



**WITNESS INTERVIEW TRANSCRIPT**

**George's Crane Service**

**Miami, FL**

**HWY18MH009**

(34 pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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PEDESTRIAN BRIDGE COLLAPSE  
MIAMI, FLORIDA  
MARCH 15, 2018

\* Accident No.: HWY18MH009

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Interview of: DANIEL RUANO  
George's Crane Service

Friday,  
June 29, 2018

## APPEARANCES:

KENNETH BRAGG, Senior Human Performance Investigator  
National Transportation Safety Board

DANIEL WALSH, Senior Highway Accident Investigator  
National Transportation Safety Board

ROBERT ACETTA, Investigator in Charge  
National Transportation Safety Board

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(On behalf of George's Crane and Daniel Ruano)

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I N T E R V I E W

(1:00 p.m.)

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2  
3 MR. BRAGG: Today is Friday, June 29th, 2018. It's about  
4 1:00 p.m. My name is Kenneth Bragg. I am an investigator with  
5 the National Transportation Safety Board.

6 This interview is in regards to the FIU bridge collapse,  
7 which occurred on March 15th, 2018, in Miami, Florida.

8 I'm going to go around the table and ask everyone to state  
9 their name and their organization.

10 MR. WALSH: Dan Walsh with the National Transportation Safety  
11 Board.

12 MR. HOLT: Reggie Holt with Federal Highway Administration.

13 MR. GOLEMBE: Joshua Golembe from the Butler Law Firm.

14 MR. BRAGG: I'm sorry. Could you spell your last name?

15 MR. GOLEMBE: Sure, G-o-l-e-m-b-e.

16 MR. BRAGG: Thank you.

17 MR. ACETTA: Robert Acetta with the National Transportation  
18 Safety Board.

19 MR. BLEVINS: My name is Bryant, B-r-y-a-n-t, Blevins, B-l-e-  
20 v-i-n-s, and I am the attorney for George's Crane and for Danny.

21 MR. BRAGG: Okay.

22 MR. RUANO: My name is Danny Ruano.

## INTERVIEW OF DANIEL RUANO

23  
24 BY MR. BRAGG:

25 Q. Spell your first name?

1 A. D-a-n-i-e-l.

2 Q. And your last name?

3 A. R-u-a-n-o.

4 Q. Okay. I'm going to start off by just talking a little bit  
5 about your background and just how you come to work for your  
6 employer. How long have you worked for the --

7 A. For George's Crane? About 2 years.

8 Q. About 2 years. And what role do you serve with the company  
9 now?

10 A. A crane operator.

11 Q. And how long have you been with -- a crane operator for  
12 George's Crane?

13 A. For about 2 years.

14 Q. And prior to George's Crane, did you work as a crane operator  
15 elsewhere?

16 A. No, sir.

17 Q. No, sir. So how did you become -- how does one become a  
18 crane operator?

19 A. My father has been doing it for about 29 years now.

20 Q. Oh, okay. So did you go to a school or --

21 A. Yes. I have -- I went to get my CCL, and my dad basically  
22 trained me. We learned -- as a rigger, I started as a rigger and,  
23 from there, I worked my way up.

24 Q. And what's a CCL?

25 A. The crane operating certificate.

1 Q. Okay. So let's talk about -- a little bit about how you  
2 became involved in this project. When did you become -- when was  
3 your first involvement with this bridge project?

4 A. The same day.

5 Q. Same day? So you had never performed any functions with that  
6 prior?

7 A. No, sir.

8 Q. And how did you come to receive this assignment?

9 A. Dispatchers release your work throughout the day, and they  
10 put me on that job.

11 Q. And what is it that they told you you were going to be doing  
12 at that time?

13 A. A generator, 600 pounds.

14 Q. Just describe it a little bit more plainly?

15 A. On my ticket it said lift a generator, and they give you the  
16 address, and that's the ticket that we have throughout the day  
17 that we follow.

18 Q. Okay. And what type of crane were you operating?

19 A. A 75-ton Link-Belt.

20 Q. Link-Belt.

21 MR. BLEVINS: Just wait till he finishes all the way, because  
22 the young lady or gentleman who is going to have to take this down  
23 so -- and you'll hear his questions, and then you try to do the  
24 same thing. It's a conversation and people normally talk over  
25 each other, but when we're trying to get it so it's -- so just

1 wait a sec.

