



**Highway Factors Attachment – NTE Mobility Partners Segments 3, LLC Witness
Interview Transcripts**

Fort Worth, TX

HWY21FH005

(205 pages)

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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: MYRON DAVIS, Maintenance Manager
North Tarrant Express

Fort Worth Fire Department
Fort Worth, Texas

Wednesday,
March 31, 2021

APPEARANCES:

KENNETH BRAGG, Senior Highway Accident 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

KEITH CRAMER, Attorney
Gordon & Rees LLP

I N D E X

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I N T E R V I E W

(1:15 p.m.)

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2
3 MR. BRAGG: Today is Wednesday, March 31st, 2021. It's about
4 1:15 p.m., and we are in the Fort Worth Fire Department
5 administration services building located in Fort Worth, Texas.
6 This interview is in regard to multiple vehicle fatal crash which
7 took place on February 11, 2021, in Fort Worth, Texas. My name is
8 Kenny Bragg. I am an investigator in the Office of Highway
9 Safety. And seated to my left, we have --

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

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

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

13 MR. BRAGG: Mr. Cramer, go ahead and identify yourself for --

14 MR. CRAMER: My name is Keith Cramer, C-r-a-m-e-r. I'm with
15 the law firm of Gordon & Rees.

INTERVIEW OF MYRON DAVIS

16
17 BY MR. BRAGG:

18 Q. And, sir, go ahead and state and spell your first and last
19 name please.

20 A. Myron Davis, M-y-r-o-n, Davis, D-a-v-i-s.

21 Q. Sir, and where are you employed?

22 A. I'm with North Tarrant Express.

23 Q. Okay. And how long have you been there?

24 A. Oh, it'll be almost 10 years this year, in September.

25 Q. And what's your role?

1 A. Maintenance manager.

2 Q. And so just, in layman terms, describe what your
3 responsibilities are.

4 A. To oversee basically the operations that actually go -- boots
5 on the ground basically, so --

6 Q. Okay. Let's talk a little bit about February 11th. Were you
7 working the morning of the crash?

8 A. I was actually at home when I got the call, but yes, I was
9 working that day.

10 Q. And what time did you finally get to work?

11 A. I would say it was right about 6:30, between 6:30, 7 o'clock.

12 Q. So was it within your maintenance operation, you did
13 treatment the day -- the days of the -- that section of roadway
14 leading up to that crash --

15 A. Correct.

16 Q. -- couple days prior -- okay.

17 MR. BRAGG: Mr. Walsh is going to focus (indiscernible).

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

19 BY MR. WALSH:

20 Q. What was the name of the brine pretreatment that was used on
21 I-35 in the vicinity of the crash?

22 A. The name of it?

23 Q. Yes.

24 A. Just brine with 23 percent salinity.

25 Q. Okay. Is it referred to as Ice Slicer?

1 A. Yes, that's correct.

2 Q. Is that correct? Okay. Did you oversee the Ice Slicer brine
3 mixing process?

4 A. Not -- when you say oversee, did we -- can you clarify that a
5 little bit?

6 Q. Sure. The -- when the -- when was the Ice Slicer brine
7 mixture applied to the southbound toll lanes in the vicinity of
8 the crash? Do you recall when that was applied?

9 A. It was applied the day of the -- that, that -- that Tuesday.

10 Q. Okay.

11 A. That Tuesday.

12 Q. And that Tuesday would be February 9th --

13 A. February 9th, that's correct.

14 Q. -- 2021, and I believe we have a video showing that that was
15 applied at 10:12 a.m.

16 A. Yes, sir.

17 Q. Is that correct?

18 A. That's correct.

19 Q. Okay. So my question is, when was the Ice Slicer brine mixed
20 before it went onto the truck?

21 A. It was mixed I would say -- I want to say a couple -- either
22 a week before or -- it was been stored in there for at least a
23 week or so.

24 Q. Okay. And what is the percent salinity brine that was mixed
25 that day?

1 A. Twenty-three-point-three percent.

2 Q. Okay. And is the percent salinity based on the severity of
3 the storm condition?

4 A. That's what we set it -- it's set at 23.3 percent.

5 Q. It's set there every time?

6 A. Every time.

7 Q. Okay. And how do you ensure that the percent salinity brine
8 is mixed to 23.3 percent?

9 A. We check it. We -- our machine that we have actually has a
10 -- I don't know the technical name of it, but it has a limit to
11 when it hits there, you can't make no more; you can't mix no more.

12 Q. Okay. Okay. Do you recall what that machine is, what the
13 name of that machine --

14 A. AccuBatch.

15 Q. Okay. All right. So is it important the Ice Slicer brine be
16 mixed properly?

17 A. That's correct.

18 Q. And what -- in your experience, what are the effects if the
19 Ice Slicer brine is not mixed properly? Do you --

20 A. To my knowledge, that -- from my knowledge, that is the
21 number that is the most opportune time for it to be the best, most
22 effective.

23 Q. Okay.

24 A. Any higher or any lower is not more effective.

25 Q. Okay. Do you know the primary ingredient in Ice Slicer?

1 A. Salt.

2 Q. Okay.

3 A. You got to get that salinity, so salt is the most important
4 thing to have it -- to get salinity out of it.

5 Q. Are there any other ingredients in it besides salt?

6 A. I would say there's just additional stuff to help preserve
7 the road a little bit better, because salt by itself is very
8 corrosive of -- but yes, there's other ingredients.

9 Q. But salt is the primary ingredient?

10 A. Yes, sir.

11 Q. Okay. Do you know the application rate in gallons per mile
12 that the Ice Slicer was applied to the southbound toll lanes?

13 A. Should be 50 gallons per lane mile.

14 Q. Okay. And, in your experience, how long does Ice Slicer work
15 after it's applied.

16 A. Oh, don't -- I couldn't answer that question. I would say --
17 I couldn't answer that question.

18 Q. Just based on your experience, you don't know how long it
19 lasts once it's applied to the pavement?

20 A. Just to be honest, no, I would say -- I couldn't answer that
21 question --

22 Q. Okay.

23 A. -- on the extent of how long it lasts.

24 Q. Right. Can you answer when Ice Slicer -- when should it be
25 applied before a storm condition?

1 A. Before the storm, as long as there's no heavy rain or
2 precipitation that may wash it off.

3 Q. Okay. Is it typically one day before the storm condition or
4 two days before the storm condition? Just in your experience.

5 A. I would say at least, at least 2 to 3 days before a storm, or
6 however long it takes to --

7 Q. Right.

8 A. -- get it brined.

9 Q. Okay. And then how often does Ice Slicer need to be checked
10 and reapplied?

11 A. To my understanding, it's applied to that 50 gallons per lane
12 mile is what --

13 Q. Okay. Is it -- does it need to be checked the following day
14 after it's applied?

15 A. A visual check?

16 Q. Yeah.

17 A. As long as you don't have a storm or rain or heavy rain or
18 anything like that, that's -- to my knowledge, the check is to go
19 out and make sure and check it, yes.

20 Q. Okay. Was it checked?

21 A. Visually, that's --

22 Q. Yeah.

23 A. -- drove out and inspected some areas.

24 Q. Was it -- in that vicinity, in the vicinity of the crash on
25 the southbound toll lanes, after it was applied on February 9th,

1 was it checked on February 10th?

2 A. I would say we did some spot checks to see you can see it the
3 road, correct, yes, sir.

4 Q. Okay. Under what air and pavement temperature should the Ice
5 Slicer be applied?

6 A. I'm not, I'm not --

7 Q. Okay.

8 A. -- familiar with that question.

9 Q. Okay. And then was Ice Slicer, when it was applied on
10 February 9th, was it applied to dry pavement or wet pavement?

11 A. It was dry.

12 Q. It was dry, okay. Can you summarize the winter weather alert
13 that came through prior to February 9th in order to make the
14 justification of applying the Ice Slicer treatment on February
15 9th? Can you summarize what that winter weather alert was?

