



Transcript of Interview with Vice President of Folino Construction

Pittsburgh, PA

HWY22MH003

(30 pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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COLLAPSE OF THE FERN HOLLOW BRIDGE
IN PITTSBURGH, PENNSYLVANIA
ON JANUARY 28, 2022

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Accident No.: HWY22MH003

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Interview of: FRANK FOLINO, Vice President
Folino Construction

Pittsburgh, Pennsylvania

Tuesday,
July 19, 2022

APPEARANCES:

DENNIS COLLINS, Senior Accident Investigator
National Transportation Safety Board

STEVE PROUTY, Senior Highway Engineer
National Transportation Safety Board

THOMAS SANTONE
(On behalf of Mr. Folino)

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I N T E R V I E W

(10:20 a.m. EST)

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2
3 MR. COLLINS: This is Dennis Collins with the NTSB,
4 C-o-l-l-i-n-s. It's Tuesday, July 19th, at about 10:20 a.m.
5 We're in the meeting room of the Marriott Residence Inn on William
6 Penn Highway for an interview related to the Pittsburgh bridge
7 collapse.

8 If everybody could just identify themselves and spell your
9 name for the transcriptionist, please.

10 MR. SANTONE: Thomas Santone, S-a-n-t-o-n-e.

11 MR. FOLINO: Frank Folino, F-o-l-i-n-o, Folino Construction.

12 MR. PROUTY: Steve Prouty, P as in Paul, r-o-u-t-y, NTSB.

13 MR. COLLINS: Thanks. And with that, I'll turn it over to
14 Steve.

15 MR. PROUTY: All right. Thanks.

INTERVIEW OF FRANK FOLINO

17 BY MR. PROUTY:

18 Q. Just to get things started, can we -- tell me a little bit
19 about your company. I mean, what types of construction does
20 Folino Construction do? Is it --

21 A. Folino Construction does heavy highway asphalt paving.
22 Folino Construction does commercial new construction for parking
23 lots and strip malls and things like that. We have a building
24 trades concrete division that does slab on decks, slab on grade,
25 slipping curb, exterior sidewalks. Then we have a utility

1 division that does infrastructure pipe, and we have some trucking
2 entity of the business, you know, tri-axle dump truck, you know,
3 that kind of business.

4 Q. So as far as the road construction, it's mainly asphalt
5 paving?

6 A. Utilities.

7 Q. And utilities.

8 A. Yeah. We do some -- we'll do some heavy highway curb work,
9 sidewalk handicap ramp work, stuff like that, but that's really
10 the limit of it.

11 Q. Okay. So, but you don't do concrete paving?

12 A. We'll do some concrete patching, you know, inside of a job
13 but not really a standalone job. If it's inside our job and
14 there's -- you know, the quantity fits the work that we do, we do
15 that. If it's too big, then we will subcontract it out.

16 Q. So if like the DOT, for instance, wanted, you know, 10 miles
17 of concrete --

18 A. We wouldn't.

19 Q. You wouldn't?

20 A. We wouldn't even bid that job.

21 Q. And based on your last name and the name of the company, I'm
22 guessing it's a family owned company?

23 A. Yes. It's a family owned business.

24 Q. And how long have you been working there?

25 A. I've been working there since 1990 -- 1989, 1990. So I was

1 roughly 15, 16 years old when I started there.

2 Q. Did you work anywhere else?

3 A. No.

4 Q. Who started the company?

5 A. My father. And he's still actively in the business.

6 Q. Through the years did you have the opportunity to do all the
7 aspects of --

8 A. Yes.

9 Q. -- what you guys do?

10 A. I started out as a welder mechanic. And then I was a driver.
11 Then I was -- you know, just moved into operations at that -- you
12 know, after that.

13 Q. Okay. Can you describe for me, I guess, the -- if you wanted
14 to pave a roadway, what -- I mean, I don't need the super detailed
15 description, but kind of a general description what are the
16 different steps and processes in a typical --

17 A. So typically you would mill the asphalt off to a whatever
18 depth the spec called for. And then you would sweep it, clean it,
19 you know, saw cut edges, get it all prepped for paving, you'd
20 apply tack coat, and then you'd pave. That's pretty much the
21 sequence.

