



**Highway Factors Attachment – Metropolitan Area EMS Authority Witness Interview
Transcripts**

Fort Worth, TX

HWY21FH005

(63 pages)

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UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

MULTI-VEHICLE CRASH *
IN FORT WORTH, TEXAS, *
ON FEBRUARY 11, 2021 *

Accident No.: HWY21FH005

* * * * *

Interview of: RANDY BEHRINGER
MedStar Mobile Healthcare

Fort Worth Fire Department
Fort Worth, Texas

Tuesday,
March 30, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

DAN WALSH, Senior Highway Accident Investigator
National Transportation Safety Board

ROBERT ACCETTA, Investigator in Charge
National Transportation Safety Board

ERIC GREGSON, Highway Accident Investigator
National Transportation Safety Board

I N D E X

ITEM

PAGE

Interview of Randy Behringer:

By Mr. Bragg

4

By Mr. Walsh

9

I N T E R V I E W

(9:49 a.m.)

1
2
3 MR. BRAGG: Good morning. Today is Tuesday, March 30th,
4 9:49 a.m. We're in the Fort Worth, Texas, Fire Services Building,
5 and this interview is in connection with the multiple vehicle
6 crash on February 11th, 2021, in Fort Worth. My name is Kenny
7 Bragg. I'm an investigator in the Office of Highway Safety. And
8 to my left, I have --

9 MR. WALSH: Dan Walsh, senior highway accident investigator.

10 MR. ACCETTA: Robert Accetta, investigator in charge.

11 MR. GREGSON: Eric Gregson, highway accident investigator.

INTERVIEW OF RANDY BEHRINGER

12
13 BY MR. BRAGG:

14 Q. Sir, would you please say and spell your first and last name,
15 please?

16 A. Randy Behringer, R-a-n-d-y, B-e-h-r-i-n-g-e-r.

17 Q. Okay, thanks. And, sir, who are you employed with?

18 A. MedStar Mobile Healthcare.

19 Q. And were you employed with them on February 11, 2021?

20 A. Yes.

21 Q. And were you working that day?

22 A. Yes.

23 Q. What time does your shift start?

24 A. At 4:30 in the morning.

25 Q. And so explain to me how you -- how you came to be involved

1 in this incident.

2 A. We were just posting immediately right after our shift
3 started. So we probably had a good hour, and we hear on the radio
4 other trucks -- one truck that is still like actively getting hit.
5 And we're like, oh, man, we're probably going to be called in on
6 this. We didn't realize how big it was. And sure enough, we were
7 like the third truck in. We were the -- one of the closest units.
8 So we came from north going south on 35. We weren't on the
9 expressway. We were on actually 35. Traffic was already backed
10 up.

11 Because of the construction barriers, we had a hard time
12 maneuvering around other vehicles. My partner actually had to get
13 out of the ambulance and walk down after we got away from the
14 barriers. We got into a ditch part. He actually walked the ditch
15 because we couldn't move the other vehicles out of the way with
16 our ambulance. And he just went to make sure it wasn't muddy, and
17 we could make it through. So we were actually driving through the
18 ditch at that time to get closer to the -- to the wreck.

19 As we approached, I mean, it probably took us like 20 minutes
20 just to go a mile and a half, just trying to get around traffic.
21 When we were driving on the road at that time, when we were able
22 to get on the road, didn't really see anything with the road at
23 that time. The point that we had a problem with the road is when
24 we actually arrived -- say the wreck was extended here. We were
25 basically -- we got put right in the middle of the accident. As

1 soon as we got there, I could feel the ambulance when he puts --
2 put on the brakes just kind of do a little slide. The truck next
3 to me kept trying to move. I was telling him just be still
4 because he kept trying to move.

5 When I got out of the ambulance -- so we're looking south.
6 And so the wreck is to the left of us, and I was in the passenger
7 seat. And when I got out, I was basically just shuffling my feet
8 to come back around to the side of the ambulance. And when I saw
9 the wreck, I was probably in a daze for about 30 seconds just
10 because I've never seen anything quite like that before. And I
11 just like stood there for a minute. And all of a sudden, I heard
12 a little commotion, and I turned back around. Me and my partner's
13 getting out of the ambulance, and he -- just as soon as he got
14 out, he slipped.

15 After that, we -- they were bringing us patients over the
16 barriers. We were just walking them into the ambulance because
17 they weren't really hurt that bad. I had one critical patient
18 that I -- I transported, I think, five people by my -- in our
19 ambulance basically, maybe with one critical. And that's kind
20 of -- now kind of where do you want me to go? I'm kind of -- is
21 that --

22 Q. Well, let me ask you some more questions about what you said
23 so far. Now, when you were posted up, how far did you drive from
24 where you were posted to get to the crash?

25 A. I'm trying to think where we were. Probably 10 miles.

1 Q. Ten miles?

2 A. Yeah.

3 Q. And you were -- if I understand you correctly, you were not
4 driving.

5 A. Correct.

6 Q. Okay. The driver, was he using lights and sirens to get
7 there?

8 A. Yes. We would -- when we hit traffic, we left the lights on,
9 killed the sirens. Every now and then, if we saw an opportunity
10 where a car can move, we would just honk our sirens out.

11 Q. This is once you were on the -- on the interstate, correct?

12 A. Once we were on the interstate, yeah.

13 Q. What was the road conditions like on the surface streets
14 leading up to the interstate?

15 A. I mean, I didn't see a problem with them. We didn't slide.
16 We didn't -- when my partner got out of the ambulance, he was
17 walking just fine. Didn't really see it. Other cars were able to
18 move, not sliding or anything like that. I didn't see a problem.

19 Q. So when did you first encounter the slippery road?

20 A. When we came to that middle -- when we actually got on scene.
21 Like I said, when we were -- we got put, like we need you in the
22 middle of this whole thing. So basically, like I said, when we
23 got -- when we arrived right there on scene, that's when I felt
24 the ambulance kind of start sliding as you put on the brakes. And
25 then we get out, and then it's slippery.

1 Q. But leading up to that, it wasn't -- it wasn't as bad?

2 A. I did not see a problem with the road leading up to it.

3 Q. Okay. Now, you said on your -- that your driver got out of
4 the car. He slipped. And that was just the slippery roadway?

5 A. Yes.

6 Q. How about you? Did you see anybody else fall? Did you fall
7 or anything like that?

8 A. I didn't really see anyone else fall. I didn't fall myself.
9 I was scooting like this, you know, walking. And then there
10 again, you know, when you get to a scene like that, you get --
11 your focus kind of shuts down back here. So I really wasn't
12 looking around at other people. Does that make sense? But --

13 Q. So one question I have is the surface streets weren't
14 slippery or as slippery, but the -- sort of where the crash
15 happened on I-35 was slippery.