16 A. It was -- now, don't quote me word-for-word on it, but just
17 in general, conditions were right for freezing weather. So when
18 it was cold, the conditions are right for -- anything could happen
19 in that.

20 Q. And what was the justification for selecting the Ice Slicer?
21 Is Ice Slicer what you always apply, or do you apply any other
22 types of pretreatment?

23 A. It all depends on the weather, so there's -- in Texas, we get
24 the rain before the storm most cases, so the justification, the
25 area was dry, there was not going to be rain at the time of the

1 freezing, so brine would be the application that we used.

2 Q. Okay. So how long do you -- in your experience, how long
3 does Ice Slicer work after it is initially applied?

4 A. I think we always been 2, 3 days before a storm based off it,
5 so 2 to 3 days.

6 Q. Okay. Have you had any experience with the Ice Slicer
7 diluting out after a day or after two days --

8 A. Not to my knowledge.

9 Q. -- after it is applied?

10 A. Not to my knowledge.

11 Q. Do you know if sand was used on any portion of I-35 the night
12 before the crash or the morning of the crash?

13 A. Was it used anywhere on 35?

14 Q. Yes.

15 A. To my knowledge -- I don't work the night shift; my night
16 supervisor does. So, to my understanding, there was some areas
17 that needed to be treated, and they treated it with salt.

18 Q. And they treated it with salt?

19 A. That's correct.

20 Q. Okay. Do you know what those areas were?

21 A. I want to say just north of that was Basswood --

22 Q. Correct.

23 A. -- but I can't remember -- I -- that one pops out in my head
24 the most, but -- I'm sure that there was other areas, but Basswood
25 was what pops out to my memory right now, so Basswood.

1 Q. Did they apply that same mixture to the southbound toll lanes
2 in the vicinity of the crash on February 11th?

3 A. The night before?

4 Q. The night before or the morning of.

5 A. I don't believe so, because there was no need to.

6 Q. Okay. So do you have trip tickets and work reports and duty
7 records by the operators who applied the Ice Slicer on February
8 9th? Do you have those records?

9 A. Just when we say trip tickets, what do you --

10 Q. The actual amount of Ice Slicer that was applied to the
11 travel lanes on February 9th, do you keep records of that?

12 A. In our work orders.

13 Q. Okay. Did you arrive at the crash scene after February -- on
14 February 11th, after the crash?

15 A. Yes, sir.

16 Q. You did? Did you observe the conditions of the pavement in
17 the southbound toll lanes? Did you -- can you describe the
18 pavement conditions when you arrived on scene?

19 A. The southbound, I don't -- I wasn't on the southbound a lot.
20 I was mostly basically standing out the way to let those guys do
21 their job. I mean, those guys were -- when I say those guys, PD,
22 Fort Worth Ambulance, all those people was out there working. And
23 when you say -- can you repeat that question one more time?

24 Q. Sure. Did you observe the pavement conditions? Were they
25 slick?

1 A. When I got there, I do recall that it might've been a little
2 icy in some areas.

3 Q. Do you recall what -- where those locations were?

4 A. It was on the northbound side where I parked at, so it was
5 mostly on that northbound area.

6 Q. Okay. And so did you observe the pavement conditions being
7 slick on the southbound toll lanes?

8 A. I just -- I don't -- that -- at that time, I stayed out of
9 that area. I don't recall being in that southbound area, other
10 than walking up and down that north side -- northbound side.

11 Q. But on the northbound side, would the northbound side be the
12 general use lanes or the northbound toll lanes?

13 A. Northbound toll lanes.

14 Q. So you experienced the northbound toll lanes to be slick when
15 you arrived on scene?

16 A. There was -- obviously, there was a little ice on --

17 Q. So a little ice on --

18 A. Yes, sir.

19 Q. Okay. And did TxDOT assist with the pretreatment of any
20 portion of the I-35 travel lanes on February 9th?

21 A. Not to my knowledge.

22 Q. On February 10th?

23 A. Not to my knowledge.

24 Q. Okay. You didn't see any TxDOT trucks --

25 A. No, sir.

1 Q. -- applying any pretreatment?

2 A. No, sir.

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

4 MR. ACCETTA: I have a few follow-up questions. This is
5 Robert.

6 BY MR. ACCETTA:

7 Q. You mentioned that AccuBatch is what you use to mix the
8 solution, the brine solution. Is that calibrated and is it
9 checked for calibration?

10 A. It's calibrated. We calibrate it before -- when it was
11 shipped, it was calibrated before it got there.

12 Q. Okay. Is it ever checked? I mean, is this a piece of
13 equipment that is constantly there now? After it was shipped,
14 it's in your facility?

15 A. That's correct.

16 Q. Okay. So is it ever recalibrated or checked for calibration?

17 A. We had just -- it was actually a new piece of equipment, so
18 it hadn't been needed to be calibrated.

19 Q. Okay.

20 A. To my understanding.

21 Q. All right. The trucks that apply the solution, are they
22 calibrated?

23 A. To my knowledge, yes.

24 Q. And how often are they checked?

25 A. Every year, before (indiscernible) time, before we do a storm

1 -- I'm trying to answer your question correct. Say that one more
2 time.

3 Q. Okay. When are the trucks calibrated, and how often are they
4 calibrated?

5 A. I'd say every year.

6 Q. Every year, okay. Oh, you mentioned before that this
7 application was applied to the dry roadway. What if the roadway's
8 wet? What is the procedure then for any application before a
9 storm?

10 A. Before a storm, oh --

11 Q. All right, what product would you use if a roadway's wet, I
12 guess is what I'm asking?

13 A. That's kind of a trick question. If it's wet, it got to be
14 cold condition for it to be treating it at all, so --

15 Q. Okay. Because I'm not familiar with --

16 A. Right.

17 Q. -- how this all works, that's why some of these questions may
18 sound a little odd. But the roadway's wet; you have a weather
19 report that is going to be freezing temperatures, so this surface
20 may freeze. What would you have to do then to treat the roadway?

21 A. We would treat it with salt.

22 (Simultaneous speaking.)

23 Q. Oh, rock salt. Okay.

24 A. Rock salt.

25 Q. All right. That answered my question.

1 A. Yeah, it --

2 Q. Instead of the brine solution, because it wouldn't be
3 effective on a wet roadway?

4 A. That's correct.

5 Q. Okay. I have a better understanding of what the process is.
6 Okay. And you mentioned something about the work orders. Can we
7 get copies of those work orders --

8 MR. CRAMER: Sure.

9 MR. ACCETTA: -- haven't already?

10 MR. CRAMER: I honestly don't know what you have already, but
11 if you need something like that --

12 (Simultaneous speaking.)

13 MR. ACCETTA: Yeah, if we don't have --

14 MR. CRAMER: -- we can get that for you.

15 MR. ACCETTA: -- follow-up. Okay. I wasn't sure.

16 MR. BRAGG: It may be helpful to know, who maintains those
17 work orders?

18 MR. DAVIS: The -- we have a system that it stays into a --

19 MR. BRAGG: It's an electronic system.

20 MR. DAVIS: Electronic system.

21 MR. BRAGG: So who's the custodian of that system? Who has
22 access to it? Who controls that?

23 MR. DAVIS: Our engineers, and we have a person in charge of
24 who can access and who can't.

25 MR. ACCETTA: I don't have any other questions.

- 1 MR. BRAGG: All right. I have a few.
- 2 BY MR. BRAGG:
- 3 Q. Who was the night supervisor?
- 4 A. That night?
- 5 Q. Yes.
- 6 A. It was Adam Tobias.
- 7 Q. Are you notified of all crashes?
- 8 A. I'm notified via email of all crashes, but major crashes,
- 9 yes, I'm usually notified of.
- 10 Q. So, if just a regular fender bender, you'll get a email.
- 11 A. We'll get a email.
- 12 Q. But, if it's something more significant, like a death or
- 13 something of this nature --
- 14 A. I'll likely get a phone call.
- 15 Q. -- you get a phone call.
- 16 A. That's correct.
- 17 Q. And you got a phone call that night?
- 18 A. I got a phone call that morning.
- 19 Q. That morning. About what time, do you remember?
- 20 A. Oh, I would say between 6, 6:30-ish.
- 21 Q. And who actually notified you?
- 22 A. I think it was the TMC. Our operator system, our TMC, which
- 23 is the traffic management control center.
- 24 Q. Okay, so that's the control center. And do you know what
- 25 time you got -- you arrived at the scene of the crash?