2 MR. RUANO: Okay.

3 MR. BRAGG: And those instructions were provided by  
4 Mr. Blevins.

5 BY MR. BRAGG:

6 Q. So what time did you arrive at the jobsite?

7 A. At 9:00.

8 Q. 9:00. And did you bring -- did you transport the crane to  
9 the jobsite?

10 A. Yes.

11 Q. And how did you -- how do you transport it? Is it on a truck  
12 or did you drive the crane itself?

13 A. Drive the crane itself.

14 Q. Okay. And just go ahead and describe briefly what you did  
15 when you arrived.

16 A. I pulled over to the side of the road. The guys weren't  
17 there yet. And it was blocked off by cones on the right-hand side  
18 of the roadway. Once they got there, around 10-ish, I believe,  
19 then we started. They pulled up in their trucks and whatnot, and  
20 I started setting up. They had one lane closed, and we closed off  
21 both lanes with cones, and I just set up and I waited for them.

22 Q. And who did you contact when you got there from the company?  
23 Do you know who you spoke with?

24 A. No, I didn't -- my company was talking to them.

25 Q. Okay. So did you know any of the work crew prior to that



1 time?

2 A. No, sir.

3 Q. Okay. And when you said the right side of the road, are you  
4 talking about the side closest to the university or closest to the  
5 canal?

6 A. The canal.

7 Q. Closest to the canal. And when they closed the roadway, did  
8 you do so using -- just did the company place out cones? Were  
9 there public safety or law enforcement there?

10 A. Themselves.

11 Q. Themselves. Okay. So once you got your crane placed, then  
12 what did you do?

13 A. Sat there, picked up a generator over the barricade, and  
14 waited there. And then I picked up a blue piece from the back of  
15 one of their pickup trucks, and then we were working on top of the  
16 bridge.

17 Q. Okay. And what work were you doing with the generator?

18 A. We just put it over. They turned it on. I don't, I don't  
19 know.

20 MR. BRAGG: Okay. I'm going to let Mr. Walsh ask you some  
21 specific questions about the bridge operation.

22 MR. WALSH: Thank you, Mr. Bragg.

23 BY MR. WALSH:

24 Q. Daniel, where was the crane positioned?

25 A. Right next to the canal on the north -- let me see --

1 northwest side, on the side of the canal.

2 Q. Okay. And how close was it to the bridge?

3 A. Myself, the crane?

4 Q. Yeah.

5 A. My center pin to where I was working was 30 feet.

6 Q. Okay.

7 A. Thirty to 40 feet.

8 Q. And was there any object between the crane and the bridge?

9 Was there any -- was there another vehicle?

10 A. Yes. There was trucks.

11 Q. Okay. And what were those trucks?

12 A. Like they were with the gentlemen that were working there.

13 They had all their tools in the back, and it was probably, I would  
14 say, 10, 15 feet away.

15 Q. Okay. Was there anything unusual about the crane service  
16 that you provided on that day, and anything unusual about the  
17 connection to the ram device that they were using?

18 A. No. It was a normal day.

19 Q. Okay. And did your crane service actually -- was it  
20 connected to the ram device? Is that how --

21 A. I don't what a ram device is.

22 Q. Okay.

23 MR. ACETTA: Try to describe it. That's from Robert Acetta.

24 BY MR. WALSH:

25 Q. Okay. It was a blue color. If that --

1 A. A cylinder?

2 Q. Yes.

3 A. Yes. That was -- it was up there. That's what I picked up  
4 from the back of a truck.

5 Q. Okay.

6 A. And I put it up there, and then I couldn't see what they were  
7 doing so I had a gentleman giving me signals.

8 Q. Okay. And how is that connected to the blue cylinder device?  
9 How is that connected?

10 A. With two chains.

11 Q. Okay.

12 A. Yeah. Two sets of 20-foot chains.

13 Q. Okay. Was there one chain on one end and the second chain  
14 was on the other end?

15 A. I picked it up with two chains on each end.

16 Q. Okay. And is that the normal process of how you picked it up  
17 when post-tensioning was done on other days, other days of -- for  
18 instance, in the casting yard, is that how you also picked it up?

