians stay away.

Here is the more detailed email I sent to colleagues, staff, students and alumni:

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From: Massoud Amin [mailto: [REDACTED]]  
Sent: Wednesday, August 01, 2007 7:17 PM  
Subject: Tragic event-- collapse of I-35 bridge near Washington Ave and WBOB building

A few minutes ago Bruce and I witnessed the sudden tragic collapse of the entire I-35 bridge over the Mississippi River near Washington Ave (exit 17).

I hope that you, all your loved ones, our friends and colleagues are OK and safe.

Prof. Bruce Wollenberg, Mr. Gary Smaby, and I were in my office at CDTL on the fifth floor of WBOB this afternoon. Shortly after Gary left, Bruce and I were discussing our smart grid research projects...

In our plain sight ~~we witnessed~~ *did not see the bus fall* this tragedy happen very shocking -the people on the bridge and people in cars, trucks, and bus plunging down immediately called the 911 and the University's emergency. The bridge sections buckled and several parts collapsed, almost in slow motion

Chris, Bruce and I were at CDTL and we just left the office.

I hope that you are safe. Our thoughts are with you and those unfortunately affected.

Best regards,  
Massoud

Sent from my BlackBerry® handheld

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... We have all spent the last day in disbelief running the tragic images in our minds and watching video images we thought only possible in other parts of the world or in movies. Yet this bridge collapse tragedy did take place in Minnesota, so close to our offices, reminding us of the fragility of life and how precious it is.

I hope that the other members of alumni/faculty/staff/students and family members are safe following this tragedy...

I was interviewed four times by BBC and by CBC and spoke on their radio and TV programs; they were all very gracious and grateful. In addition, an article on BBC news has briefly quoted me from my first interview

last night recounting the events of the I-35W bridge's collapse  
<<http://news.bbc.co.uk/2/hi/americas/6927147.stm>>

Please take a look at this:

[http://www.liveleak.com/view?i=1ab\\_1186054443&p=1](http://www.liveleak.com/view?i=1ab_1186054443&p=1)

I also recall that the bridge fell first at the short span on the downtown side, then the main span went down first at the downtown end, and broke off the opposite side short span (quite clear in video) which stood for a few seconds before the support buckled and it went down.

The whole scene played over and over in my mind all night - didn't get a good night sleep at all... I just got back from Rochester, Minnesota (about 95 miles away).

Thank you once again, and I look forward to seeing you soon in good health.

Best wishes and warmest regards  
Massoud

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BTW, colleagues in the news media were asking me if I took any pictures or videos or "as an engineer, what is my assessment..."... Ironically I didn't take any pictures as I was busy calling 911, University Emergency, my wife, and then heading to the site to help if I could.

Regarding the areas of expertise, I told the BBC and Reuters' colleagues that for the design, inspection and condition of bridges it is important for them to speak with structural engineers; and referred them to BICE at the NAE, and professors in Civil Engineering who teach courses on bridges and also assess their condition.

For my expertise, I kept my comments as brief as it was relevant in the areas of the risk assessment, as well as reliability and robustness of critical infrastructure. As an example, I mentioned the ASCE's infrastructure score card that I provide to my students who are full-time working Mn/DOT civil engineers and city managers. They receive the complete handout of the scorecards and the summary reports/paper in one of my classes at the University of Minnesota (Infrastructure Systems Engineering—ISE 5302, Critical Infrastructure Security and Protection).

In addition, even locally the issue of interdependency among infrastructures has kicked in... a transformer was crushed in the bridge collapse and the West Bank Campus has been asked to minimize electricity use:

"The collapse of the 35W bridge has caused damage to the Xcel electrical system and is threatening the electrical service to most of the West Bank. Xcel is in the process of developing a work around to this problem. When this solution is in place, the service to the West Bank will be stabilized. In the meantime, there is some risk that electrical service could be interrupted, reduced or lost. The critical period is today and over the weekend"

I don't know whether I mentioned earlier that the rescue effort was outstanding, and my hat is off to the great work of so many amazing first responders and people involved in rescue and recovery efforts— although we only seem to notice the infrastructure when it fails or causes delays and disruptions in our activities. We expect it to be in the background and not to interfere with our wishes and activities.



Considering the tragedies of recent years, as we plan ahead, I hope that we don't take our nation's critical infrastructure for granted; and I hope that as a nation we'd dedicate a risk-assessed and increased resources to the "pipelines" including the key factors that would mitigate risks and even prevent similar tragedies and other infrastructure and corresponding human capital.

Infrastructure is Patriotic as it fundamentally underpins our society, our economy, and quality of life.

Have a restful weekend and please take very good care. I look forward to seeing you soon in good health.

Warmest regards  
Massoud

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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/08/2007

Dr. Massoud Amin, born [REDACTED], Minnesota Drivers License number [REDACTED], was interviewed at his place of employment, the University of Minnesota (UofM) Center for the Development of Technological Leadership (CDTL), 1300 South Second Street, Minneapolis, MN, telephone number (612) 625-0557, cellular telephone number [REDACTED]. After being advised of the identity of the interviewing agent and the nature of the interview, Dr. Amin provided the following information to the below listed special agent:

On August 1, 2007, at 6:00pm, Dr. Amin, an Electrical and Computer Engineering Professor at the UofM, had just finished a meeting with Professor Bruce Wollenberg and another gentleman. Dr. Amin and Professor Wollenberg remained in Dr. Amin's office after the meeting. [Agent note: The view from Dr. Amin's office provides an almost unobstructed and elevated view of a large portion of the Highway 35W bridge from the south west corner of the bridge.]

A few minutes after the meeting, Dr. Amin was standing near his desk, facing out the north facing window, looking for an item on his desk. There was a sound like a large truck hitting the ground from a great height. Dr. Amin looked up, and as he did so he felt a mild tremor through the floor. The 35W bridge was clearly visible and Dr. Amin noticed that a portion (identified on a diagram provided by writer as between pier 5 and pier 6) had already fallen. Dr. Amin further identified this missing portion as just north of the now "bent down" portion at the southern end of the bridge. The already fallen portion is where, at this time, Dr. Amin can see a white semi trailer and a portion of a yellow school bus.

Soon after looking up, a bridge portion just north of the already fallen portion began to collapse (identified on a diagram provided by writer as between pier 6 and pier 7). This portion fell in a wave like motion, beginning its fall from the southern end (out of Dr. Amin's sight) and moving into Dr. Amin's view as the collapse moved north toward the currently exposed cement pier (identified on diagram as pier 7). Several vehicles fell with the bridge and the bridge seemed to fall fairly flat, that is, without flipping over. One or two dark SUV's were among the vehicles that fell with this portion.

Investigation on 08/08/2007 at Minneapolis, MN

File # 308H-MP-69278

Date dictated \_\_\_\_\_

by SA Christopher V. Langert

DRAFT

DRAFT

308H-MP-69278

Continuation of FD-302 of Massoud Amin, On 08/08/2007, Page 2

Within seconds Dr. Amin was able to clearly see pier 7, a pier that's view had been obstructed by the bridge previously. This pier seemed to be moving back and forward slightly. The bridge surface on top of pier 7, however, seemed to be moving slightly to the left and right. Almost immediately after seeing pier 7 move, the portion of the bridge north of it wobbled left and right a little and fell (this portion identified on a diagram provided by writer as between pier 7 and pier 8). Several vehicles fell with this bridge portion.

Almost immediately, the bridge portion just north of pier 8 seemed to dip towards the south, that is, towards the river. Some vehicles traveling southbound were unable to stop and fell over the edge. It was at about this time a cloud of white smoke or dust began to rise up from the collapse. The white dust seemed to be originating from the last portion to fall, that is, the portion between piers 7 and 8.

Dr. Amin was not able to see what happened any further north.

Dr. Amin called 911 and spoke to a dispatcher. Several people came into the office to look out the window. At about 6:15 pm, Professor Wollenberg left to drive home. At about 6:22 pm, Dr. Amin went down to the bridge to see if he could be of any assistance. Dr. Amin left the scene ay about 6:50 pm.

The entire collapse took no longer then 5 to 7 seconds. Looking at the scene now, Dr. Amin can see where a southern portion of the bridge is bent down (on the diagram between piers 4 and 5), but he can not recall seeing that happen.

To recap, the four things Dr. Amin is most sure of are, in the order they occurred, 1) the wave like fall of the large bridge portion between piers 6 and 7; 2) the wobble of the now exposed pier 7; 3) the fall of the portion north of pier 7; and 4) the white cloud rising up after the fall of the portion north of pier 7.

DRAFT

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8/08/2007 Time: 2:15 P

Interviewer: SA Dan Otterson FBI Minneapolis

DRIVER

Driver's License Number: [Redacted] State: MN

Full Name: Alya Aziz-Zaman DOB: [Redacted]

Full Address: [Redacted]

Telephone Home: Work: Cell:

Compliance with DL restrictions: Glasses, etc YES NO NA

Seat Position: Front Seat Driver Center Right Middle Seat Left Center Right Rear Seat Left Center Right

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital What Ambulance Service:

- Nature of Injury (Circle): None A Incapacitating injury - broken bones, hospitalized, severe cuts An inability to perform a task they could do before injury. B Non-incapacitating injury - Cuts, bruises, scrapes C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge -(direction of travel [NB SB], which lane, refer to bridge diagram): 35 SB - under University Ave Bridge - right lane

What other vehicles or people were around you? (Color, make, model, description), what were they doing? *Small maroon car w/ 2 people in it in front of them - maroon driver ran up to bridge.*

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described - movement left to right, forward and back, up or down etc.)

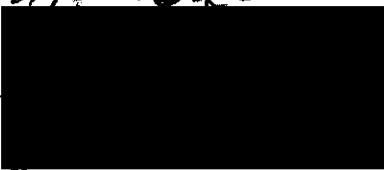
**VEHICLE:**

What vehicle were you in?

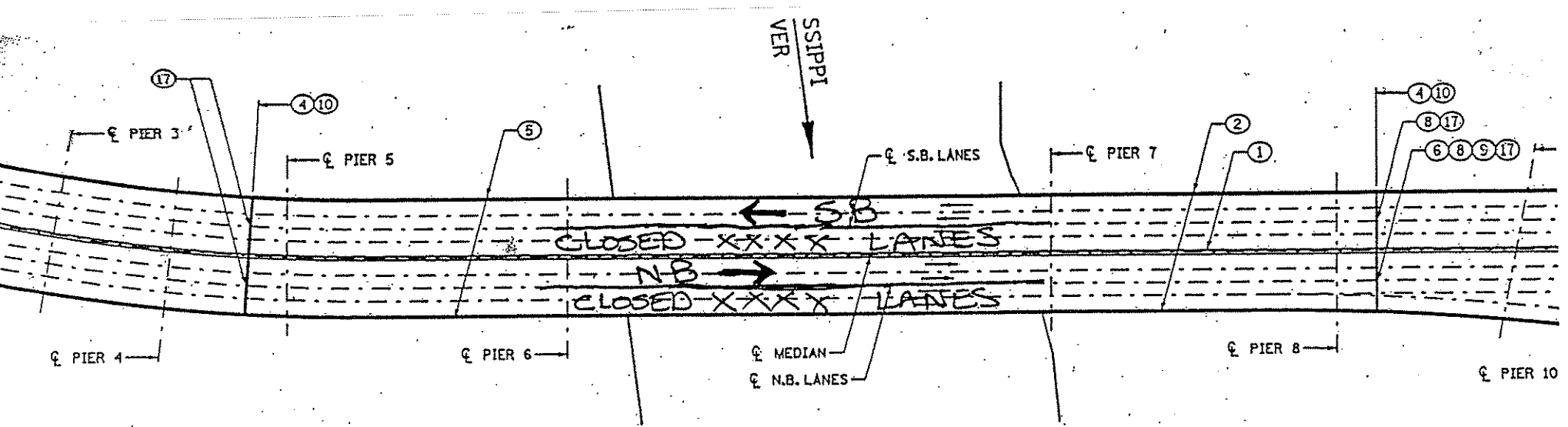
Make *Honda* Model *Civic* Year \_\_\_\_\_ Color *Black*  
 Plate: \_\_\_\_\_ Owner: \_\_\_\_\_

Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

Who else was in the vehicle with you? NA (Name, address, phone, DOB)

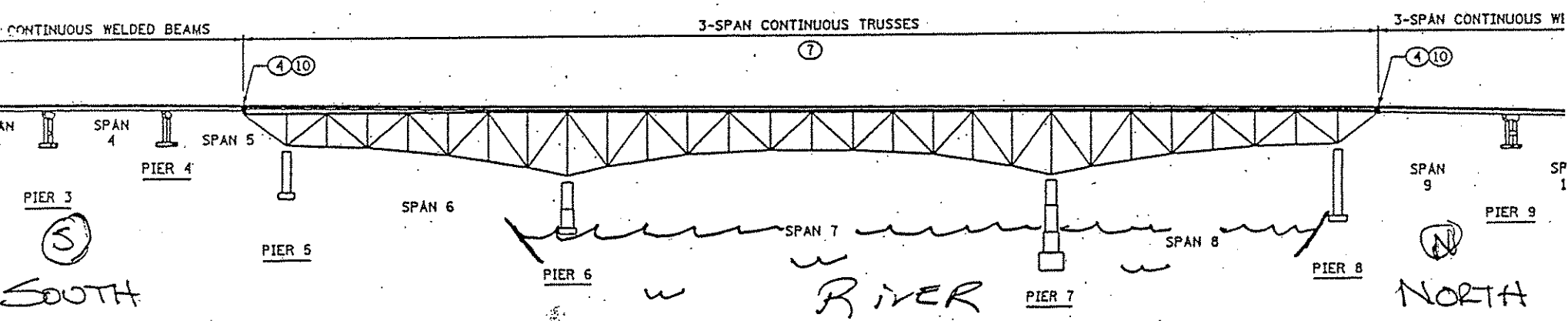
- |    |   |                           |          |     |                                     |
|----|---|---------------------------|----------|-----|-------------------------------------|
| 1. | <i>Bryce Todd Gode</i>  | Seat Position (See above) | Injured? | YES | <input checked="" type="radio"/> NO |
|    | <i>Driver</i>   |                           |          |     |                                     |
| 2. |  | Seat Position (See above) | Injured? | YES | NO                                  |
| 3. |   | Seat Position (See above) | Injured? | YES | NO                                  |
| 4. |   | Seat Position (See above) | Injured? | YES | NO                                  |
| 5. |   | Seat Position (See above) | Injured? | YES | NO                                  |
| 6. |   | Seat Position (See above) | Injured? | YES | NO                                  |

Additional notes/comments:



|                           |         |         |         |              |             |    |
|---------------------------|---------|---------|---------|--------------|-------------|----|
| SPAN 4                    | SPAN 5  | SPAN 6  | SPAN 7  | SPAN 8       | SPAN 9      | SI |
| 110'-0"                   | 109'-4" | 265'-8" | 456'-0" | 265'-10 3/4" | 168'-1 1/4" | 94 |
| 1907'-1" (11)(13)(15)(16) |         |         |         |              |             |    |
| DIMENSIONS ALONG C BRIDGE |         |         |         |              |             |    |

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

- 1 -

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## FEDERAL BUREAU OF INVESTIGATION

COPY

Date of transcription 08/08/2007

[REDACTED] Alya Aziz-Zaman, Middle Eastern female, date of birth [REDACTED] was interviewed at her residence at [REDACTED] Roseville, MN 55113. She has telephone number [REDACTED] Aziz-Zaman was advised of the identity of the interviewing Agent and the nature of the interview. Aziz-Zaman then provided the following:

Aziz-Zaman was traveling southbound on I-35 with her boyfriend Bryce Gode, date of birth [REDACTED] to attend the Twins baseball game. They were traveling in Gode's black Honda Civic. The traffic was heavy, traveling at 5-10 mph, frequently stopping and starting. Aziz-Zaman was under the University Avenue bridge when traffic stopped and she heard a loud noise. She noticed a green highway sign fall down in front of them and the cars behind the sign were bouncing up and down. Aziz-Zaman said they were enveloped in a huge cloud of dust and then they noticed that the road in front of them was at odd angles. They turned their car around and drove up the on ramp at University to get off the freeway. They then traveled east on University and crossed the river on the 10th Avenue bridge. It was when they were on the bridge that they realized that the bridge had collapsed. They decided to attend the Twins game but had a hard time concentrating on the game.

Aziz-Zaman was not hurt and their car was not damaged. A small maroon car was in front of them with a man and woman in the car. The man got out of the car and ran to the bridge.

Bryce Gode resides at [REDACTED] [REDACTED] MN, cellular telephone number [REDACTED]

A copy of the National Traffic Safety Board questionnaire is attached to this FD-302.

Investigation on 08/08/2007 at Center City, MN

File # 308H-MP-69278

Date dictated 08/08/2007

by SA Daniel T. Otterson

15

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Aaron S. Becker, Passenger on the Minneapolis Queen

**INTERVIEWER:** Officer Thomas Hendrickson, Minneapolis Police Department

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mr. Becker stated that he was on the left side of the boat's upper deck about 10 to 15 feet back from the staircase. He stated that he first saw a cloud of dust in the center section of the bridge and heard a very loud rumble, metal on metal banging, and creaking. Mr. Becker indicated that he saw the center section fall, splash into the water, followed by the North section of the bridge jetting up. He was walking from the rear to the front of the boat at the time of the collapse. Mr. Becker said that he did not hear or see any construction going or traffic on the bridge prior to the collapse. He took about 20 pictures of the bridge post-collapse and gave those photos have been provided to the NTSB.



Witness

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-10-2007 Time: 1615

Interviewer: Tom Hendrickson #2960 MPD

Witness  
DRIVER

Zachary James Beecroft

State: MN

DOB:

Full Address

Telephone Home 612 Work: Cell:

Compliance with seat belt laws, etc. YES NO NA

|                |             |        |        |       |
|----------------|-------------|--------|--------|-------|
| Seat Position: | Front Seat  | Driver | Center | Right |
|                | Middle Seat | Left   | Center | Right |
|                | Rear Seat   | Left   | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital

What Ambulance Service:

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge -(direction of travel [NB SB], which lane, refer to bridge diagram):

The witness was standing on his balcony on the tenth floor of the River View apts. He had full and a complete view of the entire bridge

over

Mr. Beecroft observed movement from the bridge that drew his attention.

He observed Span 6 of the bridge near Pier 6 twist and torque. The motion moved West then East. This section then dropped. At the same time the far south section of Span 6 dropped

The center section (span 7) dropped straight down,

The North section then dropped.

The movement of the bridge started from the south and moved to the North.

The twisting - torque movement caused the bridge to shift 50 feet to the East.

What other vehicles or people were around you? (Color, make, model, description), what were they doing? *One white SUV went over the side into the river from the center section.*

*He observed the movement of Blue Van with Hardi-cap on the North section of bridge decking.*

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

**VEHICLE:**

What vehicle were you in?

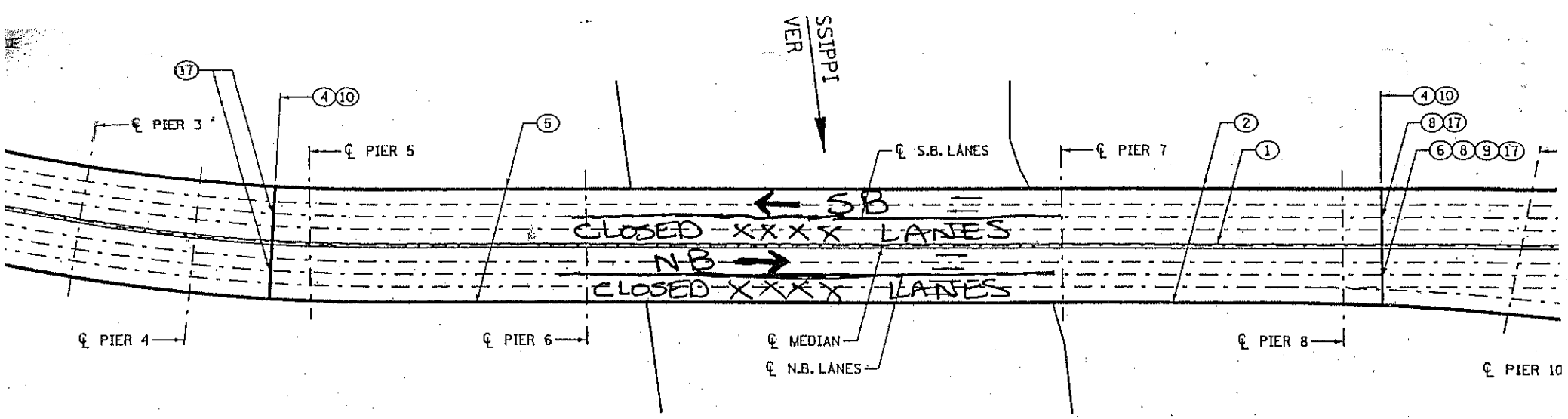
Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_  
 Plate: \_\_\_\_\_ Owner: \_\_\_\_\_

Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

Who else was in the vehicle with you? NA (Name, address, phone, DOB)

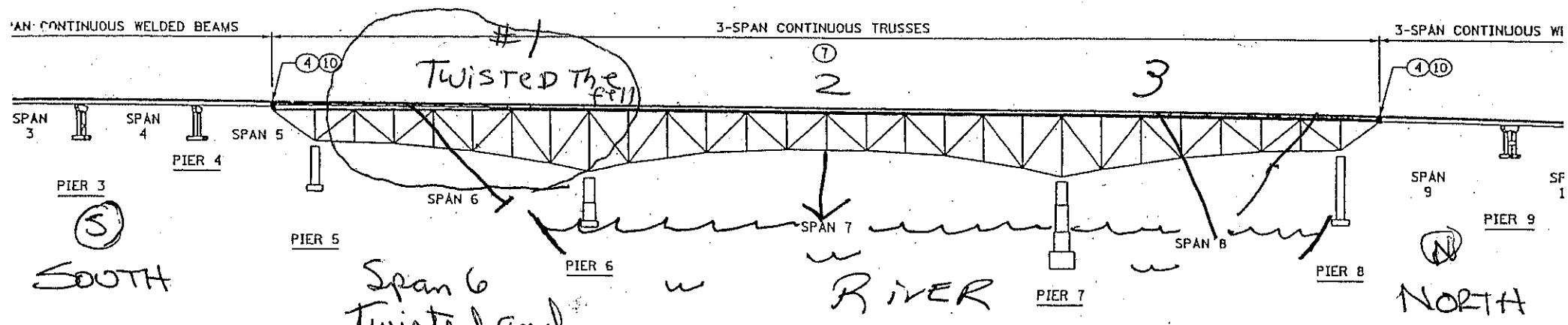
|    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

Additional notes/comments:



| SPAN  | SPAN 3 | SPAN 4  | SPAN 5  | SPAN 6  | SPAN 7  | SPAN 8       | SPAN 9      | S  |
|---|--------|---------|---------|---------|---------|--------------|-------------|----|
| LENGTH  | 10'-0" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 3/4" | 168'-1 1/4" | 94 |
| 1907'-1" (11)(13)(15)(16)<br>DIMENSIONS ALONG CL BRIDGE |        |         |         |         |         |              |             |    |

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

Witness - on Bridge  
from Call in Center

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-23-2007 Time: 1530

Interviewer: Tom Hendrickson #2960 Minneapolis Police

DRIVER Lora Jean Bettendorf

State: MN

DOB: [REDACTED]

Full Name

Lora Jean Bettendorf

Full Address

[REDACTED ADDRESS]

Telephone Home [REDACTED] Work [REDACTED] Cell:

Compliance with DL restrictions: Glasses, etc YES NO NA

|                |             |               |        |       |
|----------------|-------------|---------------|--------|-------|
| Seat Position: | Front Seat  | <u>Driver</u> | Center | Right |
|                | Middle Seat | Left          | Center | Right |
|                | Rear Seat   | Left          | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital

What Ambulance Service: \_\_\_\_\_

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

NOT injured

Please explain where you were on the bridge - (direction of travel [NB SB], which lane, refer to bridge diagram):

Northbound on the bridge in the far right lane. There was a black SUV directly in front of her. Ms Bettendorf stated that she saw the bridge deck wobble and then she felt a side to side motion. The bridge deck

directly in front of her collapse and formed a incline. The car directly in front of her went down with that section of the bridge. (That was the SUV) The SUV was able to stop.

Ms. Bettendorf was able to turn around and drive back to Washington ave exit. Ms Bettendorf described the noise of the bridge collapse as "a massive loud Crumbling sound"

What other vehicles or people were around you? (Color, make, model, description), what were they doing? *She saw a fuel ~~take~~ tanker going south bound fall. ~~collapse~~. Prior to the collapse.*

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)  
*Saw the bridge wave – and felt a side to side motion prior to the*

**VEHICLE:**

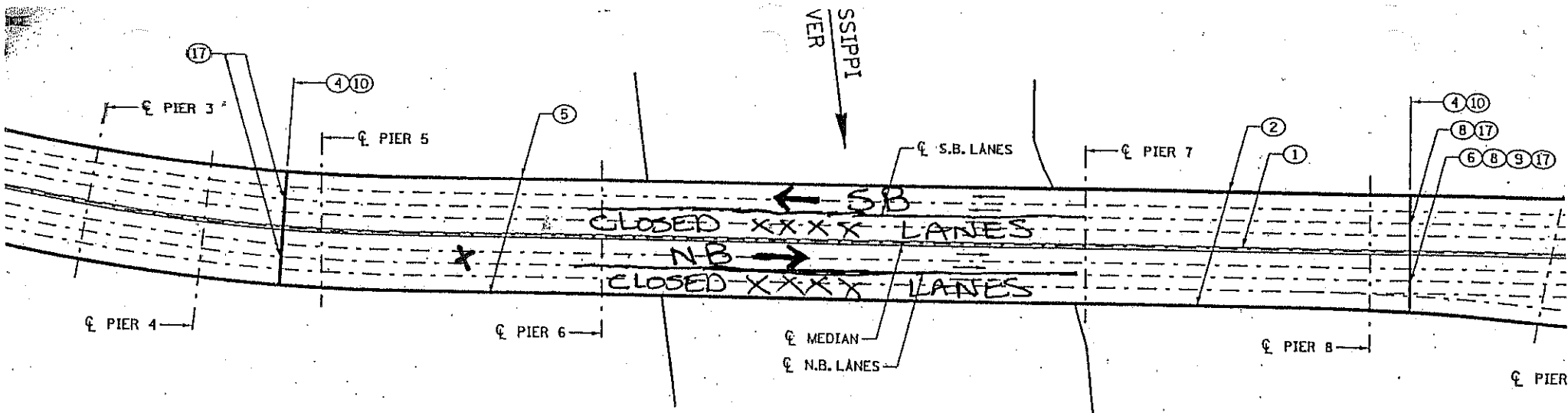
What vehicle were you in?

|        |        |      |       |
|--------|--------|------|-------|
| Make   | Model  | Year | Color |
| Plate: | Owner: |      |       |

Insurance Company: State Farm Policy Number: \_\_\_\_\_

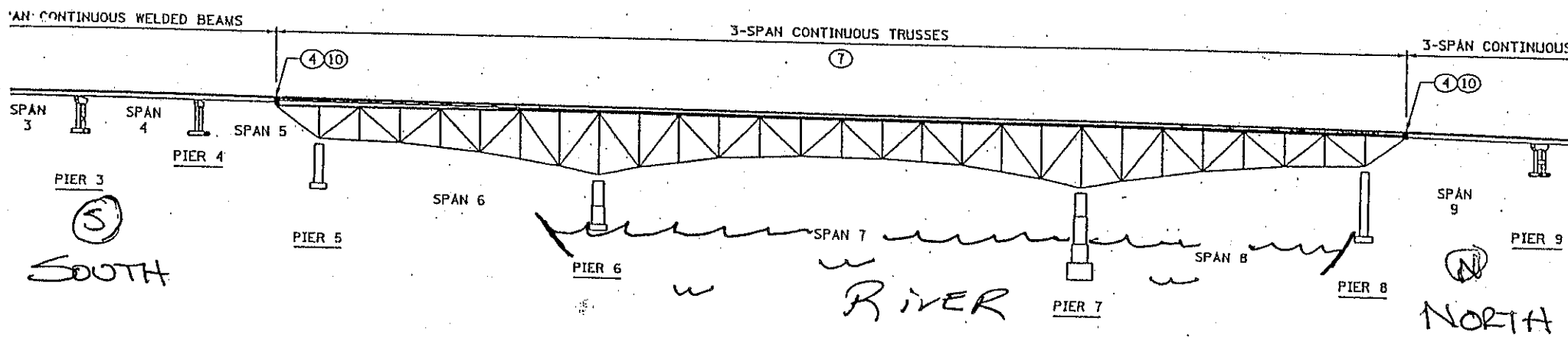
| Who else was in the vehicle with you? | NA                        | (Name, address, phone, DOB) |     |    |
|---------------------------------------|---------------------------|-----------------------------|-----|----|
| 1. <i>NONE</i>                        | Seat Position (See above) | Injured?                    | YES | NO |
| 2.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 3.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 4.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 5.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 6.                                    | Seat Position (See above) | Injured?                    | YES | NO |

Additional notes/comments:



| SPAN                           | SPAN    | SPAN    | SPAN    | SPAN    | SPAN                                  | SPAN                                  | SPAN                                 |
|--------------------------------|---------|---------|---------|---------|---------------------------------------|---------------------------------------|--------------------------------------|
| 3                              | 4       | 5       | 6       | 7       | 8                                     | 8                                     | 9                                    |
| 10'-3"                         | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 <sup>3</sup> / <sub>4</sub> " | 265'-10 <sup>3</sup> / <sub>4</sub> " | 168'-1 <sup>1</sup> / <sub>4</sub> " |
| 1907'-1" (11)(13)(15)(16)      |         |         |         |         |                                       |                                       |                                      |
| DIMENSIONS ALONG $\phi$ BRIDGE |         |         |         |         |                                       |                                       |                                      |

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

NOTES.



Witness

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-20-2007 Time: 1648

Interviewer: Tom Hendrickson #2960 Minneapolis Police

witness

~~DRIVER~~ Daniel James Billingsley

Driver's License Number

State: MN

Full Name

Daniel James Billingsley

DOB:

Full Address

Minneapolis, MN 55414

Telephone Home:

Work:

Cell:

Compliance with DL restrictions: Glasses, etc YES NO NA

|                |             |        |        |       |
|----------------|-------------|--------|--------|-------|
| Seat Position: | Front Seat  | Driver | Center | Right |
|                | Middle Seat | Left   | Center | Right |
|                | Rear Seat   | Left   | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital

What Ambulance Service:

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge -(direction of travel [NB, SB], which lane, refer to bridge diagram):

He was walking south bound on the JT Hills Bridge going to a Twins game. He heard a crack he saw the south two sections of drop and go down. He saw dust + some debris drop.

The Northside of the bridge then dropped.

He saw two cars from the middle section of the bridge go into the water. He couldn't see what type or color due to the heavy dust.

What other vehicles or people were around you? (Color, make, model, description), what were they doing?