16 A. Right.

17 Q. Was it the weather that made the difference, or were there --

18 A. Oh, yeah. I mean, it was like four degrees outside, I
19 believe.

20 Q. But I mean -- but so 10 miles away where you're posted, it
21 wasn't as cold or --

22 A. Oh, no. Yeah, I see what -- yeah. So it was as cold there
23 as well. But as far as -- we drove perfectly fine from our post
24 leading up to when we got to that center part of the wreck.

25 Q. Were the streets treated on the -- on the surface streets?

- 1 A. I would assume, yes. I mean --
- 2 Q. You would assume, but you didn't see definitively?
- 3 A. Huh-uh. It was dark. I mean --
- 4 Q. I understand.
- 5 A. -- I can't really --
- 6 MR. BRAGG: I don't have anything.
- 7 MR. WALSH: Thank you, Mr. Bragg.
- 8 BY MR. WALSH:
- 9 Q. You mentioned that the paving conditions were slippery on the
10 southbound toll lane at the crash scene; is that correct?
- 11 A. We weren't exactly on the toll road. We parked -- we were
12 heading 35 South, so we were actually on the interstate, not the
13 tollway.
- 14 Q. Okay. So you were on the general use lanes?
- 15 A. Yeah. Um-hum.
- 16 Q. Adjacent to the southbound toll lanes?
- 17 A. Correct.
- 18 Q. Okay.
- 19 A. Yeah.
- 20 Q. And so you found the pavement conditions slippery on the
21 general use lanes?
- 22 A. Um-hum.
- 23 Q. In the southbound direction?
- 24 A. Yeah.
- 25 Q. Okay.

1 A. It was like a sleet [sic] of ice. I mean, yeah.

2 Q. And would you say the pavement conditions of the southbound
3 toll lanes were similar to the general use lanes?

4 A. I never crossed over that barrier --

5 Q. Okay.

6 A. -- to get into the toll where all the wreck actually was.
7 They were handing them to me over.

8 Q. Okay.

9 A. And all I saw was people walking on top of cars. I never
10 really saw anyone on the ground on the toll road. And then
11 my -- after I started getting patients into my ambulance, then I
12 was no longer outside to really observe. I was more focused
13 inside the back of my box with my patients, so --

14 Q. Did you see anyone slip or slide on the southbound toll
15 lanes?

16 A. No.

17 Q. No. Okay. Did you see any pretreatment or brine solution on
18 the roadway?

19 A. Honestly, I can't answer that question honestly, because I
20 don't know. I couldn't -- yeah. Like I said, it was dark coming
21 in, so I really wasn't paying attention to the road. And then, as
22 we start approaching the wreck, my -- you know, it was just a
23 pretty big wreck, so it -- my focus really wasn't, you know, on
24 the road conditions until I got out and stepped on it. And then I
25 knew I needed to take some precautions. But I didn't focus what

1 was on the road, you know.

2 MR. WALSH: Okay. All right. I have no further questions.

3 MR. BEHRINGER: Okay.

4 MR. ACCETTA: I don't have any questions.

5 MR. BRAGG: Okay. So it's 10:00 a.m. We're going to go
6 ahead and conclude the interview. Thank you for your
7 participation.

8 MR. BEHRINGER: Okay. Thank you very much.

9 MR. ACCETTA: Thank you.

10 (Whereupon, at 10:00 a.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

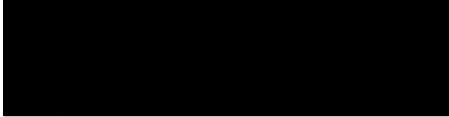
IN THE MATTER OF: MULTI-VEHICLE CRASH
 IN FORT WORTH, TEXAS,
 ON FEBRUARY 11, 2021
 Interview of Randy Behringer

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: March 30, 2021

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.



Karen Ehatt
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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MULTI-VEHICLE CRASH *

IN FORT WORTH, TEXAS, *

ON FEBRUARY 11, 2021 *

*

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Accident No.: HWY21FH005

Interview of: DWIGHT KERN "TREY" MCDANIEL, III
MedStar Mobile Healthcare

Fort Worth Fire Department
Fort Worth, Texas

Tuesday,
March 30, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

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I N T E R V I E W

(10:01 a.m.)

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2
3 MR. BRAGG: This is Tuesday, March 30th, 10:01 a.m. We're in
4 the Fort Worth Fire Services administration building in Fort
5 Worth, Texas. My name is Kenny Bragg. I'm an investigator in the
6 Office of Highway Safety, National Transportation Safety Board.
7 And to my left, we have --

8 MR. WALSH: Dan Walsh, senior highway accident investigator.

9 MR. ACCETTA: Robert Accetta, investigator in charge.

10 MR. GREGSON: Eric Gregson, highway accident investigator.

INTERVIEW OF DWIGHT KERN "TREY" McDANIEL, III

11
12 BY MR. BRAGG:

13 Q. All right. Sir, will you please say and spell your first and
14 last name for me, please?

15 A. Sure. Legal name or --

16 Q. Yes, legal name, sir.

17 A. Dwight Kern McDaniel, III.

18 Q. Okay.

19 A. It's D-w-i-g-h-t, K-e-r-n, M-c-D-a-n-i-e-l, suffix III.

20 Q. Okay. And you're also known -- more commonly known as --

21 A. Trey McDaniel, T-r-e-y.

22 Q. Okay. And who are you employed by?

23 A. MedStar Mobile Healthcare.

24 Q. And were you employed with them on February 11th?

25 A. Yes.

1 Q. And did you -- there come a time when you became involved in
2 a crash on I-35?

3 A. Yes.

4 Q. So explain to me how you -- how you became involved in this.

5 A. I had a shift that morning and left the -- left the house. I
6 was driving a 2011 Toyota FJ Cruiser. You know, it seemed like a
7 typical morning. I hopped in the -- I didn't notice any ice. I
8 got out of my driveway. On my car, I didn't notice any ice. But
9 it just -- it was -- I think it was 24 degrees that morning. And
10 I just drove to work. I take -- using the southbound tollway,
11 I-35 West. That's what I use, and it just seemed typical. It was
12 pretty light traffic that morning.