1 A. It was close to about 7 or so.

2 Q. Okay. And so who determines when there's to be an
3 application made and what type of application? Who makes that --
4 who's the one that makes that determination?

5 A. Our maintenance director. I mean, collectively between the
6 maintenance director, CO.

7 Q. And is there an individual who carries the title of
8 maintenance director?

9 A. Yes, sir.

10 Q. And what's his name?

11 A. John Reneau.

12 Q. I'm sorry?

13 A. John Reneau.

14 Q. Spell his name for me.

15 A. J-o-h-n.

16 Q. Last name spelling --

17 A. Reneau.

18 MR. CRAMER: R-e-n-e-a-u, I believe.

19 MR. DAVIS: That's correct. I can write it on paper.

20 (Simultaneous speaking; laughter.)

21 MR. DAVIS: That's a tongue twister.

22 BY MR. BRAGG:

23 Q. And so just walk me through the process. There's a -- let's
24 say April 1st, there's a major storm event that's going to happen.

25 Tell me how the decision is made and how it reaches to your

1 office.

2 A. Well, first, we'll get the weather forecast that identifies
3 that there's a potential.

4 Q. Okay.

5 A. And, of course, we're going off a weather man, so we're going
6 off potential, so we're always going to be ready in advance, with
7 or without that potential being very confident or not.

8 Q. Okay.

9 A. Our guys are notified or the decision is made, all right,
10 what type of storm are we getting? Is it going to be a rain storm
11 (indiscernible) storm before we get there, and what type of storm?
12 Because we get alerts for all type of storms, so --

13 Q. Now, are you involved at all with the decision making
14 process, or does that occur before it reaches you?

15 A. I think we all are involved in it.

16 Q. Okay.

17 A. I mean, I'm notified, say hey -- especially if I see it
18 first, I'll chime in, hey --

19 Q. Okay.

20 A. -- weather's look like it's getting pretty bad.

21 Q. And then --

22 A. We're alerting our guys that, hey, April 1st, we got a
23 potential storm coming. Get ready for a shift change. I mean,
24 and we go from there to getting equipment ready and making
25 notifications to our guys on what we're going to be doing after

1 the decision is made on what we're doing.

2 Q. Okay. And so whose responsibility is it to actually assign a
3 crew to put the application? Is that your responsibility?

4 A. It's my responsibility and alongside with the supervisors.

5 Q. Okay. And, in the chain of command, you're over the
6 supervisors?

7 A. Yes, sir.

8 MR. BRAGG: Okay. I don't have anything further.

9 MR. ACCETTA: I have something more. Do you have something?

10 MR. GREGSON: No.

11 MR. ACCETTA: I have one follow-up question. Again, this is
12 Robert.

13 BY MR. ACCETTA:

14 Q. If you have a possible event that's going to take place, a
15 weather event, I guess I'm curious as to how many men do you have
16 on a shift, and how would you know if you have enough people on
17 duty to make whatever type of application is decided that has to
18 be made?

19 A. How do we determine --

20 Q. The number of people that are needed.

21 A. That's what we preplanned already. We got our day guys, we
22 got our night guys, and we will reorganize if we don't have enough
23 guys. I mean, especially during COVID, you really got to be
24 prepared for any -- and all our guys know that, that at any given
25 time, we could be less on this side and need more guys to come

1 here. So we always err on the side of caution to make sure that
2 we're ready and that they have salt. If a guy's not available, we
3 have to move somebody and rearrange them to be ready.

4 Q. Okay. Yeah, that was my point was, especially with COVID,
5 you could be short-staffed, and how do you compensate for that?
6 So what you just said is you pull people from other shifts to --

7 A. That's correct.

8 MR. ACCETTA: Okay. I don't have anything else.

9 MR. BRAGG: All right, Mr. Davis. The time is 1:39. We'll
10 conclude the interview. Thank you for your participation.

11 MR. DAVIS: Thank you.

12 (Whereupon, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

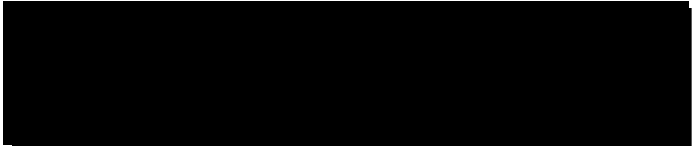
IN THE MATTER OF: MULTI-VEHICLE CRASH
 IN FORT WORTH, TEXAS,
 ON FEBRUARY 11, 2021
 Interview of Myron Davis

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: March 31, 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.



Autumn Weslow
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

*

FATAL MULTI-VEHICLE ACCIDENT *

IN FORT WORTH, TEXAS, *

Accident No.: HWY21FH005

ON FEBRUARY 11, 2021 *

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Interview of: JORGE ESCOBAR, Maintenance Technician
North Tarrant Express (NTE)

Fort Worth, Texas

Wednesday,
June 23, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

KEITH CRAMER, Esq.,
Law Offices of Gordon and Rees

ROBERT Accetta, Investigator in Charge
National Transportation Safety Board

DAN WALSH, Senior Highway Factors Investigator
National Transportation Safety Board

JORGE ESCOBAR, Maintenance Technician
North Tarrant Express (NTE)

I N D E X

ITEM

PAGE

Interview of Jorge Escobar:

By Mr. Bragg

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By Mr. Walsh

9

I N T E R V I E W

(3:21 p.m.)

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2
3 MR. BRAGG: Today is Wednesday, June 23, 2021. The time is
4 3:21 p.m. and we are at the Fort Worth Fire Department
5 Administration Building here in Fort Worth, Texas. This interview
6 is in regards to a multiple vehicle crash which occurred on
7 February 11, 2021 in Fort Worth, Texas.

8 My name is Kenny Bragg. I'm a senior investigator with
9 the Office of Highway Safety for the National Transportation
10 Safety Board.

11 Sir, would you please state and spell your first and
12 last name?

13 MR. ESCOBAR: My name is Jorge Escobar, J-o-r-g-e
14 E-s-c-o-b-a-r.

15 MR. BRAGG: And who do you work for?

16 MR. ESCOBAR: NTE.

17 MR. BRAGG: Okay.

18 Counselor?

19 MR. CRAMER: Keith Cramer, C-r-a-m-e-r, with the firm Gordon
20 and Rees.

21 MR. Accetta: Robert Accetta (ph.), Investigator in Charge with
22 the
23 NTSB.

24 MR. WALSH: Dan Walsh, Senior Highway Factors Investigator
25 with the NTSB.

INTERVIEW OF JORGE ESCOBAR

1 BY MR. BRAGG:

2 Q. Okay. Mr. Escobar, how long have you worked for NTE?

3 A. I started January of last year.

4 Q. So --

5 A. A little bit over a year.

6 Q. Little bit over a year --

7 A. It would be a year and a half now.

8 Q. And what's your current position with NTE?

9 A. Highway maintenance.

10 Q. And have you had that position the entire time?

11 A. Yes.

12 Q. Have you done this type of work previously?

13 A. No, I had not. Nothing on the highway, just done other
14 maintenance jobs.

15 Q. Okay. And what were your duties that night?

16 A. That night, I was in the spreader and I was to cover from
17 Bedford Road to Industrial (indiscernible) and the general purpose
18 lanes, as well as the 121 off-ramp.