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

*after he ran to the North side of the bridge to help but couldn't get down the steep bank.*

**VEHICLE:**

What vehicle were you in?

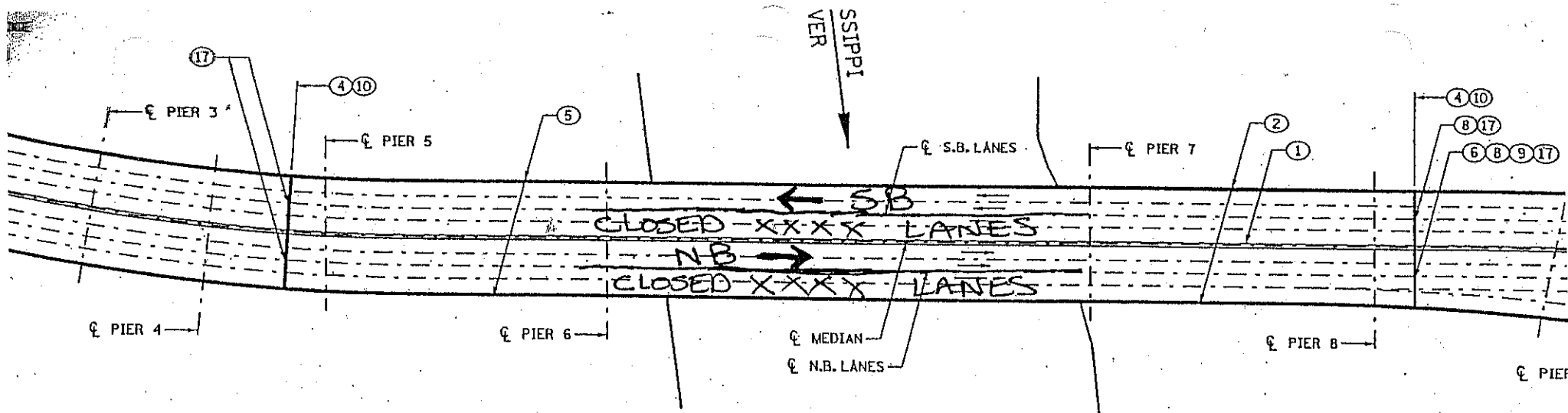
Make Model Year Color  
Plate: Owner:

Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

Who else was in the vehicle with you? NA (Name, address, phone, DOB)

|    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

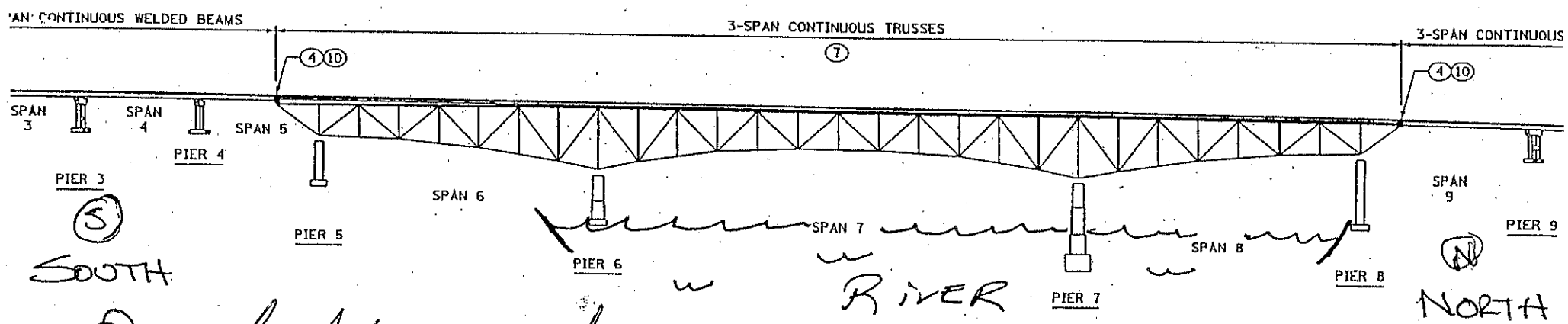
Additional notes/comments:



|        |         |         |         |         |              |             |
|--------|---------|---------|---------|---------|--------------|-------------|
| SPAN 3 | SPAN 4  | SPAN 5  | SPAN 6  | SPAN 7  | SPAN 8       | SPAN 9      |
| 10'-2" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 3/4" | 168'-1 1/4" |

1907'-1" (11)(13)(15)(16)  
DIMENSIONS ALONG  $\phi$  BRIDGE

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

*On the Stone Arch Bridge*

ISTH-35W Bridge Collapse Interview Questionnaire

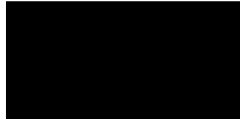
Date of Interview:

Time:

Interviewer:

DRIVER

Driver's License Number:



*Silver VW EuroVan*

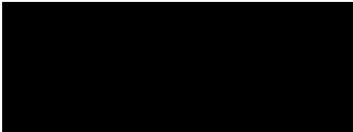
State: Mn

Full Name *David Aaron Burger*

DOB:



Full Address



Telephone Home:

Work:

Cell:

Compliance with DL restrictions: Glasses, etc

YES NO NA

Seat Position:

Front Seat

Driver

Center

Right

Middle Seat

Left

Center

Right

Rear Seat

Left

Center

Right

Bus occupants see diagram

Ejected: YES NO *N/A*

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital \_\_\_\_\_

What Ambulance Service: \_\_\_\_\_

Nature of Injury (Circle):

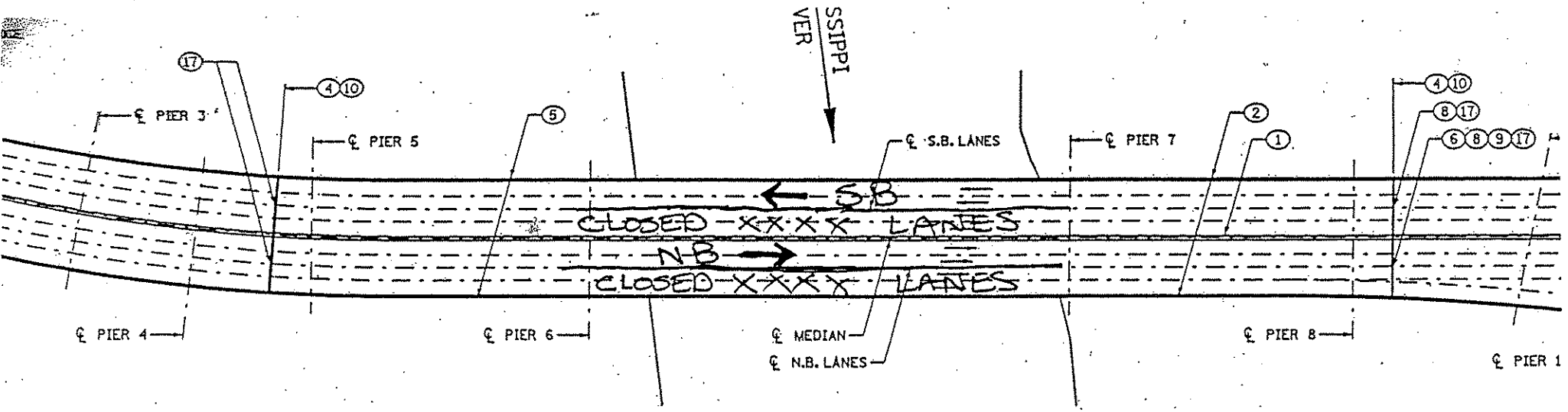
A Incapacitating injury – broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.

B Non-incapacitating injury - Cuts, bruises, scrapes

C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge –(direction of travel [NB SB], which lane, refer to bridge diagram):

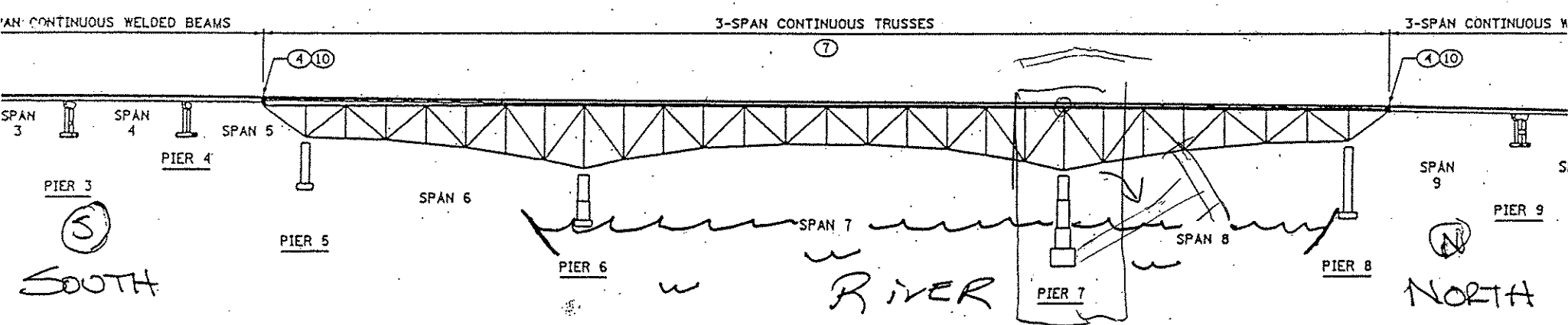
\*



| SPAN   | SPAN    | SPAN    | SPAN    | SPAN    | SPAN         | SPAN         | SPAN        |
|--------|---------|---------|---------|---------|--------------|--------------|-------------|
| 3      | 4       | 5       | 6       | 7       | 8            | 8            | 9           |
| 10'-2" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 3/4" | 265'-10 3/4" | 168'-1 1/4" |

1907'-1" (11 13 15 16)  
DIMENSIONS ALONG  $\phi$  BRIDGE

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

NOTES

Interview of David Bunger

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

WIT  
COPYDate of transcription 08/08/2007

DAVID AARON BURGER, date of birth [REDACTED] was interviewed at Panera Bread, located at the corner of Hennepin Avenue and Central Avenue, Minneapolis, Minnesota. BURGER resides at [REDACTED] telephone number [REDACTED] (home), [REDACTED] (work), [REDACTED] (cell). After being advised of the identity of the interviewing agent and the nature of the interview, BURGER provided the following information:

BURGER called the National Transportation Safety Board (NTSB) on Sunday, August 5, 2007, after seeing their toll-free number on a local news broadcast. BURGER was heading southbound on the 10th Avenue bridge when he saw the north side of the I-35W bridge lurch down. BURGER was looking directly at the bridge when it fell, in an effort to determine whether he had made the right decision to avoid the I-35 bridge due to heavy traffic. After reviewing a diagram of the bridge and river, BURGER stated that he saw Pier 7, near span 8, buckle and fall backward towards the north end of the bridge. BURGER estimated that the bridge initially fell at a two to five degree angle before falling into the river. BURGER drove off the 10th Avenue bridge, parked his vehicle, and assisted victims in the northbound lanes of I-35W.

BURGER was driving his silver Volkswagen Eurovan, Minnesota license plate [REDACTED] with his wife and their five year old daughter. BURGER is employed by Conver Team as a Senior Mechanical Engineer. He offered to review or help develop a computer model of the bridge collapse.

Investigation on 08/08/2007 at Minneapolis, Minnesota

File # 308H-MP-69278

Date dictated 08/08/2007

by SA Cindy R. Burnham (R) [REDACTED]

30

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** -----  
-----  
-----

**INTERVIEWER:** Investigator Dennis Collins, NTSB Office of Highway Safety

**DATE:** 10-10-2007

**LOCATION:** Via telephone

Mr. Carlson called the toll-free number established by the Board following the collapse of the I-35W bridge in Minneapolis and was identified as being a witness to the collapse.

On August 1, 2007, Mr. Carlson was jogging from downtown Minneapolis along the south side of the river; this put him running upstream towards the I-35W bridge. Mr. Carlson stated he would run this route two or three times a week. As he approached the bridge, a point five or six miles into his run, he heard what he could only describe as a “roar”. He looked to his right, and saw the section of the span come down “in one solid sheet”. He stated it almost seemed that it was falling in slow motion. Under questioning, he described the section that fell as over the river, running bank-to-bank. He was very clear that the section of the span immediately in front of him did not move prior to the “roar”. Mr. Carlson stated he was so close he was caught in the debris cloud.

When asked, Mr. Carlson stated he did not notice anything unusual about the bridge prior to the “roar”. He estimated his distance from the span and approximately 15 feet. He stated the “roar” was most definitely not an explosion.

Following the collapse, Mr. Carlson used his cellular phone to call 911. He stated the media had played his call many times; he was the caller that told the dispatcher to “send everything”. After the call to 911, he ran to the river to see if he could help. He stated he did not see anyone in the river, so he helped a young – estimated 16 year old – male from his car. Mr. Carlson did not get the young man’s name, nor could he remember the make and model of the car. According to Mr. Carlson, the Fire Department arrived and asked him to leave the area, which he did.

When asked if he had ever experienced anything unusual while running under the I-35W bridge, Mr. Carlson stated he had noted the metal substructure of the bridge “looked like hell” on a run earlier in the year.

Mr. Carlson also gave a statement to the FBI; he was unable to recall the interviewing agent’s name.

08/08/2007

Chris Carlson, born [REDACTED] residing at [REDACTED] Minnesota 55438, home phone [REDACTED] work phone [REDACTED] cell phone [REDACTED], was interviewed on this date. After being advised of the identity of the interviewing agent and the nature of the interview, he provided the following information:

Carlson was jogging westbound (towards the bridge) on the West River Road approximately twenty feet east of the bridge when it collapsed. Carlson heard a rumbling and roaring sound and watched the bridge collapse straight down as if it had been lowered from both sides simultaneously. Carlson was uninjured but was covered in dust and debris from the bridge.

Carlson saw people assisting a woman out of her car who was emotionally distraught. Carlson climbed up on a collapsed portion to assist. The woman was handed down to Carlson by other people and Carlson carried her to safety. Carlson did not know the female's name nor could he describe her vehicle.

Carlson was then ushered away from the scene by responding emergency crews.

Carlson did hear any explosions. He did not provide any information that would suggest a criminal act had been committed.

 COPY



**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Frank Christopher, Passenger on the Minneapolis Queen  
DOB: UNK

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mr. Christopher stated that she was sitting on the bench at the front of the boat at the time of the collapse. He stated that Jim Styczinski was sitting to his left and Janelle Lehmann (Mr. Christopher's girlfriend) was sitting to his right on the bench. Mr. Christopher indicated that he was eating some food and was thinking that the music coming from the boat's speakers was kind of loud, he then indicated that he heard a noise that he first thought was static coming from the boat's speakers. At the that time he looked up and saw the decking of the bridge just north of the pier that was directly in front of the boat fall. He indicated that it feel down at an angle with maybe some small rotation towards where the boat was.

Mr. Christopher said that he only heard the "static" noise before the collapse and did not recall any sounds at all during or after the collapse. He said that it was strangely quiet after the collapse. Mr. Christopher said that he did not hear or see any construction going on or traffic on the bridge prior to the collapse.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Lisa ----- Passenger on the Minneapolis Queen  
DOB-----

**INTERVIEWER:** Sgt. Thomas Stiller, Minneapolis Police Department

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Ms. Chubb stated that she was standing at the front of the boat on the first level with Rebecca Degendorfer when she heard a “crumbling” sound like concrete falling and the sound of screeching tires coming from the direction of the bridge. Ms. Chubb stated that she observed the center section of the bridge fall straight down without twisting or turning. The view then became partially obscured by a cloud of dust. After the dust settled, Ms. Chubb stated that she could see vehicles to the north of the bridge and remembered a teal colored van turned into the median. Ms. Chubb stated that she observed people on the bridge assisting others in exiting their vehicles. Ms. Chubb stated that she observed a black sedan driving southbound on the bridge and observed this vehicle fall from the bridge and then disappear into the dust.

# WITNESS

## ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-21-07 Time: 1000AM

Interviewer: Tom Hendrickson #2960 Minneapolis Police

Witness  
DRIVER

Joseph Francis Costello  
State: MN

DOB:

Joseph Francis Costello  
Full Address

Telephone Home: Work: Cell

Compliance with DL restrictions: Glasses, etc YES NO NA

Seat Position: Front Seat Driver Center Right  
Middle Seat Left Center Right  
Rear Seat Left Center Right

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital \_\_\_\_\_  
What Ambulance Service: \_\_\_\_\_

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge -(direction of travel [NB SB], which lane, refer to bridge diagram):

*South*  
was on the <sup>of</sup> JJ Hill Bridge walking East facing the I-35W bridge. He observed a large plume of smoke or dust from the south end of the span. The plume rose approx 100 feet into the air. He then heard a noise that sounded like a garden hose spraying. That ~~was~~ noise was the center section falling into the river

He was aware of the road construction, but believed it was only surface work.

He then walked to the North end of the I-35 Bridge. His vision was obstructed by the ~~up~~ up right span of the bridge. He did see the empty school bus and the Burning semi-truck.

He then observed the rescue by Police and Fire.

Mr. Costello then gave various interviews to CNN, BBC and various news groups.

on this date he is suffering from the events that he witnessed. He is seeking help from the American Red Cross.

What other vehicles or people were around you? (Color, make, model, description), what were they doing? *Standing on the JT Hill Bridge*

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

**VEHICLE:**

What vehicle were you in?

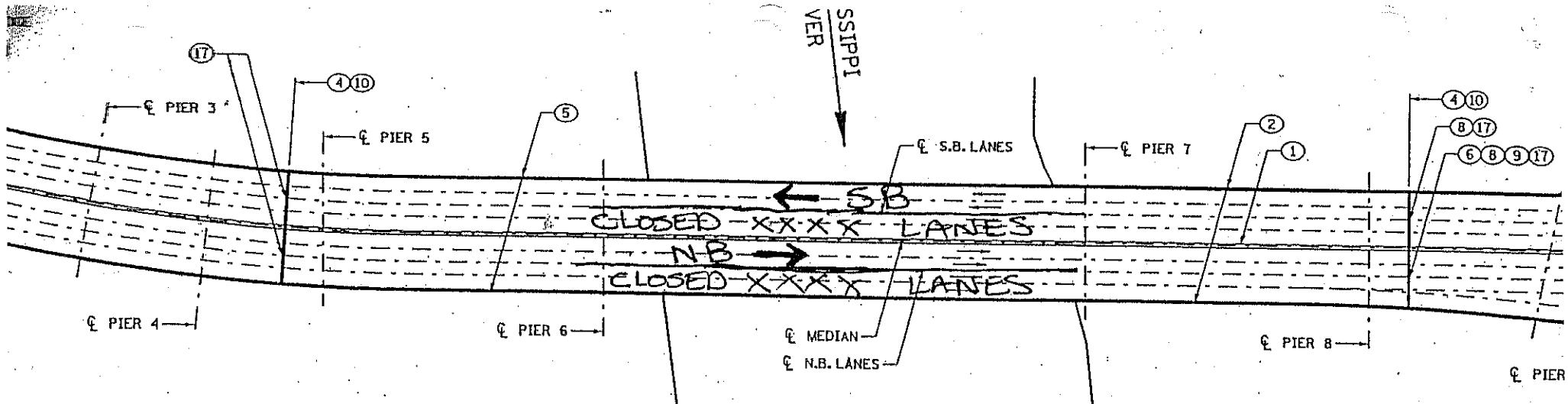
Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_  
Plate: \_\_\_\_\_ Owner: \_\_\_\_\_

Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

Who else was in the vehicle with you? NA (Name, address, phone, DOB)

- |    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

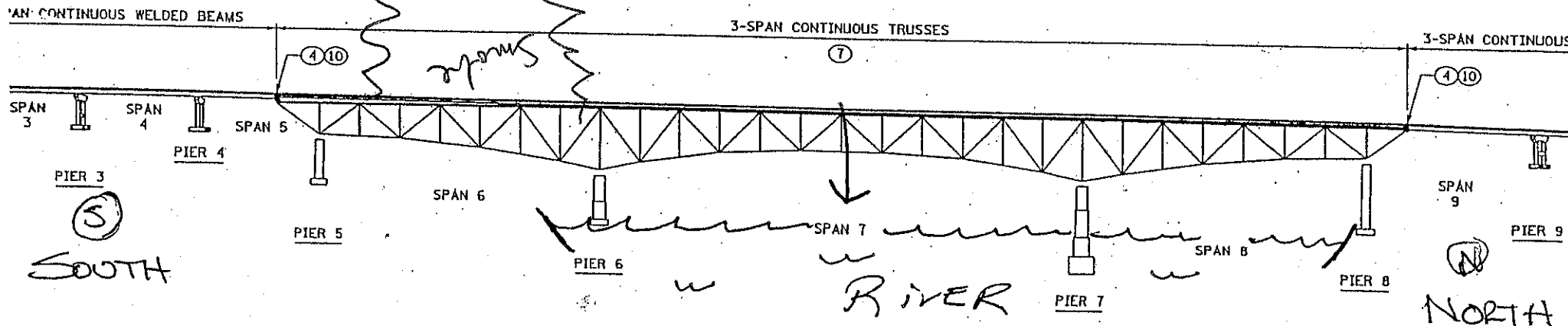
Additional notes/comments:



| SPAN   | SPAN    | SPAN    | SPAN    | SPAN    | SPAN                                  | SPAN                                  | SPAN                                 |
|--------|---------|---------|---------|---------|---------------------------------------|---------------------------------------|--------------------------------------|
| 3      | 4       | 5       | 6       | 7       | 8                                     | 8                                     | 9                                    |
| 10'-0" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 <sup>3</sup> / <sub>4</sub> " | 265'-10 <sup>3</sup> / <sub>4</sub> " | 168'-1 <sup>1</sup> / <sub>4</sub> " |

1907'-1" (11)(13)(15)(16)  
DIMENSIONS ALONG  $\phi$  BRIDGE

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** -----:----- )  
-----  
-----  
-----

**INTERVIEWER:** Investigator Dennis Collins, NTSB Office of Highway Safety

**DATE:** 8-6-2007, 1700 hrs

**LOCATION:** St. Anthony's Lock

Mr. Crosby was identified as a witness to the collapse through on-scene investigation.

Mr. Crosby is employed at the Lower St. Anthony's Lock as a Lock and Dam Operator. He has been employed at St. Anthony's Lock (both upper and lower) for 17 years. He has been assigned to the Lower Lock for the past two years. He was working on Wednesday, August 1, 2007. He describes the day as average, with nothing out of the ordinary until the collapse of the bridge.

According to Mr. Crosby, at approximately 6:00 p.m., a vessel, the Minneapolis Queen, was preparing to transition the lower lock. The lower gates were closed and the upper gates were open, but the vessel had not yet entered the lock. He described the vessel's position as several dozen yards away from the upper gates. Mr. Crosby stated he was outside the lock building, leaning against the railing, looking toward the I-35W bridge when it collapsed. He described seeing a "puff of dust" from the top of pier 6, the pier directly in front of him as he looked at the bridge. He stated the bridge collapsed in sections but fell quickly, taking perhaps eight or ten seconds to completely fall. Mr. Crosby stated he witnessed at least three cars from the SB lanes fall off the bridge, but was unable to provide any details such as color or make.

Following the collapse, Mr. Crosby thought to call 911, and began to move inside to do so, but was told by another lock employee that 911 had been called and to open the parking lot gates into the facility to facilitate the emergency response instead. According to Mr. Crosby, he did so, but then thought that some of the area's homeless or other civilians might enter the collapse area, so he closed the gates. He then recalls changing his mind, and opening them again. He described his mental state as confused and indecisive, and believes he opened and closed the gates several times.

Mr. Crosby was very emotional and was unable to provide any additional information.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** -----  
-----

**INTERVIEWER:** Investigator Dennis Collins, NTSB Office of Highway Safety

**DATE:** 10-10-2007

**LOCATION:** Via telephone

Ms. Dahl called the toll-free number established by the Board following the collapse of the I-35W bridge in Minneapolis and was identified as being a witness to the collapse.

According to Ms. Dahl, she lives on University Street and was going to the Minnesota Twins baseball game on August 1, 2007. Her route took her onto the 10<sup>th</sup> Avenue bridge, heading towards the I-35W bridge. The position of her car allowed her to witness the collapse.

Ms. Dahl stated there was a loud sound she described as “KABOOM”, then a large cloud of dust. She stated the section of the bridge closest to downtown fell first, then the middle of the span, then finally the side closest to University Street. She stated she pulled over, stopped her car, and began taking pictures. She estimated her distance from the I-35W bridge as approximately 100 feet.

According to Ms. Dahl, approximately one or two minutes after the collapse, a police car came along the 10<sup>th</sup> Avenue bridge and warned the bystanders to remain clear of the collapse. She stated the first fire truck and ambulance arrived within two minutes as well. She stated the semi-truck that burned began to do so approximately 20 minutes after the collapse. She stated she remained on the 10<sup>th</sup> Avenue bridge for 20 or 25 minutes following the collapse, leaving to clear the bridge for use by emergency vehicles.

When asked, Ms. Dahl estimated there were approximately 150 cars on the bridge at the time of the collapse, with 10 to 20 of them remaining on the span after the collapse. She specifically stated she did not see or hear anything unusual before the initial “KABOOM”.

Ms. Dahl also gave a statement to the FBI; she could only recall the agent’s first name (Susan) and that she was with the Minneapolis office of the FBI.



ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8/9/07 Time: 2:30p

Interviewer: SA Ruth E Hoover, FBI

Driving on Univ to 10th St Bridge

~~DRIVER~~

Driver's License Number:

State:

Full Name:

DOB:

Full Address:

Telephone:

Home:

Work: student

Cell:

Compliance with DL restrictions: Glasses, etc

YES NO NA

(or email)

Seat Position:

Front Seat Driver  
Middle Seat Left  
Rear Seat Left

Center  
Center  
Center  
Right  
Right  
Right

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital  
What Ambulance Service: \_\_\_\_\_

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge -(direction of travel [NB SB], which lane, refer to bridge diagram):

→ 10th St Bridge 1/2 way thru  
→ was falling as she went on the 10th St. Bridge  
→ Thought 10sec.

What other vehicles or people were around you? (Color, make, model, description), what were they doing?

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described - movement left to right, forward and back, up or down etc.)  
*Saw large grey cloud. Heard big boom - loud crashing like bricks on cement. Dusty no odors.*

**VEHICLE:**

What vehicle were you in?

Make Model Year Color  
Plate: Owner:

Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

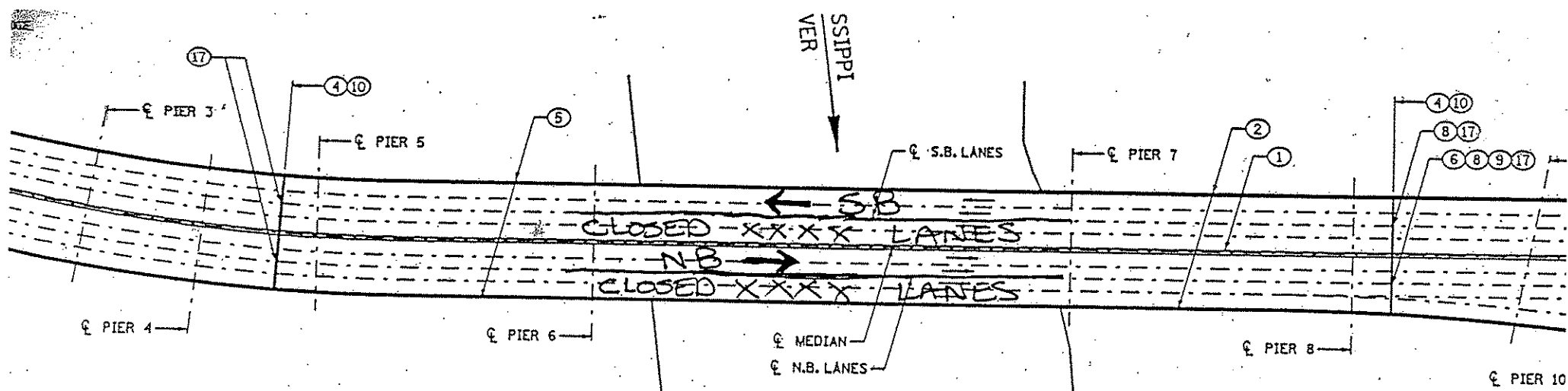
Who else was in the vehicle with you? NA (Name, address, phone, DOB)

- |    |                           |          |     |    |
|----|---------------------------|----------|-----|----|
| 1. | Seat Position (See above) | Injured? | YES | NO |
| 2. | Seat Position (See above) | Injured? | YES | NO |
| 3. | Seat Position (See above) | Injured? | YES | NO |
| 4. | Seat Position (See above) | Injured? | YES | NO |
| 5. | Seat Position (See above) | Injured? | YES | NO |
| 6. | Seat Position (See above) | Injured? | YES | NO |

*Washington st side fell first  
then Univ side. After the middle.  
Friends saw something out of ordinary  
(at gas station)  
2sec. drive.  
Results: 1st Cop coming. Megaphone.*

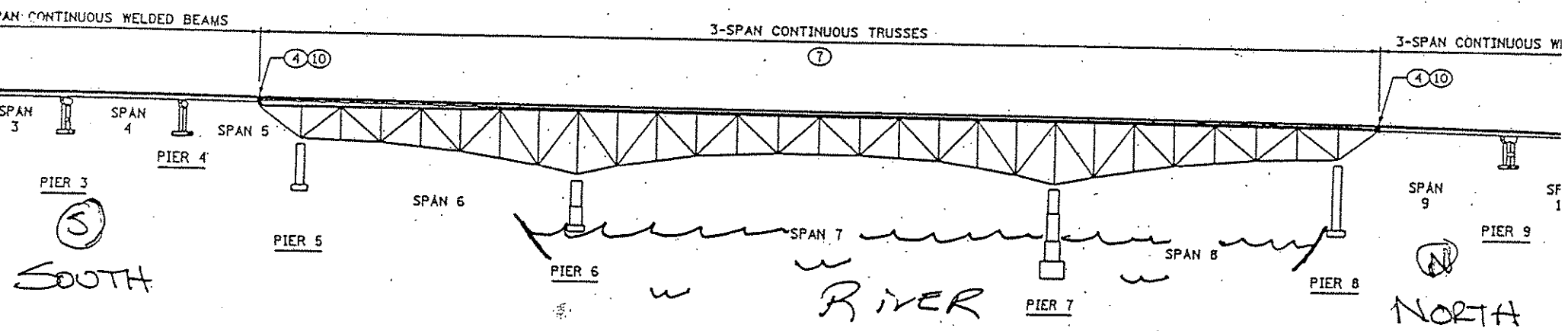
Additional notes/comments:

*\* Emailed photos  
8/2/07 to NTSB*



|                                       |         |         |         |         |              |             |    |  |
|---------------------------------------|---------|---------|---------|---------|--------------|-------------|----|--|
| SPAN 3                                | SPAN 4  | SPAN 5  | SPAN 6  | SPAN 7  | SPAN 8       | SPAN 9      | S  |  |
| 10'-0"                                | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 1/4" | 168'-1 1/4" | 94 |  |
| 1907'-1" (11, 13, 15, 16)             |         |         |         |         |              |             |    |  |
| DIMENSIONS ALONG CENTERLINE OF BRIDGE |         |         |         |         |              |             |    |  |

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

**COPY****NOB**

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/09/2007

Cortney Marie Dahl, DOB: [REDACTED] SSN: [REDACTED]  
 [REDACTED] WI 54729, home telephone: [REDACTED]  
 [REDACTED] was interviewed at her place of  
 employment, [REDACTED] (R) [REDACTED]. Dahl  
 provided the following information related to the collapse of the  
 35W bridge in Minneapolis, MN:

On 08/01/2007, Dahl was driving eastward on University Avenue to pick up some friends at the BP station near the 10th street bridge, on their way to the Twins baseball game, when she noticed her friends running. She turned her car onto the 10th street bridge just as the 35W bridge was falling. Dahl parked her car approximately half-way across the 10th street bridge and got out of the car to see what happened. Dahl had a disposable camera in her car and took photos of the scene. The photos were taken just after the bridge collapsed. Dahl provided eight photographs, copies of the photographs are attached to this report.