13 At about 6 a.m., hopped on the tollway. And everybody seemed
14 like they were driving like normal. Roads were from -- so I get
15 on at North Tarrant -- or excuse me, Heritage Trace. That's where
16 I enter 35 South, and everything just -- everything seemed normal.
17 Everybody was driving normal speeds. Went down -- up on the
18 tollway. There's only that one entrance right there after North
19 Tarrant Parkway. And, you know, there's -- it was light traffic
20 for that morning. And so, you know, the road was completely fine.

21 And then there's -- I was kind of -- it's hard to remember
22 the exact, exact location. But as I'm -- it's somewhere near the
23 28th Street area, it was way past the 820 interchange. But after,
24 you know, you get down near the 28th area, there's a little bit of
25 a hill. And then the top of the hill, there's a -- there was kind

1 of a curve, a bend. And I could see stopped traffic on the main
2 highway southbound. Saw a lot of tail lights, and then as I'm
3 approaching the top of the hill, I see brake lights and tail
4 lights on the -- not just the main highway but also the tollway as
5 well.

6 And so, you know, I ease on my brakes. And as I'm easing on
7 my brakes, you know, they lock up. I was already on black ice. I
8 had no idea. It didn't -- I couldn't tell the difference in
9 the -- in the color of the road. Everything looked the same. And
10 there was a -- there was a car a little bit ahead of me that had
11 also started braking as they hit the top of the curve. And I
12 could see there was just a ton of brake lights, probably about --
13 I couldn't -- I don't want to give a number. But it was like
14 maybe 200 yards ahead of me. And as I'm using my brakes, I'm
15 trying to stop. And I -- the ABS is just kicking in hardcore.
16 And it's just firing off, and it slowed me down a little bit, but
17 I'm in the left-hand lane the whole time. The car in front of me
18 is also in the left-hand lane. They ended up smashing into the
19 pileup.

20 And as I'm approaching, and I try to slow myself down some
21 more, and I turn into the center barrier to use the friction off
22 the center barrier just to try to stop, and it slows me down just
23 enough. And I'm -- you know, everything's -- my air bags didn't
24 go off, and everything is fine. I could see traffic in the -- on
25 the main highway. It was slowly moving. And then traffic was

1 flowing really well in the northbound tollway and in the
2 northbound main highway. And I'm not a sitting duck, and then,
3 you know, I'm just trying to get my bearings. Like I can't open
4 my door to get out because I'm up against that center barrier. A
5 car on my right in the number two lane smashes into cars right
6 next to me, adding to that pileup.

7 That's when I kind of -- I look up and try to gather what
8 just happened, and I see there's a -- there's a semi-truck trailer
9 piled on top of cars, piled on top of trucks. I've never seen
10 anything like it. It just kind of dawned on me like what kind of
11 situation I just encountered. It just got -- it just got real.
12 And after that car slammed into the -- these other cars, it's -- I
13 kind of, you know, look up in my rearview mirror, and that's when
14 I see that semi-truck -- I knew there were other -- there are
15 going to be other cars. But I didn't realize if this semi-truck
16 barreling towards me -- there were sparks throwing off the center
17 median. I see scraping across it. And it's kind of -- that's
18 when it hits me.

19 It's -- I think there's a video of it online. And slowing
20 that video down, I mean, I get pushed into the vehicles in front
21 of me. I -- yeah. I get thrown over. I do a rollover into the
22 northbound lanes. So I'm now in the opposite lanes. And so I
23 just remember I wake up, and my foot's wedged underneath the brake
24 pedal. I get out and, you know, I hear cars outside just
25 crashing. After every single crash, there was another scream. It

1 was just -- it was kind of bone chilling.

2 And, you know, I look up from the -- I pick up passenger side
3 curtain to make sure there's no cars coming. I don't see anybody.
4 I see tail lights, which is kind of weird, and I look at the
5 driver's side. I see head lights. I'm like okay. There was no
6 wreck. I crawl out, and I immediately slip on -- slip on some ice
7 out there. The entire northbound or north tollway was completely
8 ice. I don't know how far, but I know the section I was in was.

9 And there was a police officer. I just go ask if he was all
10 right, and then a couple other vehicles, just go ask if people
11 were all right. I looked over the center barrier just to see if,
12 you know, I could, you know, make eye contact or visualize anybody
13 in there. Then there was an ambulance on the -- I guess now
14 they're on -- they were on the northbound main highway that
15 approached. And they asked -- they asked me if I was all right.
16 And, you know, they realized I was in my MedStar uniform and all
17 this. And that whole side, it -- I couldn't quite -- yeah. It
18 was ice, because when I hopped over to go grab some backboards, I
19 remember having to tread very carefully on there. My foot was
20 slipping.

21 And then, when I replay that video, I -- you know, I saw that
22 the -- in the video that there were cars on the southbound main
23 highway, that their tires were spinning the entire time trying to
24 drive. And yeah. All the way up until that wreck, it was -- it
25 was just a layer of ice, just that black ice. So that's kind of

1 what I remember there.

2 Q. So I do have a couple questions for you.

3 A. Go ahead.

4 Q. Where do you live? I don't mean the address, but how
5 far -- how far did you drive from leaving home until getting to
6 the location where the crash happened?

7 A. If I recall the -- I wrecked about 6:30. I left the
8 house -- or no, excuse me, 6:13, 6:12. Maybe 15 or so minutes --

9 Q. Okay.

10 A. -- from that location.

11 Q. And so, up to that point, no slippery roads, there was
12 nothing like that --

13 A. No slippery roads whatsoever. I don't remember any ice, not
14 even -- not even on the grass.

15 Q. Yeah. And I know you -- I noticed, at some point, you said
16 that prior to reaching where the crash occurred, there were normal
17 speeds. What does that look like?

18 A. The normal speed on the tollway, if someone abides by it,
19 it's 75.

20 Q. Okay. So traffic was moving near that.

21 A. It was moving -- yeah. I was -- yeah. People were passing
22 me.

23 Q. And was it raining or anything at that point or --

24 A. I don't recall any rain.

25 Q. Okay.

1 A. I remember it was -- it was -- there was a lot of -- there
2 was a wind chill when I had gotten out of the vehicle though.

3 Q. Yeah. And you said there was light traffic. What does
4 that -- describe --

5 A. I mean, if I leave at 6:30, it's going to be light
6 traffic -- or excuse me, 6 o'clock, it's light traffic at -- if I
7 leave at 8 o'clock, it's -- there's going to be backed-up traffic
8 on the main highway, and there wasn't any of that.

9 Q. Okay.

10 A. What was the other thing? The -- there was another thing on
11 the -- on that tollway, there's very minimal shoulder. There's
12 very minimal exits, egress out of that off the tollway going
13 southbound, and same with northbound. And I know like there
14 was -- there was no room to get around anything. Everything just
15 piled up and just created a complete barrier, blockage.