19 Q. All right. A little bit out of order, but explain what your
20 general duties are.

21 A. My general duties?

22 Q. Yes.

23 A. It's basically anything they have me do anywhere from
24 (indiscernible) to guardrail repair, delete and repair, striping,
25 just any kind of highway maintenance items that need to be done --

1 picking up trash, too.

2 Q. What type of vehicles do you have for your company?

3 A. We usually have Ford trucks and then we also have some TMAs.

4 Q. TMAs?

5 A. Yeah, truck mounted attenuators. They have scorpion tails on
6 the back. It's used to help with collisions if they're blocking
7 vehicles that are at the back of the convoy, and those usually are
8 the ones that get hit if they have any accidents.

9 Q. Do you operate any vehicles which require a CDL?

10 A. No.

11 Q. Okay. What vehicle were you operating on the night of
12 February 10th?

13 A. I believe it was -- the vehicle number was ADL7 and it's a --
14 just regular truck. Can't remember what type it is, but it's just
15 -- it's not like the regular trucks. It's actually the supervisor
16 Patrick's truck.

17 Q. Okay. And what time did your shift start that night?

18 A. What time? I think that night it started a regular 4:00.

19 Q. And what time were you scheduled to get off?

20 A. I believe it was regular at 3:00 a.m. because we had -- I
21 don't think we had -- it started snow and ice yet. We were
22 preparing for it, but we hadn't switched over to it.

23 Q. Okay. And until you -- what time did you get back to get
24 off?

25 A. I'm going to say 5:00 because I think we went into snow and

1 ice later on that night and we were notified later on that night
2 that we were -- are going to stay later.

3 Q. Okay. So how did you -- tell me how you started your day.

4 A. Can't even remember what we were doing that day, to tell you
5 the truth. I can't even remember. Usually how we start our day
6 is when we go in, we go have a three hour window before our lunch
7 time because usually we come in at four and it is very -- the
8 highway's very congested, so we have certain duties that we have
9 to perform between 4:00 and 7:00 that is very small things.

10 They can go either way from picking up trash to going
11 to, let's say, picking up around -- turnarounds or picking up on
12 the side of the road, you know, staying to the shoulder away from
13 traffic or it can go anywhere from just going to pick up an area
14 or putting out signs or checking -- go and doing guardrail
15 (indiscernible) check different guardrails that we're going to do,
16 check to see what materials are going to be needed. It's -- I
17 mean, after 7:00 from seven to eight, we say we're (indiscernible)
18 after eight, we have a meeting and then we start getting ready for
19 the actual work that day. So anything before four and seven is
20 very light.

21 Q. Okay. So were you assigned a particular route that night?

22 A. I'm sorry?

23 Q. Were you assigned a particular route that night?

24 A. You mean for the snow and ice stuff?

25 Q. Yes.

1 A. Oh, yes, yes. We all have actually assigned routes already
2 that we cover that is assigned to us -- like with me and Mat, we
3 cover the same area. It's basically from Bedford Road to
4 industrial managed lanes, GP, and the 121 off- and on-ramps.

5 Q. Okay. And your truck, does it have a spreader?

6 A. Yes, the truck had the spreader put on it, I think, if I
7 remember. Yeah, I really can't recall if it had the spreader on
8 it or not, but when I left it did have the spreader on it.

9 Q. Did you end up putting any product down that night?

10 A. Yes, I did.

11 Q. Explain that, meaning where and what caused you to have to
12 put it down. What were your observations?

13 A. Well, there were -- we were told over the radio that if it
14 starts to get slippery after we do our spot checks that we can go
15 ahead and start putting down (indiscernible). I noticed somebody
16 did. I can't remember who it was, but somebody did come over and
17 (indiscernible) and it was slippery and I did feel a little bit
18 slippery on the -- usually, I think -- if I remember correctly, it
19 was the 121 off-ramp that was the only one that I was actually
20 getting this problem with when we did feel the truck slip whenever
21 we did a brake check.

22 Q. Okay. So how much product did you end up putting down?

23 A. Well, I recently left the shop with about anywhere from a
24 third to a half load. So then I ended up using all of that and
25 then I had to come back to get some more.

1 MR. BRAGG: Okay. Dan?

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

3 BY MR. WALSH:

4 Q. Just continuing on Mr. Bragg's line of questioning. So the
5 location where you treated salt, the 121 --

6 A. That's where started, yeah.

7 Q. That's where you started. Did you treat any other location
8 like the US-287 north ramp?

9 A. Yes, yes. Me and Mat were actually pulled off of that later
10 on that night after the whole accident on 35 happened after we
11 treated all that stuff there. We were sent to 287 North. I was
12 sent to do the GP ramp to 35 and he did the managed lane ramp to
13 35.

14 Q. Okay. When did you complete that salt treatment at US-287
15 northbound ramp? Just approximately.

16 A. It was almost to the end of our shift because I remember
17 that's the second to last thing we did. After we did that, we
18 were headed north and they sent us to go ahead and make another
19 pass over 35 southbound around -- between Basswood and Western
20 Center where they had an accident earlier.

21 Q. How far would you say the distances from the US-297 North
22 ramp to the I-35 crash that occurred at 6:00 a.m. approximately?

23 A. About a mile maybe.

24 Q. So did you -- you drove north on I-35?

25 A. Yeah. (Indiscernible).

1 Q. After the US-287?

2 A. Yeah.

3 Q. Then did you drive by the crash scene that occurred -- prior
4 to the crash scene in that area, did you --

5 A. We drove -- we all drove down 35 southbound GP. We didn't go
6 down the managed lane because when they sent us, they had us all
7 meet up at the QT on 28th Street. Once we were all there, we kind
8 of convoyed down to 287, turned around on Riverside, and came back
9 around and hit those ramps.

10 Q. Did you detect any moisture while driving down 35?

11 A. No.

12 Q. Okay. Do you receive formal certification to become a spot
13 checker?

14 A. No, we just had -- usually, the training classes are called,
15 I guess, rodeo -- snow and ice rodeo or something and they just
16 basically go over all the equipment we're going to be using during
17 the snow and ice and how to do it and they split up into teams,
18 maybe four or five people to a group, and they have like different
19 sections that they go over.

20 Q. Okay. Are you familiar with the term black ice?

21 A. Yes.

22 Q. What would your definition of black ice be if you were to
23 describe it?

24 A. It'd be basically you can't really see it. It looks like
25 it's normal, but then you really can't see it until you're on it

1 and slipping.

2 Q. Have you ever detected black ice?

3 A. Doing this?

4 Q. Yes.

5 A. I've only done it one time. Like I said, I was hired last
6 year and I think I only had one day that I did snow and ice and it
7 was just basically checking roads and nothing happened that day,
8 but this last incident in February was the first time I actually
9 was participating in -- actively participating in spot checking
10 and also putting down salt and stuff.

11 Q. When you perform spot checks, do you make any priority in
12 terms of detecting one area versus the other?

13 A. What do you mean?

14 Q. Do you make any prioritization in terms of --

15 A. To the areas?

16 Q. -- bridge locations versus non-bridge locations?

17 A. Yeah, the bridge locations are usually the ones that do get
18 iced over first because of the -- it's elevated and you got all
19 the wind going underneath so it tends to be colder on the
20 pavement. So yeah, we do prioritize -- well, actually, we were
21 checking the bridges mostly, but we were also checking the roads
22 to see but it was, you know, the bridges were mostly the ones that
23 we'd prioritize because they do freeze first.

24 Q. Okay. Do you have supervisors monitor the spot checks that
25 you perform to make sure that they're adequately performed?

1 A. We just basically just run down up and down the freeway,
2 checking spots and then we let them know if we find anything that
3 is questionable or we need to go back and check it again and then
4 I know that sometimes I do -- I remember calling on the radio to
5 C.J. or John (sp.) and telling them, hey, you might want to check
6 this, I'm not sure about it and they do go and check.