22 Q. And the paving part of that itself involves?

23 A. Pavers, rollers, tack truck, sweeper truck.

24 Q. Okay. What would the -- what, if any, difference is there
25 between repaving on a roadway versus on a bridge?

1 A. None.

2 Q. Okay. I guess what type of -- you've already kind of hit
3 this a bit, but what type of equipment would typically be used
4 starting at the beginning of the process and --

5 A. So the roto-mill. The roto-mill would be first, and then
6 followed by -- typically followed by a power broom to sweep the
7 millings over. And then, you know, some various skid loaders or
8 skip loaders to pick up the debris. And then jackhammers and, you
9 know, little milling trimmer heads, and then a sweeper truck. Is
10 how we do it, which is pretty typical to the industry.

11 Q. So that's -- gets us through basically the prep, and then
12 once you start doing the actual paving, what --

13 A. You would vacuum sweeper the road to get all the debris off,
14 loose dust. And then you'd apply a tack coat and then you would
15 start paving.

16 Q. And then for the finishing on that, is there any -- I know
17 there's rollers involved --

18 A. Yes.

19 Q. -- for compacting it.

20 A. Yes.

21 Q. Anything beyond that or is that pretty much it?

22 A. That's pretty much it. And then, you know, obviously some
23 kind of seal for the joints, you know, put an asphalt seal down.

24 Q. So when you do -- typically when you do a resurfacing on like
25 a bridge deck, how far down do you go with the milling?

1 A. Typically inch and a half. You just -- usually you're just
2 trying to get the surface off typically. You know, but -- you
3 know, I'm sure we've had jobs that we've milled 3 inches off. I'm
4 sure there's jobs -- you know, I just -- I'm sure they're out
5 there.

6 Q. So you wouldn't typically go all the way down to the concrete
7 deck?

8 A. Not typically, not on like a rehab kind of -- you know,
9 somebody just wants to get the surface of the bridge, you know,
10 back drivable.

11 Q. And then -- and how much asphalt typically would then be put
12 down?

13 A. Inch and a half.

14 Q. So you're trying to keep about the same --

15 A. You take off what you put on.

16 Q. So then things like the storm sewer grates and that type of
17 stuff really shouldn't need to be adjusted, just --

18 A. No. Uh-uh. No.

19 Q. -- finished around it?

20 A. Yes.

21 Q. And I don't know if you'll know this off the top of your
22 head, but if it's something -- maybe get back to us on if you
23 don't know. Can we get the weights of different -- or rough
24 estimates of the weights of the different equipment that you guys
25 use?

1 A. I could give them to you rough, I would think.

2 Q. I'll take them rough, and then how about you can polish the
3 numbers later?

4 A. Okay. I would -- the roto-mill's probably 65,000 pounds.
5 The power broom's probably 5,000 pounds. The skid loaders,
6 depending on size, are 15,000 pounds -- 12- to 15,000 pounds.
7 Tack truck's probably, loaded -- fully loaded probably 33,000
8 pounds, close. Paver's probably 30,000 pounds. Rollers are, you
9 know, depending on the size, you know, they're probably 18,000,
10 12,000, 6,000. These are honestly just rough --

11 Q. Yeah. No, I understand.

12 A. I can get you specifics though.

13 Q. And then the trucks that bring the asphalt material in for
14 you, rough --

15 A. 73,280 is legal in Pennsylvania. So typically they're less
16 than that.

17 Q. So 73,280 pounds is --

18 A. A legal load in Pennsylvania.

19 Q. Okay.

20 A. But typically the plants load them 71- to 72,000 pounds.

21 Q. Sure. It's (indiscernible) with the roadmap, obviously.

22 A. Yes. Yes.

23 Q. I used to work as a state trooper before doing this, so I get
24 it.

25 MR. COLLINS: Before we made an honest man out of him.

1 (Interruption.)

2 MR. COLLINS: I don't know who that is.

3 BY MR. PROUTY:

4 Q. And then what would the configuration of that be? Like a
5 single unit dump truck or --

6 A. Tri-axle. It'd be a tandem with a lift axel.

7 Q. Okay. But a single unit truck as opposed to tractor-trailer
8 or --

9 A. Yeah, yeah. It'll be a single truck, straight truck, yes.
10 In PA. You know, I'm sure other states are tractor-trailer.