16 MR. BRAGG: Dan, you have any questions?

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

18 BY MR. WALSH:

19 Q. So I want to be clear, when you were traveling in the
20 southbound toll lane from Heritage Trace Parkway to the crash
21 scene, you did not see any slippery conditions on the roadway --

22 A. No, sir.

23 Q. -- whatsoever?

24 A. There's several bridges along my route, too. I know on the
25 overpass there on the Heritage Trace, I didn't see any -- there

1 was -- there was no ice. I never slipped. I mean, I was on
2 two-wheel drive the entire time.

3 Q. Okay. And that's what I was going to -- I wanted to make
4 clear as well that you did not encounter any slippery conditions
5 on the bridges in the southbound toll lanes as you approached the
6 crash scene from Heritage Trace Parkway?

7 A. No, sir.

8 Q. Okay. And you did not experience any slippery conditions on
9 the at-grade portion of the southbound toll lanes?

10 A. No, sir.

11 Q. Okay. When you got to the crash scene, did you see any other
12 individuals slip or slide?

13 A. Yes.

14 Q. How many?

15 A. I'd have to count in my head -- at least ten people. I know
16 a couple of the arriving fire crews, a couple of them weren't
17 aware of how slippery it was, and they slipped while they were
18 approaching the wreckage. I know I saw a couple of the people
19 that were involved as they were walking out of their vehicles,
20 they were slipping as well. Yeah, there were at least two
21 firefighters I remember falling on their back. I, myself, I fell
22 twice. Yeah. It was -- if I -- if I had to put a number, I'm
23 sure it was more people, but that's just who I saw.

24 Q. Did you see any brine treatment or any pretreatment on the
25 southbound toll lanes as you were traveling from Heritage Trace

1 Parkway to --

2 A. Not that I recall. Not that I recall. As far -- you're
3 talking about like some salt or --

4 Q. Correct.

5 A. -- kitty litter or something? No, I didn't see -- I didn't
6 see any of that.

7 Q. Did you see any of that pretreatment or brine solution at the
8 crash scene?

9 A. I did not. I only saw it after EMS and fire were throwing it
10 down. They were throwing their kitty litter out of their trucks,
11 so --

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

13 BY MR. ACCETTA:

14 Q. In the southbound direction, isn't the -- doesn't the toll
15 road start there at about Heritage Trace Parkway?

16 A. Right. So toll roads, if you -- okay. If you get on the
17 highway at Heritage Trace, you get on 35, there's an entrance to
18 35 southbound toll. If you get on at North Tarrant Parkway to 35,
19 you're -- you will miss that southbound entrance to the toll. So
20 I got on at the Heritage Trace and was able to enter southbound
21 toll from there.

22 Q. And that would be the beginning of the toll road, and I think
23 that northbound direction --

24 A. Right. I believe that's the very beginning of the toll road
25 right there.

1 MR. ACCETTA: That was the only question I had.

2 MR. BRAGG: Okay. So the time is 10:15 a.m., and we're going
3 to conclude the interview. Thank you.

4 MR. McDANIEL: Thank you, sir. Appreciate it. Thank you
5 guys.

6 MR. WALSH: Thank you.

7 (Whereupon, at 10:15 a.m., the interview was concluded.)

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CERTIFICATE

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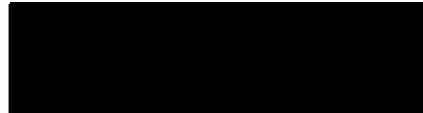
IN THE MATTER OF: MULTI-VEHICLE CRASH
 IN FORT WORTH, TEXAS,
 ON FEBRUARY 11, 2021
 Interview of Dwight "Trey" McDaniel, III

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: March 30, 2021

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.



Karen Ehatt
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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MULTI-VEHICLE CRASH *

IN FORT WORTH, TEXAS, *

Accident No.: HWY21FH005

ON FEBRUARY 11, 2021 *

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Interview of: RICHARD PONIKIEWSKI, Secondary Medic
MedStar Mobile Healthcare

Fort Worth Fire Department
Fort Worth, Texas

Tuesday,
March 30, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

DAN WALSH, Senior Highway Accident Investigator
National Transportation Safety Board

ROBERT ACCETTA, Investigator in Charge
National Transportation Safety Board

ERIC GREGSON, Highway Accident Investigator
National Transportation Safety Board

I N D E X

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Interview of Richard Ponikiewski:

By Mr. Bragg

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By Mr. Walsh

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I N T E R V I E W

(9:15 a.m.)

1
2
3 MR. BRAGG: Okay. Good morning. My name is Kenny Bragg with
4 the National Transportation Safety Board. Today is Tuesday,
5 March 30th, 2021, and it's about 9:15 a.m. This interview is in
6 regards to the multiple vehicle crash on February 11th, 2021, in
7 Forth Worth, Texas. To my left, we have --

8 MR. WALSH: Dan Walsh, NTSB, senior highway accident
9 investigator.

10 MR. ACCETTA: Robert Accetta, investigator in charge.

11 MR. GREGSON: Eric Gregson, highway accident investigator.

INTERVIEW OF RICHARD PONIKIEWSKI

12
13 BY MR. BRAGG:

14 Q. All right. Sir, would you please say and spell your first
15 and last name, please?

16 A. Richard, R-i-c-h-a-r-d, last name's Ponikiewski, P-o-n-i-k-i-
17 e-w-s-k-i.

18 Q. Thank you. And, Richard, who are you employed with?

19 A. MedStar Healthcare in Fort Worth.

20 Q. And what's your position with them?

21 A. I am a secondary medic on the truck.

22 Q. Okay. And were you employed with them on February 11th,
23 2021?

24 A. Yes.

25 Q. And tell us about your day. What time did your day start?

1 A. My day starts at 4:30 in the morning. I work 12-hour shift
2 from 4:30A to 4:30P.

3 Q. Okay. And at some point, you came to -- you were involved in
4 this crash scene. How did you become involved?

5 A. To my knowledge, we were the second unit dispatched. We were
6 up on the north side of town. They gave us the address, and we
7 proceeded south in the express lanes.