7 Q. So your spot checks solely rely on visual observation; is
8 that correct?

9 A. No, it's not visual. It's basically -- what we do is when
10 we're going or when we get close to the overpass, I -- we're going
11 about -- I was going about 40 and then just kind of hit the brakes
12 hoping and if you feel some sliding and stuff, that's when I
13 really got to check it again if it's kind of questionable, but
14 yeah, usually if I do slide, I do go ahead and come back around
15 and drop material.

16 Q. Do you use any other devices such as bridge sensor detection
17 systems or Roadway Information Systems to detect moisture or icy
18 road conditions?

19 A. No, I don't. I think (indiscernible) they do go out there
20 with a -- check the bridge temperatures, but as far as we do is
21 just basically brake checking.

22 MR. WALSH: Okay. No further

23 questions. MR. Accetta: I don't have

24 ~~any questions~~ Okay. The time is 3:33 p.m. We will conclude
25 the interview.

1 Thanks for your participation.

2 MR. ESCOBAR: No problem.

3 (Whereupon, 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: FATAL MULTI-VEHICLE ACCIDENT
 IN FORT WORTH, TEXAS
 ON FEBRUARY 11, 2021
 Interview of Jorge Escobar

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: June 23, 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.

Max Mason
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

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: RAY GONZALEZ, Maintenance Tech
North Tarrant Express

Fort Worth Fire Department
Fort Worth, Texas

Wednesday,
March 31, 2021

APPEARANCES:

KENNETH BRAGG, Senior Highway Accident 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

KEITH CRAMER, Attorney
Gordon & Rees LLP

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Interview of Ray Gonzalez:

By Mr. Bragg

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By Mr. Walsh

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I N T E R V I E W

(2:17 p.m.)

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3 MR. BRAGG: Today is Wednesday, March 31st, 2021. It's about
4 2:17 p.m., and we're at the Fort Worth Fire Department
5 administration services building here in Fort Worth, Texas. This
6 interview is in regards to a multiple vehicle crash which occurred
7 on February 11, 2021, in Fort Worth, Texas. My name is Kenny
8 Bragg. I'm a senior investigator with the Office of Highway
9 Safety for the NTSB. And seated to my left --

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

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

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

13 MR. CRAMER: I'm Keith Cramer, C-r-a-m-e-r. I'm with the
14 firm of Gordon & Rees.

15 MR. GONZALEZ: Ray Gonzalez, NTE, maintenance tech.

INTERVIEW OF RAY GONZALEZ

16
17 BY MR. BRAGG:

18 Q. Okay. Will you spell your first and last name?

19 A. R-a-y, G-o-n-z-a-l-e-z.

20 Q. Great. And so you said you're with North Tarrant Express?

21 A. Yes, sir.

22 Q. And you said you're a maintenance tech; is that what you
23 said? How long you been there?

24 A. I've been there almost 2½ years.

25 Q. Were you working on the morning of the crash, which is

1 February 11th, 2021?

2 A. Yes, sir.

3 Q. And what time does your shift begin?

4 A. My shift began at 6 o'clock in the morning.

5 Q. Okay. And what were your duties that day?

6 A. My duties before the crash was to, I guess, do my roadway
7 inspections on 820/183/121 (ph.) area, segment one and two, and
8 then, as soon as I heard about the crash, I was told to go ahead
9 and help out with any roadway conditions that they had in the
10 area.

11 Q. So you -- when you -- you said you were inspecting the
12 roadway. What were you inspecting for?

13 A. I was inspecting for ice in roads.

14 Q. What type of vehicle were you operating?

15 A. I was operating a F-250 Ford pickup with a salt sprayer on
16 the back.

17 Q. Okay. And where were you when you first learned of the
18 crash?

19 A. I was back at our shop.

20 Q. Back in your shop. So how long is -- how long -- how far is
21 the drive from your shop to where the crash occurred?

22 A. Probably 10 minutes.

23 Q. Ten minutes. And when you left and you left the shop, what
24 were the road conditions leading up to where the crash occurred?

25 A. The road conditions were fine.

1 Q. Okay. And just explain how you determined they were fine.

2 A. Traffic was actually still moving at a steady pace, about --
3 I mean, I know I was probably going between 50, 55 maybe.

4 Q. And you were -- and what road were you on?

5 A. I was on the GP, the general purpose lanes.

6 Q. Okay. And so at what point do you see -- start to see that
7 the road conditions had changed?

8 A. It wasn't till I was south of the 28th Street onramp to the
9 general purpose lanes.

10 Q. Okay. And what did you observe with those conditions?

11 A. The traffic was already stopping, but --

12 Q. Okay.

13 A. -- as soon as I got around traffic to the accident location
14 that there was ice in the area.

15 Q. Okay. And you said there was ice. How much ice was there?
16 I mean, was it really slippery, kind of slippery, or --

17 A. It was slippery in there.

18 Q. Okay. And when you arrived on scene, what did you do?

19 A. I tried to go ahead and lay down salt, and I couldn't. The
20 truck I had, had -- didn't have 4-wheel drive, so I didn't get
21 very far.

22 Q. Okay. And then what happened? Then what did you do?

23 A. I went ahead and met up with Brandon, the guy who was working
24 calls that day, and asked him if he needed any help, and that was
25 it.

1 MR. BRAGG: Okay. Dan, go ahead.

2 MR. WALSH: Okay. Thank you, Mr. Bragg.

3 BY MR. WALSH:

4 Q. So, when you rolled up to the accident scene on February
5 11th, what lanes were you in?

6 A. I was in either the number one or number two lane.

7 Q. Okay. Of the G -- general purpose lane?

8 A. General purpose lane going south --

9 Q. South, okay. When you got out of your vehicle, did you slip
10 and slide upon the --

11 A. No, I had cleats on.

12 Q. You had cleats on. Did you see anyone else slip and slide
13 when --

14 A. Walking on -- yes.

15 Q. You did. Approximately how many people did you see slip and
16 slide?

17 A. Oh, there was -- I mean, there was just multiple, like too
18 many bodies out there.

19 Q. Did you observe any salt that was on the roadway or the
20 previous brine treatment?

21 A. I didn't see anything.

22 Q. Okay. Did you discuss the pavement conditions with any first
23 responders --

24 A. No.

25 Q. -- when you were there -- okay. Did you observe any TxDOT

1 trucks assisting with any pretreatment or salt treatment in the
2 days preceding the crash?

3 A. No.

4 Q. Okay. When you were doing your spot checking, did you
5 identify any icy conditions whatsoever on I-35?

6 A. That day of the accident?

7 Q. Yes.

8 A. When I got there to the accident, I was there for multiple
9 hours at that accident.

10 Q. Okay. When you were doing your -- prior to the crash, when
11 you were doing spot checking, did you notice any icy conditions?

12 A. No, not until I got to the accident site.

13 Q. None whatsoever?

14 A. No.

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

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

17 MR. BRAGG: Thank you. It's good seeing you.

18 MR. GONZALEZ: Cool.

19 (Whereupon, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

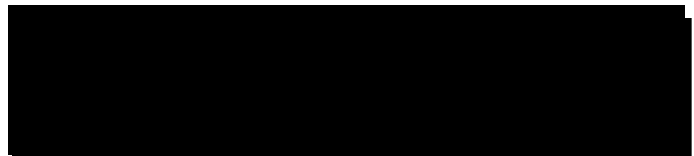
IN THE MATTER OF: MULTI-VEHICLE CRASH
 IN FORT WORTH, TEXAS,
 ON FEBRUARY 11, 2021
 Interview of Ray Gonzalez

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: March 31, 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.



Autumn Weslow
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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FATAL MULTI-VEHICLE ACCIDENT *

IN FORT WORTH, TEXAS, *

Accident No.: HWY21FH005

ON FEBRUARY 11, 2021 *

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Interview of: EDGAR HERNANDEZ, Maintenance Technician
North Tarrant Express (NTE)

Fort Worth, Texas

Wednesday,
June 23, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

KEITH CRAMER, Esq.,
Law Offices of Gordon and Rees

ROBERT Accetta, Investigator in Charge
National Transportation Safety Board

DAN WALSH, Senior Highway Factors Investigator
National Transportation Safety Board

EDGAR HERNANDEZ, Maintenance Technician
North Tarrant Express (NTE)

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Interview of Edgar Hernandez:

By Mr. Bragg

5, 9

By Mr.