Dahl thought that the bridge collapse lasted for approximately 10 seconds. She heard a big boom, which she describes as a loud crashing like bricks on cement. She saw a large grey cloud and it was dusty. She did not smell any noticeable odors. She watched the Washington Avenue side of the bridge collapse before the University Avenue side of the bridge went down. The mid-section of the bridge fell as she was driving onto the 10th street bridge.

On 08/02/2007, Dahl emailed a copy of the photographs to the NTSB. Her email address is: [REDACTED] Dahl's friend Hallie Oestreich was in the car with her during this incident.

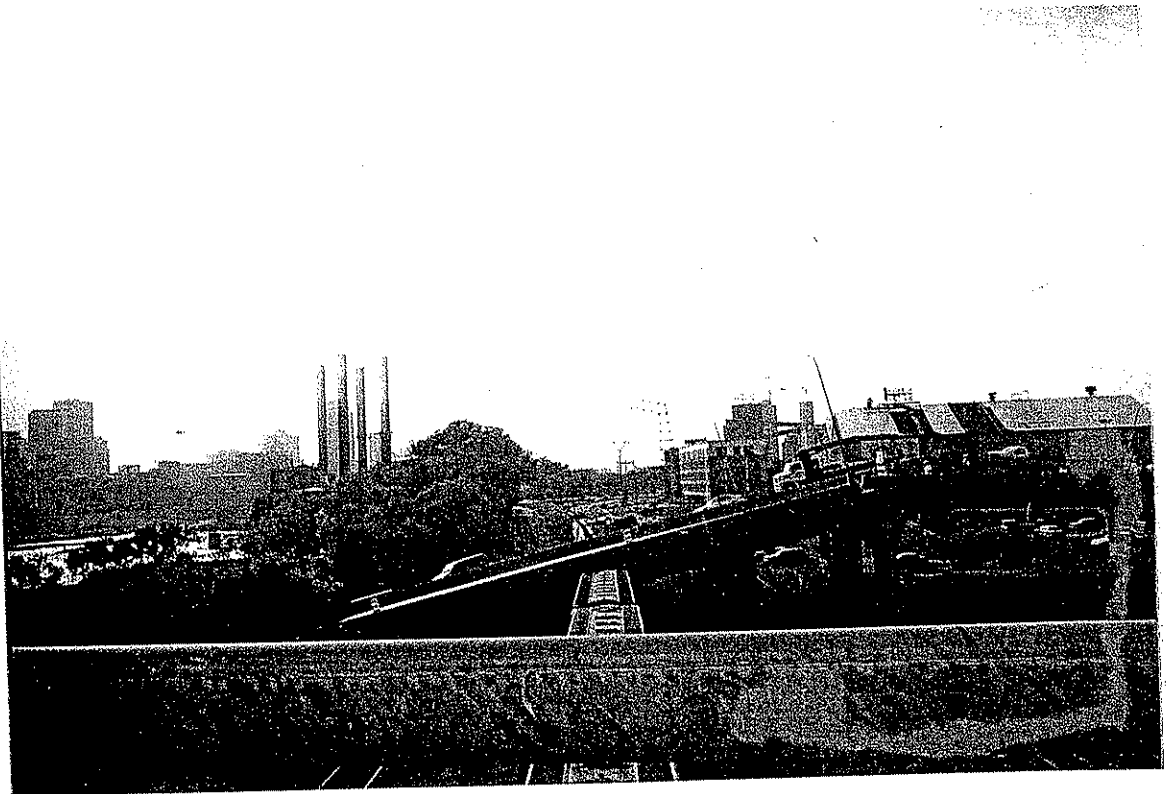
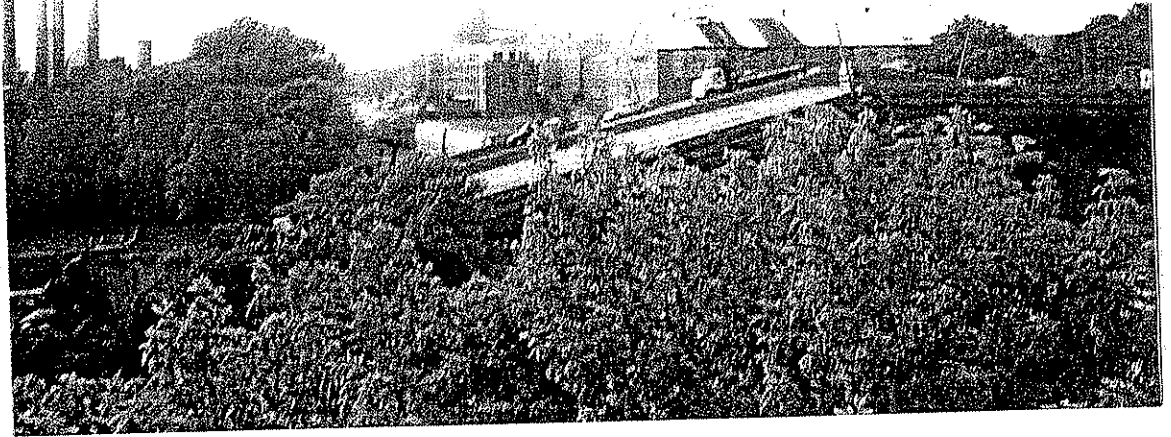
Investigation on 08/09/2007 at Minneapolis, MN

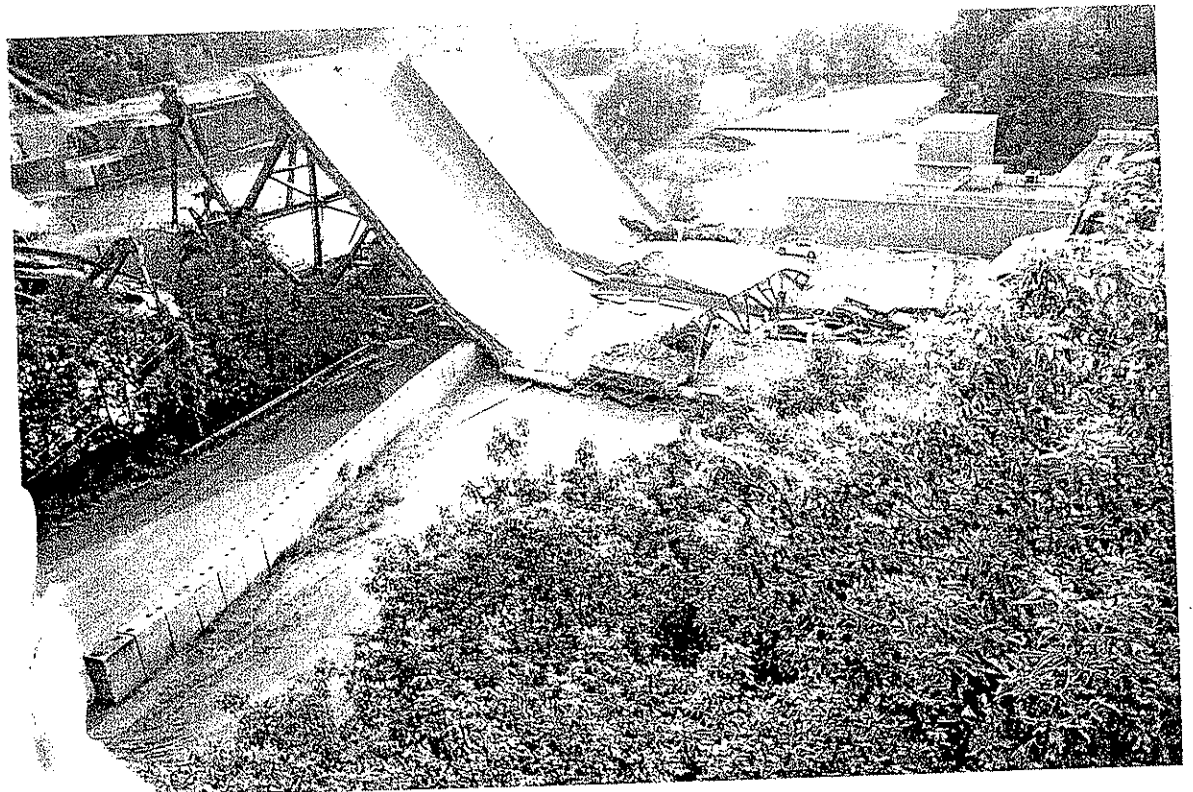
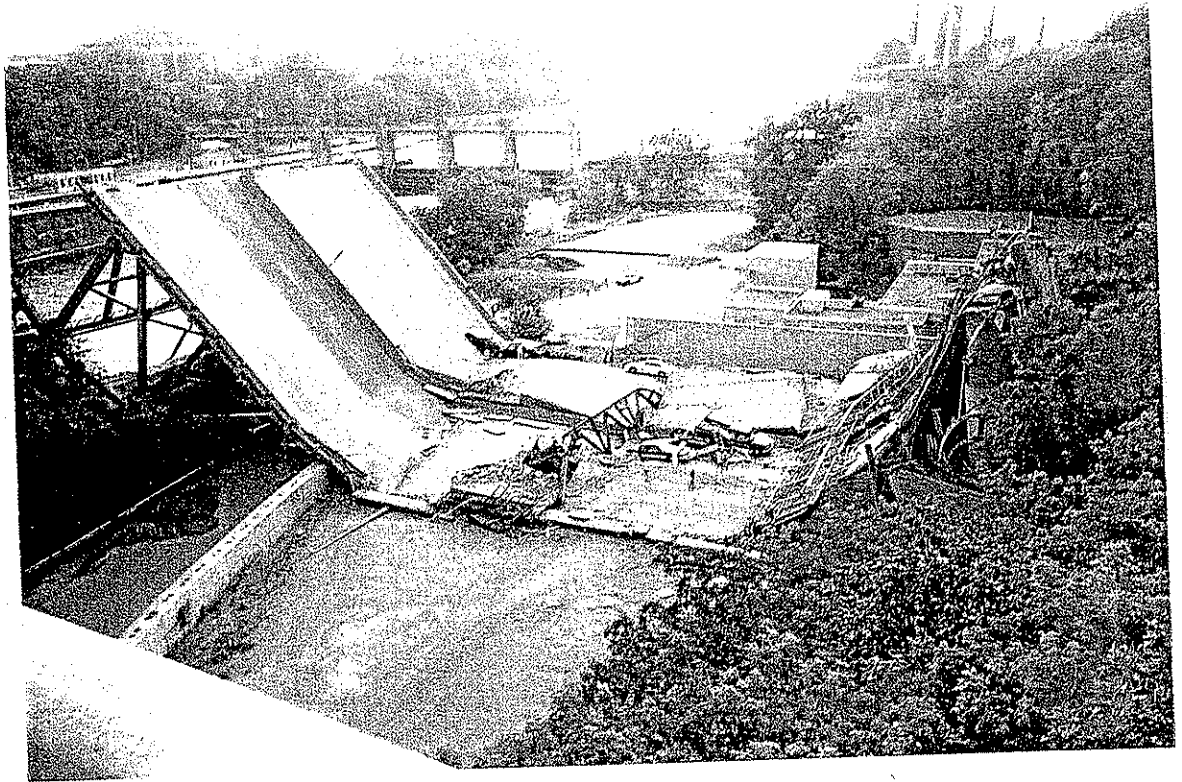
File # 308H-MP-69278

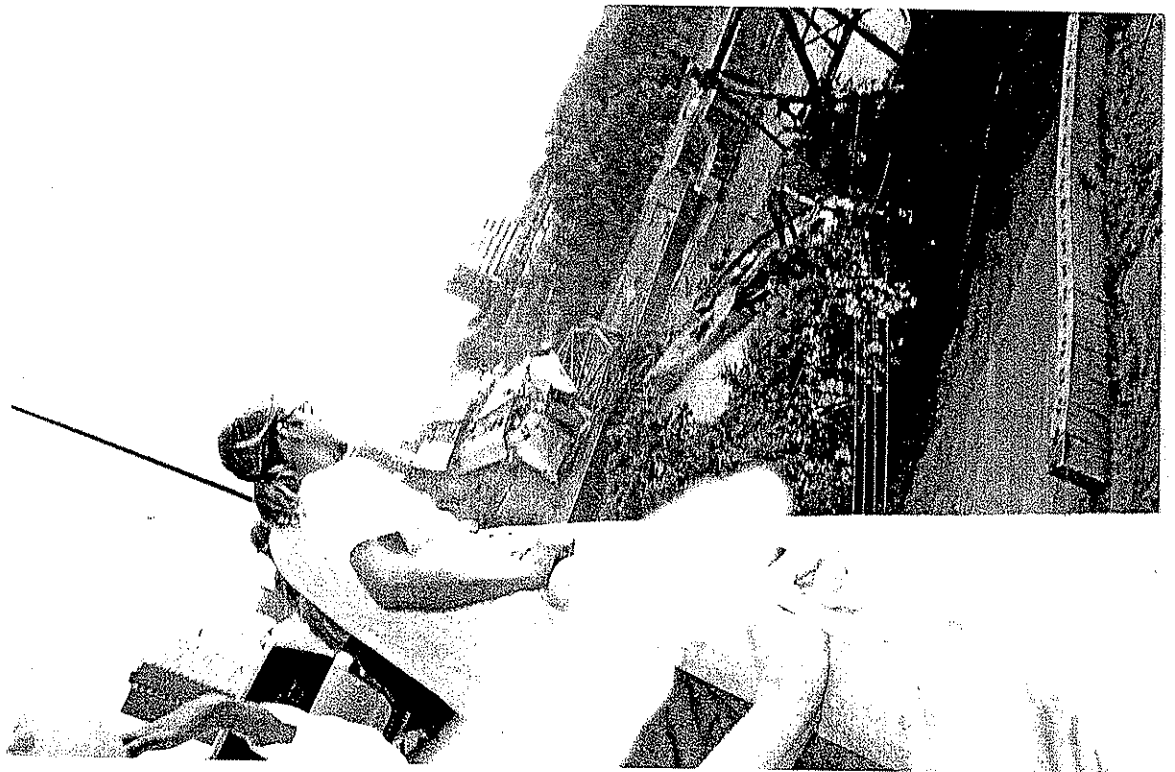
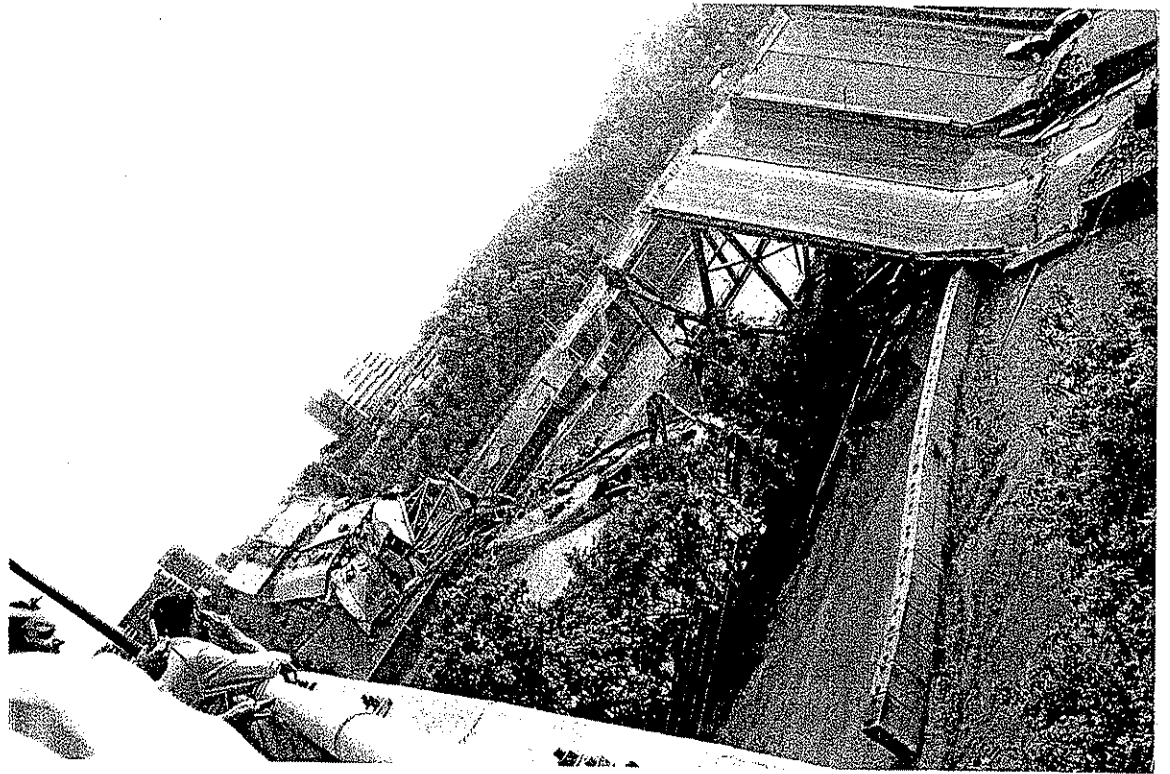
Date dictated 08/09/2007

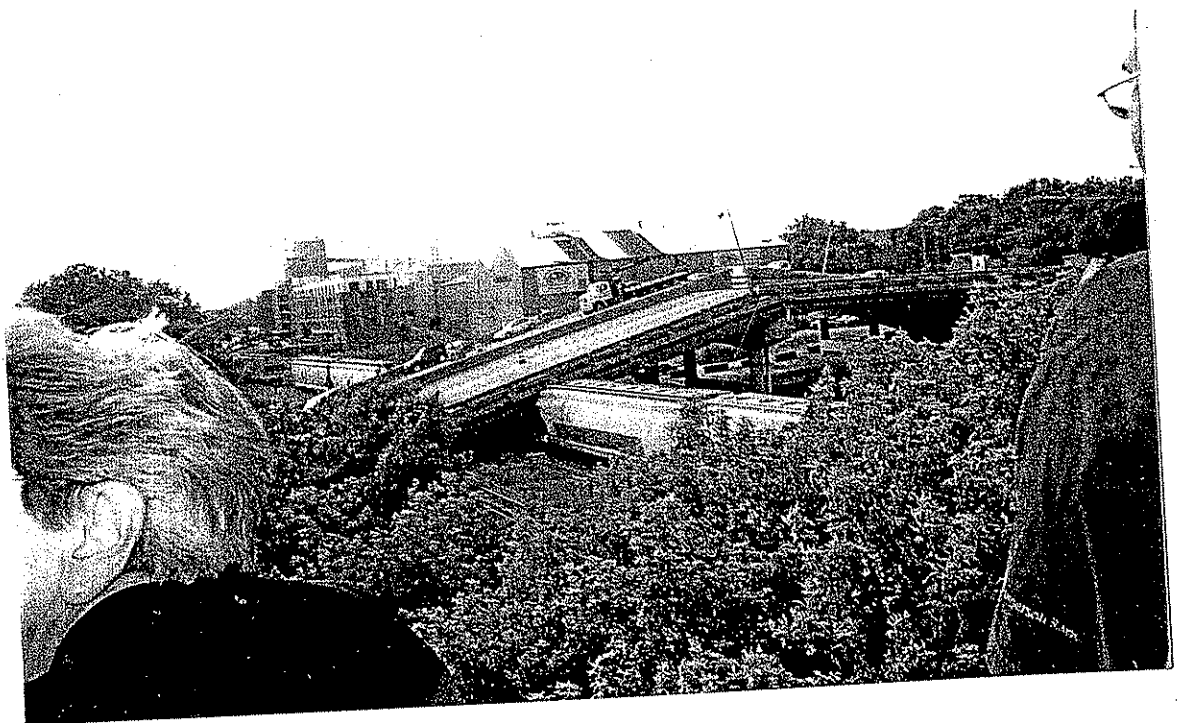
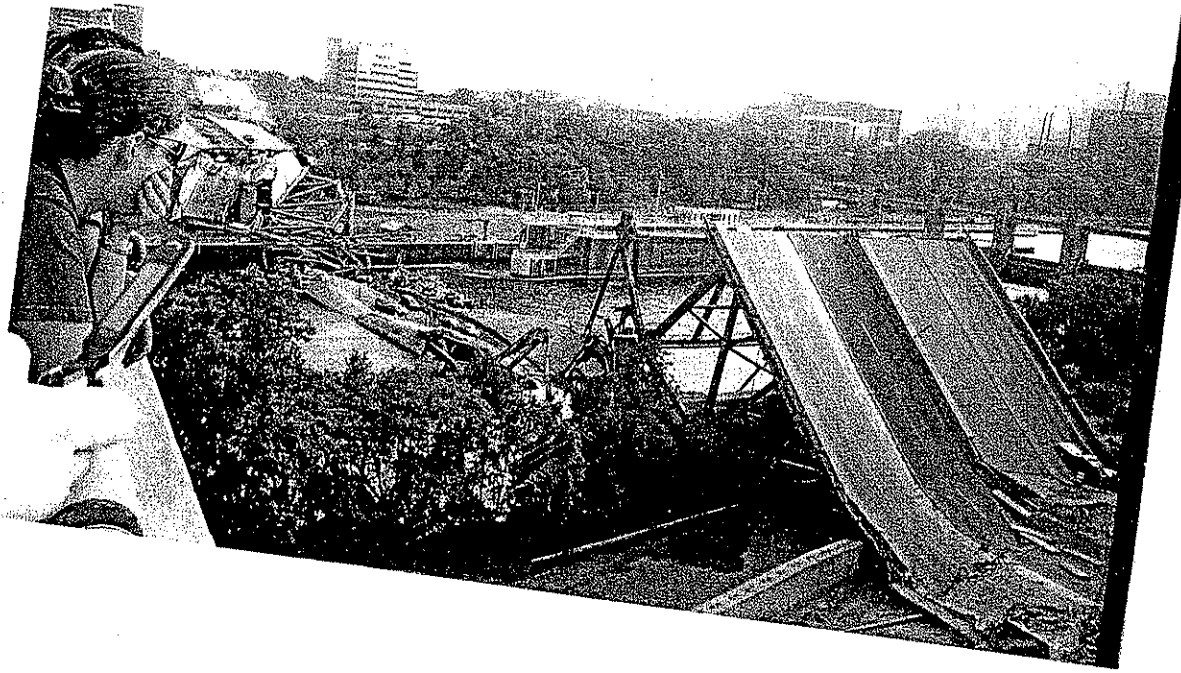
by SA Ruth E. Hovey

44











WIT

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8/8/07 Time: 1300

Interviewer: SA Matt Snell, FBI

COPY

DRIVER

Driver's License Number:

State:

Full Name Jay Fredrick Danz DOB:

Full Address

Telephone Home: Work: Cell:

Compliance with DL restrictions: Glasses, etc YES NO NA

Seat Position: Front Seat Driver Center Right Middle Seat Left Center Right Rear Seat Left Center Right

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital What Ambulance Service:

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts An inability to perform a task they could do before injury. B Non-incapacitating injury - Cuts, bruises, scrapes C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge -(direction of travel [NB SB], which lane, refer to bridge diagram):

driving to game, WB on River Road

What other vehicles or people were around you? (Color, make, model, description), what were they doing?

Saw a jogger running EB on south side of West River Road when at approx. midpoint under bridge.

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described - movement left to right, forward and back, up or down etc.)

When under the bridge, heard a rumble, saw movement of bridge in rearview mirror. Believes movement of collapse was from north to south (steel) and then concrete of road surface hit the ground. Assisted kids off bus.   
 looked to the left because of the noise. Sound

VEHICLE: What vehicle were you in?

N/A.

- saw light fixture fall when out of vehicle.

Make  
Plate:

Model  
Owner:

Year  
Color

- doesn't recall if bridge was already down when out of car. cloud of dust

Insurance Company:

X

Policy Number:

X

Who else was in the vehicle with you?

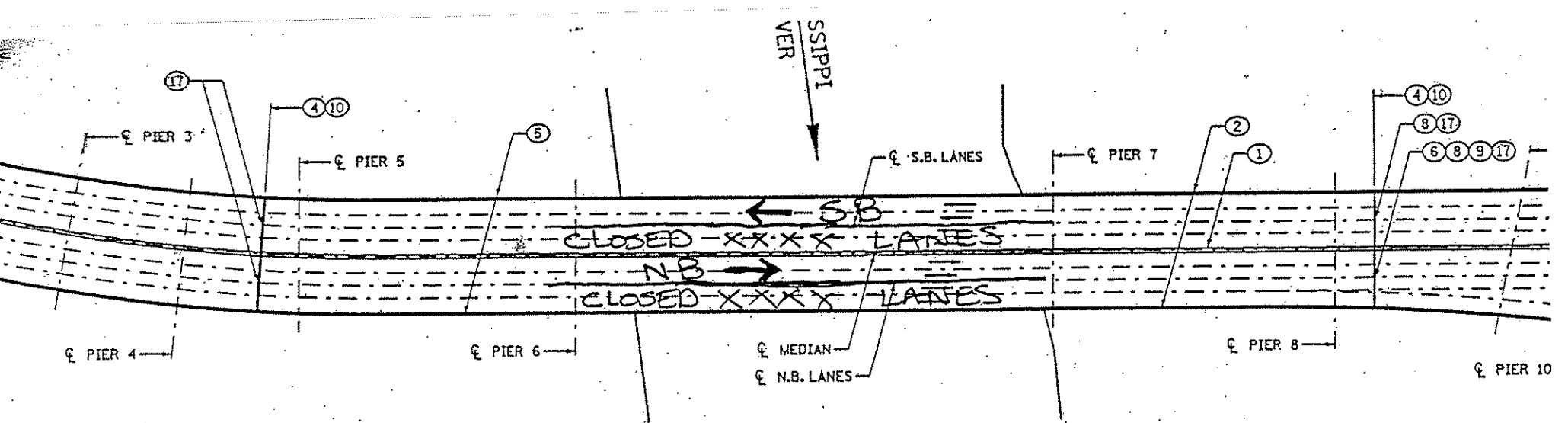
(NA)

(Name, address, phone, DOB)

(Solo)

| 1. | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 2. | Seat Position (See above) | Injured? | YES | NO |
| 3. | Seat Position (See above) | Injured? | YES | NO |
| 4. | Seat Position (See above) | Injured? | YES | NO |
| 5. | Seat Position (See above) | Injured? | YES | NO |
| 6. | Seat Position (See above) | Injured? | YES | NO |

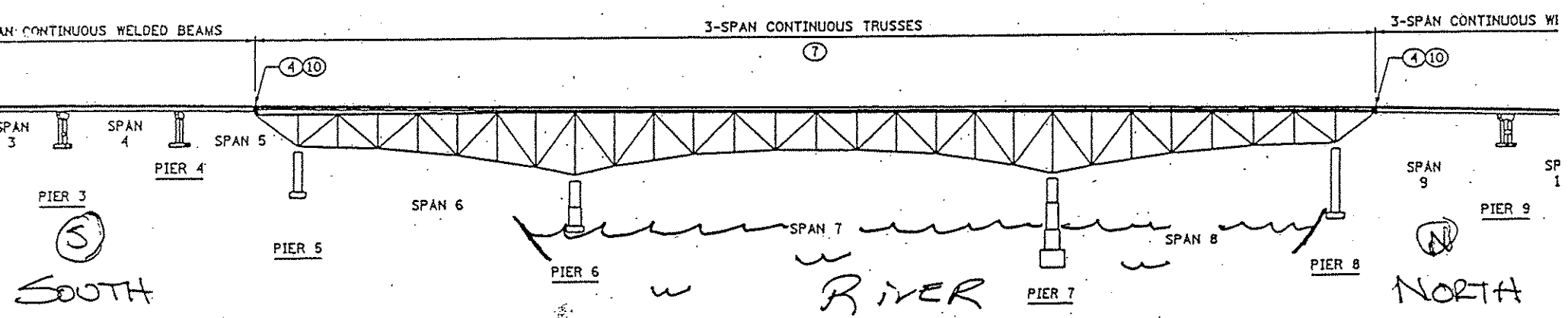
Additional notes/comments:



| SPAN  | SPAN    | SPAN    | SPAN    | SPAN    | SPAN         | SPAN        | SPAN | SI |
|-------|---------|---------|---------|---------|--------------|-------------|------|----|
| 3     | 4       | 5       | 6       | 7       | 8            | 9           |      |    |
| 0'-0" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 3/4" | 168'-1 1/4" |      | 94 |

1907'-1" (11)(13)(15)(16)  
DIMENSIONS ALONG C.B. BRIDGE

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION



**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Rebec----- ndorfer, Passenger on the Minneapolis Queen  
DOB:-----

**INTERVIEWER:** Sgt. Thomas Stiller, Minneapolis Police Department

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Ms. Degendorfer stated that she was standing at the front of the boat on the first level at the time of the collapse. Ms. Degendorfer stated that the other people at the front of the boat were Pat Hanson, Lisa Chubb, Heather Steffan, Machelle Kelley, Robert Kelley, and Shawn Thao. She thinks that David Steffan may also have been standing up front, but could not be sure. Interviewee stated that Frank Christopher with his Fiancé' Janelle Lehmann and Aaron Becker were seated on a bench at the front of the boat. Interviewee remembers Rick Sobotka was at the front, but was on the left side of the boat. Interviewee also remembers that crewmembers Ross and Andy were also at the bow of the boat.

Ms. Degendorfer stated that the party (ISS Group) had been on the boat for approximately 35 minutes before the collapse of the bridge. She stated that she could not see all the way to the south of the bridge due to trees that were obstructing the view. She saw the section furthest to the south before the trees twist toward her and then fall. After that the middle section of bridge fell straight down into the river. As the bridge began to fall Ms. Degendorfer stated that she heard a loud rumbling and then heard the clanging of what she believes to be the sound of metal on metal. Interviewee saw vehicles on the bridge prior to and after the collapse. She stated that she saw lots of people in the water after the collapse, but could not tell which were victims and which were rescuers.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Ross ----- Deck Hand on board the Minneapolis Queen  
DOB:-----

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety  
Sgt. Thomas Stiller, Minneapolis Police Department

**DATE:** 8-6-2007

**LOCATION:** On board the Minneapolis Queen, docked at Boom Island

The interviewee was a deck hand on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

At the time of the I-35W bridge collapse, on 8-1-2007, Mr. Dzurko said that the boat was approaching the lock. Mr. Dzurko indicated that he was located on the first level of the boat, toward the front of the boat, on the right side, near the railing. He said that he was looking straight ahead when he observed piers of both side of the bridge pop up. He said that the center part of the bridge then looked like a “U” and rotated toward him as it collapsed. He heard the sounds of one big bang and the crackling as if a tree were falling down.