19 A. I didn't even know what we were doing. I just knew it was a  
20 blue piece.

21 Q. Okay.

22 A. I didn't have any idea what we were doing up there.

23 Q. Okay. Did you provide the crane service to VSL when post-  
24 tensioning was done in the adjacent casting yard? Were you the  
25 crane operator?

1 A. I was a crane operator, but I was working with the gentleman  
2 that -- I don't even know the company name. I don't remember what  
3 was on the ticket itself. But the gentleman I was working with  
4 from the morning to pick the generator over the side of the road,  
5 it was the same gentleman that was giving me the signals.

6 Q. Okay. And the operation that you performed, it was  
7 similar -- the operation that you performed on the day of the  
8 collapse, was that similar to the other days that you had  
9 performed crane service for this company?

10 A. I never worked with them before. That was the first time I  
11 saw them.

12 Q. Okay.

13 A. But yeah, it was a regular day. Setting up, you know, it's a  
14 procedure that we go through, you know.

15 Q. Same -- it was standard procedure?

16 A. I did, yeah.

17 MR. BLEVINS: I know I'm not supposed to talk, but he's  
18 already said this was his first day on that jobsite.

19 MR. BRAGG: Yeah.

20 MR. BLEVINS: Just so there's no confusion.

21 MR. WALSH: Okay.

22 MR. BLEVINS: There seems to be some confusion about he --  
23 whether you were talking about earlier that day or another day.  
24 He said this is first time on that jobsite.

25 MR. WALSH: This is his first time.

1 MR. BLEVINS: But you can clarify that. I'm not trying to --

2 MR. WALSH: No. Thank you.

3 MR. BRAGG: Yeah. Thank you.

4 MR. BLEVINS: And this is Bryant Blevins that just made those  
5 statements.

6 MR. BRAGG: Thank you.

7 BY MR. WALSH:

8 Q. Did you encounter any unusual difficulties working with this  
9 company --

10 A. No, sir.

11 Q. -- on the day of the collapse?

12 A. No.

13 Q. While you were on the -- while you were performing the crane  
14 service, did you notice any unusual activities on the bridge?

15 A. Everybody was working. I was mainly looking at -- well, I  
16 couldn't see it, but I would see their hardhats moving back and  
17 forth on the bridge and whatnot, and just keeping an eye on them,  
18 what they were doing, if I needed signals or anything from me on  
19 my part.

20 Q. Did you observe any cracks or -- on the bridge whatsoever?

21 A. No, sir, not that I saw.

22 Q. Okay. If you recall -- if you remember, what was the last  
23 post-tensioning bar that was stressed before the collapse? Was it  
24 the top bar or was it the bottom bar?

25 A. I have no idea.

1 Q. Don't --

2 A. I have no idea, sir.

3 MR. WALSH: Okay. Those are my --

4 BY MR. BRAGG:

5 Q. So I have a follow-up question just to help me understand.

6 So you picked a generator up, correct? And what did you do with  
7 it? Did you --

8 A. Just put it over a barricade (indiscernible).

9 Q. And just sit it down on the ground?

10 A. Sit it down on the ground, sir.

11 Q. And then you picked up this blue cylinder from --

12 A. Couple hours later from the back of a truck. Sorry.

13 Q. And then once you picked the cylinder up, what did you do  
14 with it?

15 A. We put it on the ground, because they picked it up horizontal  
16 out of the tool box, put it on the ground. And they got both  
17 chains, put both chains on the blue piece, and then from there,  
18 that gentleman up top started signaling me.

19 Q. And what was he signaling you to do?

20 A. Cable up, cable down, cable up, cable down, in about 4- to 6-  
21 foot circumference in the same area they were working.

22 Q. Okay. So -- and he would ask you to go cable up, it would  
23 move into position, and how long would they keep it there?

24 A. Probably --

25 Q. Several hours, a few minutes or --

1 A. Twenty, 30 minutes. I mean --

2 Q. And then, once after that, did they ask you to move it to  
3 another height after that?

4 A. He asked swing left or swing right, yeah, a couple feet, I  
5 guess.

6 Q. So how many different times did you position the cylinder?

7 A. I wouldn't be able to tell you. I would say -- I don't even  
8 know where he was positioning it or any -- I couldn't see really.