7, 8

Walsh By

8

Mr. Accetta

I N T E R V I E W

(2:32 p.m.)

1 MR. BRAGG: Today is Wednesday, July --

2 MR. CRAMER: Easy. I can't believe it's June already, so
3 don't (indiscernible) too quick.

4 MR. BRAGG: It's Wednesday, June 23rd, 2021. It's 2:32 p.m.
5 We are at the Fort Worth Fire Department Administration Building
6 here in Fort Worth, Texas. This interview is regarding the
7 multiple motor vehicle crash which took place in Fort Worth,
8 Texas on February 11th, 2021.

9 My name is Kenny Bragg. I'm a senior investigator with
10 the Office of Highway Safety for the National Transportation
11 Safety Board.

12 Sir, can I get you to say and spell your first and last
13 name, please?

14 MR. HERNANDEZ: My name is Edgar Hernandez, E-d-g-a-r
15 H-e-r-n-a-n-d-e-z.

16 MR. BRAGG: And who do you work for, sir?

17 MR. HERNANDEZ: NTE, North Tarrant Express.

18 MR. BRAGG: Great.

19 MR. CRAMER: Keith Cramer, C-r-a-m-e-r, with the law
20 firm Gordon and Rees.

21 MR. Accetta: Robert Accetta (ph.), Investigator in
22 Charge with the NTSB.

23 MR. WALSH: Dan Walsh, Senior Highway Factors

1 Investigator with the NTSB.

2 INTERVIEW OF EDGAR HERNANDEZ

3 BY MR. BRAGG:

4 Q. So, Edgar, how long have you worked for NTE?

5 A. Going on three years.

6 Q. Three years? And what's your current position?

7 A. Maintenance tech.

8 Q. And describe for me maintenance, in layman's terms, what that
9 is.

10 A. Just doing freeway -- fixing guardrails, attenuators,
11 sweeping, anything that has to do with maintenance on the
12 freeways.

13 Q. And have you had that position the entire time?

14 A. Yes.

15 Q. What type of vehicles do you operate?

16 A. The trucks and dump trumps.

17 Q. So the dump trucks, are they CDL rated?

18 A. Yes.

19 Q. Okay. And what type of license do you?

20 A. A Class B.

21 Q. And did you have that license before you came to NTE or is
22 this --

23 A. No, I got it when I started.

24 Q. So let's talk a little bit about February 11th. Are you
25 working that night?

- 1 A. Yes, I was working that night.
- 2 Q. What time did your shift start?
- 3 A. 6 a.m. -- or 6 p.m., sorry.
- 4 Q. 6 p.m.? And what --
- 5 A. Yeah, it was -- yes.
- 6 Q. And what time did you actually get off?
- 7 A. 6 a.m.
- 8 Q. And what time were you supposed to get off?
- 9 A. At 6, but I left -- we have to get early back to the shop to
- 10 drop off the vehicles for the morning shift.
- 11 Q. Okay. And what were your duties the night that you worked?
- 12 A. To check the mixmaster on 35 and A20 (ph.).
- 13 Q. And when you say check the mixmaster, what do you mean by
- 14 check it?
- 15 A. Do spot checks, make sure -- because the bridges are the
- 16 first to, you know, freeze, so we have to check.
- 17 Q. And when you say spot check, what are you checking for?
- 18 A. Water, we make sure there's no black ice, stuff like that.
- 19 Q. And on that night, when you were doing your spot checks, did
- 20 you encounter any ice or --
- 21 A. No.
- 22 Q. -- slick spots? No.
- 23 So when you were working that night, did you apply any salt
- 24 or any other kind of road treatment?
- 25 A. Yes.

1 Q. Where did you treat?

2 A. At the mixmaster on 35 and A20.

3 Q. And if you didn't encounter any ice on the spot checks, why
4 did you put down product?

5 A. Because we knew at the time that it was going to drizzle or
6 rain, so we were trying to get it ready just in case.

7 Q. So it was just in anticipation of moisture?

8 A. Right.

9 Q. And who made the determination to --

10 A. Supervisor.

11 Q. Supervisor? Okay.

12 MR. BRAGG: Go ahead, Dan. Do you have any questions?

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

14 BY MR. WALSH:

15 Q. So Mr. Hernandez, did you perform spot checks on I-35 on
16 February 11th, leading up to the crash at 6 a.m.?

17 A. No.

18 Q. You did not perform any spot checks?

19 A. On 35?

20 Q. Yes.

21 A. No.

22 Q. Okay. Are you familiar with the term black ice?

23 A. Yes.

24 Q. What would be your definition of black ice if you were to
25 describe it?

1 A. You really can't see it. You can't see it until you actually
2 come up to it.

3 Q. Have you ever detected black ice as part of your duties with
4 the NTE?

5 A. No.

6 Q. Is black ice covered in the training you received as part of
7 NTE's annual snow and ice meeting?

8 A. Yes.

9 Q. Can you describe it?

10 A. It's just -- like, I'll say, it's just -- with moisture that
11 sticks to the ground and you really can't see it until you come up
12 to it. But the way we do it, the way we spot check, is we tap on
13 the breaks, which if the truck slides, moves --

14 Q. Do you use any devices to detect moisture, such as bridge
15 sensor detection systems and Road Weather Information Systems?

16 A. We have -- I don't know what the --

17 UNIDENTIFIED SPEAKER: A laser thermometer?

18 MR. HERNANDEZ: Right, yes. Laser thermometers. That's what
19 I used on the bridges when I -- on my side.

20 BY MR. WALSH:

21 Q. So your spot checks rely on visual observation?

22 A. (No audible response.)

23 Q. Okay.

24 MR. WALSH: I have no further questions.

25 BY MR. Accetta:

1 Q. I had one question. This is Robert. Who was the supervisor
2 that night that directed you to apply salt?

3 A. Adam Tobias (ph.).

4 Q. Thank you.

5 MR. Accetta: That's all I

6 have. BY MR. BRAGG:

7 Q. So when you got off at 6 o'clock a.m., did you go home?

8 A. Yes.

9 Q. Which route do you take to go home?

10 A. A20 West.

11 Q. A20, is that -- it was -- so are you driving through the area
12 that --

13 A. No.

14 Q. Okay. On the way home, did you notice anything unusual about
15 the road conditions?

16 A. I mean, it was drizzling, but it wasn't bad.

17 Q. Okay. And in comparison to the crash site, is your route
18 home, is it north, south? In what direction --

19 A. A20 West.

20 Q. But I'm saying -- so it's west of where the crash happened,
21 where you live?

22 A. Right.

23 Q. All right.

24 MR. BRAGG: I don't have any further questions.

25 The time is now 2:39 p.m. We'll conclude the interview.

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Thank you for your participation.
(Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL MULTI-VEHICLE ACCIDENT
 IN FORT WORTH, TEXAS
 ON FEBRUARY 11, 2021
 Interview of Edgar Hernandez

ACCIDENT NO.: HWY21FH005

PLACE: Forth Worth, Texas

DATE: June 23, 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.

Shelby Shover
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

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FATAL MULTI-VEHICLE ACCIDENT *

IN FORT WORTH, TEXAS, *

Accident No.: HWY21FH005

ON FEBRUARY 11, 2021 *

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Interview of: CUTTER KITTRELL, Maintenance Technician
North Tarrant Express (NTE)

Fort Worth, Texas

Wednesday,
June 23, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

KEITH CRAMER, Esq.,
Law Offices of Gordon and Rees

ROBERT Accetta, Investigator in Charge
National Transportation Safety Board

DAN WALSH, Senior Highway Factors Investigator
National Transportation Safety Board

CUTTER KITTRELL, Maintenance Technician
North Tarrant Express (NTE)

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Interview of Cutter Kittrell:

By Mr. Bragg

4, 6, 8, 9

By Mr. Walsh

10

I N T E R V I E W

(2:42 p.m.)