In reference other passengers and crew of the boat around him, Mr. Dzurko indicated that Andrew Schwert was behind him and there was a female passenger also on the bow of the boat. Mr. Schwert did not see or hear any traffic or construction on the bridge prior to it collapsing.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Melvin Evans

**INTERVIEWER:** Lt. Kim Lund, Minneapolis Police Department

**DATE:** 11-26-2007

**LOCATION:** Via telephone

Mr. Evans was a construction worker assigned to the on-going project on the I-35W bridge at the time of the collapse.

Location at the time of the collapse:

Just north of the bridge near an underpass, facing southbound walking toward a PCI trailer. Observed what looked like a "twister" on the bridge. Melvin yelled to his boss, Mark Tredles (unk spelling) "the bridge is gone". Melvin stated that he did not remember hearing anything.

Melvin ran down the embankment on the north side of the now down bridge to the rubble and ran to a vehicle that had a female in it (Mercedes Gorden) someone was with her, he told her to hang on that help was coming. Melvin then saw a co-worker, Hector with his head smashed against a rock and a bone sticking up through his arm, he then heard a girl yell "help our Mom!" Melvin stepped over to what he first thought was a light colored car (later found to be the Coulters van) Melvin saw Paula in the rear of the vehicle and attempted to get her out of the car, as he was pulling her out, he fell back with her on top of him, he stated that he landed on something sharp, injuring his back, others joined him and he got the girls and Paula to the edge to be brought up the embankment, Melvin then helped get Hector to the bank and up and returned to help a police officer remove a very pregnant woman out of a vehicle and up for medical attention. Melvin went to the river and helped people that had been in the water off the boats and up the bank.

I asked Melvin what he felt prior to the collapse while on the bridge. Melvin told me that he had been assigned to work on the bridge last June, since being on it, it seemed bouncy, kind of rubbery compared to other bridges. At one time he was working with a crane operator under the bridge filling holes and he felt that the bridge looked rotted and decayed.

Melvin is currently being covered by work comp for his injuries he was diagnosed with a severe lumbar strain; he is in physical therapy and seeing a chiropractor.

on-west river road - not on bridge

ISTH-35W Bridge Collapse Interview Questionnaire

COPY

WIT

Date of Interview:

8/7/07

Time:

1228 hours

Interviewer:

Detective Sarah Phenow

DRIVER

Driver's License Number

State:

MN

Full Name

Jesse James Fleming

DOB:

Full Address

Telephone

Home

Work:

Cell:

Compliance with DL restrictions: Glasses, etc

YES

NO

NA

Seat Position:

Front Seat

Driver

Center

Right

Middle Seat

Left

Center

Right

Rear Seat

Left

Center

Right

Bus occupants see diagram

Ejected:

YES

NO

Safety Equipment used:

Belts:

LAP

SHOULDER

BOTH

Transported to Hospital

YES

NO

Walk-in

Hospital

N/A

What Ambulance Service:

N/A

Nature of Injury (Circle):

A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.

B Non-incapacitating injury - Cuts, bruises, scrapes

C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge - (direction of travel [NB SB], which lane, refer to bridge diagram):

He was in his truck driving southbound on west River Road. He was "very close" to the south end of the bridge, and where "the bus" crashed.

works in "ING" building downtown mpls



What other vehicles or people were around you? (Color, make, model, description), what were they doing? There was one dark-colored vehicle in front of him (which he almost rear-ended @ time of crash) -

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described - movement left to right, forward and back, up or down etc.)

As he was looking @ the car in front of him on the River Road, he "felt and heard a vibration", then "heard a thud". By the time he looked up, the bridge was already down and a large dust cloud was moving toward his car.

What vehicle were you in?

Make Toyota Model Tacoma Year 2001 Color Gold  
 Plate: [Redacted] Owner: Jesse James Fleming  
Nicole Marie Fleming [Redacted]  
 Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

| Who else was in the vehicle with you? | NA                        | (Name, address, phone, DOB) |     |    |
|---------------------------------------|---------------------------|-----------------------------|-----|----|
| 1.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| <u>N/A</u>                            |                           |                             |     |    |
| 2.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 3.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 4.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 5.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 6.                                    | Seat Position (See above) | Injured?                    | YES | NO |

Additional notes/comments: After the bridge collapsed, he got out of his car and ran towards the wreckage. At that time, he saw that almost all of the kids were out of the school bus, then he helped "the UPS Driver" get out of his truck. At that time, he actually realized the entire bridge fell. He climbed down the embankment and helped a few people over the wall. Soon after, he was kicked out of the area by the police. His truck was on the road until Saturday evening, when he

**HENNEPIN COUNTY SHERIFF'S OFFICE  
INVESTIGATIVE REPORT  
Case # 07-00-2714**

This follow-up report is dictated by Detective Charlie Kelly on 08/02/2007. Jackie Fallon typing on 08/02/2007 at 8:52 a.m.

**SYNOPSIS**

This report pertains to an interview with Mr. BARRY FREDRICK GUSTAFSON, DOB: [REDACTED] Address [REDACTED] Minnesota 55416. Home phone: [REDACTED] Office phone: [REDACTED], Xcel Energy.

1. Information was received from the Hennepin County Sheriff's Patrol Office that Mr. Barry Gustafson had been on the river during the bridge collapse and had witnessed the event. At approximately 2255 hours on 08/01/2007 I reached Mr. Gustafson by telephone at his residence. During the course of that interview I learned that Mr. Gustafson was on the river in his competition rowboat approximately 500 feet down river or to the south of the I-35W Bridge. While Mr. Gustafson was rowing away from the bridge on the west side of the Mississippi River he watched the bridge begin to fall into the river. Gustafson stated that it was very noisy and seemed to be going in slow motion as the bridge dropped one section at a time into the river. Gustafson stated that he did not note any explosion, flash, or anything that would have indicated something other than a structural failure.
2. Following the bridge collapse, Gustafson rowed toward the bridge with the intention of helping any people that may be in the river, seeing no one in the river, Gustafson rowed closer in an attempt to find survivors that may need assistance. Gustafson stated that even when he was right up to where the bridge had fallen, he still saw no one that he could help. However he did state that a section of the bridge had fallen directly into the river with the surface of the road up and approximately four to six cars parked on that section with up to twelve people out of their cars wondering around as they stood on what had become a concrete and asphalt island. Gustafson stated that he stayed in the water downstream from the collapsed bridge still looking for struggling survivors for approximately 15 minutes before returning to the University of Minnesota Rowing Club.

CVK/jef (002)

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** -----  
-----

**INTERVIEWER:** Investigator Dennis Collins, NTSB Office of Highway Safety

**DATE:** 10-24-2007

**LOCATION:** Via telephone

Mr. Hanson called the toll-free number established by the Board following the collapse of the I-35W bridge in Minneapolis and was identified as a witness to the collapse

On August 1, 2007, Mr. Hanson was working as a tour guide for Mobile Entertainment, LLC (952-884-8991); it was his third summer doing so. The company offers tours of the Minneapolis area, including one that includes the Stone Arch bridge and the St. Anthony Lock and Dam. Tours begin at 10 a.m. and 3 p.m. and typically last two and a half to three hours, including a half hour training/safety briefing session for the people taking the tour. The company also offers private tours; Mr. Hanson was the guide for one that departed at 5:15 p.m.

At approximately 6:00 p.m., Mr. Hanson and his tour (consisting of five people) were on the Stone Arch bridge. Mr. Hanson was facing the falls and lock and dam, discussing the Stone Arch bridge and the falls, when he heard a sound he could only describe as being like the sound in the movies when a building falls. He stated he turned towards the noise and observed the I-35W bridge collapsing.

According to Mr. Hanson, the middle of the span fell first. After an estimated one or two seconds, the north end of the bridge – closest to the University of Minnesota – went vertical, with the side closest to the bank falling to become straight up and down.

Mr. Hanson and one of the people on the tour used their cell phones to call 911. They remained on the Stone Arch bridge until they realized EMS units were using the bridge to cross the river; they left the bridge so as to not be in the way.

When asked, Mr. Hanson stated he would typically conduct two or three tours a day, five days a week. He did not recall anything unusual or odd with respect to the I-35W bridge on any of his previous tours.

Special Agent Koffman of the FBI also interviewed Mr. Hanson.

08/08/2007

Kipp William Hanson, born [REDACTED] residing at [REDACTED] Minnesota 55431, home phone [REDACTED] work phone [REDACTED], cell phone [REDACTED], was interviewed on this date. After being advised of the identity of the interviewing agent and the nature of the interview, he provided the following information:

Hanson was giving a motorized Segway Tour on the Stone Arch Bridge just west of the I-35 bridge at approximately 6:00 p.m. Hanson's group of approximately five customers were about half way across the Stone Arch Bridge when he heard a loud twisting, popping metal sound. Hanson looked over and saw the center portion of the I-35 bridge sink down and collapse. He could also see the left side (North) of the bridge angling vertical. Hanson could not see the entire bridge because of the angle from the Stone Arch.

Hanson stated he could see people moving on the bridge after the collapse and realized they were construction workers wearing orange vests. Hanson called 911 to report the collapse. He stayed with his tour group on the Stone Arch for about ten minutes and then took them back to their starting point at St. Anthony Main.

Hanson was aware of another witness named "Liz" LNU who is a registered nurse and went to assist victims at the collapse site. Hanson provided the following phone number for Liz LNU: [REDACTED]

Hanson did not hear any explosions. He did not provide any information that would suggest the bridge collapse was a criminal act.

 COPY

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 08/08/07 Time: 1:00 P

Interviewer: SA Dan Otterson FBI Minneapolis

DRIVER

Driver's License Number [redacted] State: MN

Full Name Mary Josephine Hangan-Skorinichow DOB: [redacted]

Full Address [redacted] 55025

Telephone Home: [redacted] Work: [redacted] Cell: [redacted]

Compliance with DL restrictions: Glasses, etc YES NO NA

Seat Position: Front Seat Driver Middle Seat Left Rear Seat Left Center Right Center Right Center Right

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital What Ambulance Service:

- Nature of Injury (Circle): A Incapacitating injury - broken bones, hospitalized, severe cuts An inability to perform a task they could do before injury. B Non-incapacitating injury - Cuts, bruises, scrapes C Complaint of injury with no obvious injury visible NONE

Please explain where you were on the bridge -(direction of travel [NB SB], which lane, refer to bridge diagram):

SB - 5mph - heavy traffic (stop+go / after 6:00P south of University - near bridge approach. 1 vehicle, dark blue pick up in front of her vehicle after bridge collapse.

Silver Ford Focus



What other vehicles or people were around you? (Color, make, model, description), what were they doing? 1 vehicle left in front of her after the collapse - dark blue pick up - 1x w/ w/m - blue suv car behind 1x w/ w/m motorcycle next to her 1x w/ w/m. truck + car backed up

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described - movement left to right, forward and back, up or down etc.)

VEHICLE:

What vehicle were you in?

(NO DAMAGE)

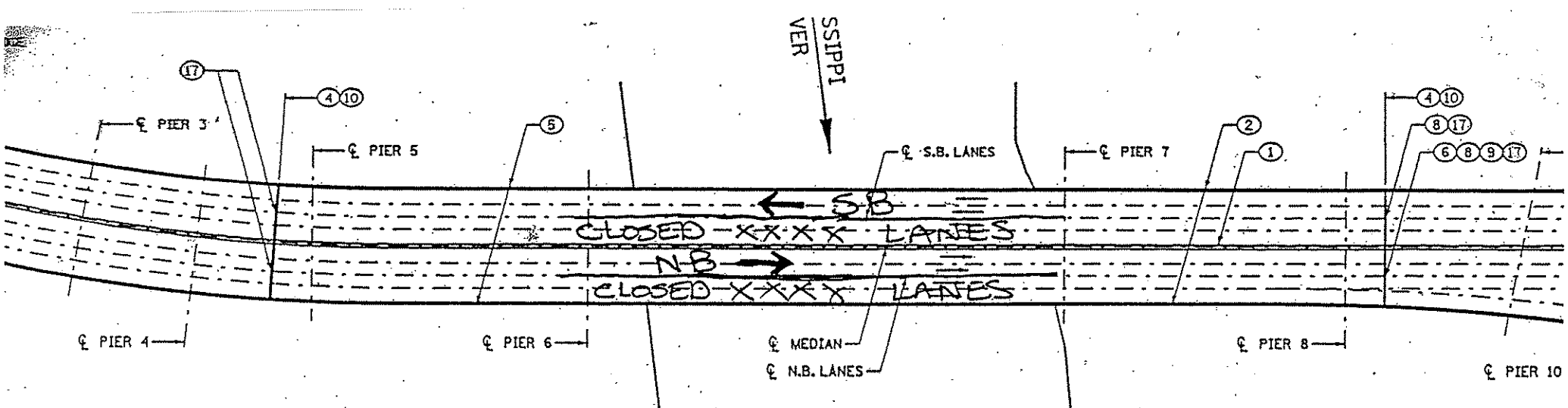
Make Ford Model Focus Year 2006 Color Silver  
Plate: [Redacted] Owner: Victor Skorinichow Chestnut

Insurance Company: State Farm Policy Number: \_\_\_\_\_

Who else was in the vehicle with you? (NA) (Name, address, phone, DOB)

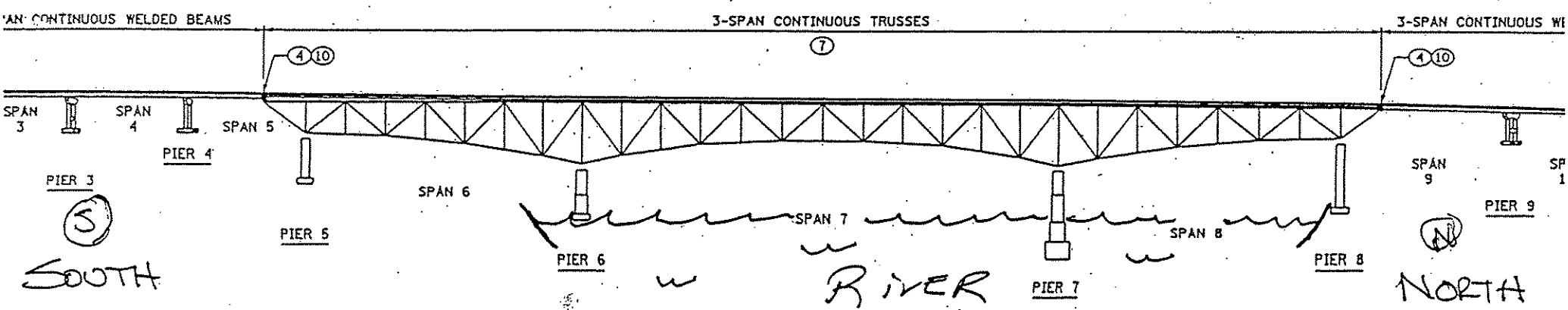
|    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

Additional notes/comments:



| SPAN 3 | SPAN 4  | SPAN 5  | SPAN 6  | SPAN 7  | SPAN 8       | SPAN 9      | SI |
|--------|---------|---------|---------|---------|--------------|-------------|----|
| 10'-2" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 3/4" | 168'-1 1/4" | 94 |

1907'-1" (11 13 15 16)  
DIMENSIONS ALONG  $\phi$  BRIDGE  
INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

WIT

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

COPY

Date of transcription 08/08/2007

Mary Josephine Haugan-Skoriuchow, white female, date of birth [REDACTED] was interviewed at her place of business, Hazelden Foundation, Center City, MN. Haugan-Skoriuchow resides at [REDACTED] 55025 and has telephone numbers, cell - [REDACTED], home - [REDACTED], work (Hazelden) - [REDACTED] and second work (Chisago County Sheriff's Office) - [REDACTED]. Haugan-Skoriuchow was advised of the identity of the interviewing Agent and the nature of the interview. Haugan-Skoriuchow then provided the following:

Haugan-Skoriuchow was traveling southbound on I-35 to meet her daughter at the Minneapolis Library. It was shortly after 6:00P. The traffic was heavy, traveling at 5-10 mph, frequently stopping and going. Haugan-Skoriuchow was south of the University Avenue bridge when traffic stopped and she heard a loud noise. She noticed a street light fall across the road in front of her and a green highway sign fall down. Haugan-Skoriuchow felt a side to side movement in her car. She saw the bridge raise up in front of her and then a large cloud of cement dust came into her car, briefly blinding her. Haugan-Skoriuchow noticed the bridge workers running towards the bridge. She tried to call 911, but could not get through. She turned her car around and drove up the on ramp at University to get off the freeway. She then traveled to the library to meet her daughter.

Haugan-Skoriuchow was alone in her car, a 2006, Ford Focus, silver in color, Minnesota license plate [REDACTED]. She was not hurt and her car was not damaged. A blue pick-up truck with a white male driver was the only vehicle in front of her after the bridge collapsed. A blue car with a white male driver was behind her and a motorcycle with a white male driver was next to her.

A copy of the National Traffic Safety Board questionnaire is attached to this FD-302.

Investigation on 08/08/2007 at Center City, MN

File # 308H-MP-69278

Date dictated 08/08/2007

by SA Daniel T. Otterson



Witness

Telephone Interview

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-20-2007 Time: 1138 hrs

Interviewer: Tom Hendrickson #2960 Minneapolis P.D.

DRIVER

Robert John Helgeson

State: MN

DOB: [REDACTED]

Robert John Helgeson

Full Address

Telephone Home [REDACTED] k:

Cell:

Compliance with DL restrictions: Glasses, etc YES NO NA

|                |             |               |        |       |
|----------------|-------------|---------------|--------|-------|
| Seat Position: | Front Seat  | <u>Driver</u> | Center | Right |
|                | Middle Seat | Left          | Center | Right |
|                | Rear Seat   | Left          | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital \_\_\_\_\_  
What Ambulance Service: \_\_\_\_\_

Nature of Injury (Circle):

None

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge - (direction of travel [NB SB], which lane, refer to bridge diagram):

on 35 far right hand lane very close to the 4th Street over pass approx 10 to 15 cars away from the bridge. Traffic was stop and go. As they were sitting in traffic Mr. Helgeson observed a piece of concrete approx four feet fall from the sky. He commented to his sons, who were in the car with him how dangerous that was. approx 2 minutes later he observed a

coming from the bridge. The North section  
then heaved upward blocking his view  
from observing activity on the bridge.  
The state patrol assisted traffic  
to exit the freeway.

What other vehicles or people were around you? (Color, make, model, description), what were they doing? *Can't remember*

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

**VEHICLE:**

What vehicle were you in?

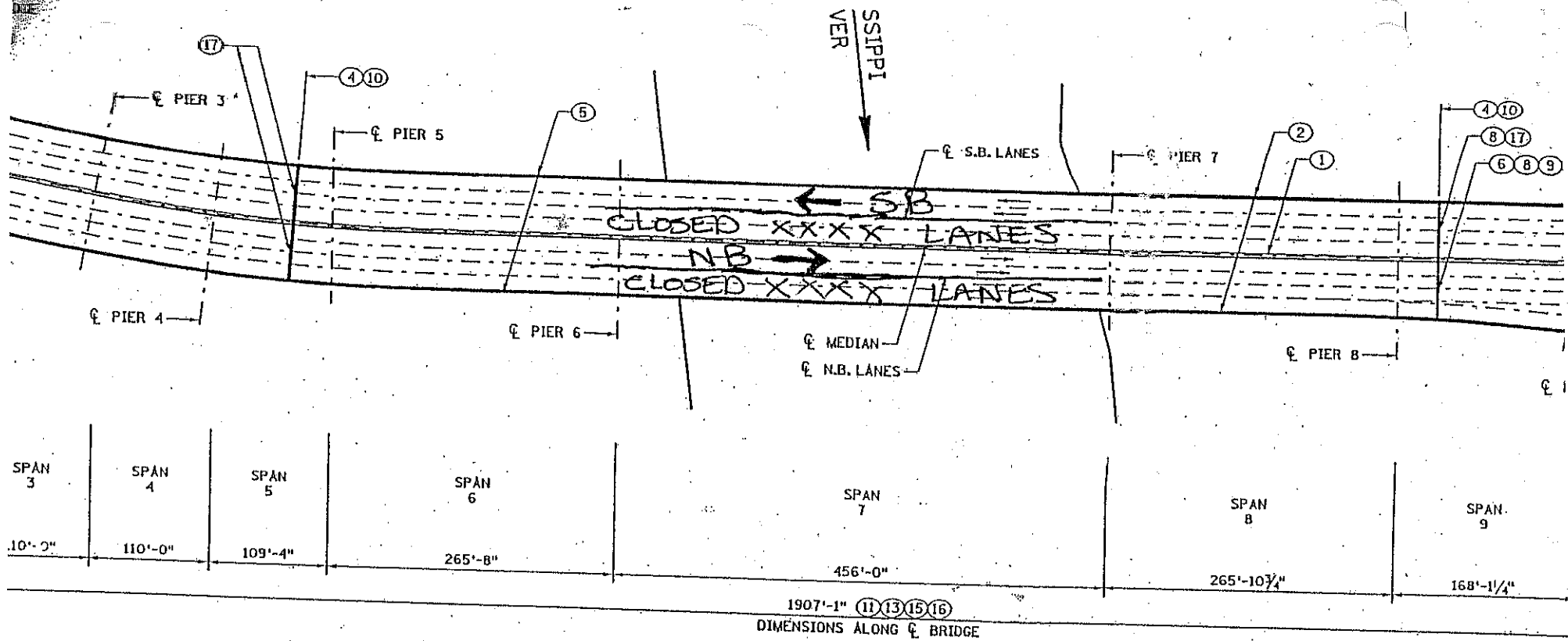
Make *Honda* Model *4-Door* Year *2005* Color *Blk*  
Owner: [REDACTED]

Insurance Company: *N/A* Policy Number: *N/A*

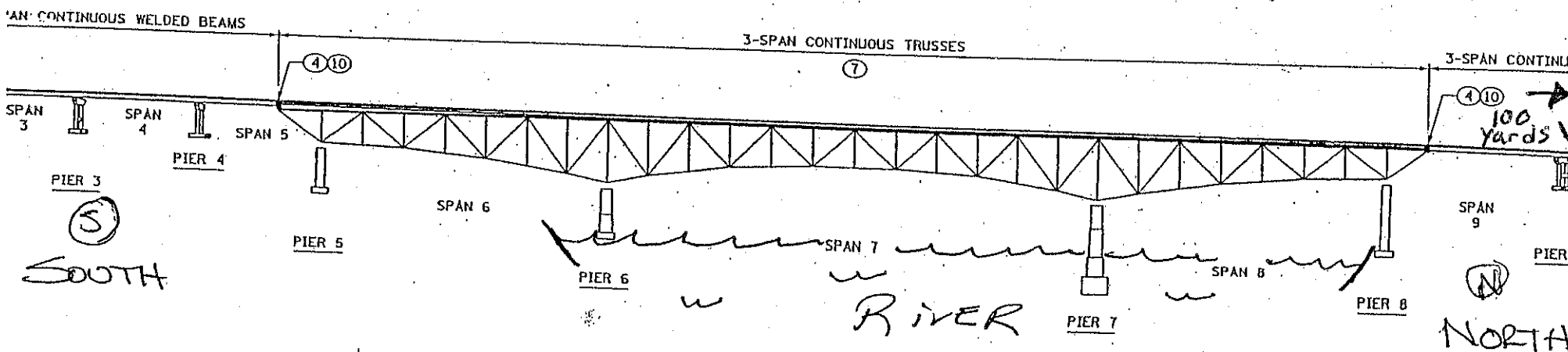
Who else was in the vehicle with you? *NA* (Name, address, phone, DOB)

- |                                   |   |          |     |                                     |
|-----------------------------------|---|----------|-----|-------------------------------------|
| 1. <i>Samuel</i><br><i>(Son)</i>  | Seat Position (See above)<br><i>Front Right</i> | Injured? | YES | <input checked="" type="radio"/> NO |
| 2. <i>Nicolas</i><br><i>(Son)</i> | Seat Position (See above)<br><i>Rear-Left</i>   | Injured? | YES | <input checked="" type="radio"/> NO |
| 3.                                | Seat Position (See above)                       | Injured? | YES | NO                                  |
| 4.                                | Seat Position (See above)                       | Injured? | YES | NO                                  |
| 5.                                | Seat Position (See above)                       | Injured? | YES | NO                                  |
| 6.                                | Seat Position (See above)                       | Injured? | YES | NO                                  |

Additional notes/comments:



INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Craig Stephan Johnson, Southbound driver on the North side of the  
bridg----- collapse  
DOB-----

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety  
Sgt. Thomas Stiller, Minneapolis Police Department

**DATE:** 8-10-2007

**LOCATION:** Arms and Armor  
Stinson and Broadway  
Minneapolis, MN

The interviewee was driving in his yellow Chevy pickup truck on his way home from work southbound on I-35W approaching the bridge at the time of the collapse. He indicated that traffic was moving slowly, possibly about 10 mph. Mr. Johnson noted that the first thing that he saw was a trailer of the construction crew and some vehicles that were on the bridge rise into the air ahead of him. He said that the bridge deck seemed to rise up to follow them. He then heard and felt a deep tension release like a spring letting go. The entire mass of material settled back to the deck level seemed to slide toward him and then fall away. The edge of the deck in front of him disappeared as he saw vehicles slide down backwards out of site.

Mr. Johnson typed up his account of the bridge collapse the evening of the collapse and provided a copy of that to the interviewers.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Robert Johnson,  
-----

**INTERVIEWER:** Investigator Dennis Collins, NTSB Office of Highway Safety

**DATE:** 11-07-2007

**LOCATION:** Via telephone

On August 1, 2007, at approximately 1800 hours, Mr. Johnson was under the 10<sup>th</sup> Avenue bridge, on the east bank of the river. He heard what he described as a "big, loud, crack" and looked up at the 10<sup>th</sup> Avenue bridge. Seeing nothing, he then looked at the I-35W bridge and saw what he described as the bridge being "ripped" off one of the piers and falling towards him. When asked if he could described the collapse in more detail, Mr. Johnson stated the center span, across the river, fell as one piece. The span at the opposite end of the river collapsed into a "V" shape; Mr. Johnson stated he did not see much of this end collapse, as he was watching the section of the bridge on his side of the river.

When asked about his experience with the I-35W bridge, Mr. Johnson stated he crossed it every day. He went on to state he had not had any prior odd or unusual experiences with the I-35W bridge. Mr. Johnson was not interviewed by any other agency.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Machael Kelley, Passenger on the Minneapolis Queen

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety  
Sgt. Thomas Stiller, Minneapolis Police Department

**DATE:** 8-9-2007

**LOCATION:** Residence

-----  
-----

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Ms. Kelley stated that she was standing at the left front of the boat on the lower deck at the time of the collapse. She stated that her husband, Rob Kelley, and Heather Steffan were standing near her. Ms. Kelley indicated that she was looking forward at the bridge prior to it collapsing. She saw “poof” of concrete dust in the area of the pier that was directly in front of the boat, just to the left (North) of the pier. She did not recall hearing any noises, only seeing the bridge fall. Ms. Kelley stated that the bridge appeared to rotate towards the boat, since she could see the lanes of traffic. She specifically stated that the section in front of the boat (South End) started the collapse with the “poof” of dust. She said that after than the bridge rippled to the North and the sections fell pulling each other down like dominos.

Ms. Kelley said that she did not hear or see any construction going on or traffic on the bridge prior to the collapse.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Rober-----lley, Passenger on the Minneapolis Queen  
DOB:-----

**INTERVIEWER:** Sgt. Thomas Stiller, Minneapolis Police Department

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed. Mr. Kelley stated that he was standing at the front of the boat on the first level next to the gangplank, facing forward. He stated that the other people at the front of the boat were his wife, (Machelle Kelley) Bruce Hanson and his wife, Rick Sobotka, Heather Steffan, Frank Christoper, and his girlfriend.

Mr. Kelley stated that he heard creaking, groaning, and metal twisting and looked up toward the bridge. He indicated that the first disconnect that he saw was from the pier directly in front of the boat, then the piers to the right of that pier turned toward him and fell. He indicated that he was not looking at the bridge when it began to fall, but that his wife was, and that she was a better witness to the collapse.



**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Joyce Farr Kenney, Westbound driver on West River Road, to the East of the bridge prior to the collapse

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety  
Sgt. Thomas Stiller, Minneapolis Police Department

**DATE:** 8-10-2007

**LOCATION:** -----  
-----  
-----

The interviewee was driving in her blue Mercury sedan on her way home from work westbound on West River Road, which runs East/West and goes under the I-35W bridge. At the time of the collapse Mrs. Kenney had just passed under the 10<sup>th</sup> Ave Bridge and was approaching the I-35W bridge when she witnessed a “huge wall of water” to her right, where the river was. Mrs. Kenney described that when the wall of water dissipated she saw the North end of the bridge hanging into the water like a slide. She indicated that there were two other cars on West River Road near her, one of which was a red minivan. On the South side of the bridge, directly in front of where Mrs. Kenney was located she observed several crushed cars, bloody people, and the crush truck cab that was partially under the bridge. Mrs. Kenney explained that she is a retired registered nurse and she wanted to provide assistance to the injured people, but the terrain of the broken bridge would have been too difficult for her to climb, as she was 60 years old. Mrs. Kenney then turned her vehicle around and got out of the way to allow emergency vehicles better access to the scene.

Mrs. Kenney did not notice any noises prior to or during the collapse. She did not observe the cloud of dust that others saw from where she was on the east side of the bridge. Mrs. Kenney described that after the bridge collapsed, there was an strange silence.

WIT

**COPY**

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-8-07 Time: 2:00

Interviewer: SA Stankaitz

**DRIVER**

Driver's License Number: [redacted] State: MN

Full Name: Cliff Wadlow Larson III DOB: [redacted]

Full Address: [redacted]

Telephone Home: [redacted] Work: [redacted] Cell: [redacted]

Compliance with DL restrictions: Glasses, etc  YES  NO  NA - corrective lenses

|                |  |  |                                 |                                |
|----------------|--|--|---------------------------------|--------------------------------|
| Seat Position: | <input checked="" type="checkbox"/> Front Seat | <input checked="" type="checkbox"/> Driver | <input type="checkbox"/> Center | <input type="checkbox"/> Right |
|                | <input type="checkbox"/> Middle Seat           | <input type="checkbox"/> Left              | <input type="checkbox"/> Center | <input type="checkbox"/> Right |
|                | <input type="checkbox"/> Rear Seat             | <input type="checkbox"/> Left              | <input type="checkbox"/> Center | <input type="checkbox"/> Right |

Bus occupants see diagram

Ejected: YES   NO

Safety Equipment used: Belts: LAP SHOULDER  BOTH

Transported to Hospital YES   NO Walk-in Hospital \_\_\_\_\_

- Nature of Injury (Circle): N/A
- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
  - B Non-incapacitating injury - Cuts, bruises, scrapes
  - C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge - (direction of travel [NB SB], which lane, refer to bridge diagram):

Driving under bridge. Saw it  
jolt at river bank. Reversed car  
just as bridge fell.