9 Q. So you couldn't actually see what was -- so you were  
10 operating solely on his --

11 A. Signals.

12 Q. -- on his hand signals?

13 A. Yes, sir.

14 Q. Okay. Ballpark, would you say less than 10, more than 3?

15 A. Probably less than 10.

16 Q. Okay. Okay. But more than one or two?

17 A. Yes, sir.

18 Q. Okay. So where were you when the collapse occurred?

19 A. In my cab.

20 Q. You were in your cab?

21 A. Yes, sir.

22 Q. And which was your cab facing?

23 A. Right towards the bridge.

24 Q. You were facing towards the bridge?

25 A. Yes.

1 Q. And where was your attention focused?

2 A. On my guys up top.

3 Q. On the guys up top. So describe what you saw when the bridge  
4 collapsed.

5 A. It just came down. It happened in the blink of an eye  
6 really. It just, it just fell, and I saw the guys -- you know, I  
7 saw everything. Bridge came down; guys kind of stayed stagnant  
8 for a little bit, and then they came down, you know, a couple feet  
9 after.

10 Q. Was there anything which would -- warned you that it was  
11 going to collapse? No sound? No sudden movement? Nothing?  
12 Just --

13 A. No, sir. No.

14 Q. So I would -- I mean, I would imagine it surprised you pretty  
15 much?

16 A. Yeah, yeah. It was fast.

17 Q. Does your crane equipment, do you have any like outward-  
18 facing videos on the crane equipment watching that?

19 A. No, sir.

20 MR. BRAGG: That's all I have.

21 Mr. Holt?

22 MR. BLEVINS: Just for perspective, gentlemen, and I don't  
23 want to make -- and I'm not going to suggest any answers, but  
24 maybe the question should be where were you sitting; what could  
25 you see? Because these gentlemen are working on the roof of the



1 walkway, and you keep saying post-tensioning. He doesn't know  
2 anything about and could not actually visualize. Just so we're  
3 all clear about, you know, line of sight and things like that.  
4 It's called flying in the blind.

5 MR. BRAGG: Okay. All right.

6 Mr. Holt?

7 BY MR. HOLT:

8 Q. Reggie Holt, Federal Highway Administration. You said you  
9 arrived at 10:00. Was the VSL truck at the site when you got  
10 there?

11 A. 9:00.

12 UNIDENTIFIED SPEAKER: No, he was there at 9.

13 BY MR. HOLT:

14 Q. Oh, 9?

15 A. Nine. And the guys got there at 10.

16 Q. Oh, VSL arrived at 10?

17 A. I believe so. I --

18 Q. In the white truck?

19 A. Yeah, yeah.

20 Q. Does George's Crane own the crane that you operated?

21 A. Yes.

22 Q. How did the VSL crew get to the top of the canopy?

23 A. With a green lift.

24 Q. And who operated the green lift?

25 A. The gentleman that was giving me the signals.

1 MR. BLEVINS: Just for your edification, that just so happens  
2 to be my client also. I'm national trial counsel for Sunbelt. So  
3 you'll see in those pictures, there's a AWP that's green. That's  
4 -- in case we need to meet again.

5 (Laughter.)

6 BY MR. HOLT:

7 Q. So VSL arrived at 10:00. Approximately what time did the  
8 stressing operations -- did you lift the cylinder?

9 A. I wouldn't be able to tell you the time. Probably an hour  
10 later, if that, maybe. Give or take.

11 Q. Are you able to tell when weight on the hook is reduced?

12 A. Yes.

13 Q. When you lifted the cylinder, were there points in time when  
14 the weight on the hook was reduced?

15 A. Reduced? You mean like --

16 Q. Gone. I mean --

17 A. Yeah. Yeah, when I didn't have anything, no weight at all  
18 whatsoever.

19 Q. Okay. And how many times did that happen?

20 A. I mean, probably the same time I was cabling up and down.  
21 You know, that fluctuated -- it was probably about, I would say,  
22 around 600 pounds. Once I would cable down, I'd lose all the  
23 weight completely from my hook.

24 Q. So if I understand correctly, every time you cabled up -- or  
25 cabled down, it was followed by a loss of weight on the hook?