8 Q. And where were you at before you were dispatched?

9 A. Believe it was 35 and Basswood. I know there's a QT store
10 there.

11 Q. Okay. And what were you doing there?

12 A. That is our -- one of our post assignments.

13 Q. Okay. So you're -- you just sit there and wait to be called.

14 A. Just sit and wait until we either move or catch a call.

15 Q. And how long were you sitting there before you got called, do
16 you remember?

17 A. Oh, probably not more than 10 minutes.

18 Q. Ten minutes. And who -- was anybody in the vehicle with you?

19 A. My partner, Amanda Regan (ph.).

20 Q. Okay. And who was driving?

21 A. She was.

22 Q. She was driving. Okay. Describe to me how you -- the
23 conditions when you went to respond to the crash.

24 A. I mean, I can go all the way back to my driving in, you know,
25 starting at 3 o'clock in the morning.

1 Q. Yeah. What was --

2 A. It was slick, but it wasn't that slick. I mean, down here in
3 Texas, we get the black ice on a regular basis. Almost every
4 winter, it's here. And I've dealt with it for years upon years
5 dealing with it. So you just kind of know how to drive it. You
6 just kind of get used to it. It's like the people up north know
7 how to drive in snow, and people down south don't. So we
8 just -- so I say ice -- just kind of figure out how to maneuver
9 and maintain their vehicle speed and stuff.

10 We left the post and got onto the freeway. And as we were
11 listening to the traffic, we kind of asking, is it on the express
12 lanes, or is it on the main freeway? They ended up saying it was
13 on the express lanes. So we got into the first entrance we could
14 past 820. I think there's an entrance there that we got into it.
15 And as we came up to near 28th Street, the roads were relatively
16 slick. But they weren't, in my opinion, that slick. But then
17 it's black ice, and you get going too fast, and you can go
18 20 miles an hour, and it can go all which ways if you don't know
19 how to deal with it.

20 Q. And so did you respond lights and sirens?

21 A. Yes, we did.

22 Q. And about how fast were you traveling, if you remember?

23 A. Oh, probably initially to get up into the express lanes, we
24 were probably going maybe 30, maybe 40 at the max. But then, once
25 we got in there and not knowing exactly where the wreck was, even

1 listening to them, to chatter and stuff telling everybody, I told
2 her she needs to start slowing down once she got to 28th Street.
3 And from 28th to where the accident was at the north end, which is
4 probably another mile down the road, and we -- once we saw it, we
5 probably were down to about a 10-mile-an-hour speed, if not that
6 much. I mean, it's probably a little less. But then, as she
7 slowed down, she's not too keen on driving on it. But it was only
8 because I ran the last call she drove. So she's driving until,
9 you know, I get a -- or she gets a call.

10 But as we rolled down there, and we got to a point to where
11 we were at a crawl, I mean, a very slow crawl, and you could just
12 feel the truck sliding from one side to the other. And I think
13 she was just -- because she was using her brake too much. But you
14 know, I said just, you know, kind of tap it, let it slow, and it
15 will slow down by itself. You just have to maneuver. She finally
16 came to a stop, and as she put it in gear, I guess it rolled a
17 little bit, and it slid a little bit more towards the concrete
18 wall. And we were probably within 3 feet of another vehicle that
19 had already stopped.

20 Q. Okay.

21 A. And after that, it was get out and go play.

22 Q. And what was it like walking on the roadway?

23 A. Up on the main road, it's up where the truck and where all
24 the cars go, it was slick. We did get -- or I did get a lot of
25 sliding from -- like me walking. You know, it wasn't the worst

1 I've seen, but it wasn't the best either. It was kind of right in
2 that way. But once I figured out that you could move faster along
3 the concrete dividing wall because of where dirt and trash and
4 everything already was, you could get over -- you could walk
5 normal. But once you got away from it, it was relatively slick.

6 Q. Do you know if the roads were treated prior to this --

7 A. I did not see any. But then again, it was 6 o'clock in the
8 morning or whatever time. You know, it's not conducive to a lot
9 of light through there. So to say there was sand on the road, no.
10 Other than up against the concrete wall, you know, where regular
11 dirt and debris, I didn't see any.

12 Q. And did you transport any patients from the accident scene?

13 A. Let's see. Did we -- no, just because we were like the
14 second on. We were getting and giving.

15 MR. BRAGG: Do you have any questions, Dan?

16 MR. WALSH: Yeah. Thank you, Mr. Bragg.

17 BY MR. WALSH:

18 Q. So could you just summarize again the pavement conditions of
19 the southbound tolllanes at the accident scene?

20 A. Well, let's see. I mainly walked in the northbound until we
21 got up to it. And then I kind of did a belly roll over the wall
22 because it's just so high, and I'm just not that agile anymore.
23 But the dirt was -- I mean, it's the same dirt along the edges.
24 You know, up near the wall, you were fine, but once you got away,
25 it was slick. But, again, I didn't see any sand on the outside,

1 you know, on the main lanes. Didn't see anything on the express
2 lanes either except for against the wall.

3 Q. Did you slip or --

4 A. I kind of lost my balance a couple of times. But I never
5 fell to hit the ground. Now my partner did. She fell once.

6 Q. Okay. Was that on the southbound toll lane?

7 A. No. I think she was on the -- yeah. I think she was on the
8 main lanes. They had already shut down the freeway to where we
9 had the whole -- I think, once we did a belly roll over the wall,
10 she was walking a little too far out. She slipped and fell there,
11 but --

12 Q. Okay. So could you see a difference between the condition of
13 the pavement condition and the general purpose lanes of the
14 southbound direction versus the southbound toll lane?

15 A. It might have been a little bit better on the main lanes only
16 because more traffic were traveling up in through there. But to
17 say this one was 100 percent better than that one, I would say
18 maybe only about 50 percent better, the regular lanes than the
19 toll road.

20 Q. Okay. Did you see anyone else slip or fall down when you
21 were there?

22 A. I thought it was one of the Saginaw firemen. I think
23 they -- one of them, or it could have been a -- let's just put it
24 this way. A fireman, he kind of lost his balance, you know,
25 slipping a little bit. But other than that, I didn't see anybody

1 else.

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

3 MR. ACCETTA: I don't have any questions.

4 MR. BRAGG: Okay. The time is 9:28 a.m. We will terminate
5 the interview. Thank you.

6 MR. PONIKIEWSKI: Thank you, sir. You all have a good
7 afternoon.

8 MR. BRAGG: You too.

9 (Whereupon, at 9:28 a.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

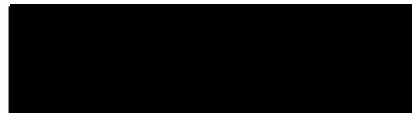
IN THE MATTER OF: MULTI-VEHICLE CRASH
 IN FORT WORTH, TEXAS,
 ON FEBRUARY 11, 2021
 Interview of Richard Ponikiewski

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: March 30, 2021

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.