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3 MR. BRAGG: Today is Wednesday, June 23rd, 2021. It's 2:42
4 p.m. We are at the Fort Worth Fire Department Administration
5 Building here in Fort Worth, Texas.

6 My name is Kenny Bragg. I'm a senior investigator with the
7 National Transportation Safety Board in the Office of Highway
8 Safety. This interview is in regards to the multiple motor
9 vehicle crash which occurred February 11th, 2021, in Fort Worth,
10 Texas.

11 Sir, will you please state and spell your first and last
12 name.

13 MR. KITTRELL: Cutter Kittrell. My first name, C-u-t-t-e-r;
14 last name, K-i-t-t-r-e-l-l.

15 MR. BRAGG: And who do you work for?

16 MR. KITTRELL: NTE, North Tarrant Express.

17 MR. BRAGG: Thank you.

18 MR. CRAMER: Keith Cramer, C-r-a-m-e-r, from the law firm of
19 Gordon and Rees.

20 MR. Accetta: Robert Accetta, Investigator in Charge with
21 the NTSB. MR. WALSH: Dan Walsh, Senior Highway Investigator with
22 the
23 NTSB.

INTERVIEW OF CUTTER KITTRELL

24
25 BY MR. BRAGG:

Q. Okay, Mr. Kittrell, how long have you been with NTE?

- 1 A. Two years.
- 2 Q. And what's your current role?
- 3 A. I'm a maintenance technician.
- 4 Q. How long -- scratch that. Have you done any other roles
5 since you've been here in those two years?
- 6 A. No, sir.
- 7 Q. What did you do before you came to NTE?
- 8 A. I was in the military.
- 9 Q. What'd you do in the military?
- 10 A. I was a 25 Bravo information technology specialist, but,
11 really, in the military, it just depends on what unit you're in.
- 12 Q. Yeah. And that's Army, U.S. Army, right?
- 13 A. Yes, sir.
- 14 Q. So explain to me in layman's terms what your job is.
- 15 A. Repairing guardrail; setting out RPMs, delineators; repairing
16 smart cushions; picking up trash, litter, debris; road closures.
17 That's pretty much it.
- 18 Q. What are RPMs?
- 19 A. It's the little shiny things in the middle of the highway.
- 20 Q. And delineators?
- 21 A. Delineators are the -- well, they've got a whole bunch of
22 different kinds, but the little things that you see in the gore
23 points. They can be rubber, metal. There's a whole bunch of
24 different ones but --
- 25 Q. Okay. So on February 11th, February 10th, were you working

1 that night?

2 A. Yes.

3 Q. What time did you report to work?

4 A. 4 p.m.

5 Q. And that was on the 10th?

6 A. Yes.

7 Q. And what time were you scheduled to get off?

8 A. 3 a.m.

9 Q. And what time did you actually get off?

10 A. 3 a.m. Was that -- that was Wednesday?

11 UNIDENTIFIED SPEAKER: The morning of the accident.

12 MR. KITTRELL: No, 6. Yeah, 6 o'clock.

13 BY MR. BRAGG:

14 Q. And what caused you to get off past your shift?

15 A. Well, they figured -- it was probably about 2 or 3, they went
16 ahead and put us on snow and ice.

17 Q. So what did you start -- how did you start your shift? What
18 were you doing when you first started?

19 A. When we first started, everybody got in their vehicles and
20 went out to their assigned parts of the road to go check and, you
21 know, get that -- and acquainted with the routes, see what they
22 would be doing if we did go into snow and ice.

23 Q. Okay. So there was discussion of there may be some snow or
24 ice at the beginning of your shift?

25 A. Correct.

1 Q. Okay. And what route did you end up having?

2 A. Mine was the north side of 35. That's the end of our
3 project. Of course, I'm drawing a blank now. I can't even think
4 of the name of the road. But I pretty much covered that all the
5 way to (indiscernible).

6 Q. Have you covered that route before?

7 A. Yes. So the previous year, I had covered that same route,
8 but I actually -- instead of dropping stuff, I was actually making
9 brine. So I was one of the only guys that they -- they got a new
10 brine machine, and I was one of the only guys that they trusted to
11 do it so --

12 Q. So what vehicle were you operating that night?

13 A. 8006. It was one of the dump trucks. It was a spreader.

14 Q. And describe the dump truck for me.

15 A. Well, it's old. It's like a 1985, but --

16 Q. What make?

17 A. I believe it's an International, I want to say.

18 Q. Automatic --

19 A. No, it's a Ford. Our 8025 dump truck's an International, so
20 that's --

21 Q. Is it an automatic or manual transmission?

22 A. Automatic.

23 Q. And at some point, you said you began to do -- start treating
24 for icing or snow, correct?

25 A. Yes. So we did our routes, and I want to say that probably

1 lasted til about 10. Then we came back in, we did a guardrail
2 because it wasn't raining or anything, and then once we got done
3 with the guardrail, we went back out and started checking our
4 areas again.

5 Q. Okay. And did you -- while you were working on it, did you
6 discover any ice?

7 A. Yes. So it wasn't -- I can't remember the exact time, but,
8 yeah, we did.

9 Q. So tell me a little bit about that. What did you observe?

10 A. So, really, it was just on the bridges. You know, they get
11 the wind that goes around them. So that's really what we were
12 looking at the begin with, and making sure that we were spreading
13 out. You know, if we did find ice, making sure that we were
14 spreading sand.

15 Q. And so how much sand did you spread?

16 A. I went -- that night, I think I went through three truck
17 loads.

18 Q. And when you finished --

19 MR. CRAMER: Just for -- do you mean -- is it sand or salt?

20 MR. KITTRELL: Well, I -- yeah, sand, salt.

21 BY MR. BRAGG:

22 Q. So it's a mixture?

23 A. (No audible response.)

24 Q. Okay. And do you --

25 MR. CRAMER: Sorry.

1 MR. BRAGG: Thank you.

2 BY MR. BRAGG:

3 Q. Do you get -- do you determine the mixture or just it's given
4 to you?

5 A. It's just given to us.

6 Q. So once you put down the product, then what did you do?

7 A. I -- basically, I'd cover my area. There was a lot of
8 talking on the radio, so if they needed me somewhere else, then
9 they'd call me somewhere else. That's pretty much it.

10 Q. Okay. And you got off at 6 a.m. you said, right?

11 A. Yes, sir.

12 Q. Did you go home after you got off?

13 A. Mm-hm.

14 Q. So what was the road like on the way home?

15 A. It was fine for me.

16 Q. What was the weather like?

17 A. I don't think it was raining at that time. I can't really
18 tell. I use, like, special fluid, so I don't really use my
19 windshield wipers. So I don't even see the rain on my windshield,
20 so I couldn't tell if it was raining or anything.

21 Q. What direction do you travel on the way home?

22 A. A20 south.

23 Q. So your home is south of where the crash took place?

24 A. Mm-hm.

25 MR. BRAGG: I don't have anything else right now.

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

2 BY MR. WALSH:

3 Q. Just continuing on Mr. Bragg's line of questioning. So did
4 you perform spot checks on I-35 on February 11th?

5 A. Not on 35, just on the bridges.

6 Q. Just on the bridges on 35 or --

7 A. Yeah, the bridges on 35 and then the A20, 35 mixmaster.

8 Q. Okay.

9 A. I sanded that whole thing that night.

10 Q. Do you receive formal certification to become a spot checker?

11 A. No, sir.

12 Q. Can you talk about the training you received to become a spot
13 checker?

14 A. There wasn't any training. They basically just tell us to
15 drive and stop and if we skid, you know, that's pretty much it.