1 A. Yes.

2 Q. And then cable up, you'd gain weight on the hook?

3 A. I'd gain the 600 pounds, and --

4 Q. And again, you don't remember the number of times that that  
5 sequence happened, but multiple times?

6 A. Yes, sir. No, I don't remember.

7 Q. Okay. Do you recall others at the site other than the VSL  
8 crew?

9 A. A couple gentlemen walking around on the walkway itself.  
10 There was another gentleman as well up there with them. I think  
11 there was four people in total on the top of the bridge that I  
12 was -- they were working with each other, the one gentleman giving  
13 me the signs, and that's about -- I keep my eyes on them most of  
14 the time when I'm working with someone.

15 Q. The gentleman that was giving you signs, was he on the  
16 canopy?

17 A. Yes, sir.

18 MR. BLEVINS: And just so we're all using the same terms, by  
19 the canopy, you mean the roof of the walkway?

20 MR. HOLT: The roof, yes.

21 MR. BLEVINS: I just wanted to be clear about that.

22 BY MR. HOLT:

23 Q. So the other people that you saw on the bridge, were they --  
24 do you recall if they were congregating in a particular area,  
25 doing any unique activity?

1 A. No, sir.

2 Q. So you were asked this before, but you do not recall seeing  
3 any signs of distress, cracking --

4 A. No, sir.

5 Q. -- from your vantage point?

6 A. I did not, no.

7 MR. HOLT: That's it for me.

8 BY MR. ACETTA:

9 Q. Robert Acetta. I have a few questions. I'm learning here,  
10 too, because your terminology is cable up/cable down. And I will  
11 point out that there's three main sections of the bridge. The  
12 canopy is the roof; the deck, the walkway -- that's what it was  
13 called, the walkway, the deck; and then you had the members in  
14 between that held the roof and deck together, or separated them.

15 But as you said, from your vantage point you couldn't see  
16 exactly what they were doing so you were working from the hand  
17 signals that he gave you. Was your crane always connected to that  
18 blue device?

19 A. I don't know.

20 Q. So you don't know if they --

21 A. I couldn't see it. Because I would lose weight on it, and I  
22 don't know if it was connected or not or -- I couldn't --

23 Q. So, yeah, when you lost that weight, you had no idea whether  
24 or not they had removed the chains?

25 A. (No audible response.)

1 Q. Okay. So that kind of makes my next question moot as far as  
2 you wouldn't know -- all right, you should know this, then. When  
3 the bridge did collapse, were you still connected to the blue  
4 device or not? Do you recall?

5 A. I didn't feel anything when it came down.

6 Q. So there was no, like you said, force on the crane on the  
7 cables?

8 A. No, sir.

9 Q. Could you -- do you remember if the chains were hanging there  
10 free and not connected to the blue device after the collapse?

11 A. I did not have any tension on the cable, and I mean I don't  
12 know. The blue device -- when the bridge went down, I just had my  
13 chains.

14 Q. You just had your chains?

15 A. Yes, sir.

16 Q. Okay. So that permitted you the opportunity to back away  
17 from the bridge after the collapse because you weren't connected  
18 to anything?

19 A. Yeah. No, I just stopped everything. I cabled up a little  
20 bit, and that's when, you know, I called my dad.

21 Q. At what point did you move the crane away from the bridge?  
22 Do you recall?

23 A. I got out of my cab, and then I went to the bridge to help  
24 the gentlemen that were working with me. And then when they -- I  
25 went to this one guy, just the first one I went to, and he tried

1 standing up, and I kept him sitting down. And then, from there, a  
2 lady came running up, and she had a badge on. And I helped her up  
3 to get to where I was at, and then she went to the guy that I was  
4 helping or whatnot. And from there, I saw an ambulance coming and  
5 whatnot, and I just -- to get out of their way, so they could get  
6 closer to us, that's when I moved the crane.

7 Q. Okay. You got back into the crane and moved it at that  
8 point?

9 A. Yeah, um-hum.

10 Q. And there was no tension on the cables or anything like that,  
11 so --

12 A. No, sir.

13 Q. Okay. Now your vantage point wasn't as good as we had hoped,  
14 so everything was hand signals? You didn't know -- when there was  
15 no weight on it, you had no idea whether or not they had the  
16 chains connected to the blue box or not?