11 Q. So if you're working on -- you're paving a bridge that is
12 posted with a weight restriction. Is there any special
13 accommodations that you make or adjustments you make to your
14 process for something like that?

15 A. Usually the owner of the structure gives us the go-ahead.
16 You know, they're like we want to do this, and we assume that the
17 engineering side of the owner did all the calculations that -- you
18 know, will figure out that they will hold our load.

19 Q. And if, for instance, they have concerns, will they convey
20 those to you?

21 A. Yes.

22 Q. Say, hey, limit how much --

23 A. Yes.

24 Q. -- (indiscernible) you have at any given time?

25 A. Yes. Yeah, we did a project for PennDOT that was like that.

1 Q. And if they do give those special instructions, how will they
2 typically give those to you?

3 A. I can only remember one time that they gave it to us and I do
4 not recall how it was given to us. I'm sure it was formally
5 though.

6 Q. So it would be part of the contract or the plans or --

7 A. Yes.

8 Q. Are you typically working from plans when you do these or is
9 it more of a go up there and make it look new again?

10 A. So depending on who we're working for. Typically it's plans,
11 but if the city is -- our contract with the city is milling,
12 paving of the city of Pittsburgh, and we -- when we bid the work,
13 we never know what we're paving. So the city, we kind of get it
14 on the go. But for, you know, PennDOT or a municipality, we would
15 have specific plans.

16 Q. So is it like a standing contract sort of for they all of a
17 sudden decide, oh, we need this road done --

18 A. That's how the city is, yes.

19 Q. -- you'll go figure out quantities and --

20 A. They typically give us the limits of the work and then we
21 plan our work accordingly.

22 MR. COLLINS: When you originally got the contract with the
23 city, was that -- did you have to put forth a bid, something like
24 this is our rates per hour or our rates per material?

25 MR. SANTONE: I believe we forwarded the contact over to you.

1 MR. COLLINS: Okay.

2 MR. SANTONE: And in there would be the --

3 BY MR. PROUTY:

4 Q. We printed it this morning. I haven't had a chance to look
5 at it yet. But that's why I printed it, so that maybe you can --

6 A. Yeah.

7 Q. -- educate me on these or, you know -- I don't know if --
8 everything kind of got put into one pile here.

9 You know what you're looking for better than I do. I'll give
10 you the stack.

11 A. I don't know if I have, but --

12 Q. Take your time, man. It's fine.

13 A. So these are the, these are the pay items.

14 Q. Okay.

15 A. And that's how -- that's what we bid off of. So you just get
16 a lump sum of numbers. And sometimes you do them and sometimes
17 you don't.

18 BY MR. COLLINS:

19 Q. So the city would have other companies in addition to Folino
20 or --

21 A. We're a single, single contract.

22 Q. Single. Okay.

23 A. Single vendor for the contract.

24 Q. For the duration of the contract. And then they either renew
25 it or rebid it or --

1 A. Correct.

2 Q. -- whatever?

3 A. Correct.

4 Q. Okay.

5 A. And we -- I believe we've had the contract since about 2010-
6 ish, and it's been the same since we've had it and it's been the
7 same for the longest -- you know, they give you a big number, you
8 know, that's half a million square yards and then you might do it
9 1,000 yards at a time or 20,000 yards at a time. You just don't
10 know.

11 MR. PROUTY: These are some things you may have sent copies
12 as well. Like I said, I haven't had a chance to look through.

13 These are invoices that we got from the city that were --

14 MR. SANTONE: We probably sent you the same exact --

15 MR. PROUTY: Quite possibly. Like I said, I found out about
16 them this morning, so -- I think it was -- I don't know.

17 BY MR. PROUTY:

18 Q. But anyway, so like here, this is just you obviously didn't
19 do -- this is Forbes Avenue between Dallas and South Braddock.

20 A. Correct.

21 Q. So obviously you didn't do any of these things that are
22 blank.

23 A. Correct.

24 Q. You only did 12 of these, whichever that is, which I guess
25 was item number 1600, utility cast. What's that description?