Karen Ehatt
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

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MULTI-VEHICLE CRASH *

IN FORT WORTH, TEXAS, *

Accident No.: HWY21FH005

ON FEBRUARY 11, 2021 *

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Interview of: HEATH STONE, Operations Manager
MedStar Mobile Healthcare

Fort Worth Fire Department
Fort Worth, Texas

Tuesday,
March 30, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

DAN WALSH, Senior Highway Accident Investigator
National Transportation Safety Board

ROBERT ACCETTA, Investigator in Charge
National Transportation Safety Board

ERIC GREGSON, Highway Accident Investigator
National Transportation Safety Board

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I N T E R V I E W

(9:30 a.m.)

1
2
3 MR. BRAGG: Good morning. Today is Tuesday, March 30th,
4 9:30 a.m., and we are in Fort Worth, Texas, at the Fire Services
5 Building. My name is Kenny Bragg. I'm an investigator in the
6 Office of Highway Safety with the National Transportation Safety
7 Board. Also in the interview, to my left, we have --

8 MR. WALSH: Dan Walsh, senior highway accident investigator.

9 MR. ACCETTA: Robert Accetta, investigator in charge.

10 MR. GREGSON: Eric Gregson, highway accident investigator.

INTERVIEW OF HEATH STONE

11
12 BY MR. BRAGG:

13 Q. Sir, would you say and spell your first and last name for me?

14 A. Sure. Heath Stone, first name Heath, H-e-a-t-h, last name
15 Stone, S-t-o-n-e.

16 Q. And where are you employed?

17 A. MedStar Mobile Healthcare, Fort Worth, Texas.

18 Q. And were you employed with them on February 11, 2021?

19 A. I was.

20 Q. And were you working that day?

21 A. I'm always on --

22 Q. Yes. Okay.

23 A. So --

24 Q. So, at some point during the day, did you have a call to
25 respond to a crash on I-35?

- 1 A. No.
- 2 Q. Okay.
- 3 A. Mine's a little different.
- 4 Q. Okay. Tell us how you're -- how you're involved in this.
- 5 A. My wife called.
- 6 Q. Your wife called.
- 7 A. Um-hum. She had been in a wreck.
- 8 Q. Okay. And so you responded from home?
- 9 A. Yes.
- 10 Q. Okay.
- 11 A. So I was due in that morning. She called, she said she was
12 in a wreck somewhere around I-35.
- 13 Q. Okay.
- 14 A. So --
- 15 Q. And when you responded, did you respond to the job first and
16 then to the site or --
- 17 A. I went straight to the site.
- 18 Q. What were you -- what did you drive to the site?
- 19 A. My personal truck.
- 20 Q. Personal.
- 21 A. Um-hum.
- 22 Q. And without listing your address, what city do you live in?
- 23 A. Haslet, Texas.
- 24 Q. How close is that to where the crash occurred?
- 25 A. Between 15 and 20 miles.

- 1 Q. Fifteen, twenty miles?
- 2 A. Yeah.
- 3 Q. And so I imagine, you know, you might have a little angst
4 that morning.
- 5 A. Sure.
- 6 Q. Yeah. So what were the roads like?
- 7 A. The roads really weren't bad from the house. I took a little
8 different route. I've been driving in the city for quite a while.
- 9 Q. Okay.
- 10 A. Pretty long time. And I don't speed even though it's what we
11 do for a living. But I took the 287 out of Haslet to I-35. The
12 tollway was closed at that time by law enforcement, so I took the
13 regular highway. It was fine. Knowing where the accident was
14 being reported, I took a different route. I kind of detoured it
15 through Mid-City, so I went through Haltom City to 28th Street and
16 came across to 35. And then I left my truck at a gas station and
17 then walked towards the accident until one of the units that was
18 headed to that scene, jumped on with them.
- 19 Q. So how far would you have walked?
- 20 A. Oh, I'd say not even 200 yards.
- 21 Q. Okay.
- 22 A. Yeah.
- 23 Q. And you said you were walking on I-35 or were --
- 24 A. No, no, no. That was a service road.
- 25 Q. Service road. Okay.

1 A. Yes, sir.

2 Q. You just walked up --

3 A. From the gas station. Yeah, just down 28th Street towards
4 the service road when the unit saw me, so --

5 Q. Okay. What kind of truck do you have?

6 A. A Toyota Tundra.

7 Q. Four-wheel drive?

8 A. Four-wheel drive.

9 Q. Did you find the need to use four-wheel drive that morning?

10 A. Not at all.

11 Q. Did you slide at all?

12 A. Never.

13 Q. Never. Okay. And what were the conditions like on I-35?

14 A. On the way in?

15 Q. Or when you got to the crash site.

16 A. I'm trying to think. So I rode in with the unit. We had to
17 come counterflow traffic, Northside Drive. First priority
18 obviously was find my wife. When I got out of the unit, I had no
19 issues. I checked in with IC on scene, let them know I was there,
20 keep running the show. I had to, you know, remove myself from
21 duty for a minute. But the only ice I noticed initially was
22 coming over the jersey wall. It was on the top of the wall. And
23 I was like, okay, this is slick, right, because my wife hadn't
24 mentioned anything about ice or anything.

25 Rewinding prior to getting the call from my wife, I had

1 checked in with one of my supervisors who reports to me, and he
2 said they'd had a minor collision at Western Center and I-35.
3 Wasn't sure if it was ice related, but he had already driven -- we
4 do route drives to make sure the roads are good in the mornings on
5 stuff like that. He said he hadn't experienced anything, so I
6 didn't think that's what the wreck was. But when I exited the
7 unit, the only ice I noticed initially was on the tops of the
8 jersey wall. And so I don't even remember what time that was, to
9 be honest. It was pretty fresh. The wreck was pretty fresh,
10 so --

11 MR. BRAGG: Okay. You have anything, Dan?

12 MR. WALSH: Yeah. Thank you, Mr. Bragg.

13 BY MR. WALSH:

14 Q. So, when you got to I-35 at the scene of the crash, could
15 you -- did you determine or did you notice the condition, pavement
16 condition on the southbound toll lanes was? Can you summarize
17 what the conditions --

18 A. It was slick.

19 Q. It was slick.

20 A. But I couldn't tell you that it was ice because there was
21 diesel. There was, I think, soybeans is what those were. There
22 was radiator fluid. There was transmission fluid. There was
23 blood essentially where I was at from one of the victims. But I
24 couldn't tell you what it was, and I didn't have any issues
25 getting in between the vehicles or climbing through until I got to

1 the -- I worked both sides of 35 and the tollway, and when I got
2 to the northbound side where my wife was at, that was kind of
3 slick. On regular 35, non-tollway, it started getting slick up
4 against the jersey wall. So you could see it was kind of going
5 across at that time, so --

6 Q. Did you slip or slide while walking on the southbound toll
7 lane?

8 A. Southbound, I don't recall. We loaded several patients over
9 the wall into the southbound side. That was a collection point.
10 I was over south collection at one point, but I was working
11 northbound tollway and then to south collection. I slipped on the
12 northbound side because they reported an officer had been hit in
13 his vehicle over there. But I didn't -- I don't recall slipping
14 on the southbound side.