17 MR. BLEVINS: You have to answer.

18 MR. RUANO: Oh, yes. Yes, I did not.

19 BY MR. ACETTA:

20 Q. I know you weren't certain about how many times you did this  
21 process of up and down with the cables. Do you remember  
22 approximately what time it was when the bridge collapsed? Do you  
23 recall?

24 A. No, sir.

25 MR. ACETTA: Okay. I can't think of anything else.

1 MR. WALSH: Just a few follow-up questions.

2 BY MR. WALSH:

3 Q. Dan Walsh, NTSB. Who were the individuals with George Crane  
4 Service that provided the crane operation in the adjacent casting  
5 yard? What were those names? Do you have those individuals'  
6 names?

7 A. I don't understand the question.

8 Q. The individuals from George's Crane Service that provided the  
9 crane operations to assist Structural Technologies/VSL, for the  
10 post-tensioning in the adjacent casting yard?

11 A. We -- no, I don't recall their names. You mean -- I don't  
12 understand. Who took the job or --

13 MR. BLEVINS: Do you know if George's Crane was there before  
14 you? Do you know if there were jobs --

15 MR. RUANO: I have no idea. We're at different -- we do  
16 different jobs every day, and we don't know what other people are  
17 doing on -- we just get our ticket in the beginning of the day,\  
18 and we go based off of that ticket on the job that we're going to  
19 do for the day.

20 BY MR. WALSH:

21 Q. Okay. But you don't know who those individuals --

22 A. No, sir.

23 MR. BLEVINS: We can find that out. That's not a problem. I  
24 mean, I represent them. That's --

25 MR. WALSH: All right.

1 MR. BRAGG: That would be great.

2 MR. BLEVINS: Yeah, sure.

3 MR. BRAGG: That would be great.

4 BY MR. WALSH:

5 Q. And just to clarify, there was no -- during the crane  
6 operation that you performed, the blue ramming device never  
7 contacted the canopy or there was no unusual contact with the roof  
8 or the canopy of the bridge during the crane operation service?

9 A. No, sir.

10 MR. WALSH: Okay. I have no further questions.

11 MR. BLEVINS: Can I just pose a few questions just to sort of  
12 set the backdrop for the whole thing?

13 MR. BRAGG: Sure.

14 MR. BLEVINS: So -- because I do have a craner's license, but  
15 you'd never want to see me operate a crane, but then you guys  
16 would be involved with me.

17 (Laughter.)

18 BY MR. BLEVINS:

19 Q. Danny, how high approximately is the seat you're sitting in,  
20 in that crane at this site? Just approximately.

21 A. From the ground?

22 Q. Yeah.

23 A. Seven to 10 feet.

24 Q. Seven to 10 feet. And did you say you were 30 to 40 feet  
25 away -- the center pin on the crane, just so these gentlemen all



1 understand, the center pin is where the --

2 A. Center of rotation.

3 Q. Correct. It may not be the center of that truck, right?

4 A. No.

5 Q. It's the center of where the actual arm rotates from?

6 A. Yes, sir.

7 Q. That was approximately -- and that's where you usually do all  
8 of your distances to determine weight and lift, and that's why we  
9 use that point -- that was approximately 30 to 40 feet from the  
10 bridge?

11 A. Um-hum.

12 Q. You have to say yes or no.

13 A. Yes, sir.

14 Q. Yeah. And about how high was the roof of that walkway  
15 approximately?

16 A. Probably 50 to 60. I remember having about 80 foot of boom  
17 out.

18 Q. And just so everyone understands, 80 feet of boom means what?  
19 The boom is --

20 A. Telescoping boom.

21 Q. Okay. So your boom comes off the center pin, and you  
22 telescoped it out approximately 80 feet from the center pin to the  
23 end of the boom?

24 A. Um-hum.

25 Q. You have to say yes or --

1 A. Yes, sir.

2 Q. Okay. Could you see anything that the people were doing on  
3 top of the roof, the canopy?

4 A. No, sir.

5 Q. Could you see the blue tubular device that you had lifted to  
6 set up there?

7 A. No, sir.

8 Q. So after you followed their signals and put it on -- set it  
9 down on top, then they asked you several times to move it,  
10 correct?