- 1 A. Oh, that's just a manhole or water box risers or risers --
- 2 Q. So adjustments?
- 3 A. Yep. That's --
- 4 Q. That's risers. Okay.
- 5 A. And then this is the paving on it. So it was 13,586 square
- 6 yards on this street.
- 7 Q. Okay. And then -- and then what's this?
- 8 A. So 76- --
- 9 Q. I notice that these others didn't have that type of --
- 10 A. Yeah. So 7622 is like a polymer liquid asphalt --
- 11 Q. Okay.
- 12 A. -- that typically are used on higher traffic count roads.
- 13 Q. So it's basically like a mixed designation?
- 14 A. Yes.
- 15 Q. The reason I'm asking you these questions is because I want
- 16 to make sure that I'm interpreting --
- 17 A. Yep. Um-hum.
- 18 Q. -- this stuff right.
- 19 And then this was the milling. So this actually would've
- 20 occurred before that one?
- 21 A. Correct. But I believe in this particular case we did it
- 22 simultaneously. So we milled it and paved it all in the same day
- 23 just for --
- 24 Q. Okay. This is broken out into the two, right?
- 25 A. Yes. Yes.

1 Q. And that's just flaggers. Okay.

2 Some of these for -- some of these pay items like the asphalt
3 milling, some of them say in parenthesis city kept, others say
4 contract kept.

5 A. Yeah, so --

6 Q. What's the difference there and what do those mean?

7 A. So city kept means that they keep the recycled material.

8 Q. Okay.

9 A. And when it says contractor kept, it's Folino's property and
10 then we sell it back to the asphalt plants to be recycled back
11 into the mixes.

12 Q. Okay.

13 MR. COLLINS: And they are two different line items --

14 MR. FOLINO: Two different pay items.

15 MR. COLLINS: -- because it's two different rates?

16 MR. FOLINO: Yeah. Because I'll get a credit from the plant,
17 which makes my number less -- typically should make it less. And
18 then when they keep it, obviously --

19 MR. COLLINS: Your number doesn't get less, but the city gets
20 some benefit out of it.

21 MR. FOLINO: My number will be more expensive than if I kept
22 it.

23 MR. COLLINS: Right.

24 MR. FOLINO: And they can use it for whatever, in the parks
25 or, you know --

1 BY MR. PROUTY:

2 Q. So then item 5100 here, says asphalt milling 0 to 3 inches
3 deep, contractor kept. So you would've kept the recycled
4 materials on that?

5 A. Correct.

6 Q. And it can be, I assume, anywhere between 0 and 3?

7 A. Correct.

8 Q. And you don't have any way of knowing what it would've been?

9 A. Correct.

10 Q. Or is there a way to know what was done?

11 A. No.

12 Q. But again, it would be just replaced with basically the same
13 thickness, from what you said earlier?

14 A. Correct.

15 Q. Okay. That's all the questions I had on these. This, again,
16 now this whole packet is from the city.

17 A. Right.

18 Q. It looks like maybe some on the city inspector
19 (indiscernible)?

20 A. The city generates that, sends it to us, we review it. If we
21 agree, we invoice on our form, give it back to the city, and then
22 it gets processed for payment.