15 Q. Did you see anyone else, any other first responder or anyone
16 else slip, slip or slide?

17 A. Yeah. Yeah. When we were extricating in the tollway zone or
18 in the crash zone itself, there were several people falling down
19 inside there. That's where I spent the majority of my time was
20 inside the tollway. And then the northbound side, there were
21 people falling down on the northbound side. So I can't recall a
22 lot of slipping or people falling on the southbound. But I was at
23 the south casualty collection point, so --

24 Q. Did you see any vehicles slide while you were on scene either
25 out of southbound toll lanes or northbound toll lanes?

1 A. No. And at one point, they had relocated all the PD vehicles
2 to park across the lanes of the northbound side to make way for an
3 ingress-egress. And nobody seemed to have any issues on that
4 side. And then the only other vehicles I saw on arrival, on their
5 arrival for pre-arrival instructions, was the medical bus. And it
6 didn't seem to have any issues coming up the ramp. All the other
7 units had pre-staged prior to me getting back over to the
8 southbound side, which is not just a hop, skip and jump at that
9 point. You know, it's climbing over several vehicles. But I
10 didn't see any slide. No, sir.

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

12 MR. ACCETTA: I have a couple of questions.

13 BY MR. ACCETTA:

14 Q. Could you please explain again which lanes was the collision
15 that your wife was involved?

16 A. She was in the -- I don't know what lane she was in. She
17 was --

18 Q. No, no, no. But was it the toll lanes where she was --

19 A. In the toll -- yeah, she was in the toll lane.

20 Q. Toll lanes.

21 A. Yeah.

22 Q. And that was which direction?

23 A. South.

24 Q. She was south.

25 A. Yes, sir.

1 Q. Okay.

2 A. Yeah.

3 Q. All right. I just wanted to clarify --

4 A. So I may be saying that wrong. In my mind, I was thinking I
5 was on I-35 northbound. I may have been in the tollway northbound
6 then. I'm thinking about it now. Yeah. It had to have been the
7 northbound tollway that we were slipping. The side I'm talking
8 about where I spent most of my time was -- would have been the
9 northbound, because that's where I found Mr. McDaniel, who was
10 bloody. He was in the wreck. Found him standing there. So it
11 had to have been northbound tollway. So if I could correct that
12 it wasn't -- I never made it to the 35 side northbound. Yeah. It
13 would had to have been northbound tollway.

14 Q. That's where the collision was --

15 A. No, no. That's where I was standing when I saw the slipping
16 and sliding.

17 Q. Oh, oh. Okay. Okay.

18 A. Yeah.

19 Q. Thank you.

20 A. Yeah.

21 Q. Do you recall how many vehicles were involved in the
22 collision that your wife was involved in?

23 A. I wouldn't even be able to give you a number. I mean,
24 my -- obviously my wife's car, and then there was a semi, and I
25 don't know which trailer it belonged to. But there was a trailer,

1 and there was a really bad car, and then either it was that car or
2 the one behind it, there was a fatality somewhere right there that
3 we had taped. And then three cars stacked up -- I couldn't
4 even -- there were so many right in that little zone, but there
5 were only certain breach points you could get through to get to
6 the other side and back and forth. So I wouldn't even be able to
7 give you a number.

8 Q. Okay.

9 A. Several radio traffic cross-reporting 40, 60, 30. But, you
10 know, it didn't matter how many were there. We were just trying
11 to get everybody out, so --

12 MR. ACCETTA: Okay. All right. Thank you.

13 MR. BRAGG: Okay. The time is 9:48, and we will conclude the
14 interview. Thank you.

15 MR. STONE: Yeah.

16 (Whereupon, at 9:48 a.m., the interview was concluded.)
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CERTIFICATE

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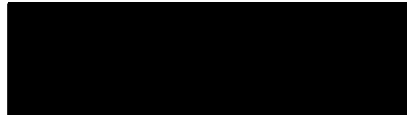
IN THE MATTER OF: MULTI-VEHICLE CRASH
 IN FORT WORTH, TEXAS,
 ON FEBRUARY 11, 2021
 Interview of Heath Stone

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: March 30, 2021

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.



Karen Ehatt
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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MULTI-VEHICLE CRASH *

IN FORT WORTH, TEXAS, *

Accident No.: HWY21FH005

ON FEBRUARY 11, 2021 *

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Interview of: JAMES WARD, Lead Field Medic/Training Officer
MedStar Mobile Healthcare

Fort Worth Fire Department
Fort Worth, Texas

Tuesday,
March 30, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

DAN WALSH, Senior Highway Accident Investigator
National Transportation Safety Board

ROBERT ACCETTA, Investigator in Charge
National Transportation Safety Board

I N D E X

ITEM

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Interview of James Ward:

By Mr. Bragg

4

By Mr. Walsh

8

I N T E R V I E W

(9:08 a.m.)

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2
3 MR. BRAGG: Today is Tuesday, March 30th, 2021. It's
4 9:08 a.m., and we are at the Fire Services Building for Fort
5 Worth, Texas. My name is Kenny Bragg. I'm an investigator with
6 the Office of Highway Safety. And to my to my left, we have --

7 MR. WALSH: Dan Walsh, NTSB, senior highway investigator.

8 MR. ACCETTA: Robert Accetta, investigator in charge.

INTERVIEW OF JAMES WARD

9
10 BY MR. BRAGG:

11 Q. And if you don't mind, would you say and spell your first and
12 last name?

13 A. My name is James Ward.

14 Q. Spell it for me.

15 A. J-a-m-e-s, W-a-r-d.

16 Q. Okay. And with whom are you currently employed?

17 A. Employed by Medstar Mobile Healthcare.

18 Q. Okay. And were you employed by them the day of the crash?

19 A. Yes.

20 Q. And were you working on that day?

21 A. Yes, sir.

22 Q. What time did you begin your shift?

23 A. I started shift at 0430 at one.

24 Q. And what do your duties consist of?

25 A. I am a lead field medic and training officer for MedStar.

1 Q. Okay. And does that position require you to operate a
2 vehicle?

3 A. Yes, sir.

4 Q. And what type of vehicle are you operating?

5 A. I was operating a type one ambulance that day.

6 Q. Okay. And type -- help me break that down. What is that?

7 A. It's the truck -- front-end Dodge -- it was a 4500 Dodge
8 ambulance.

9 Q. Okay. And at some point, you got a call to respond to this
10 crash, correct?

11 A. I actually was already on the scene working a separate
12 incident when this wreck started.

13 Q. Okay. So describe that incident.

14 A. The first incident?

15 Q. Yes.

16 A. I was called to a seven-car MVA on southbound -- regular
17 southbound 35. It was on the right shoulder. We were told it was
18 northbound. It's actually southbound. We turned right at 28th
19 Street, was coming over the overpass and negotiating the roadway
20 that was a little slick and saw the wreck start happening. And we
21 eased over to the far right, checked on the first wreck and then
22 went to the second one.