11 A. Yes, sir.

12 Q. And they would do that by going cable up and --

13 A. Swing left, swing right.

14 Q. And even when you cabled up, did -- when you cabled up, could  
15 you see the tube or it was still out of your sight?

16 A. Barely.

17 Q. Okay. And then you would move it, I think you said, 4 to 6  
18 feet one way or the other?

19 A. Yes, sir, and boom up and boom down in some --

20 Q. And then every time you set it down, there was no tension on  
21 there?

22 A. No tension.

23 Q. You don't know what they were doing with that?

24 A. No, sir.

25 Q. You had some questions about post-tensioning. Did anybody

1 tell you even what the people were doing that day?

2 A. No, sir.

3 Q. The only thing you have on your job ticket was lift and move  
4 a generator?

5 A. Yes, sir.

6 Q. But when they asked you to do the other thing, you're still  
7 there, they're paying you by the hour?

8 A. Service.

9 Q. Was it always the same gentlemen on the roof giving you  
10 signals or did it switch to different people?

11 A. Only one guy.

12 Q. Okay. And when the bridge collapsed, is that the first  
13 gentleman you got to?

14 A. No, sir.

15 Q. Okay. So tell me exactly what happened. The bridge  
16 collapses. You don't feel anything. You're left with just the  
17 chains. You don't move the crane. You get out of it?

18 A. Yeah. I call my dad. I look to the right-hand side. There  
19 is an older lady. The front of her car was smashed. I was going  
20 to go help her, but she ended up getting out of the car. Somebody  
21 else went to her. And my first -- you know, after I talked to my  
22 dad, he calmed me down. That's when I looked at the lady and I  
23 went to go help. And then I just jumped off the crane and I went  
24 straight to the bridge to where the gentlemen were working with me  
25 to see if they were okay.

1 Q. And were they okay?

2 A. No, sir.

3 Q. What did you see?

4 A. Two of them were out completely, unconscious, and the one  
5 that I was helping had his head somewhat crushed and he couldn't  
6 see because of all the blood, and he was just asking me for his  
7 glasses. And he was trying to stand up and I just told him to sit  
8 down and help is on the way, and he just kept on asking for his  
9 glasses. And that's when the officer, the lady, she had blond  
10 hair, I saw, I guess, a badge or whatnot on her blazer. I helped  
11 her up because she was having trouble getting up to where I was  
12 at. And that's when I looked back and I saw the ambulance, and I  
13 was going to keep on helping, but she went to him and I figured I  
14 got to move the crane to let these guys get closer so they could  
15 be at a closer point to get them all out of there.

16 Q. And when you moved the crane, where did you move it  
17 initially?

18 A. About 100 yards to the right-hand side, off to the side of  
19 the road.

20 Q. Okay. And then at that point what did you do?

21 A. Called my office.

22 Q. And what was -- was there a decision made what to do then?

23 A. Yes, sir, to come back to the yard --

24 Q. Okay.

25 A. -- which is a couple blocks away, or whatnot.

1 Q. Okay. And then later on that day, what happened?

2 A. I got back to the yard. I tried pulling myself together. My  
3 dad was already home and -- you know, everybody at the company  
4 was -- you know, I parked the crane and went into the office, and  
5 then from there I went home and I just spent time with my dad.

6 Q. Did the police eventually come to your house?

7 A. Yes. And --

8 Q. And then where did they take you?

9 A. To the crime scene.

10 Q. Well, we don't know if there is a crime, but --

11 A. No, no, no --

12 Q. -- the scene of the accident?

13 MR. BRAGG: Let's not use that --

14 (Laughter.)

15 MR. RUANO: No.

16 BY MR. BLEVINS:

17 Q. They took you to the scene of the accident. And then was  
18 there a trailer there at that time?

19 A. Yes, sir.

20 Q. And was there people from OSHA?

21 A. Yes, sir.

22 Q. And the police officers?

23 A. Yes, sir.

24 Q. And that was at nighttime?

25 A. At, yeah, like at 11:30 that --

1 Q. The same time of the -- date of the accident?

2 A. Yes, sir.

3 Q. And about how long were you there answering questions to OSHA  
4 and the police?

5 A. Probably an hour and a half, 2 hours.

6 Q. Okay. Is there anything that these gentlemen haven't asked  
7 you or I haven't asked you that talking about this day has brought  
8 back to your memory that you can share with us?