What other vehicles or people were around you? (Color, make, model, description), what were they doing?

Saw School bus dropped in front of them  
Saw Jeep Liberty behind bus  
Saw bread truck in front  
Silver/white/blue Saturn or near next to Liberty

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described - movement left to right, forward and back, up or down etc.)

Just as he was driving under bridge - saw section of bridge connecting to slab of concrete on bank - jolt like on WWF when person hits mat + it jolts / shakes  
Section fell + rest of bridge fell  
VEHICLE: like a chain reaction.

What vehicle were you in?

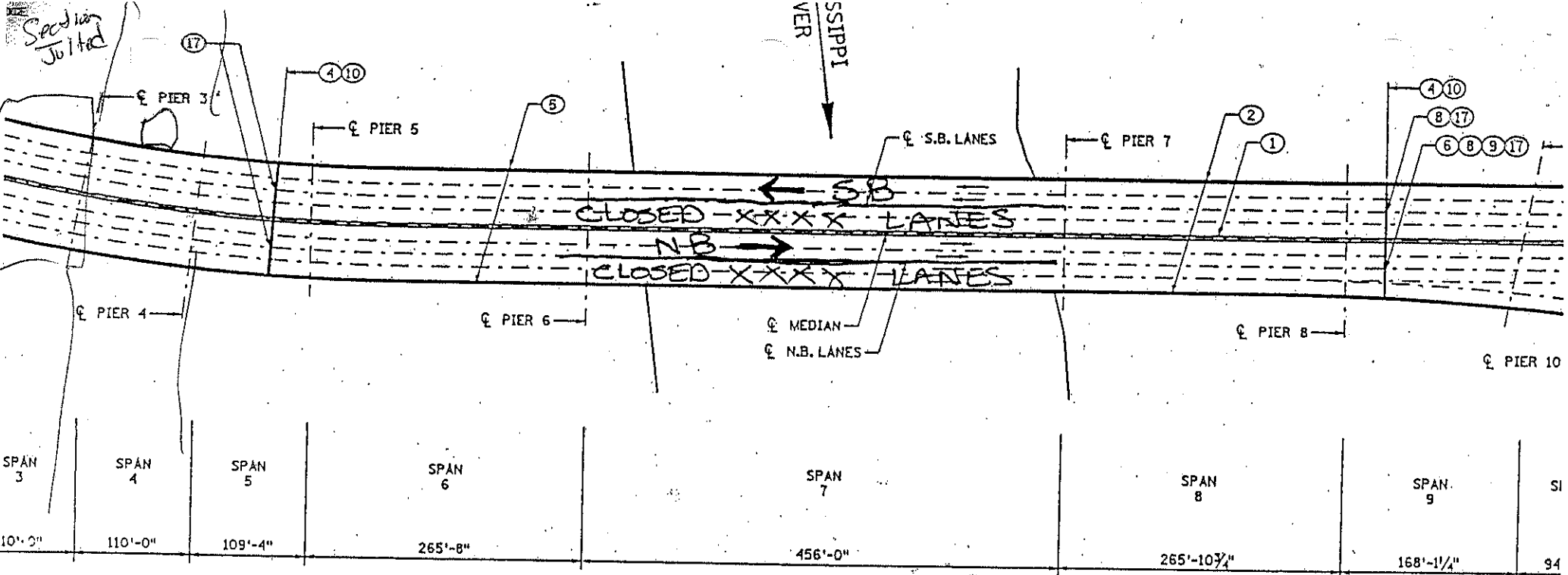
Make Mazda Model Tribute Year 2003 Color Silver  
Plate: [redacted] Owner: Cliff W Larson

Insurance Company: St. Farm Policy Number: [redacted]

Who else was in the vehicle with you? NA (Name, address, phone, DOB)

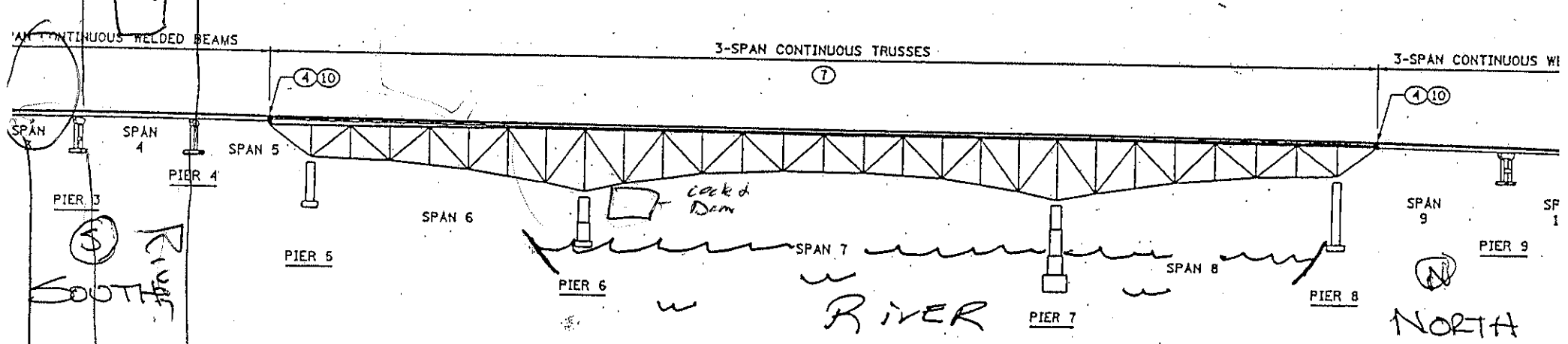
- |    |                                |                           |          |     |           |
|----|--------------------------------|---------------------------|----------|-----|-----------|
| 1. | Dan Patton                     | Seat Position (See above) | Injured? | YES | <u>NO</u> |
|    | See interview of Daniel Patton |                           |          |     |           |
| 2. |                                | Seat Position (See above) | Injured? | YES | NO        |
| 3. |                                | Seat Position (See above) | Injured? | YES | NO        |
| 4. |                                | Seat Position (See above) | Injured? | YES | NO        |
| 5. |                                | Seat Position (See above) | Injured? | YES | NO        |
| 6. |                                | Seat Position (See above) | Injured? | YES | NO        |

Additional notes/comments:



1907'-1" (11)(13)(15)(16)  
DIMENSIONS ALONG CENTERLINE OF BRIDGE

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

*Bridge fell this direction*

NOTES. →

*See Section J-14*

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/08/2007

On August 8, 2007, CLIFFORD WOODROW LARSON III, date of birth (DOB) [REDACTED], Address [REDACTED] Minneapolis, Minnesota, telephone [REDACTED] cell phone [REDACTED] was interviewed at his place of employment, Minneapolis Grain Exchange, 400 S 4th Street, Minneapolis, MN, by SA Geoffrey W. Stankevitz. After advising LARSON of the identity of the interviewing agent, and the purpose of the interview, LARSON provided the following information:

LARSON was on his way home from work with DANIEL PATTON when the bridge collapsed. LARSON was driving a 2003 Mazda Tribute, silver color, with MN tag [REDACTED]. As part of his normal commute route, LARSON was driving on West River Road and started to drive under the I-35W bridge. That section of road drives between two concrete pillars that hold up the bridge. As he began driving under the bridge, he saw the entire section of bridge that is connected to the slanted concrete slab on the river bank give a giant jolt up and down. LARSON described the jolt as the way a wrestling mat would jolt or shake after a World Wrestling Federation (WWF) wrestler body slammed their opponent. Fearing that he was in danger, LARSON immediately through his car in reverse and moved his car back about 20 feet. As he moved his car back, the section of bridge that had jolted, along with the section of bridge over West River Road, collapsed. Approximately one or two seconds later, the rest of the bridge over the water and all the way towards the north end of the bridge collapsed. The collapse seemed to move from the south side of the bridge to the north. Debris from the bridge caused minor damage to LARSON'S automobile, which he reported to his insurance, St. Farm Insurance Company, policy #24 1932-E09-23I.

LARSON and PATTON immediately exited the vehicle and raced towards the bridge. LARSON noticed that people were running along the bridge bleeding. LARSON and PATTON proceeded to help kids who were being evacuated out of a school bus off of the bridge.

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Investigation on 08/08/2007 at Minneapolis, MN

File # 308H-MP-69278

Date dictated 08/08/2007

by SA Geoffrey W. Stankevitz

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77

Witness - Telephone Interview

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-21-2007 Time: 1330

Interviewer: Tom Hendrickson #2960 Minneapolis Police

DRIVER

Leon Albert Lechner



State: MN

DOB: [Redacted]

Leon Albert Lechner

Full Address



Telephone Home: Work: Cell:

Compliance with DL restrictions: Glasses, etc YES NO NA

|                |             |        |        |       |
|----------------|-------------|--------|--------|-------|
| Seat Position: | Front Seat  | Driver | Center | Right |
|                | Middle Seat | Left   | Center | Right |
|                | Rear Seat   | Left   | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital \_\_\_\_\_  
What Ambulance Service: \_\_\_\_\_

- Nature of Injury (Circle):
- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
  - B Non-incapacitating injury - Cuts, bruises, scrapes
  - C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge -(direction of travel [NB SB], which lane, refer to bridge diagram): Mr. Lechner was standing in the parking lot of the Stone arch Bridge which is located at 601 Main Street.

He heard a roaring - rumbling sound and thought it sounded like a semi-truck jackknifing.

He looked up and saw the North end of the I-35 bridge Bouncing. The bounce was

was very visible. It was bouncing approx  
1 to two feet. The cars were bouncing on the  
bridge deck. The North section then collapsed  
into a V shape.

Mr. Lechner heard someone say "someone has  
to help those people in the water. Mr. Lechner  
and his son ran down to the river and  
helped people for 2 1/2 hours.

What other vehicles or people were around you? (Color, make, model, description), what were they doing? *Cars bounced on the bridge*

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

**VEHICLE:**

What vehicle were you in?

Make                      Model                      Year                      Color  
Plate:                      Owner:

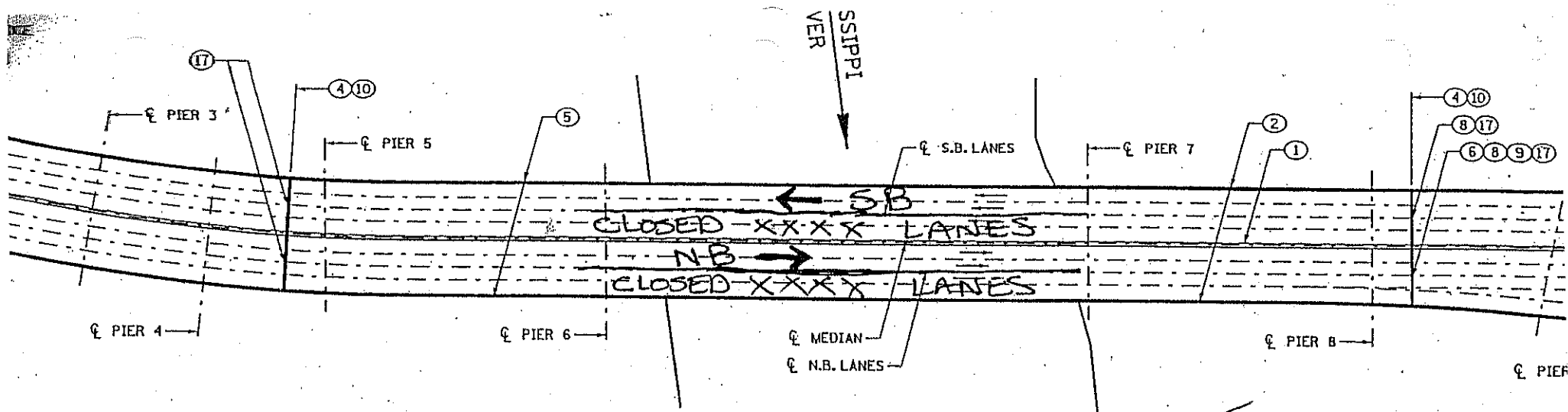
Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

Who else was in the vehicle with you?      NA      (Name, address, phone, DOB)

|    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

Additional notes/comments:

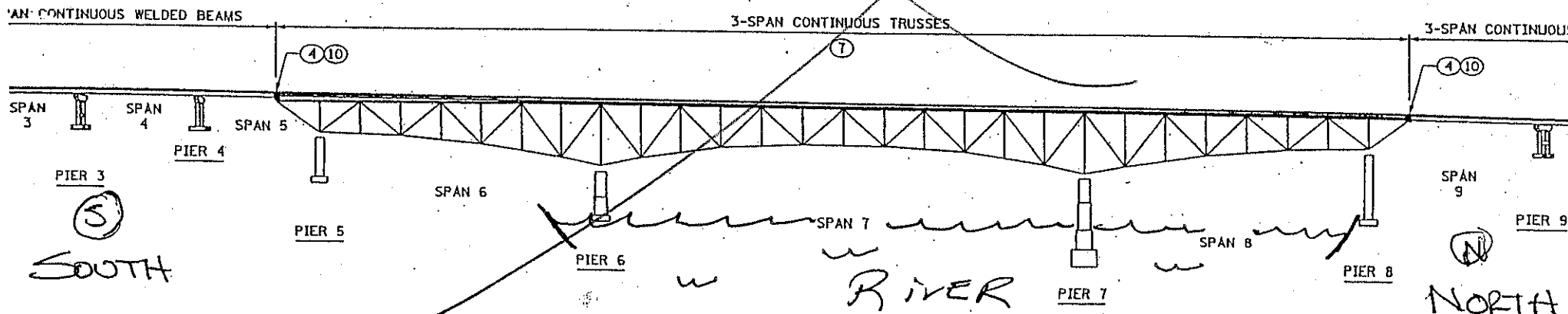




| SPAN 3 | SPAN 4  | SPAN 5  | SPAN 6  | SPAN 7  | SPAN 8                  | SPAN 9                 |
|--------|---------|---------|---------|---------|-------------------------|------------------------|
| 10'-0" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 $\frac{3}{4}$ " | 168'-1 $\frac{1}{4}$ " |

1907'-1" (11)(13)(15)(16)  
DIMENSIONS ALONG  $\phi$  BRIDGE

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Charles Leekley, Captain of the Minneapolis Queen  
DOB: -----

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety  
Sgt. Thomas Stiller, Minneapolis Police Department

**DATE:** 8-7-2007

**LOCATION:** On board the Minneapolis Queen, docked at Boom Island

The interviewee was the captain of the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed. Mr. Leekley indicated that he had about 17 years experience in boating on the Mississippi River. He said that he was very familiar with the river and the surrounding buildings and bridges, as he gave tours of the area. On the day of the collapse Mr. Leekley set sail at about 5:00 pm with 49 passengers and 3 crewmembers on board the Minneapolis Queen.

Mr. Leekley first provided that he had a theory for the cause of the collapse. His theory related to a previous collapse of the Northern States Power Hydro-electric station at the Upper Saint Anthony Lock and Dam in 1987. According to Mr. Leekley, this collapse resulted from the underwater currents of the Mississippi River that eroded the footing for the power station foundation.

At the time of the I-35W bridge collapse, on 8-1-2007, Mr. Leekley indicated that he was inside the captain's observation deck, located on the upper level of the boat. He said that he was steering the boat toward the lock that was just up river before the bridge. He said that at the time of the collapse he had not reached the lock yet, and was maybe 100 feet from the lock doors. He reported that he was moving the boat through a bend and looking forward and did not see much, but said that the bridge appeared to him to come down all at once as a fast blur. He said that he saw the bridge pier ahead of the boat leaning. He noticed a dark blue pickup truck go into the water.

Prior to the collapse Mr. Leekley never considered the bridge to be dangerous while negotiating his boat under it. He had not previously noted construction noises or holes in the bridge deck.

After the collapse Mr. Leekley said that he offered his boat in the assistance of helping the injured people down below the lock. He said that they entered the lock, then existed the lock and parked along side the river, then entered and existed the lock once more before a decision was made not to send his boat down to the collapsed bridge due to the water that would have been let into the collapse area as a result of opening the lock doors. He then indicated that he returned to Boom Island with all the original passengers and that they arrived back at about 7:00 p.m.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Janelle Lehmann, Passenger on the Minneapolis Queen

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety

**DATE:** 8-9-2007

**LOCATION:** Office Building  
6600 France Ave South  
Edina, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Ms. Lehmann stated that she was sitting on the bench at the front of the boat on the lower level at the time of the collapse. She stated that her boyfriend, Frank Christopher and Jim Styczinski were also sitting on the bench. Ms. Lehmann indicated that she heard a rumbling sound followed by a brown wave cloud of smoke or dust. Ms. Lehmann stated that she had previously lived in Japan and was familiar with earthquakes and initially thought that the collapse was an earthquake. After hearing the sound she looked left to right and saw the bridge “come apart at its seams”.

Ms. Lehmann said that he did not hear or see any construction going on or traffic on the bridge prior to the collapse.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Dr. Cary N. Mariash (DOB:-----  
Professor of Medicine  
Director, Division of Endocrinology & Diabetes  
6-120 Phillips Wangensteen Building  
516 Delaware Street S.E.  
U.S. Mail MMC 101  
420 Delaware Street S.E.  
Minneapolis, MN 55455

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612.626.1960 OFFICE  
----- TOLL FREE  
----- APPTS  
----- HOME  
-----  
-----  
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**INTERVIEWER:** Investigator Dennis Collins, NTSB Office of Highway Safety

**DATE:** 6-5-2007, 1140 hrs

**LOCATION:** 6-120 Phillips Wangensteen Building

Dr. Mariash called the toll-free number established by the Board following the collapse of the I-35W bridge in Minneapolis and was identified as a potential witness.

Dr. Mariash was northbound on the I-35W bridge at approximately 6:10 p.m. on Wednesday, August 1, 2007. He stated he was on his way home from his office and had departed his office at five or ten minutes before six. He was traveling in the leftmost open lane (two lanes of travel were closed due to construction activities). When asked, he estimated his speed as being between 20 and 30 miles per hour. He described the traffic as heavy, but typical for rush hour.

Dr. Mariash stated he observed a “truck” (the trailer for a semi-tractor trailer) next to the median, in the construction area. A crane was positioned to the north of the truck. Dr. Mariash could not recall if a power unit (tractor) was attached to the trailer. According to Dr. Mariash, he observed motion in the area of the trailer, and described the trailer as appearing to fall, hit the road, and bounce. A cloud of cement dust came up after the trailer bounced. Dr. Mariash stated the trailer did strike a car parked in the construction area, although he was unsure if the trailer hit the car during its initial fall or

after it bounced. He described his position during these events as just about even with the trailer.

Dr. Mariash proceeded past the trailer, then heard a loud noise he described as a “bang” or a “pop”. He proceeded north, and was unaware anything else had happened until he saw police responding in the southbound lanes.

When asked to describe his normal route home, Dr. Mariash stated that since the construction, he normally entered the freeway at University Avenue; however, on the day of the collapse, he entered the freeway at Washington. He stated he drove this route five days a week as his normal commute.

When asked if he recalled the positions of any other vehicles on the bridge, Dr. Mariash recalled a black Jeep that passed him and exited right after the bridge. He was able to recall a red Porsche in front of him, but could not provide descriptions of any vehicles behind him. He stated that he did not notice any thing else unusual.

Witness

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-22-2007 Time: 1000

Interviewer: Tom Hendrickson #2960 Minneapolis Police

Witness  
DRIVER

George Jon Marincel

State: MN

George Jon Marincel

DOB:

55428

Telephone Home: 6 Work Cell

Compliance with DL restrictions: Glasses, etc YES NO NA

|                |             |        |        |       |
|----------------|-------------|--------|--------|-------|
| Seat Position: | Front Seat  | Driver | Center | Right |
|                | Middle Seat | Left   | Center | Right |
|                | Rear Seat   | Left   | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital

What Ambulance Service:

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge -(direction of travel [NB SB], which lane, refer to bridge diagram):

Mr. Marincel was running and ran onto the Stone arch Bridge towards downtown. When he was approx 100-300 yards on the Bridge he heard a noise. It was like a very loud roar that lasted several seconds

He looked towards the direction from sound came from. He observed two sections of the bridge fall into the river. The sound then sounded like a gravel truck emptying a load of gravel.

He smoke emit from behind the trees

George stated that he was interviewed last week, cant remember the name of the agent.

George stated that he was not wearing his glasses at the time. He could make out shapes, but could not make out the details.

What other vehicles or people were around you? (Color, make, model, description), what were they doing? *Was not wearing glasses did not see much details.*

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

**VEHICLE:**

~~What vehicle were you in?~~

|                   |                   |                 |                  |
|-------------------|-------------------|-----------------|------------------|
| <del>Make</del>   | <del>Model</del>  | <del>Year</del> | <del>Color</del> |
| <del>Plate:</del> | <del>Owner:</del> |                 |                  |

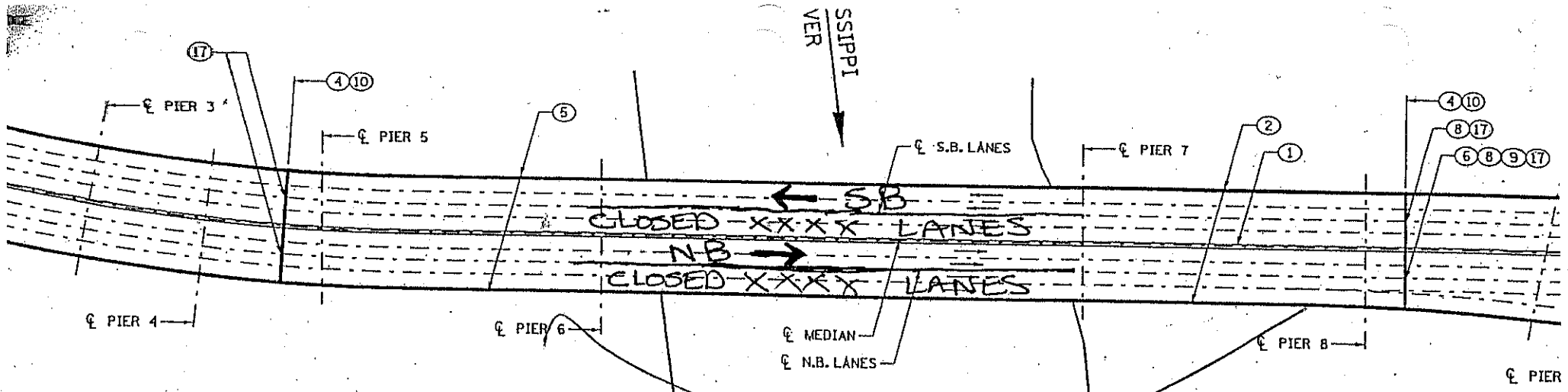
~~Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_~~

~~Who else was in the vehicle with you? NA (Name, address, phone, DOB)~~

|               |                                      |                     |                |               |
|---------------|--------------------------------------|---------------------|----------------|---------------|
| <del>1.</del> | <del>Seat Position (See above)</del> | <del>Injured?</del> | <del>YES</del> | <del>NO</del> |
| <del>2.</del> | <del>Seat Position (See above)</del> | <del>Injured?</del> | <del>YES</del> | <del>NO</del> |
| <del>3.</del> | <del>Seat Position (See above)</del> | <del>Injured?</del> | <del>YES</del> | <del>NO</del> |
| <del>4.</del> | <del>Seat Position (See above)</del> | <del>Injured?</del> | <del>YES</del> | <del>NO</del> |
| <del>5.</del> | <del>Seat Position (See above)</del> | <del>Injured?</del> | <del>YES</del> | <del>NO</del> |
| <del>6.</del> | <del>Seat Position (See above)</del> | <del>Injured?</del> | <del>YES</del> | <del>NO</del> |

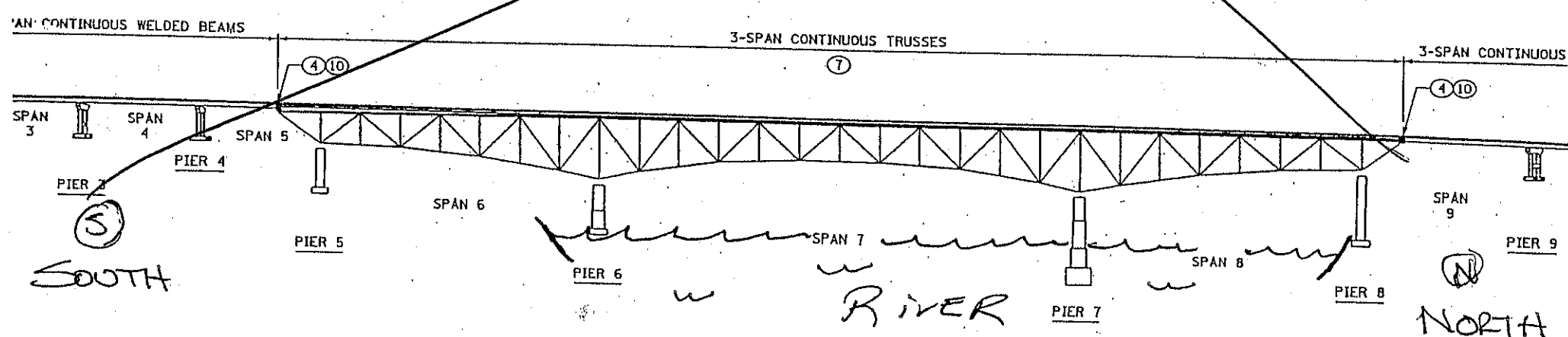
Additional notes/comments:





| SPAN  | SPAN 3  | SPAN 4  | SPAN 5  | SPAN 6  | SPAN 7  | SPAN 8       | SPAN 9      |
|---|---------|---------|---------|---------|---------|--------------|-------------|
| LENGTH  | 101'-0" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 3/4" | 168'-1 1/4" |
| 1907'-1" (11)(13)(15)(16)<br>DIMENSIONS ALONG CL BRIDGE |         |         |         |         |         |              |             |

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Robert F.K. Martin, Passenger on the Minneapolis Queen

**INTERVIEWER:** Officer Thomas Hendrickson, Minneapolis Police Department

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mr. Martin stated that he was standing at the left side of boat on the upper deck, about in the middle of the side, at the railing. He stated that his wife, Stephanie Sarantopoulos, was standing near him. Mr. Martin indicated that he observed a cloud of dust from the North section of the bridge, heard a noise of metal on metal sound and metal banging together. He said that he saw the center section fall followed by the pier on the North side of the bridge pull away, and then saw the North side drop. He said that he saw a white vehicle on the center section bounce off the bridge railing and fall into the water.

Ms. Martin said that he was aware of the construction on the bridge but did not hear or see any construction going on, or traffic, on the bridge just prior to the collapse.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Kathleen J. McMahon, Passenger on the Minneapolis Queen

**INTERVIEWER:** Officer Thomas Hendrickson, Minneapolis Police Department

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Ms. McMahon stated that she was on the left side of the boat's upper deck walking from the rear to the front of the boat at the time of the collapse. She stated that she heard a loud sound like a "boom" she then looked up and saw the middle section of the bridge fall. She said that there was then a cloud of dust followed by the North side of the bridge falling.

Ms. Kelley said that she did not hear or see any construction going on or traffic on the bridge prior to the collapse.

Witness  
Call in Center

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 08312007 Time: 1316

Interviewer: Tom Hendrickson #2960 Minneapolis Police

Witness  
~~DRIVER~~

Kevin Gene Morgan

Driver's License Number: [Redacted]

State: MN

DOB: [Redacted]

Full Name

Kevin Gene Morgan

Full Address

[Redacted Address]

Telephone Home: [Redacted] Work: Cell:

Compliance with DL restrictions: Glasses, etc YES NO NA

|                |             |        |        |       |
|----------------|-------------|--------|--------|-------|
| Seat Position: | Front Seat  | Driver | Center | Right |
|                | Middle Seat | Left   | Center | Right |
|                | Rear Seat   | Left   | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital \_\_\_\_\_

What Ambulance Service: \_\_\_\_\_

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge - (direction of travel [NB SB], which lane, refer to bridge diagram):

Mr. Morgan was riding his motorcycle southbound on the 10th Ave bridge. He was stopped in traffic and looking at the 35W bridge. He heard a noise saw the center section of the bridge fall, then the south section then the ~~rest~~ north section.

there was a large cloud of dust.  
He then watched for a minute or  
two and he was in a position to  
help anyone. He then left

What other vehicles or people were around you? (Color, make, model, description), what were they doing?

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

*heard a noise*

**VEHICLE:**

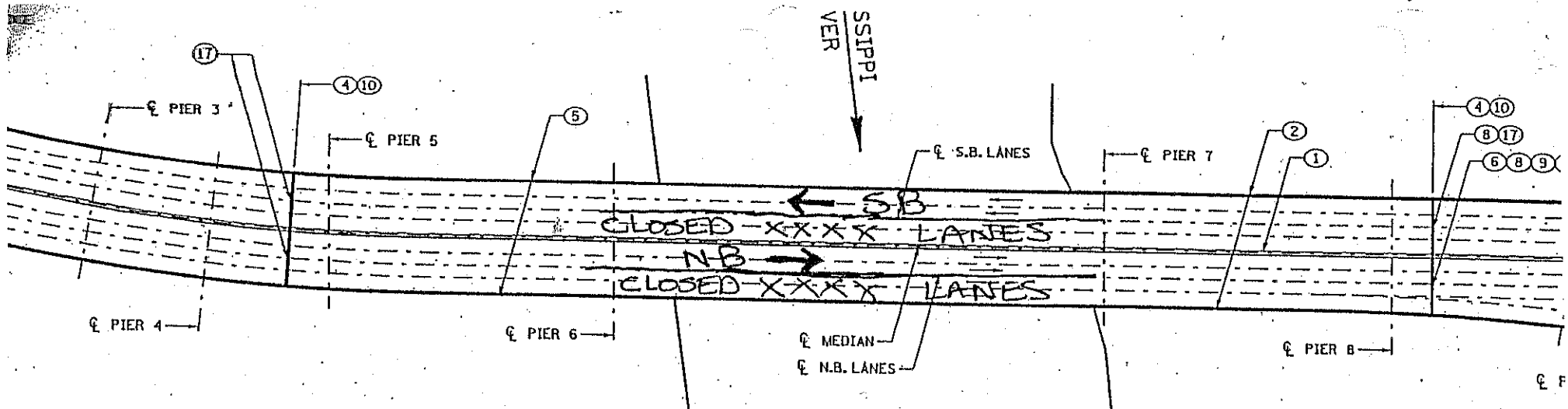
What vehicle were you in?