23 Q. And just to clarify, MVA stands for motor vehicle accident.

24 A. Yes, sir.

25 Q. So where were you when you got the call for the first --

1 A. The first incident, I was -- I was south of -- I believe on
2 35 or there in the mix master area. It was a very busy morning.
3 We came onto 35 I believe from 287 and headed northbound.

4 Q. And how far is that distance wise?

5 A. It's about -- it's going to be about a mile and a half, mile
6 and three quarters.

7 Q. Mile and a half, mile and three quarters. And why were you
8 at that location?

9 A. We were driving to another -- or to either a post or another
10 call and got the call for the first wreck, the seven-car wreck.

11 Q. Okay. And when you got the call for the first wreck, were
12 you -- were you operating vehicle with lights and siren on it?

13 A. Yes.

14 Q. Okay. And what was the -- what were the driving conditions
15 like?

16 A. At that point, they weren't bad.

17 Q. Okay.

18 A. For the area I was in. Now, the closer I got to that area,
19 it did get a little slick in coming up onto the overpass. That
20 overpass is very long. It was a little slick on northbound,
21 wasn't too bad. It was also still sprinkling a little bit at this
22 time.

23 Q. And so how did you determining -- how did you determine that
24 it was getting slick?

25 A. I started slipping a little bit, sliding very slightly.

1 Nothing to lose control. Started slowing down my speeds,
2 negotiating. It was still handling well at that point. When we
3 turned around and headed southbound, I was all the way in the left
4 lane, and I slid from the left lane all the way to the right
5 shoulder where I stopped about 3 foot off the wall. And that was
6 where she rested. Luckily I didn't tap nothing. And that was
7 coming -- I probably slid in a diagonal line for over 100 yards
8 when we were on that southbound overpass.

9 Q. Okay. And at what time did you start your shift that day?

10 A. 4:30.

11 Q. And was it doing any participation -- any precipitation at
12 that time?

13 A. Not that I recall. If there was, it was very slight. I
14 don't think precipitation started until like 5, 5:30, if I recall
15 correctly.

16 Q. Were you aware that the freezing weather was coming?

17 A. Yes, sir.

18 Q. And how were you made aware of that?

19 A. They send out the National Weather Service to us via email.
20 Also, I look at weather before I start shift every morning. I
21 look at temperature, weather, if it's going to freeze, especially
22 when it's going to get cold, before I leave the house so I know
23 how to dress.

24 Q. Were the roads treated, to your knowledge?

25 A. To my knowledge, yes. The day before, I did see the streaks

1 of the brine down the -- down the roadway because I'd worked two
2 days previous, too. This was my third day on shift, and I saw the
3 road crews out treating the previous days.

4 Q. Okay.

5 A. And I seen the streaks on 35 the day before.

6 Q. And you were there to treat patients that were injured in the
7 crash. Did you leave the scene to transport patients?

8 A. I did. I left the scene with my first patient, and I came
9 back and took another two patients after the first one.

10 Q. So were the conditions of the surface streets any different
11 from the conditions of I-35? Were they --

12 A. No. They were all pretty slick.

13 Q. Okay. And were the surface streets treated that you were
14 aware of?

15 A. I couldn't have told you because we were on so many different
16 side streets; I couldn't have told you if they were treated the
17 day before or after. They were all slick in the area.

18 MR. BRAGG: Okay. Dan, do you have any questions?

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

20 BY MR. WALSH:

21 Q. Just to summarize, again, the pavement conditions for the
22 southbound toll lanes in the vicinity of the crash, could you
23 summarize those pavement conditions when you arrived on scene?

24 A. When I hopped over the barrier, they were -- they were
25 hard -- difficult to walk on. I never drove on them. I was only

1 walking on them because I was on regular southbound. I was not on
2 the expressway. So they were very slick, handling patients and
3 everything else over the wall. Barriers were completely iced over
4 and everything like that. But they were -- they were slick.

5 Q. Okay. Did you fall?

6 A. I never fell. No.

7 Q. Did you see anybody fall?

8 A. Not to my knowledge, but when I was initially on the scene,
9 it was still dark, and there was so much going on.

10 Q. Okay. Can you describe the pavement conditions in the
11 northbound toll lanes?

12 A. I was never in northbound, so I cannot attest to those.

13 Q. Okay. Can you describe the pavement condition in the general
14 southbound purpose lanes adjacent to the southbound toll lanes?

15 A. They were slick.

16 Q. They were slick. Okay.

17 A. Those were the ones I was on and slid across.

18 MR. WALSH: Okay. I don't have any further questions.

19 MR. ACCETTA: One question. Were the toll lanes different?
20 Were there ice conditions different on the toll lane from the
21 regular I-35 lanes?

22 MR. WARD: For me walking on them, no. They both look and
23 felt the same. They were slick. They looked the same. You could
24 see a little buildup of ice on all of it. It all looked the same.
25 There wasn't a greater buildup on the tollway compared to regular.

1 It was all pretty well the same.

2 MR. ACCETTA: Okay. I don't have anything further.

3 MR. WALSH: Nothing further.

4 MR. BRAGG: Okay. The time's 9:17. We will conclude the
5 interview. Thank you.

6 (Whereupon, at 9:17 a.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

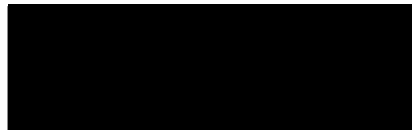
IN THE MATTER OF: MULTI-VEHICLE CRASH
 IN FORT WORTH, TEXAS,
 ON FEBRUARY 11, 2021
 Interview of James Ward

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: March 30, 2021

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.



Karen Ehatt
Transcriber