9 A. In regards to the questions that they asked me --

10 Q. Anything that you remember. Like I'm just saying did we miss  
11 something? Is there something else you remember that we  
12 weren't -- we didn't ask you specifically?

13 A. Everyone has asked me a lot of the same questions in regards  
14 to the accident.

15 Q. But my question is a little more specific, Danny. I'm just  
16 saying you've answered all of our questions, and thank you for  
17 that. But is there anything that we haven't asked you? Is there  
18 something else you remember that you haven't told us?

19 A. No, sir.

20 Q. That's what I was trying to find out, because sometimes these  
21 conversations trigger memories.

22 A. Um-hum.

23 BY MR. BRAGG:

24 Q. Yeah. Danny, this Kenny Bragg. I do have an operational  
25 question about the crane.

1 A. Um-hum.

2 Q. How can you -- is there a device or a meter that helps you  
3 determine what weight is on -- its tension?

4 A. Yes, sir.

5 Q. Okay. And just describe how that's displayed in the cab.

6 A. On the cab itself?

7 Q. Yeah.

8 A. It's basically little bars, and then it gives you a  
9 percentage on, let's say -- it'll say 2 to 7 on itself, 200 to 700  
10 pounds, and then it'll -- basically on your limit, it'll go up and  
11 down, and you'll see 1.2, 120 pounds, and whatnot.

12 MR. BRAGG: Okay. All right.

13 BY MR. ACETTA:

14 Q. And this is Robert Acetta. Yeah, we're not familiar with  
15 cranes and how they operate, so some of this clarification has  
16 been real helpful.

17 MR. BLEVINS: Right.

18 BY MR. ACETTA:

19 Q. And I think what he was alluding to was, is there anything  
20 that you recall since we've asked these questions that you haven't  
21 told us, that you might think is important?

22 A. I've told you everything I think that's important. I don't  
23 leave anything out. I told you everything.

24 MR. ACETTA: The only other thing I have questions about,  
25 he's made two phone calls, one to his dad and one to the office.

1 MR. BLEVINS: Um-hum. Ask any questions you want --

2 MR. ACETTA: If we can get timestamps of those calls?

3 MR. BLEVINS: Sure. Yeah, we'll find -- we can do that. We  
4 can get --

5 MR. ACETTA: It just helps us --

6 MR. BLEVINS: Yeah, I understand, gives you the timing of the  
7 whole thing --

8 MR. ACETTA: Right, right, because he called his dad after.

9 BY MR. BLEVINS:

10 Q. And how -- and again, what's your estimate of how long after  
11 you saw the walkway collapse, how long after that did you call  
12 your dad?

13 A. Right away.

14 Q. Okay.

15 A. Pretty much right away.

16 MR. BLEVINS: Okay. So we'll get those, and you'll have that  
17 testimony to link it up. Just full disclosure, Link-Belt came and  
18 examined the crane. They told us everything is fine with the  
19 crane, no dents, no impact, no anything. But you can easily get  
20 in touch with that manufacturer -- it's a huge manufacturer -- if  
21 you want to say, you know, we need your -- give us the results of  
22 your inspection.

23 MR. GOLEMBE: Um-hum. We have the attorney name and the --

24 MR. BLEVINS: Oh, do we?

25 MR. GOLEMBE: -- engineer who was out there, so in case you



1 want that, yeah.

2 MR. BLEVINS: Okay.

3 MR. GOLEMBE: That was Josh -- Mr. Golembe.

4 MR. BRAGG: All right. No -- gentlemen, no further  
5 questions?

6 (No response.)

7 MR. BRAGG: All right. The time is now 1:34 p.m. We're  
8 going to go ahead and conclude the interview.

9 Thank you for your participation.

10 MR. RUANO: Thank you.

11 (Whereupon, at 1:34 p.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD



IN THE MATTER OF: PEDESTRIAN BRIDGE COLLAPSE  
MIAMI, FLORIDA  
MARCH 15, 2018  
Interview of Daniel Ruano

ACCIDENT NO.: HWY18MH009

PLACE: Miami, Florida

DATE: June 29, 2018

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.

  
  
Danielle vanKiper  
Transcriber