23 Q. Okay. And who makes this? The city inspector?

24 A. City paving office generates that.

25 Q. So someone that they've hired, then, to --

1 A. Or employee, yes.

2 Q. Or an employee of the city then that basically keeps track of
3 the quantities that you guys are actually doing?

4 A. Correct.

5 Q. Okay.

6 MR. COLLINS: That would be the paving -- maybe the paving
7 supervisor for Department of Mobility and Infrastructure?

8 MR. FOLINO: It would be his office.

9 MR. COLLINS: Somebody -- his office generates the --

10 MR. FOLINO: Yes.

11 MR. COLLINS: Okay. Not necessarily him specifically, but --

12 MR. FOLINO: It could be.

13 MR. COLLINS: It could be, but it comes out of his office?

14 MR. FOLINO: Correct.

15 MR. SANTONE: Are there older ones?

16 MR. PROUTY: Okay. That certainly helps so I know what I'm
17 looking at when I'm working with those.

18 MR. SANTONE: I believe we sent you the specific bridge
19 billings.

20 MR. COLLINS: I believe you may have.

21 MR. PROUTY: So are they going to be specific just to the
22 bridge?

23 MR. SANTONE: Yes.

24 MR. PROUTY: Okay. And that's different from --

25 MR. SANTONE: Yes.

1 MR. PROUTY: -- from that?

2 MR. SANTONE: Correct.

3 MR. PROUTY: Okay.

4 MR. SANTONE: I have a copy of it if you can't find yours.

5 MR. COLLINS: I'm not sure what I'm looking at so I'm going
6 to pass it to Steve.

7 MR. PROUTY: You can show it to me. I will make sure I find
8 it and label it accordingly.

9 MR. FOLINO: So it's an Oct -- it'll look like October 25th
10 is the milling one and November 21st is the paving one.

11 MR. COLLINS: Do I write milling on that?

12 MR. PROUTY: Well, I want to make sure I know which one it is
13 first.

14 MR. FOLINO: If you want to slide that over, I'll find it for
15 you. It'll be easier --

16 MR. PROUTY: Absolutely.

17 MR. FOLINO: That should be the milling one.

18 And that should be the paving one.

19 MR. COLLINS: I can separate those and keep them separated
20 into sections if you want to, until we dig up a paper clip or a
21 stapler.

22 MR. PROUTY: I'll give them to you right after I'm finished
23 looking at them.

24 BY MR. PROUTY:

25 Q. All right. So this is specific to --

1 A. The bridge, yeah.

2 Q. Perfect. And this was the -- would the bridge have been done
3 the same day as the rest of the street or different?

4 A. Different. So I believe the bridge was done August 28th,
5 according to our timecards.

6 Q. Write that date down so when I'm looking through timecards I
7 can -- and that would have been 2017, correct?

8 A. 2017, yes.

9 Q. Okay. I just want to make sure.

10 MR. COLLINS: And that would've been one of those you did the
11 whole bridge and --

12 MR. FOLINO: We just did a piece of it. We just did a piece.

13 MR. COLLINS: Oh, a piece.

14 MR. FOLINO: Yeah. So we --

15 MR. SANTONE: I believe we sent you also the -- our project
16 manager's layout of it. It looked like it was 540 feet by 20 feet
17 wide.

18 MR. FOLINO: Yeah. I thought I remember seeing --

19 MR. COLLINS: That would be that?

20 MR. FOLINO: Correct. Yes.

21 MR. PROUTY: I wish you would have scaled that to the page
22 (indiscernible).

23 MR. COLLINS: Instead of cutting it off?

24 MR. PROUTY: Yeah.

25 MR. FOLINO: You can just look at that one --

1 MR. PROUTY: That would be awesome.

2 MR. FOLINO: -- until you reprint.

3 MR. PROUTY: Yep.

4 MR. COLLINS: So 540 by 20.

5 BY MR. PROUTY:

6 Q. So I wasn't -- so this is the Braddock side of the bridge?

7 A. Correct.

8 Q. And then this is the -- would be the west end of the bridge
9 potentially?

10 A. I don't talk like that. I don't know. People get me
11 always --

12 Q. Okay. So the Dallas end of the bridge?

13 A. Yep. And then the other side would be Forbes or --

14 Q. Braddock.

15 A. Braddock.

16 Q. Okay. So it was 540 feet long, you said?

17 A. Yes.

18 Q. And then 20 feet wide?

19 A. Yes.

20 Q. Okay.

21 MR. COLLINS: And coming from the Dallas side towards the
22 Braddock but didn't make it all the way -- didn't pave the entire
23 bridge. So the section you did not pave was whatever's left
24 between 540 and South Braddock?

25 MR. FOLINO: Correct.

1 MR. COLLINS: The South Braddock abutment.

2 BY MR. PROUTY:

3 Q. And then 20 feet basically center -- down the center line,
4 roughly?

5 A. I don't know that answer.

6 Q. Okay.

7 MR. COLLINS: I should have said that, too. That's a
8 perfectly acceptable answer, "I don't know." There are no wrong
9 answers.

10 MR. FOLINO: Yeah, I don't know if it was center lanes only.
11 I don't know.

12 BY MR. PROUTY:

13 Q. All right. I'm just trying to find out what was done, what
14 wasn't done, because obviously I can't go look at the bridge
15 anymore and even when it was laying in the -- down on the ground,
16 it was -- you know, I couldn't really get up onto it and look at
17 the stuff just for safety concerns. So I'm trying to look at the
18 historical Google street view -- you sent the Google Earth
19 images -- and kind of see when the pattern changes. So this'll
20 help kind of actually help me figure out what happened in between
21 some of those photographs.