Make                      Model                      Year                      Color  
Plate:                      Owner:

Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

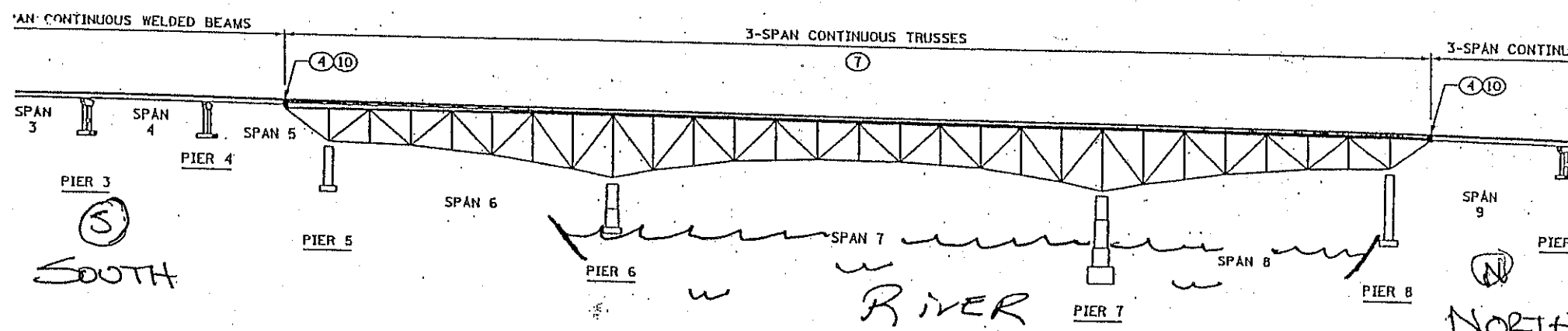
| Who else was in the vehicle with you? | NA                        | (Name, address, phone, DOB) |     |    |
|---------------------------------------|---------------------------|-----------------------------|-----|----|
| 1.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 2.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 3.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 4.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 5.                                    | Seat Position (See above) | Injured?                    | YES | NO |
| 6.                                    | Seat Position (See above) | Injured?                    | YES | NO |

Additional notes/comments:



| SPAN         | SPAN 3                    | SPAN 4  | SPAN 5  | SPAN 6  | SPAN 7  | SPAN 8                                | SPAN 9                               |
|--------------|---------------------------|---------|---------|---------|---------|---------------------------------------|--------------------------------------|
| Length       | 10'-2"                    | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 <sup>3</sup> / <sub>4</sub> " | 168'-1 <sup>1</sup> / <sub>4</sub> " |
| Total Length | 1907'-1" (11)(13)(15)(16) |         |         |         |         |                                       |                                      |

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

# Witness

## ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-13-2007 Time: 1100

Interviewer: Tom Hendrickson # 2960 MPD

Witness

~~DRIVER~~

Timothy

Arthur Martin ~~Arthur~~ Mueller

Driver's License Number: [Redacted]

State: MN

DOB: [Redacted]

Timothy Arthur Martin Mueller

Full Address: [Redacted] Minneapolis, MN 55402

Telephone ~~Home~~ Work: [Redacted] Cell: [Redacted]

Compliance with DL restrictions: Glasses, etc YES NO NA

|                |             |        |        |       |
|----------------|-------------|--------|--------|-------|
| Seat Position: | Front Seat  | Driver | Center | Right |
|                | Middle Seat | Left   | Center | Right |
|                | Rear Seat   | Left   | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital  
What Ambulance Service: \_\_\_\_\_

Nature of Injury (Circle): None

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Not injured

Please explain where you were on the bridge - (direction of travel [NB SB], which lane, refer to bridge diagram):

The witness was running on West River road. The witness had just ran under the bridge and turned around to run back for the return trip. He then heard two loud Booms. At first he didn't think much of it at first. He thought that it may have been from the construction that was occurring up on the bridge deck, or possibly



from a accident up on the bridge. He thought that the Booms were louder than normal so he looked up. He saw dust coming out from the spans of the bridge. He then saw the center span fall. The witness then ran as fast as he could for 30 to 40 yards. He then said he noticed a constant rolling rumble. When he stopped running and turned around he had observed that the south portion of the bridge had fallen, where he was just a moment earlier.

The witness was not hurt, and helped people get off the bridge. Witness stayed for 30-45 minutes until police appeared to have things under control.

What other vehicles or people were around you? (Color, make, model, description), what were they doing? *He saw the man in the black Jeep Cherokee help the kids off the school bus. He also saw the driver from the school YPS truck crawl out from the truck. Truck driver complained of some broken ribs and was given first-aid from para-medics*

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described - movement left to right, forward and back, up or down etc.)

VEHICLE: *Runner*

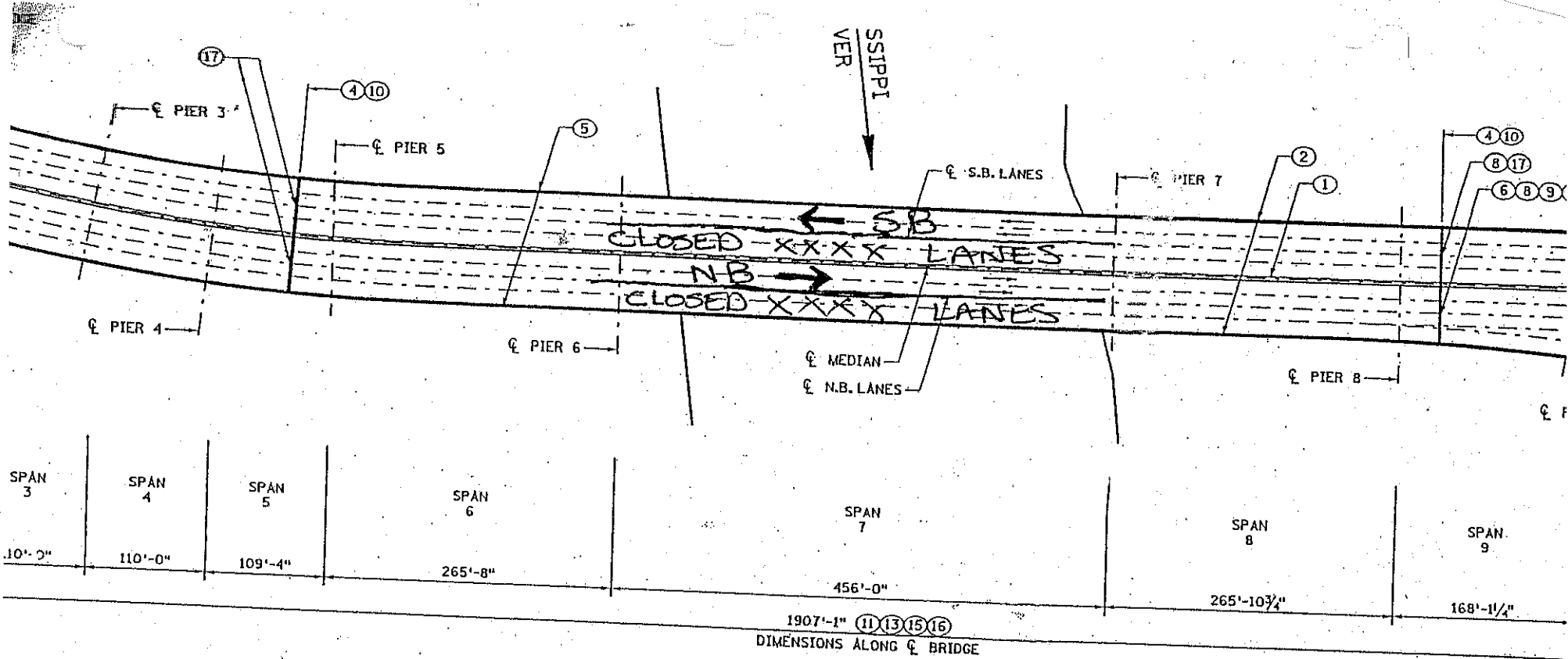
What vehicle were you in?

Make Model Year Color  
 Plate: Owner:  
 Insurance Company: Policy Number:

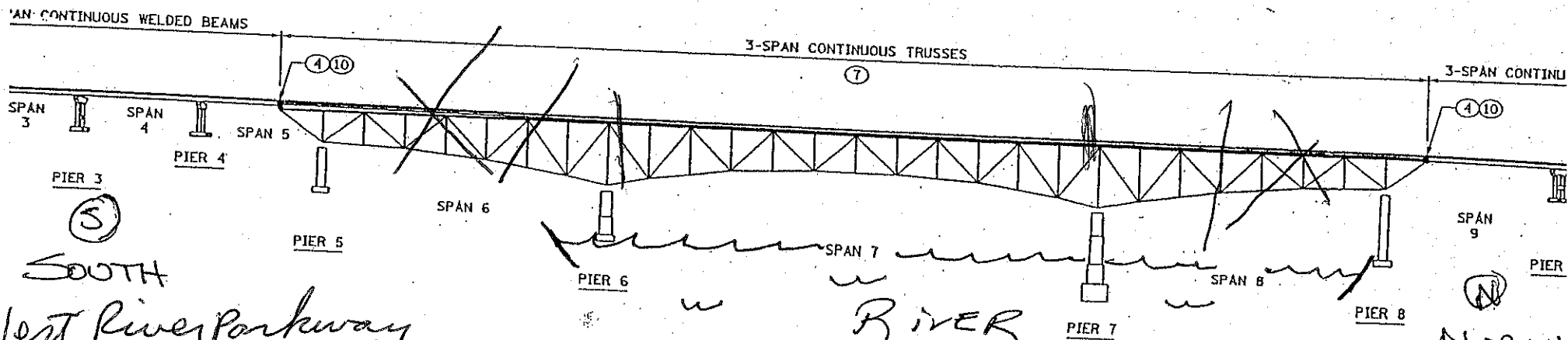
Who else was in the vehicle with you? NA (Name, address, phone, DOB)

|    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

Additional notes/comments:



INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

*West River Parkway  
Running-Biking Path*

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** David Nerva (DOB:-----  
Lower St. Anthony -----  
1 Portland Avenue  
-----↓  
~~(R)~~-----  
---  
-----  
-----

**INTERVIEWER:** Investigator Dennis Collins, NTSB Office of Highway Safety

**DATE:** 8-6-2007, 1700 hrs

**LOCATION:** St. Anthony's Lock

Mr. Nerva was identified as a witness to the collapse through on-scene investigation.

Mr. Nerva is employed at the Lower St. Anthony's Lock as a Lock and Dam Head Operator. He started at the Lock in March of 1976 at the Upper Lock. He was moved to the Lower Lock in 1983. He was working on August 1, 2007. He described activity on the I-35W bridge that day as ordinary, although he remarked that the construction was often loud enough that he wore earplugs when outside on the lock.

At approximately 6:00 p.m., the Minneapolis Queen was preparing for a southbound lockage. Mr. Nerva was unsure if the vessel had a red or green signal. Mr. Nerva had just completed a security check of the warehouse and was moving along the lock in the direction of the bridge when it collapsed. He stated he heard a sound described as a "crunch", then the bridge began to collapse. He described the collapse of the bridge as occurring in stages; he likened the process to dominos falling. He recalls seeing "several" cars falling, but was unsure of exactly how many fell.

After the collapse, Mr. Nerva recalls telling Mr. Crosby that he had called 911, but is unsure if he actually did so. Mr. Nerva told Mr. Crosby to open the parking lot gates to allow emergency vehicles into the area, and then went to launch one of the lock's boats to assist the victims of the collapse. According to Mr. Nerva, he could not get the boat into the water because the boom's battery was dead. Eventually, he was able to get the boat in the water with the help of emergency personnel.

Mr. Nerva recalled a request by the Minnesota Queen to complete passage through the lock to assist the victims; however, the lockmaster denied this request, as he was afraid opening the lock would make the situation worse.

WITNESS telephone interview

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-21-2007 Time: 1700

Interviewer: Tom Hendrickson #2960 Minneapolis Police

Witness

~~Anthony~~ DRIVER

~~Anthony~~ James Nickelson

Driver's License Number:

State: MN

DOB:

~~Anthony~~ ANTHONY James Nickelson

Telephone Home: Work: Cell:

Compliance with DL restrictions: Glasses, etc YES NO NA

|                |             |        |        |       |
|----------------|-------------|--------|--------|-------|
| Seat Position: | Front Seat  | Driver | Center | Right |
|                | Middle Seat | Left   | Center | Right |
|                | Rear Seat   | Left   | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital

What Ambulance Service:

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge - (direction of travel [NB SB], which lane, refer to bridge diagram): Mr. Nickelson came to the city in order to attend a Minnesota Twins Baseball game. He arrived early and decided to take a walk. He was walking on the JJ Hill Bridge or the Stone Arch Bridge. He heard a loud sound like a clap of thunder. Mr. Nickelson looked up and

observed the center section fall into the River. The center section fell straight down. As it was fall Mr. Nickelson could see parts fall off of it.

He then observed the North section fall down and one section rise up.

The noise turned from a Clapp of Thunders to a continuous mini explosions; Crash. Then ~~it~~ there was dead silence. He couldn't believe what happened.

There was a cloud of dust that rised up from the debris.

Mr. Nickelson could not see any cars from his possession. He did observe the Semi-Truck on fire.

Mr. Nickelson telephoned his wife and ~~not~~ notified her that she was OK, and he met his friends at the Ball game.

What other vehicles or people were around you? (Color, make, model, description), what were they doing? *on the stone arch Budget*

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

**VEHICLE:**

What vehicle were you in?

Make                      Model                      Year                      Color  
Plate:                      Owner:

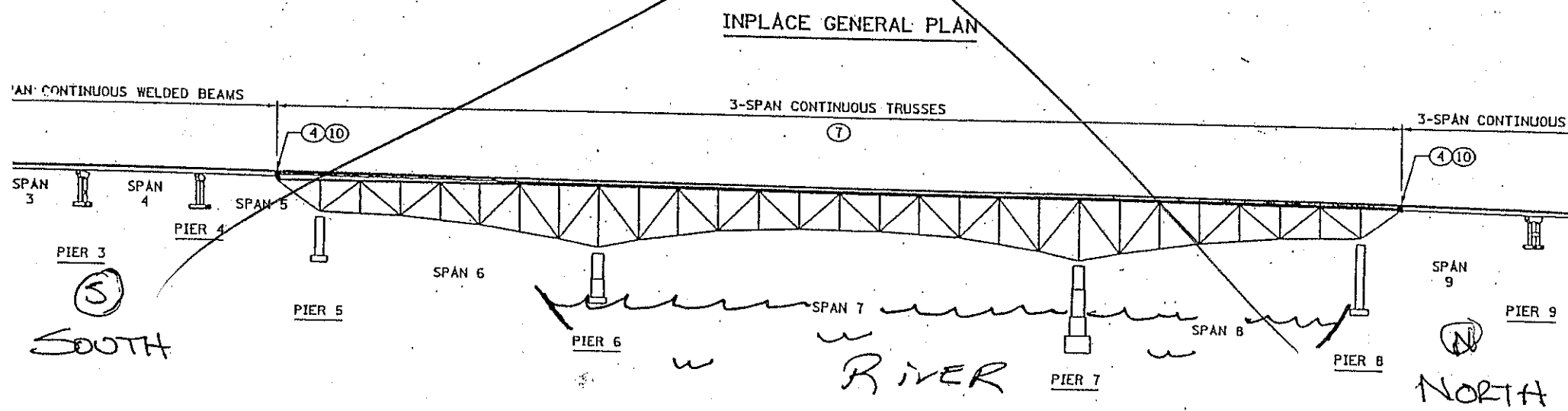
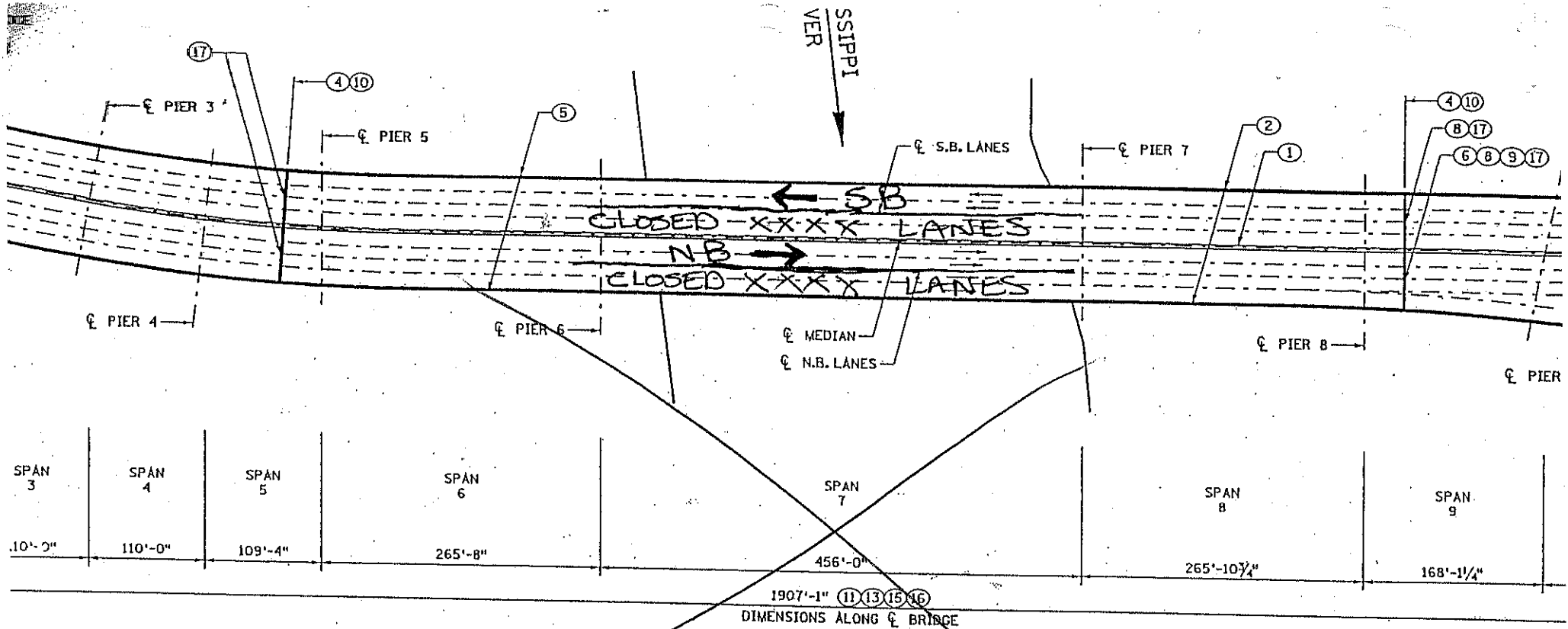
Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

Who else was in the vehicle with you? *NA* (Name, address, phone, DOB)

|    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

Additional notes/comments:





INPLACE GENERAL ELEVATION

WIT

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-8-07 Time: 2:00

COPY

Interviewer: SA Stankevitz

DRIVER

Driver's License Number: [redacted] State: MN

Full Name Daniel Joseph Patton DOB: [redacted] Staying with Aunt

Full Address [redacted]

Telephone Home: [redacted] Work: [redacted] Cell: [redacted]

Compliance with DL restrictions: Glasses, etc YES NO NA ~~contacts~~

Seat Position: Front Seat Driver Center Right Middle Seat Left Center Right Rear Seat Left Center Right

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

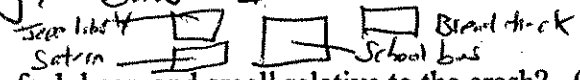
Transported to Hospital YES NO Walk-in Hospital

- Nature of Injury (Circle): N/A
A Incapacitating injury - broken bones, hospitalized, severe cuts
An inability to perform a task they could do before injury.
B Non-incapacitating injury - Cuts, bruises, scrapes
C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge - (direction of travel [NB SB], which lane, refer to bridge diagram):

was riding with Cliff Larson. As they were driving under bridge, saw bridge jolt quickly up & down (like a table jolts when slamming your fist on it) cliff reversed car. saw section attached to bank collapse and a second or two later the rest of the bridge collapsed chain reaction south to north.

What other vehicles or people were around you? (Color, make, model, description), what were they doing?  
 People were running around. He & cliff helped school bus children off bridge. People bleeding. Saw 1 EMT worker doing triage.



What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

Bridge jolted quickly up & down then a second later section nearest bank on south side collapsed.

**VEHICLE:**

What vehicle were you in?

Make Mazda Model Tribute Year 2003 Color Silver  
 Plate [REDACTED] Owner: Cliff Larson

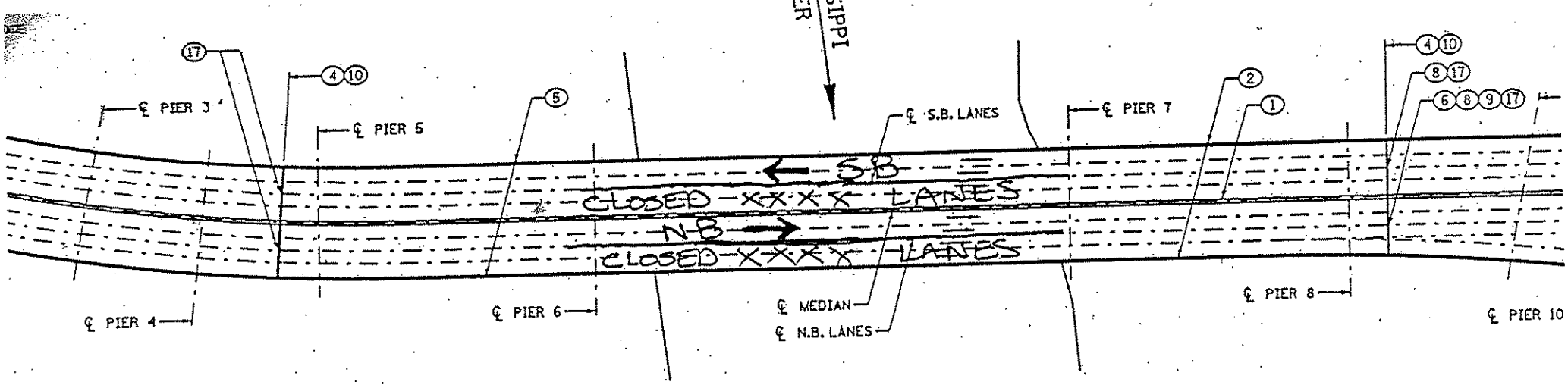
Insurance Company: N/A Policy Number: N/A

Who else was in the vehicle with you? NA (Name, address, phone, DOB)

|  | Seat Position (See above) | Injured? | YES | NO                                  |
|--|---------------------------|----------|-----|-------------------------------------|
| 1. <u>Cliff Larson</u>                     |                           |          |     | <input checked="" type="checkbox"/> |
| 2. <u>See interview of Clifford Larson</u> |                           |          |     | <input checked="" type="checkbox"/> |
| 3.   | Seat Position (See above) | Injured? | YES | NO                                  |
| 4.   | Seat Position (See above) | Injured? | YES | NO                                  |
| 5.   | Seat Position (See above) | Injured? | YES | NO                                  |
| 6.   | Seat Position (See above) | Injured? | YES | NO                                  |

N/A

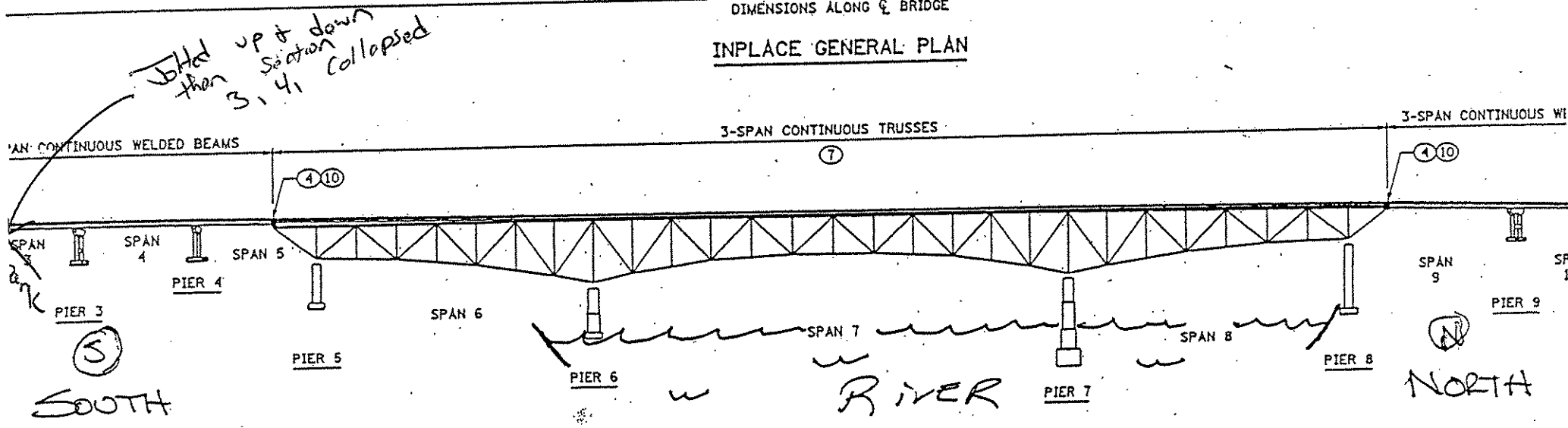
Additional notes/comments:



|        |         |         |         |         |              |             |         |
|--------|---------|---------|---------|---------|--------------|-------------|---------|
| SPAN 3 | SPAN 4  | SPAN 5  | SPAN 6  | SPAN 7  | SPAN 8       | SPAN 9      | SPAN 10 |
| 10'-2" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 3/4" | 168'-1 1/4" | 94'     |

1907'-1" (11, 13, 15, 16)  
DIMENSIONS ALONG  $\phi$  BRIDGE

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/08/2007

On August 8, 2007, DANIEL JOSEPH PATTON, date of birth (DOB) [REDACTED] Address [REDACTED] St. Joseph, Minnesota, telephone [REDACTED] cell phone [REDACTED] currently living with his aunt, MONICA GLOEGE, [REDACTED] was interviewed at his place of employment, Minneapolis Grain Exchange, 400 S 4th Street, Minneapolis, MN, by SA Geoffrey W. Stankevitz. After advising PATTON of the identity of the interviewing agent, and the purpose of the interview, PATTON provided the following information:

PATTON was riding home in the front passenger seat with CLIFFORD LARSON on West River Road when the bridge collapsed. As the car began to drive under the I-35W bridge, PATTON noticed the metal beams under the bridge that are connected to the river bank give a giant jolt. PATTON stated the jolt was up in down in motion like a fist slamming on to a desk top. LARSON, who was driving the vehicle, also noticed and immediately began to reverse the car. PATTON then saw the section of bridge over West River Road collapse. About a second later, a chain reaction started and the rest of the bridge collapsed across the river towards the north.

PATTON noticed that in front of them, there was a school bus. The school bus was in the far right lane. In front of the school bus was a bread truck that looked like it was crushed by a section of the bridge. Behind the school bus, but in the other lane was a black Jeep Liberty. Behind the school bus and in the same lane was a Saturn that was either silver, white, or possible light blue in color.

PATTON and LARSON exited their vehicle and assisted with getting people off the bridge, including kids that were on the school bus. There was one Emergency Medical Technician (EMT) on the scene that appeared to be conducting triage on the wounded.

Investigation on 08/08/2007 at Minneapolis, MN

File # 308H-MP-69278

Date dictated 08/08/2007

by SA Geoffrey W. Stankevitz

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Margaret Pemble  
-----

**INTERVIEWER:** Investigator Dennis Collins, NTSB Office of Highway Safety

**DATE:** 10-16-2007

**LOCATION:** Via telephone

Ms. Pemble called the toll-free number established by the Board following the collapse of the I-35W bridge in Minneapolis and was identified as being a witness to the collapse.

Ms. Pemble lives in Riverview Tower to the southeast of the I-35W bridge. Her apartment faces downtown and the bridge. On August 1, 2007, she was at home when she heard what she thought was thunder. She looked up at her window, looking for the rain, and saw from the corner of her eye what she describes as “a puff of smoke”. Her initial thought was the “smoke” was a result of the jack hammering operation on the bridge; she had been hearing it all summer, including that day. She took a closer look at the bridge and realized it was moving. Ms. Pemble described the motion as a left to right swaying motion.

As Ms. Pemble watched, the bridge “heaved up” in what she described as a “wave motion” that began on the south end of the bridge and traveled towards the river. The span broke in the center during this motion; Ms. Pemble described the break as “crumbling”, not a clean break. She saw construction workers and cars fall into the river.

Ms. Pemble used her phone to call 911 as she continued to observe the scene. She recalls seeing green iron on the north side of the span. She stated the north side “snapped” in half, a break she could both hear and feel (she stated the building rocked). She contrasted this with the break to the south, which she could neither hear nor feel. Ms. Pemble observed construction workers around the Tasty truck, but could not tell what they were doing. She left her apartment and went to the scene, arriving at approximately 1815 hours.

Ms. Pemble stated she took pictures following the collapse and agreed to provide copies to the Board.

35W Bridge Collapse Investigation

Witness: Kelly Porter, DOB [REDACTED] Phone [REDACTED]

Interviewed by Sgt. Stiller/Mpls PD

I received Porter's name from the list of witnesses that had called the NTSB Hot-line. I telephoned Porter on 08-20-2007. Ms. Porter stated that she is a Registered Nurse and is currently employed by HCMC. Ms. Porter stated that on 08-01-2007 at approximately 1805 hours she had been driving North on 35W and had just exited onto Washington Ave. Porter stated that she observed a street light that had fallen to the street on Washington Avenue. Porter stated that she then observed a cloud of dust and then heard a "big bang". Porter then realized that the bridge to the North of her had collapsed. Porter observed a black or blue colored vehicle in front of her car and observed the driver of that vehicle exit their vehicle safely. Porter stated that she was going to offer first aid assistance to any victims, but a Minneapolis Police squad pulled onto Washington Ave and told all drivers to get off the bridge. Porter stated that she got back into her vehicle and left the area. Porter stated that she was unsure which sections of the bridge fell first as she was driving East on Washington Ave and was not looking at the bridge during the collapse.

Witness  
Called The Call Center  
Telephone Interview

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-25-2007 Time: 1100

Interviewer: Tom Hendrickson #2960 Minneapolis Police

Witness  
~~DRIVER~~

Laura Jean Potts

State: MN

DOB: [REDACTED]

Laura Jean Potts  
Full Address

[REDACTED]

Telephone Home: [REDACTED] Work: [REDACTED] Cell: [REDACTED]

Compliance with DL restrictions: Glasses, etc YES NO NA

Seat Position: Front Seat Driver Center Right  
Middle Seat Left Center Right  
Rear Seat Left Center Right

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital \_\_\_\_\_  
What Ambulance Service: \_\_\_\_\_

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge -(direction of travel [NB SB], which lane, refer to bridge diagram):

Ms. Potts was on the observation deck of the Guthrie theater.

She was looking at the bridge and observed that the cars were bouncing off of the bridge deck.



This went on for sometime 20-30 seconds?  
She then observed the center section of  
the bridge fall into the river. She observed  
the south section drop.

Cars were sliding sideways on the  
bridge deck.

She observed a black SUV and approx  
8 other cars fall into the water.