22 A. Sure.

23 Q. So that's why I'm asking a bunch of these questions because
24 I'm trying to put together kind of a timeline of that.

25 So this one you said is the milling. Basically it's blank

1 until we get down to the milling one, and then it was -- I guess
2 it's the paving. Oh, here it is, bridge. So like on this one, it
3 says the bridge from Dallas to Braddock.

4 A. Correct.

5 Q. Is that -- it's not Forbes Avenue, the entire Forbes Avenue.
6 From Dallas to Braddock is the bridge.

7 A. The bridge.

8 Q. Bridge. Okay.

9 A. I think we label those the same way that we get those sheets
10 from the paving office. So if the paving office calls it Forbes
11 bridge and then they'll list the terminals, you know, from
12 Braddock. That's -- we name it the same way just so there's zero
13 confusion on paperwork side.

14 Q. That makes sense. I'm just trying to in my mind --

15 A. Yeah. So if they call it -- whatever they call it, we call
16 it.

17 Q. Yeah. I'm just trying to orient myself to the paperwork.

18 A. Yes.

19 Q. Because up until now, we've been -- had to learn how to
20 orient the bridge with respect to the inspection reports.

21 A. For sure.

22 Q. Because they have their own --

23 A. For sure.

24 Q. -- near, far, left, right nomenclature that they use, so --

25 And you gave us copies of the contracts. That takes care of

1 that question.

2 And do they typically, again in the contract or in something
3 else, specify how much asphalt they want removed or is that left
4 to you?

5 A. It's their -- we take their words. So if they say mill 1
6 inch, we mill 1 inch. If they say mill 10 inches, we mill 10
7 inches. But if we have pay items and they tell us, then we do it.

8 Q. Right. So if I say mill to the depth specified by the owner,
9 that would be an accurate statement?

10 A. Correct.

11 Q. We've already covered these actually, so I'm just trying to
12 get down what you had said.

13 And so when you're repaving just a roadway, not a bridge, a
14 stretch of road, you also replace the same depth that you mill?

15 A. (No audible response.)

16 Q. Do you know who handles the crack filling for the city? Is
17 that the city or do you guys do that or --

18 A. I don't know that.

19 Q. So someone else does that?

20 A. (No audible response.)

21 Q. And we've got fresh crack fill and showing up in some of
22 those historical satellite images, so I was just trying to -- and
23 then they disappear when things get repaved. So it's -- I'm just
24 trying to piece it all together.

25 So you don't do the crack filling?

1 A. No.

2 Q. Do you crack filling at all? Just out of curiosity.

3 A. No.

4 Q. And this is more to help educate me. Do you know of any way
5 to tell how much asphalt, say, is on a bridge deck without doing
6 like a core?

7 A. A core will be the only thing that I know. I don't know if
8 ground-penetrating radar would be able to tell you that.

9 Q. I'm not sure either.

10 A. I don't know that. That would be the only other, only other
11 way. Historicals, you know, from the initial build, you know,
12 maybe.

13 Q. So historical records or site plans or --

14 A. Yeah.

15 Q. And you guys typically -- would you get involved in looking
16 into those or that's left to the city and you're just doing what
17 they ask you to do?

18 A. (No audible response.)

19 Q. Okay. Now I'm not saying you or your company, but, you know,
20 kind of a hypothetical, have you seen or heard of contractors
21 skipping or shorting like the milling or the removal to cut costs
22 and time?

23 A. I'm sure it happens. I don't know.

24 Q. Okay. But you said that essentially the city has someone, a
25 representative there, who basically is keeping track of what you

1 did?

2 A. Correct.

3 Q. So they're ultimately the ones that are controlling how much
4 you get paid?

5 A. Correct.

6 MR. COLLINS: And I just want to be clear I'm understanding
7 something. So while you're out on the stretch of road for the
8 city and you're milling -- prepping it and then milling it and
9 cleaning it, there's a representative of the city there monitoring
10 the work?

11 MR. FOLINO: Yes, we have inspection.

12 MR. COLLINS: Much like PennDOT had inspectors there while --
13 I can't remember the name of the company now -- but while they
14 were taking the old pieces of the bridge out and all that, PennDOT
15 had somebody there.