She heard no noise from her location.

What other vehicles or people were around you? (Color, make, model, description), what were they doing?

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

**VEHICLE:**

What vehicle were you in?

Make  
Plate:

Model  
Owner:

Year

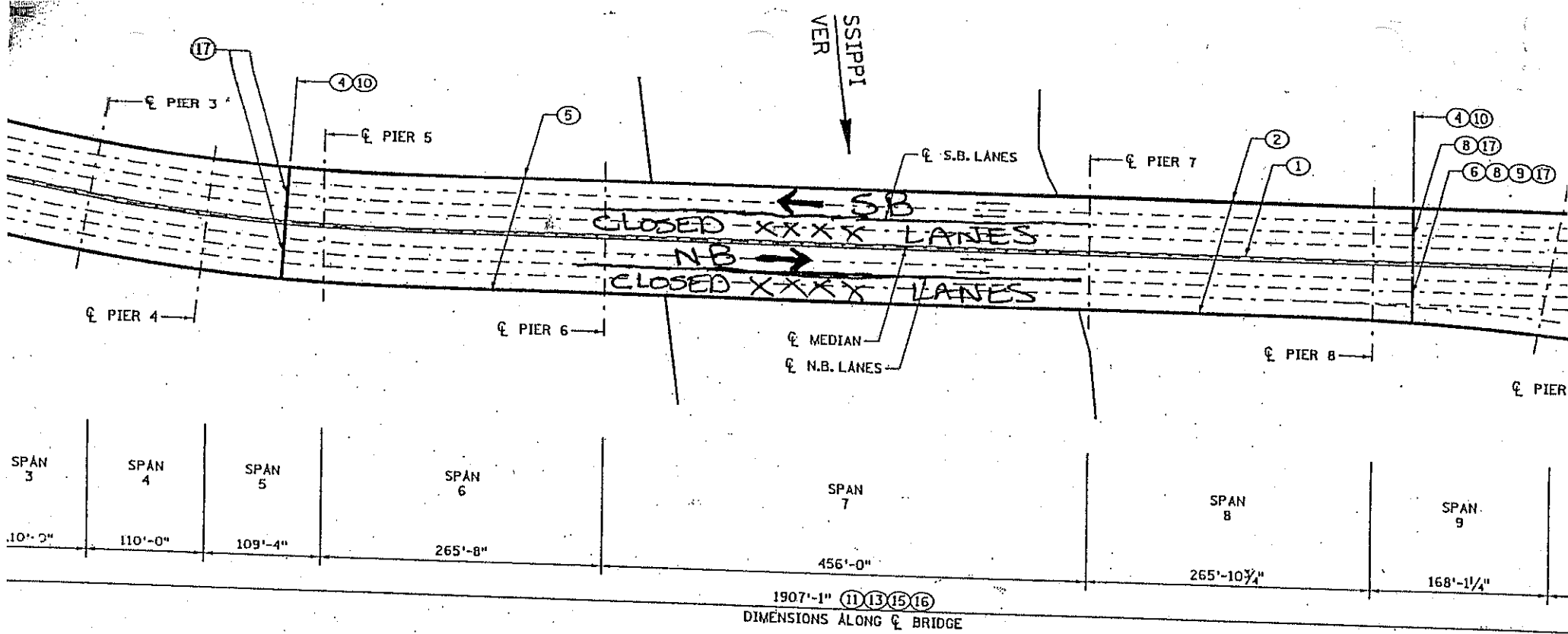
Color

Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

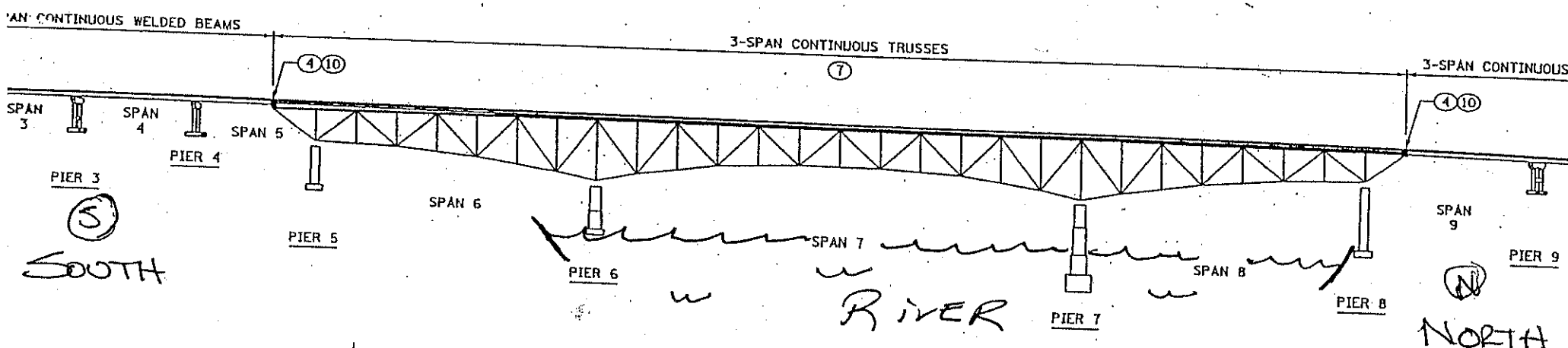
Who else was in the vehicle with you? NA (Name, address, phone, DOB)

|    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

Additional notes/comments:



INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-25-07 Time: 1000

Interviewer: Tom Hendrickson #2960 Minneapolis P.D.

Witness  
DRIVER  
John Henry Reed  
Driver's License Number

State: MN

DOB: [Redacted]

John Henry Reed  
Full Address

[Redacted Address Line]

55011

Telephone Home [Redacted] Work: Cell:

Compliance with DL restrictions: Glasses, etc YES NO NA

|                |             |        |        |       |
|----------------|-------------|--------|--------|-------|
| Seat Position: | Front Seat  | Driver | Center | Right |
|                | Middle Seat | Left   | Center | Right |
|                | Rear Seat   | Left   | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital \_\_\_\_\_  
What Ambulance Service: \_\_\_\_\_

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge -(direction of travel [NB SB], which lane, refer to bridge diagram):

Mr. Reed is a employee of the Metalmatic Corporation. He stated that he and three other employees were standing in the rear of the building on a work-break. He had a partial view of the I 35 W bridge.

He could not see the south end nor the middle section due to blockage by trees.

Mr. Reed first hear a loud metal grinding sound from the south, the noise continued in a south to North direction. The sound was loud and lasted approx 10 seconds. When the sound arrived at the North end of the bridge - the North end collapsed.

But just prior to the collapse he observed the cars on the bridge deck bounce.

Once the bridge collapsed he and his fellow work ran down and helped the victims.

Mr. Reed stated that the entire factory ran down and helped.

What other vehicles or people were around you? (Color, make, model, description), what were they doing?

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

**VEHICLE:**

What vehicle were you in?

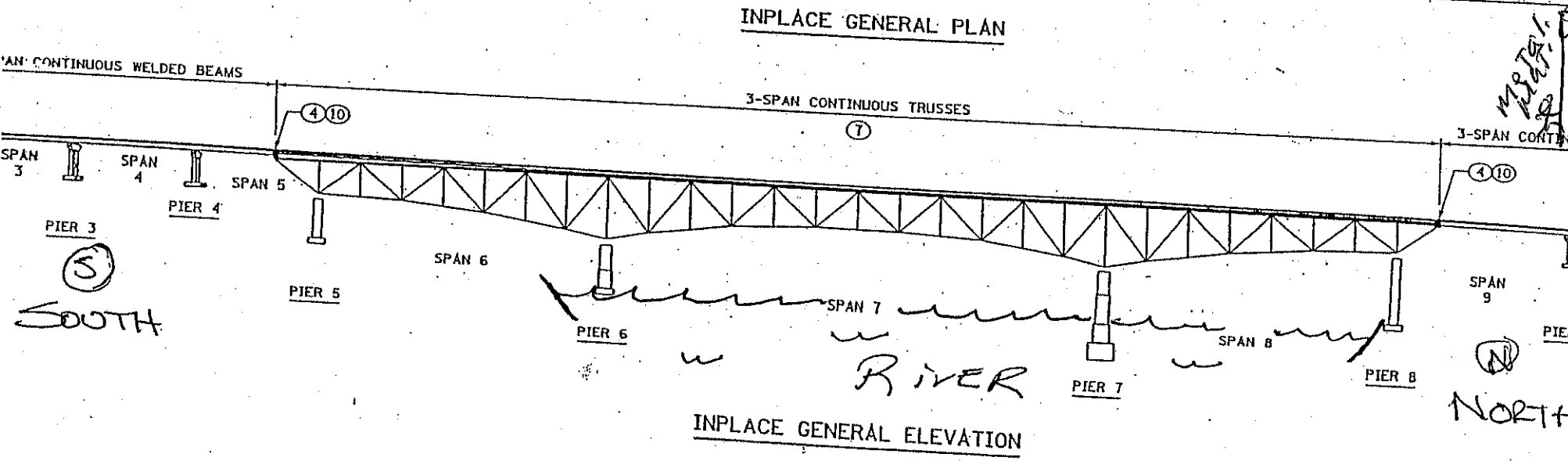
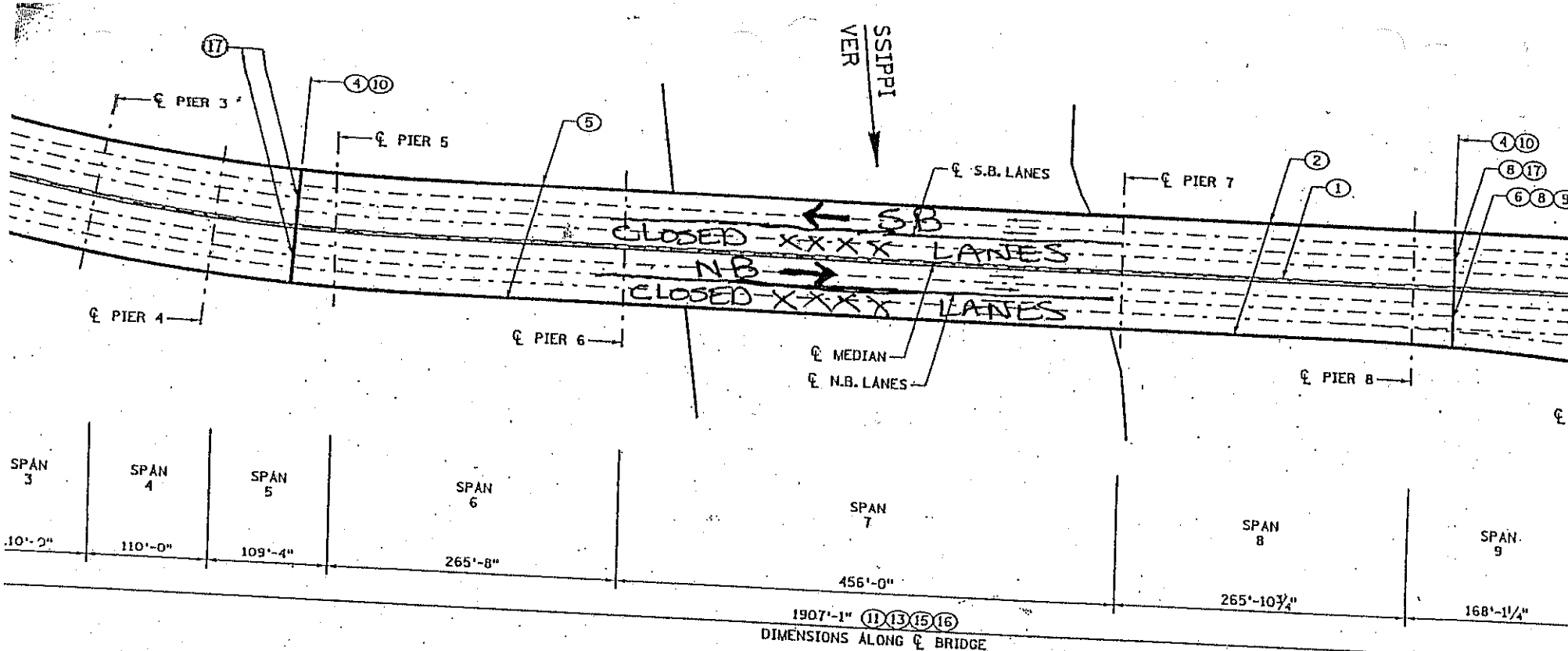
Make Plate:                      Model Owner:                      Year                      Color

Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

Who else was in the vehicle with you?      NA      (Name, address, phone, DOB)

|    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

Additional notes/comments:



INPLACE GENERAL ELEVATION

WIT

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8/8/2007 Time: 900Am (Telephonic)

Interviewer: SA Matt Snel - FBI

~~DRIVER~~ Witness, Barry Richard Rubin

Driver's License Number:

State:

Full Name

DOB:

Full Address

Telephone

Home:

Work:

Cell:

Compliance with DL restrictions: Glasses, etc

YES NO NA

Seat Position:

Front Seat Driver  
Middle Seat Left  
Rear Seat Left

Center  
Center  
Center  
Right  
Right  
Right

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital  
What Ambulance Service: \_\_\_\_\_

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge --(direction of travel [NB SB], which lane, refer to bridge diagram):



~~X~~

What other vehicles or people were around you? (Color, make, model, description), what were they doing?

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described – movement left to right, forward and back, up or down etc.)

Mr. Rubin was walking on the Stone Arch Bridge near Lock and Dam #1 when he heard a noise and saw the center span falling straight down, then the collapse of the north side of the bridge.

Mr. Rubin could not see the south end of the bridge from his location.

**VEHICLE:**

What vehicle were you in?

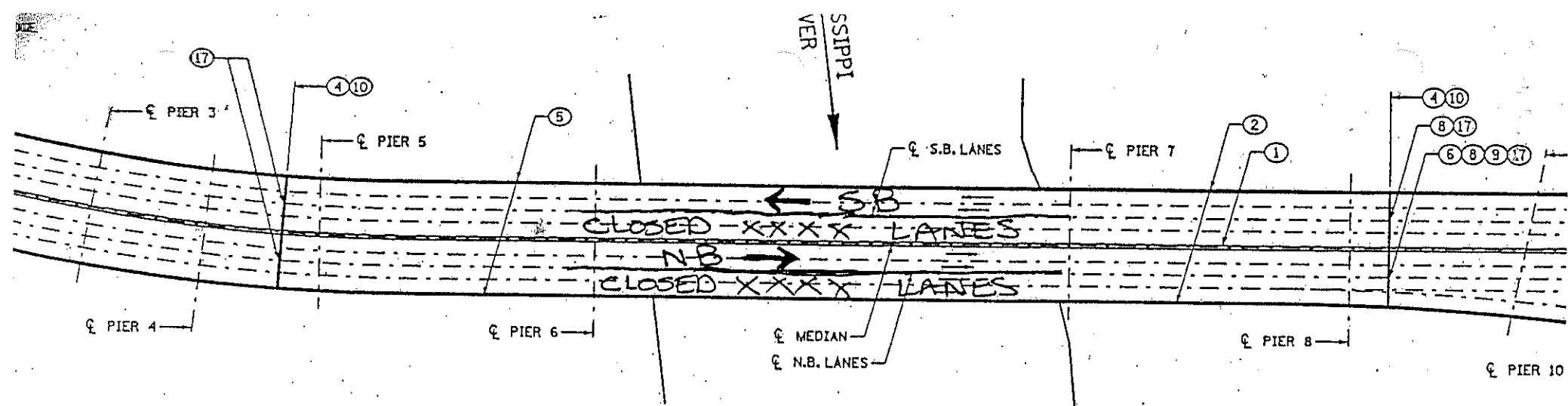
|                |                 |      |       |
|----------------|-----------------|------|-------|
| Make<br>Plate: | Model<br>Owner: | Year | Color |
|----------------|-----------------|------|-------|

Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

Who else was in the vehicle with you? NA (Name, address, phone, DOB)

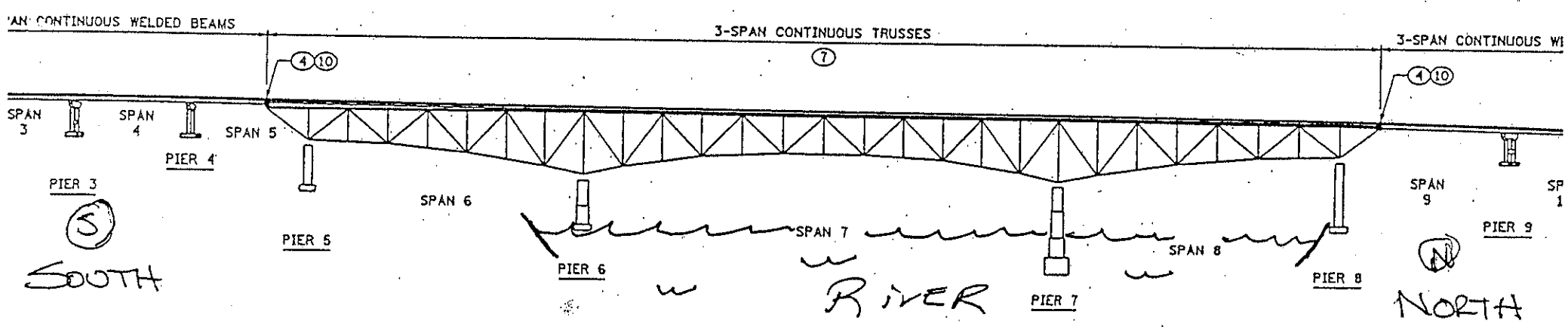
|    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

Additional notes/comments:



| SPAN   | SPAN    | SPAN    | SPAN    | SPAN    | SPAN         | SPAN        | SPAN | SPAN | SI |
|--|---------|---------|---------|---------|--------------|-------------|------|------|----|
| 3  | 4       | 5       | 6       | 7       | 8            | 9           |      |      |    |
| 10'-0"   | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 3/4" | 168'-1 1/4" |      |      | 94 |
| 1907'-1" (1)(3)(5)(6)<br>DIMENSIONS ALONG $\bar{C}$ BRIDGE |         |         |         |         |              |             |      |      |    |

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Stephanie M. Sarantopoulos, Passenger on the Minneapolis Queen

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety  
Sgt. Thomas Stiller, Minneapolis Police Department

**DATE:** 8-10-2007

**LOCATION:** IDS Building  
900 Nicolette Mall  
Minneapolis, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Ms. Sarantopoulos stated that she was standing at the left side of boat on the upper deck, at the railing. He stated that Kathy McMahon was behind her and that Aaron, did not know his last name, was in front of her. Ms. Sarantopoulos indicated that she witnessed a combination of sound and site at the South end of the bridge. She said that the South end of the bridge “snapped” very loudly and fell into the water. She then heard a cracking noise, then rumbling, then everything giving way and “coming unglued”.

Ms. Sarantopoulos said that she saw construction barrels on the bridge prior to the collapse but did not hear any construction noises. She also indicated that she could see traffic on the bridge, but not in the outside (closest to boat) lane and thought that there were fewer cars that usual.

WITNESS - Telephone Interview  
# She was interviewed by FBI

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8-27-2007 Time: 1445

Interviewer: Tom Hendrickson #2960 Minneapolis Police

WITNESS  
DRIVER

Julie Ann Jeffrey Schwartz

State: MN

DOB: [REDACTED]

Full Name

Julie Ann Jeffrey Schwartz

Full Address

[REDACTED ADDRESS]

55110

Telephone Home

[REDACTED]

Work: Cabin

Cell:

[REDACTED]

Compliance with DL restrictions: Glasses, etc ~~YES~~ ~~NO~~ NA

|                |             |        |        |       |
|----------------|-------------|--------|--------|-------|
| Seat Position: | Front Seat  | Driver | Center | Right |
|                | Middle Seat | Left   | Center | Right |
|                | Rear Seat   | Left   | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital \_\_\_\_\_

What Ambulance Service: \_\_\_\_\_

Nature of Injury (Circle):

- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
- B Non-incapacitating injury - Cuts, bruises, scrapes
- C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge - (direction of travel [NB SB], which lane, refer to bridge diagram): AT 1050 hours Ms. Schwartz was driving in her car with her 18 year old son Alexander. They were traveling south bound on the I-35 Bridge in the far right lane. The traffic was stop and go. While they were sitting in traffic on the bridge she felt a heavy vibration and a sway from East to West.

The arrival for a medical appointment at the University of Minnesota building at 1300 South 2<sup>ND</sup> Street, Minneapolis, MN. They parked their car on the top floor of the parking garage. After their appointment they were walking toward the car. Ms. Schwartz's attention is drawn towards the I-35 bridge. She noted that the time was 6:03 PM. She observed the bridge was swaying East to West and the bridge deck from North to South was rolling or "like it was breathing".

She then observed from the South section of the bridge white dust shot out from the bridge deck - underneath. It shot out at a high velocity - westward.

The South span started to fall first, the Middle span then fell.

Her and her son got into their Ford explorer and drove on a gravel road and parked the car under the 35W Bridge. A large piece of Bridge rubble fell onto the windshield of her car (MN VEH-202 a red Ford explorer.) She drove the car to a safer location.

Her and her son Alexandria returned to the bridge and assisted getting the school children out of the school bus, as the driver of the school bus exited the bus. She observed that the driver of the taste bread truck appeared to be unconscious. Gas was dripping out of the trucks gas ~~to~~ tank onto the pavement. A unknown man ran towards the drivers side of truck and began yelling for. The truck then caught on fire. Another unknown man came running with a small fire extinguisher. The fire was too large...

Ms. Schwartz walked <sup>PS</sup> the children to safety ~~at~~ to the American Red Cross building.

What other vehicles or people were around you? (Color, make, model, description), what were they doing?

She and her son volunteered and helped the American Red Cross until 3 AM, with passing out food water and ice - Gave interviews to the press

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described - movement left to right, forward and back, up or down etc.)

**VEHICLE:**

What vehicle were you in?

Make **Ford** Model **Explorer** Year \_\_\_\_\_ Color **Red**  
Owner: \_\_\_\_\_

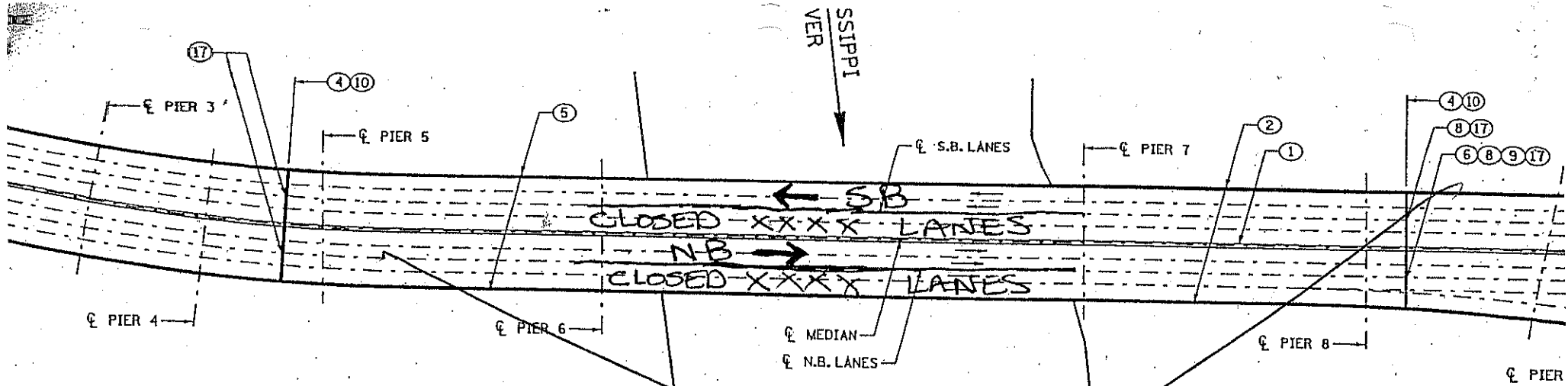


Insurance Company: \_\_\_\_\_ Policy Number: **N/A**

Who else was in the vehicle with you? **NA** (Name, address, phone, DOB)

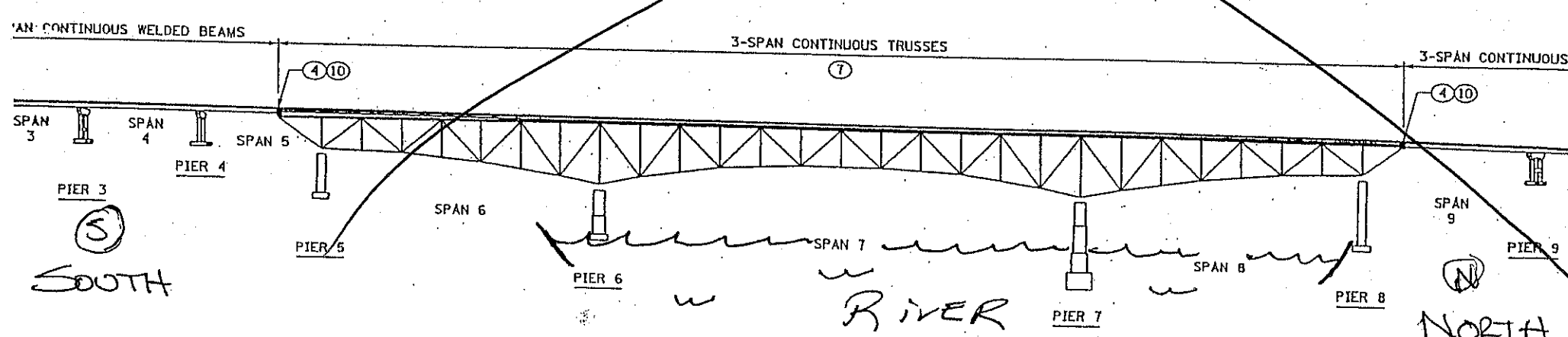
|    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

Additional notes/comments:



| SPAN  | SPAN 3  | SPAN 4  | SPAN 5  | SPAN 6  | SPAN 7  | SPAN 8                                | SPAN 9                               |
|---|---------|---------|---------|---------|---------|---------------------------------------|--------------------------------------|
| Dimensions  | 101'-2" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 <sup>3</sup> / <sub>4</sub> " | 168'-1 <sup>1</sup> / <sub>4</sub> " |
| 1907'-1" (11)(13)(15)(16)<br>DIMENSIONS ALONG CL BRIDGE |         |         |         |         |         |                                       |                                      |

INPLACE GENERAL PLAN



INPLACE GENERAL ELEVATION

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Julie Schwartz  
-----

**INTERVIEWER:** Investigator Dennis Collins, NTSB Office of Highway Safety

**DATE:** 04-08-2008

**LOCATION:** Via telephone (SUPPLEMENTAL INTERVIEW)

Ms. Schwartz contacted the Safety Board In April 2008 in order to provide additional information regarding the collapse of the I-35W bridge.

When interviewed on April 8, 2008, Ms. Schwartz stated she crossed the bridge at approximately 1650 hours on the day of the collapse. She described the traffic on the bridge as “flow-and-go”, stating that it was moving better than what she would describe as stop-and-go. According to Ms. Schwartz, she felt what she described as an “odd” movement of the bridge; when questioned further, she stated the movement was side-to-side and had a short cycle duration. She continued across the bridge to a nearby appointment.

After her appointment, Ms. Schwartz returned to her vehicle. As she approached her vehicle, she could see the I-35W bridge and noticed what she described as a “mirage” effect coming off the water below the bridge on the west side. It appeared to her as if the “mirage” effect was moving towards the bridge. As she watched, the bridge collapsed. Ms. Schwartz stated that the collapse itself was relatively silent; when she re-entered the business she had just left, no one inside had heard or felt the collapse.

Ms. Schwartz went to the scene and assisted as described in her first statement. She stated that she suffered a temporary loss of hearing from the time of the collapse until approximately midnight that night. She also stated that people in the business she was visiting told her they had felt something at the time Ms. Schwartz was on the bridge but did not feel the collapse.

Ms. Schwartz also indicated the oil in her vehicle had been found to be contaminated by an unknown substance after the collapse; she insisted the oil was fine before the collapse and the problem has not re-occurred since.



**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Andre-----Deck Hand on board the Minneapolis Queen  
DOB:-----

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety  
Sgt. Thomas Stiller, Minneapolis Police Department

**DATE:** 8-7-2007

**LOCATION:** On board the Minneapolis Queen, docked at Boom Island

The interviewee was a deck hand on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

At the time of the I-35W bridge collapse, on 8-1-2007, Mr. Schwert said that the boat was approaching the lock. Mr. Schwert indicated that he was standing behind Ross Dzurko on the first level of the boat, toward the front of the boat, on the right side, near the right side doorway. He said that he heard a rumbling-grumbling noise. He said that he saw the pier that was directly in front of the boat fall and pivot toward the boat and then the center part of the bridge fell flat.

Mr. Schwert did not see or hear any traffic or construction on the bridge prior to it collapsing.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Greg Smith, Passenger on the Minneapolis Queen

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety  
Sgt. Thomas Stiller, Minneapolis Police Department

**DATE:** 8-9-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mr. Smith indicated that he was on the upper level of the boat, on the left side, standing with Rick Sobotka at the time of the collapse. Mr. Smith stated that he was looking at the lock prior to the bridge collapse and then heard a muffled/thunderous sound that brought his attention to the bridge. Mr. Smith then said that he saw the center of the bridge twist toward him and fall. He then saw the North side of the bridge deck break into a "V".

Mr. Smith said that he did not hear or see any construction going on or traffic on the bridge prior to the collapse.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Rick J. Sobotka, Jr., Passenger on the Minneapolis Queen

**INTERVIEWER:** Officer Thomas Hendrickson, Minneapolis Police Department

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mr. Sobotka stated that he was on the upper deck of the boat, toward the front by the stairs and smoke stack, standing there taking video with his cell phone at the time of the collapse. He stated that he heard a loud sound in rapid secession like an explosion of a demolition project. He then saw dust clouds eminating from the joints in the road deck. Mr. Sobotka stated that the bridge fell South to North with the North section moving upward. He saw a red car fall off the bridge. Mr. Sobotka was not aware of any construction going on or traffic on the bridge prior to the collapse.