16 MR. FOLINO: Yes.

17 MR. COLLINS: Okay.

18 MR. FOLINO: Yeah, we work with inspection all the time.

19 MR. PROUTY: 100 percent?

20 MR. FOLINO: 100 percent. They're out with us every day.

21 MR. COLLINS: It could be worse. You could have us with you
22 every day. You guys are probably better --

23 MR. FOLINO: You know, we welcome, we welcome inspection. I
24 mean, we -- you know, our goal is to do it right. That's --
25 quality is everything for us.

1 MR. COLLINS: Particularly these days.

2 MR. FOLINO: It's a hard to get away with anything with all
3 the cell phone cameras and all the, you know, people posting
4 randomly on social medias and innocently, you know?

5 MR. COLLINS: Do we need to do something with the TV to bring
6 it back up?

7 MR. PROUTY: I don't think so. We'll find out here in a
8 second.

9 MR. FOLINO: I have to respond to the text messages --

10 MR. COLLINS: Oh, please, take whatever you need, if you need
11 a break or anything.

12 MR. PROUTY: I think the short answer is yes, we have to do
13 something with the TV. Long answer is I don't know what we have
14 to do to make it work again.

15 (Discussion about TV issues.)

16 MR. PROUTY: That looks pretty good.

17 MR. COLLINS: Okay.

18 UNIDENTIFIED SPEAKER: Actually, I don't know about you, but
19 I think I will get a water.

20 BY MR. PROUTY:

21 Q. So this is the Dallas end of the bridge. Or we're looking
22 towards the Dallas -- towards Dallas Avenue from, you know, part
23 way across the bridge. So I understand, the 2017 paving was
24 something in this area and then coming out the 500 and some feet?

25 A. Right.

1 Q. So it would've been at this end of the bridge, correct?

2 A. Correct.

3 Q. So this is where I'm going to need your expertise here. This
4 to me looks like probably the same -- that a new layer that was
5 put on with this dark underneath it here being the tack, tack coat
6 between what was there previously and the new? I'm just trying to
7 figure out what I'm seeing in some of these pictures.

8 A. I don't --

9 Q. I can zoom in if that would help. If you don't know, if you
10 can't tell, that's a perfectly acceptable answer as well.

11 A. I can't tell.

12 Q. This is a different view of the same thing. It's hard to
13 tell from the image here, too, but -- where some of the breaks
14 are. Because, you know, this is all kind of sliding down the hill
15 towards us as we're working, so it -- one of the reasons we didn't
16 go up and get the cores because we didn't want to have to put
17 someone on there with the --

18 A. Correct.

19 Q. It's just two layers -- it looks to me like this would be,
20 you know, what was milled off and replaced, not -- and I'm not
21 saying it was necessarily the project that you guys did. I'm just
22 looking at this in general.

23 A. Correct.

24 Q. And here again, where you have obvious separation between
25 those, my assumption is that that's, you know, the amount that was

1 milled off and replaced. And this is the -- I believe, the
2 opposite end of the bridge now. Yeah, this is -- this is the end
3 that you guys didn't do, so -- but again, just looking at -- I'm
4 trying to make sense of what we're seeing in the context of how it
5 was originally put on there. That's --

6 MR. PROUTY: Do you have anything else?

7 MR. COLLINS: I just had a couple of questions that occurred
8 to me while you were talking.

9 BY MR. COLLINS:

10 Q. How is the tack coat applied?

11 A. With a distributor truck.

12 Q. With a distributor truck. Okay.

13 A. Calibrated.

14 Q. And once asphalt's down and it's sealed, at this point you
15 don't handle, say, the restriping?

16 A. No, sir.

17 Q. No? Okay.

18 MR. COLLINS: That was it question wise.

19 MR. PROUTY: That's all I've got.

20 MR. COLLINS: Unless you gentlemen have any questions for
21 Steve or I?

22 MR. FOLINO: No.

23 MR. COLLINS: Okay. Then thank you very much.

24 (Whereupon, the interview was concluded.)

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD



IN THE MATTER OF: COLLAPSE OF THE FERN HOLLOW BRIDGE
IN PITTSBURGH, PENNSYLVANIA
ON JANUARY 28, 2022
Interview of Frank Folino

ACCIDENT NO.: HWY22MH003

PLACE: Pittsburgh, Pennsylvania

DATE: July 19, 2022

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

Kay Maurer
Transcriber