Mr. Sobotka gave the video from his cell phone to FBI Special Agent Brian Kenny.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** David L. Steffen, Passenger on the Minneapolis Queen

**INTERVIEWER:** Officer Thomas Hendrickson, Minneapolis Police Department

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mr. Steffen stated that he was on the upper deck of the boat, on the left side of the boat, about in the middle on the railing. He stated that he heard a crackling sound like snapping ice or a tree splintering. He then looked up and saw the North side of the bridge start to fall and then the entire middle section fell. According to Mr. Steffen the movement of the bridge falling appeared to be near the pier to the North of the center section. He stated that he saw a car sliding and falling from the center section. Mr. Steffen indicated that he was not aware of any construction going on or traffic on the bridge prior to the collapse.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Heather L. Steffen, Passenger on the Minneapolis Queen

**INTERVIEWER:** Officer Thomas Hendrickson, Minneapolis Police Department

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mrs. Steffen stated that he was on the lower deck of the boat, outside on the left side of the boat. She stated that she was taking photos when she saw dust or smoke from the North section of the bridge, she then heard the sounds of shearing, splintering, breaking, and snapping. Mrs. Steffen indicated that she saw the South section fall and then the North section fall, and then the center section fall. She said that she saw a minivan skidding and slamming into the guardrail. She said that she took approximately 20 photos after the bridge collapse. Those photos were given to NTSB investigator Morrison. Mrs. Steffen was not aware of any construction going on or traffic on the bridge prior to the collapse.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Jim Styczinski, Passenger on the Minneapolis Queen

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mr. Styczinski stated that he was sitting on a bench at the front of the boat, on the lower deck, with Frank and Janelle. He stated that he was looking forward at the lock when the bridge appeared to be shaking, rumbling and falling and the bridge made a sound like a rubber band snapping. The bridge then rotated toward him so that he could see the road surface. Mr. Styczinski said that he saw a white minivan fall. Mr. Styczinski was not aware of any construction noises or traffic on the bridge prior to the collapse.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Corey Swingen, Passenger on the Minneapolis Queen

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mr. Swingen stated that he was sitting at a table on the upper deck, at the rear of the boat, looking off to the left of the boat. He said that his wife was standing in front of him, on the left side of the boat near the railing. Mr. Swingen indicated that he heard a rumbling noise then the lanes of the bridge rotated toward the boat. He saw a big white cloud of dust and smoke. Mr. Swingen was not aware of any construction noises but could see tops of vehicles on the bridge prior to the collapse.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Stephanie Swingen, Passenger on the Minneapolis Queen

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety

**DATE:** 8-9-2007

**LOCATION:** -----  
-----  
-----

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mrs. Swingen stated that she was on the left side upper deck of the boat near the railing, looking towards the North end of the bridge at the time of the collapse. She indicated that her husband, Corey Swingen, was sitting at a table behind her at the rear of the boat. Mrs. Swingen said that she saw a dust cloud on the North side of the bridge followed by a low pitch grumbling noise. She said that the various sections of the bridge fell in sequence from the outside toward the center span of the bridge. According to Mrs. Swingen, the center span came down straight and the North side span rotated toward the She added that she saw a Red or Maroon car fall into the water on the North side of te bridge and also recalled the blue minivan hitting the median. Mrs. Swingen stated that after the collapse there was total silence. She was not aware of any construction noises or traffic on the bridge prior to it collapsing.



**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Shawn Thao, Passenger on the Minneapolis Queen

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mr. Thao stated that he was taking pictures while the boat was passing through the upper lock, then while they were approaching the lower lock (near location of I-35W bridge) he was standing on the left side of the upper deck near the captain's door next to Rick Sobotka, who was messing around with the video feature of his cell phone. Mr. Thao indicated that Mr. Sobotka did capture a partial view of the bridge collapsing on his cell phone.

Mr. Thao witnessed the center section of the bridge come down first, as it fell he said that it fell flat and he saw a red and a gray car go into the water. He said that it seemed very quiet as it fell and he did not note any noises. Mr. Thao was not aware of any construction noises or traffic on the bridge prior to it collapsing.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Tou Nou Thao, Passenger on the Minneapolis Queen

**INTERVIEWER:** Officer Thomas Hendrickson, Minneapolis Police Department

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mr. Thao stated that he was standing at the rail on the lower deck near the stairway, eating when he heard a loud noise like thunder. He then heard the other passengers talking in an alarmed fashion, he looked up, saw a land cloud of dust in the middle of the bridge, and he saw the North section of the bridge fall. Mr. Thao indicated that he took 3 pictures of the bridge after it fell on his cell phone, indicating that the quality of the pictures were poor. Mr. Thao was not aware of any construction noises or traffic on the bridge prior to it collapsing.

WIT

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8/8/07 Time: 3:30pm

Interviewer: SA Chris Langer, FBI

COPY

DRIVER [Redacted]

Driver's License Number: State: MN

Full Name: Nancy Lee Tronsgard-White

DOB: [Redacted]

Full Address: [Redacted]

Telephone Home: Work: Cell: [Redacted]

Compliance with DL restrictions: Glasses, etc YES NO NA

|                |             |        |        |       |
|----------------|-------------|--------|--------|-------|
| Seat Position: | Front Seat  | Driver | Center | Right |
|                | Middle Seat | Left   | Center | Right |
|                | Rear Seat   | Left   | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital

- Nature of Injury (Circle):
- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
  - B Non-incapacitating injury - Cuts, bruises, scrapes
  - C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge - (direction of travel [NB SB], which lane, refer to bridge diagram):

What other vehicles or people were around you? (Color, make, model, description), what were they doing?

South bound on 10<sup>th</sup> Ave Bridge. other cars were stopping to look.

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described - movement left to right, forward and back, up or down etc.)

on West side of 10<sup>th</sup> Ave Bridge, while driving saw center span & far part of bridge fall &/or bend toward river.  
Saw white mini-van & red sports car fall into river & sink.

~~VEHICLE:~~

~~What vehicle were you in?~~

~~Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_  
Plate: \_\_\_\_\_ Owner: \_\_\_\_\_~~

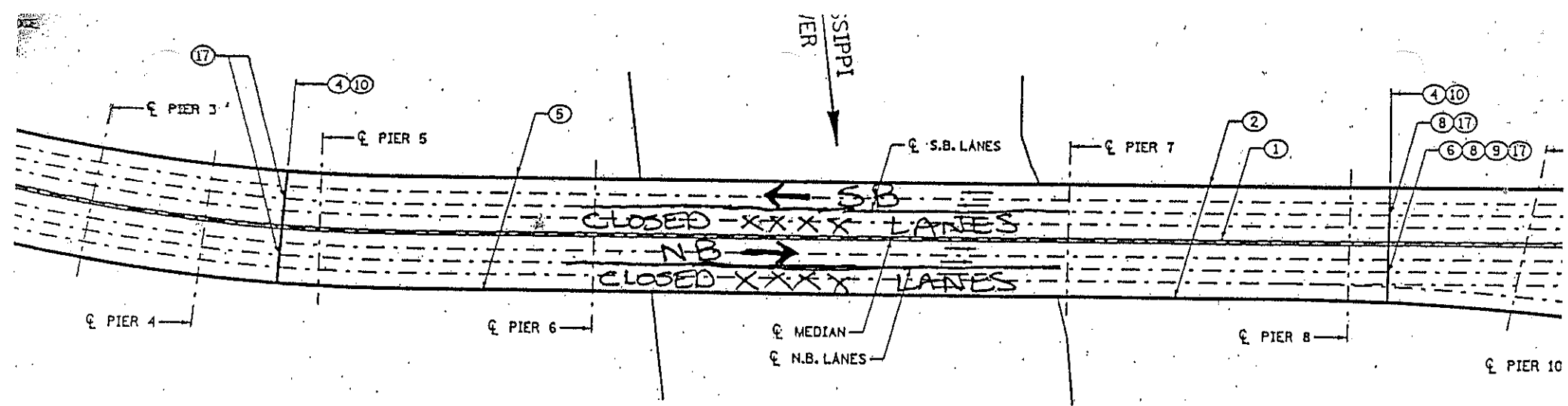
~~Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_~~

~~Who else was in the vehicle with you? NA (Name, address, phone, DOB)~~

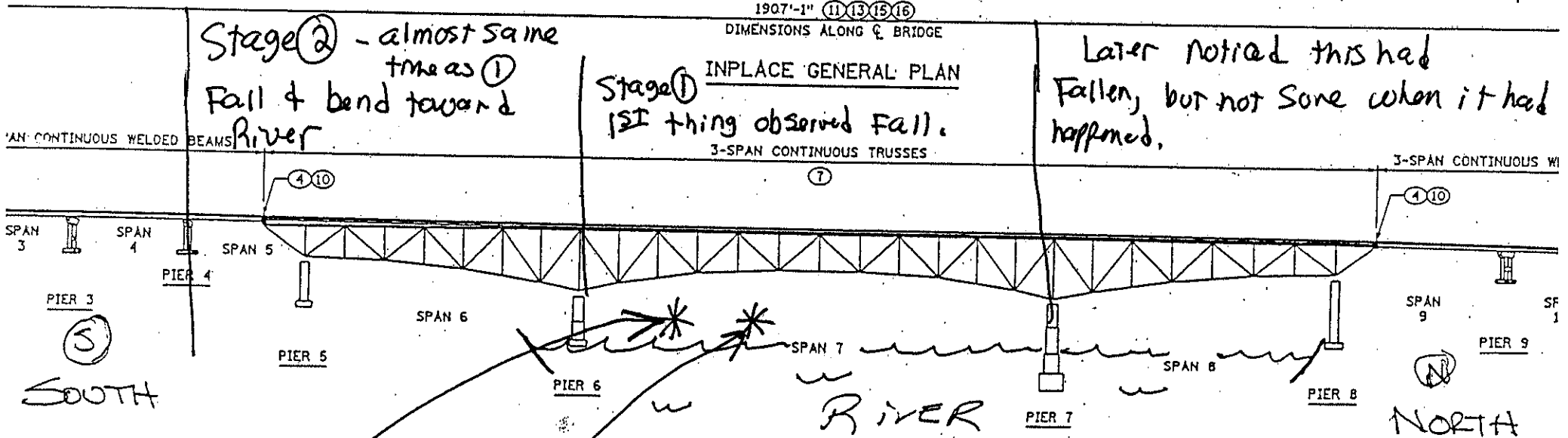
| <del>1.</del> | <del>Seat Position (See above)</del> | <del>Injured?</del> | <del>YES</del> | <del>NO</del> |
|---------------|--------------------------------------|---------------------|----------------|---------------|
| <del>2.</del> | <del>Seat Position (See above)</del> | <del>Injured?</del> | <del>YES</del> | <del>NO</del> |
| <del>3.</del> | <del>Seat Position (See above)</del> | <del>Injured?</del> | <del>YES</del> | <del>NO</del> |
| <del>4.</del> | <del>Seat Position (See above)</del> | <del>Injured?</del> | <del>YES</del> | <del>NO</del> |
| <del>5.</del> | <del>Seat Position (See above)</del> | <del>Injured?</del> | <del>YES</del> | <del>NO</del> |
| <del>6.</del> | <del>Seat Position (See above)</del> | <del>Injured?</del> | <del>YES</del> | <del>NO</del> |

Additional notes/comments:

See Full Narrative TBD.



|        |         |         |         |         |              |             |     |
|--------|---------|---------|---------|---------|--------------|-------------|-----|
| SPAN 3 | SPAN 4  | SPAN 5  | SPAN 6  | SPAN 7  | SPAN 8       | SPAN 9      | S   |
| 10'-2" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 3/4" | 168'-1 1/4" | 94' |



Red sports car goes into River and sinks. East Side of Bridge (traveling N.)

White mini van goes into River nose first (west side, traveling S)



NOTES.

DRAFT

- 1 -

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/13/2007

Nancy Lee Tronsgard-White, born [REDACTED] Minnesota Drivers License number [REDACTED] was interviewed at her residence, [REDACTED] Minneapolis, MN, 55414, cellular telephone number [REDACTED]. After being advised of the identity of the interviewing agent and the nature of the interview, White provided the following information to the below listed special agent:

On August 1, 2007, at about 6:00pm, White was alone, driving south bound in the far right lane on the 10th street bridge. While driving, White looked off to her right (west) and saw the center part of the 35W bridge fall straight down. White did not hear anything or feel any unusual vibration before she saw the collapse. White was looking at the center span collapse at a bit of an angle. Using a bridge diagram provided by the interviewing agent, White described the center span as the bridge portion between pier 6 and pier 7.

White stopped her car at a spot straight across from the now fallen center span. While stopping, White saw the south end of the bridge fall two or three quick stages. It was like a "bending fall" towards the river. White saw this fall from an angle to her right.

White got out of her car and observed that the northern portion of the bridge had collapsed at some point, but she did not see this portion actually fall.

During the collapse, White saw a white minivan traveling south fall into the river nose first and quickly sink. White also saw a red sports car fall from the east side of the bridge and sink fast in the river.

After things settled a bit, White saw a pick up truck roll north from the south end of the bridge to a lower level of the collapse. White heard nothing for 5 to 10 seconds, then began hearing cries for help. White did not notice any smoke or dust come up from the collapse. After a short time, White noticed that a "Tasty" semi truck was beginning to burn.

Investigation on 08/08/2007 at Minneapolis, MN

File # 308H-MP-69278

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Continuation of FD-302 of Nancy Lee Tronsgard-White, On 08/08/2007, Page 2

White took a 15 second cell phone video of first responders. White's husband arrived on the 10th Street bridge about 20 minutes after the collapse and took several digital photos of the rescue efforts.

WIT

ISTH-35W Bridge Collapse Interview Questionnaire

Date of Interview: 8/8/07 Time: 2:00 pm

Interviewer: SA Christopher V. Langer, FBI

COPY

DRIVER [Redacted]

Driver's License Number [Redacted] State: MN

Full Name: Bruce Frederick Wollenberg DOB: [Redacted]

Telephone Home: [Redacted] Work: [Redacted] Cell: [Redacted]

Compliance with LE restrictions: Glasses, etc YES NO NA

|                |             |        |        |       |
|----------------|-------------|--------|--------|-------|
| Seat Position: | Front Seat  | Driver | Center | Right |
|                | Middle Seat | Left   | Center | Right |
|                | Rear Seat   | Left   | Center | Right |

Bus occupants see diagram

Ejected: YES NO

Safety Equipment used: Belts: LAP SHOULDER BOTH

Transported to Hospital YES NO Walk-in Hospital

- Nature of Injury (Circle):
- A Incapacitating injury - broken bones, hospitalized, severe cuts  
An inability to perform a task they could do before injury.
  - B Non-incapacitating injury - Cuts, bruises, scrapes
  - C Complaint of injury with no obvious injury visible

Please explain where you were on the bridge - (direction of travel [NB SB], which lane, refer to bridge diagram):



Office gave excellent view, elevated 4m SW corner of Bridge.

What other vehicles or people were around you? (Color, make, model, description), what were they doing?

in office of Dr. Amm @ 1300 S. 2nd St, Room 510

Saw some vehicles drive off (S) area, heading (N)

What did you see, feel, hear, and smell relative to the crash? (Please ask for specifics if a sensation is described - movement left to right, forward and back, up or down etc.)

See Narrative - ~~felt vibration & sound & looked up to see entire event.~~

Heard loud sound, like dump truck going over a large bump. looked up - saw ~~entire event~~ <sup>entire event</sup> from elevated position. Bridge fell (S) to (N).

What vehicle were you in?

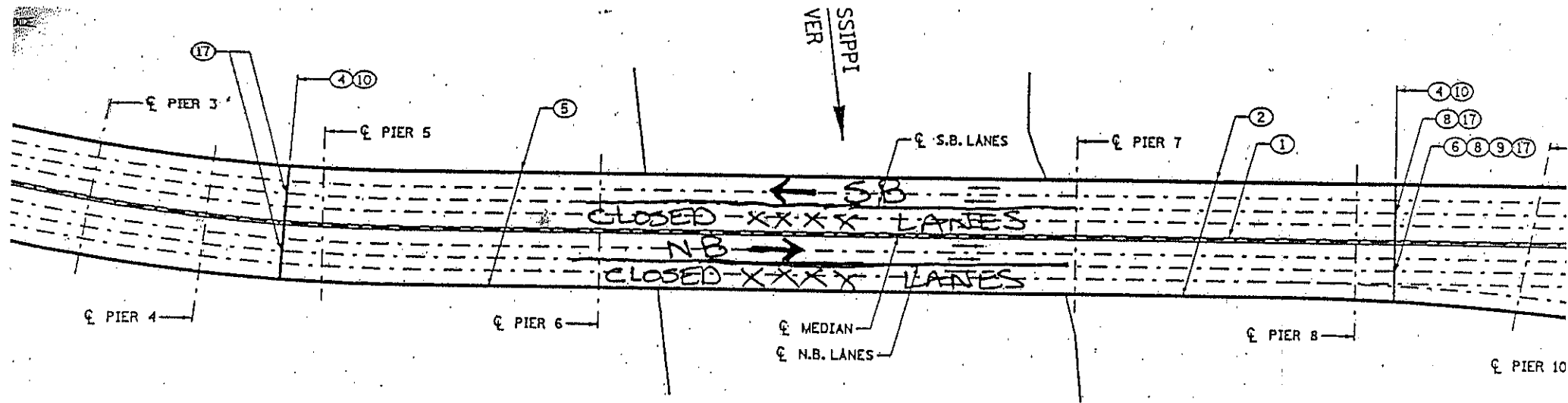
Make Plate: \_\_\_\_\_ Model Owner: \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

Insurance Company: \_\_\_\_\_ Policy Number: \_\_\_\_\_

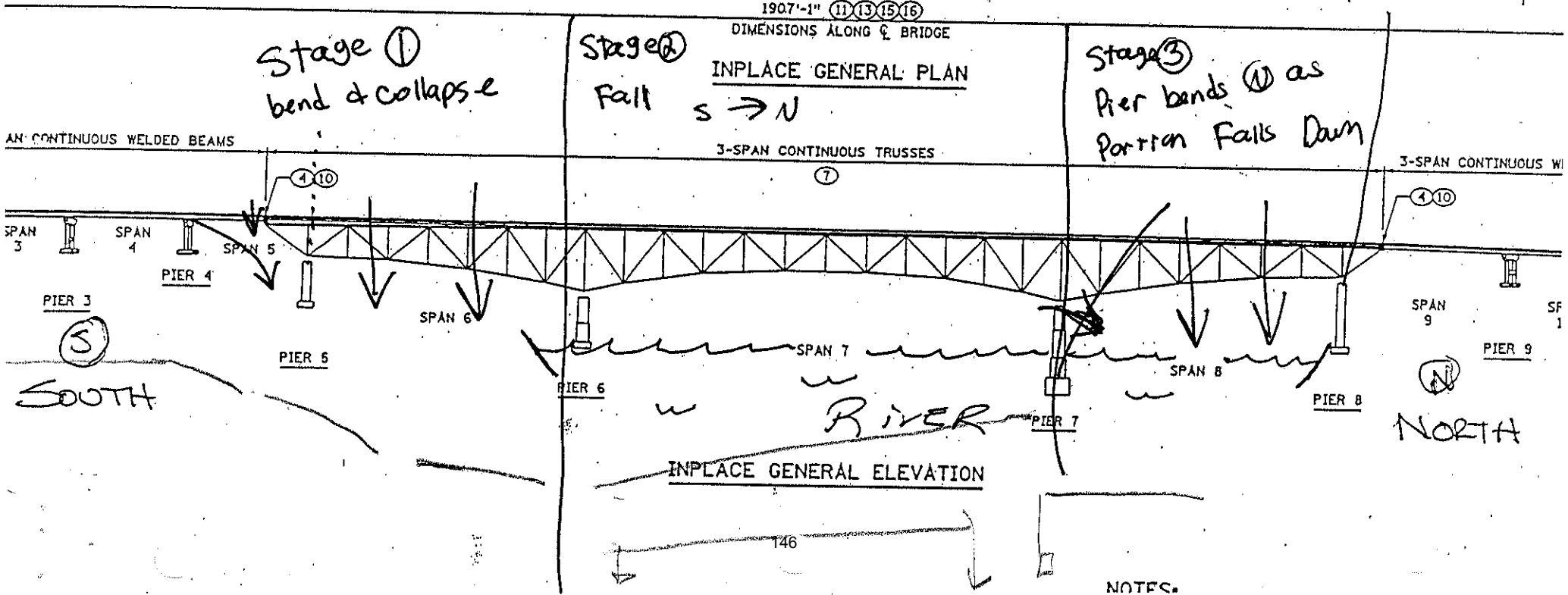
Who else was in the vehicle with you? NA (Name, address, phone, DOB)

|    | Seat Position (See above) | Injured? | YES | NO |
|----|---------------------------|----------|-----|----|
| 1. |                           |          |     |    |
| 2. |                           |          |     |    |
| 3. |                           |          |     |    |
| 4. |                           |          |     |    |
| 5. |                           |          |     |    |
| 6. |                           |          |     |    |

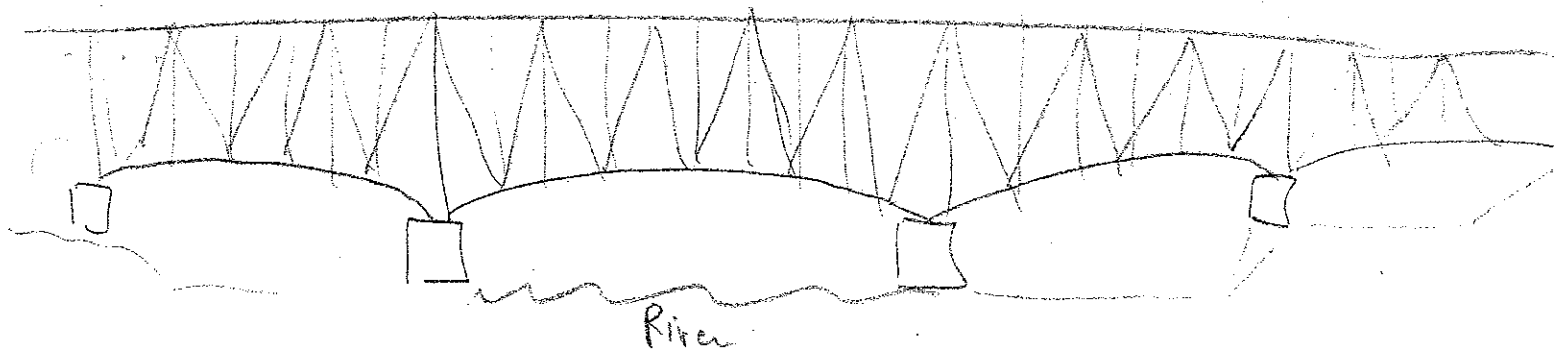
Additional notes/comments:



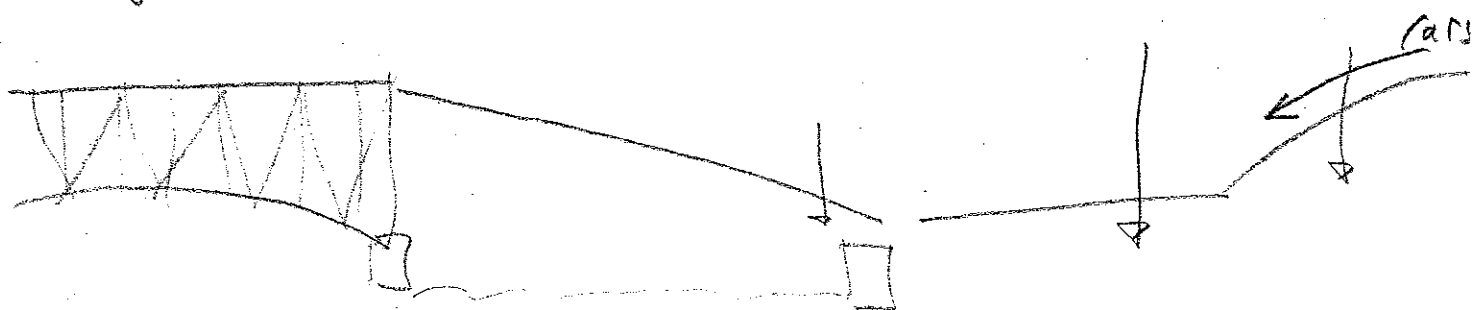
|         |         |         |         |         |              |             |         |
|---------|---------|---------|---------|---------|--------------|-------------|---------|
| SPAN 3  | SPAN 4  | SPAN 5  | SPAN 6  | SPAN 7  | SPAN 8       | SPAN 9      | SPAN 10 |
| 101'-0" | 110'-0" | 109'-4" | 265'-8" | 456'-0" | 265'-10 1/4" | 168'-1 1/4" | 94'     |



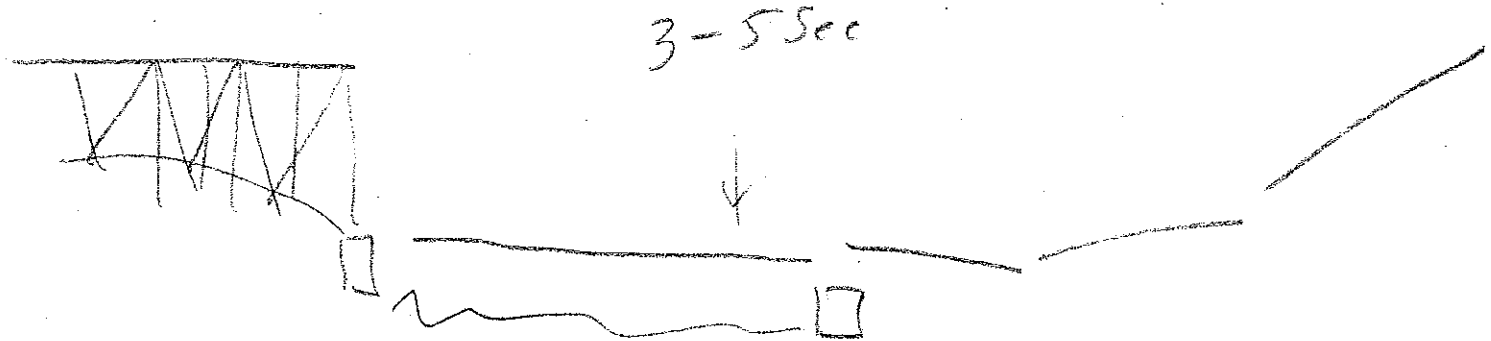
South End



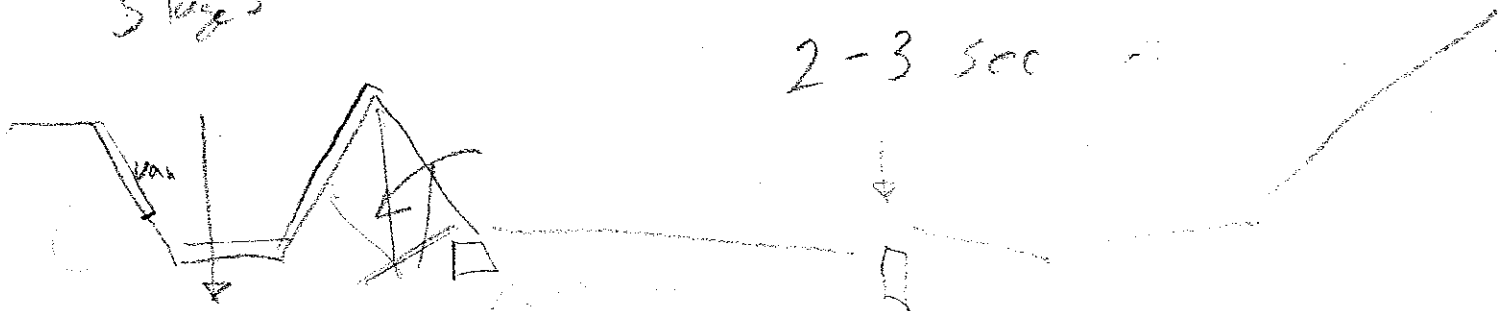
Stage 1



Stage 2



Stage 3



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 08/08/2007

Professor Bruce Wollenberg, cellular telephone number [REDACTED] was interviewed in the office of fellow University of Minnesota (UofM) professor, Dr. Massoud Amin, 1300 South Second Street, Minneapolis, MN. After being advised of the identity of the interviewing agent and the nature of the interview, Wollenberg provided the following information to the below listed special agent:

On August 1, 2007, at 6:00pm, Professor Bruce Wollenberg had just finished a meeting with Dr. Amin, another Electrical and Computer Engineering Professor at the UofM, and Gary Smaby. Dr. Amin and Professor Wollenberg remained in Dr. Amin's office after the meeting. [Agent note: The view from Dr. Amin's office provides an almost unobstructed and elevated view of a large portion of the Highway 35W bridge from the south west corner of the bridge.]

A few minutes after the meeting, Wollenberg was sitting at a small table, facing out a north east facing window that overlooked the 35W Bridge. Wollenberg heard a loud sound, like that of a dump truck going over a large bump. Wollenberg looked up and saw the south end of the bridge bending down towards the river. It took about 1 to 2 seconds for this portion of the bridge to stop bending. At the same time as this portion was bending, the portion of the bridge just north of the bending part, fell down and out of sight. A couple of cars driving north either could not stop or did not realize what was happening and drove past where the bridge was bending and "down the dip" and out of sight.

Right after the south portion fell, the south end of the main span (the span between piers 6 and 7 on the provided diagram) began to fall. The entire bridge portion between piers 6 and 7 fell south to north, snapping off right at pier 7. It took about 3 to 5 seconds for all of this to happen.

At this point, pier 7 was still standing and the bridge north of pier 7 was still standing. For a moment Wollenberg thought it might be over, but then the bridge portion between piers 7 and 8 fell and pier 7 quickly bent north. At this same time, the next bridge portion north of pier 8 bent south toward the river.

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Investigation on 08/08/2007 at Minneapolis, MN

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Continuation of FD-302 of Bruce Wollenberg, On 08/08/2007, Page 2

All along the collapse, thick gray dust with an orangish tint rose up. The entire collapse took between 6 and 8 seconds. Wollenberg tried to call 911 but could not get through. Wollenberg drove home about 6:40 pm.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Erik Wood, Passenger on the Minneapolis Queen

**INTERVIEWER:** Jennifer L. Morrison, NTSB - Office of Highway Safety

**DATE:** 8-8-2007

**LOCATION:** Image Sensing Systems Inc.  
1600 University Ave West  
St. Paul, MN

The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mr. Wood stated that he had received a phone call from his babysitter and had gone up onto the right side of the upper deck of the boat to talk to her in private. At the time of the collapse he was talking on his cell phone, facing toward the bridge when he observed a newer model tan minivan hovering in the air. Mr. Wood then stated that the South side of the bridge fell down, the lanes rotated towards him, and then the collapsing of the bridge progressed to the North. He heard a thunder-like rumble with metal creaking as the bridge fell. Mr. Wood was not aware of any construction noises and could not see or hear the vehicle traffic on the bridge prior to it collapsing.

**SUMMARY OF WITNESS INTERVIEW  
CONCERNING THE I-35W BRIDGE COLLAPSE**

**INTERVIEWEE:** Jessica Wood, Passenger on the Minneapolis Queen

**INTERVIEWER:** Sgt. Thomas Stiller, Minneapolis Police Department

**DATE:** 8-8-2007

**LOCATION:** -----  
-----  
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The interviewee was a passenger on the Minneapolis Queen, a passenger carrying paddleboat that was in the area of the I-35W Bridge at the time it collapsed.

Mrs. Wood stated that she was standing on the lower level of the boat, on the front deck just behind Becky D. and Lisa Chubb. She was looking at the span of the bridge South of the river. She indicated that she witnessed that section of the bridge twist and rotate toward her, adding that it sounded like a very loud airplane. Mrs. Wood then described the middle section falling as one piece followed by the North side of the bridge breaking and forming a "V". Mrs. Wood was not aware of any construction noises but could see and hear vehicle traffic moving slowly on the bride prior to it collapsing.