16 Q. Are you familiar with the term black ice?

17 A. Yes, sir.

18 Q. What would be your definition of black ice if you were to
19 describe it?

20 A. The patch of ice that you can't see. Typically, it blends
21 into the road, so you don't know until you hit it.

22 Q. Have you ever detected black ice --

23 A. No, sir.

24 Q. -- as part of your duties at NTE?

25 A. No, sir.

1 Q. Is black ice covered in the training you receive as part of
2 the NTE's annual snow and ice meeting?

3 A. Yes, sir. They talk about it.

4 Q. So when you perform spot checks, do you make any priority for
5 detecting certain areas versus other areas?

6 A. I mean, obviously, bridges come first. The area that I'm in,
7 there's not really any -- you've got to go across bridges to get
8 on the highway. So that's really the most important part is
9 making sure that that's covered before anything so --

10 Q. So when you do perform spot checks, do you make multiple spot
11 checks? How often do you perform the spot checks at a certain
12 location?

13 A. Like, every 30 minutes if at all possible. My area is pretty
14 small. I've only got, like, three bridges that I have to cover,
15 do it doesn't -- I'm pretty much driving around the whole time and
16 I'm about 30 minutes. So that's about what it takes to get it all
17 done.

18 Q. Does a supervisor come by and check to make sure that spot
19 checks are adequately performed?

20 A. Yes, sir. Adam (ph.) was driving around. John was driving
21 around that night with CJ (ph.). Yeah, they were driving around
22 and checking all the different areas to make sure everything was
23 good.

24 Q. Do the spot checks solely rely on visual observation?

25 A. To the best of my knowledge, yes.

1 Q. So you don't use any other devices, bridge sensor devices or
2 Road Weather Information Systems?

3 A. Like a temperature gauge?

4 Q. They do that on customer assist. The guy on customer assist
5 at night, he uses a temperature gauge. So he drives around and
6 he'll check the bridges to see how cold they are.

7 MR. WALSH: I have no further questions.

8 UNIDENTIFIED SPEAKER: I don't have any questions.

9 MR. BRAGG: The time is 2:52. We will conclude the
10 interview.

11 Thank you for your participation.

12 MR. KITTRELL: Yes, sir. Thank y'all.

13 (Whereupon, 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: FATAL MULTI-VEHICLE ACCIDENT
 IN FORT WORTH, TEXAS
 ON FEBRUARY 11, 2021
 Interview of Jonathan Kittrell

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: June 23, 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.

Shelby Shover
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: EDWARD LONGORIA, Maintenance Tech
North Tarrant Express

Fort Worth Fire Department
Fort Worth, Texas

Wednesday,
March 31, 2021

APPEARANCES:

KENNETH BRAGG, Senior Highway Accident 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

KEITH CRAMER, Attorney
Gordon & Rees LLP

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Interview of Edward Longoria:

By Mr. Bragg

4

By Mr. Walsh

7

I N T E R V I E W

(2:24 p.m.)

1 MR. BRAGG: Today is Wednesday, March 31st. It's about
2 2:24 p.m., and we are at the Fort Worth Fire Department
3 administration services building in Fort Worth, Texas. This
4 interview is in regard to a multiple vehicle crash which took
5 place on February 11, 2021, in Fort Worth, Texas. My name is
6 Kenny Bragg. I'm a senior investigator with the Office of Highway
7 Safety. And seated to my left --

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

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

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

13 MR. CRAMER: Keith Cramer, C-r-a-m-e-r. I'm with the firm of
14 Gordon & Rees.

15 MR. LONGORIA: Edward Longoria, NTE, maintenance.

INTERVIEW OF EDWARD LONGORIA

17 BY MR. BRAGG:

18 Q. Can you spell --

19 A. L-o --

20 Q. -- first and last name?

21 A. My first is Edward, E-d-w-a-r-d. Last name Longoria, L-o-n-
22 g-o-r-i-a.

23 Q. And so what's your position with NTE?

24 A. Just maintenance.

25 Q. Okay, just maintenance. And how long you been with NTE?

- 1 A. About 3 years.
- 2 Q. Were you working on the morning of the crash, February 11th?
- 3 A. Yes, sir.
- 4 Q. What time does your shift start?
- 5 A. It starts at 6:30, 7.
- 6 Q. 6:30, 7. So explain to me how you were notified and you
7 became involved in the crash.
- 8 A. I was just told to grab the brine truck and to go out to 35
9 southbound by Northside.
- 10 Q. So what -- where were you working?
- 11 A. We were just getting to work.
- 12 Q. So you were just getting to work?
- 13 A. Yeah.
- 14 Q. How long did it take you to get to work?
- 15 A. Oh, I live down the street.
- 16 Q. Down the --
- 17 A. Yeah.
- 18 Q. About one mile, two miles?
- 19 A. Five minutes, ten minutes.
- 20 Q. Okay. And did you observe anything unusual about the road
21 conditions on the way to work?
- 22 A. No.
- 23 Q. Okay. So they told you to get the brine truck and had a --
24 what type of vehicle's the brine truck?
- 25 A. Just a pickup truck. It's a regular pickup truck with a sand

1 briner in the back.

2 Q. Okay. And which route did you take to get to the crash
3 scene?

4 A. Went southbound and got on on Meacham and headed towards
5 Northside, towards the accident.

6 Q. So, prior to reaching the accident, what were the road
7 conditions like on --

8 A. It was completely stopped because of traffic.

9 Q. Okay.

10 A. So we were taking the side road, trying to ease our way up.

11 Q. All right. Well, when you first got onto the toll road or
12 the interstate, what did you observe about the road conditions?

13 A. I couldn't really tell.

14 Q. All right.

15 A. Yeah, everybody's dead-stop.

16 Q. So how close did you get to the accident? Did you -- how
17 close did you get your vehicle to the accident?

18 A. Towards the back of -- the beginning of the back of it.

19 Q. And did you notice the roadway when you got out of the
20 vehicle?

21 A. I never got out the vehicle.

22 Q. Never got out the vehicle. And what did you do once you got
23 there?

24 A. Just sat in the truck until there was an open position so we
25 could drop brine.

- 1 Q. Okay. Did you work the day before?
- 2 A. No. I was absent for the last -- the 2 days prior.
- 3 MR. BRAGG: Okay. I don't have any. Any questions?
- 4 MR. WALSH: Thank you, Mr. Bragg.
- 5 BY MR. WALSH:
- 6 Q. So, when you rolled up to the crash scene, were you in the
7 southbound toll lanes?
- 8 A. No, I was in the southbound GP.
- 9 Q. Okay. Southbound --
- 10 A. General --
- 11 MR. BRAGG: General purposes?
- 12 MR. LONGORIA: Yeah.
- 13 MR. BRAGG: Okay.
- 14 BY MR. WALSH:
- 15 Q. And you said you didn't get out of your vehicle?
- 16 A. No.
- 17 Q. But did you notice any individuals that were slipping and
18 sliding --
- 19 A. No.
- 20 Q. -- on the pavement?
- 21 A. No. Like where I was at, everybody was too far up ahead for
22 me to see.
- 23 Q. Okay. And did you notice the pavement condition --
- 24 A. No.
- 25 Q. -- while you were there?

1 A. Never got out. My truck never slid. Nothing.

2 Q. Was your radio on?

3 A. Yeah, my walkie-talkies were.

4 Q. Did you hear anything on the walkie-talkie --

5 A. I didn't hear nothing.

6 Q. -- about pavement condition?

7 A. No.

8 Q. Did you have any conversations on the walkie-talkie when you
9 were at the crash scene?

10 A. No, sir. Just --

11 Q. No --

12 A. Just told --

13 Q. No conversation --

14 A. Just told to stay there until you're able to move, and that
15 was it.

16 Q. Okay. And how long were you there, approximately?

17 A. For a while. We were there for a while. We weren't able to
18 move until PD was able to push the cars off to Northside.

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

20 MR. ACCETTA: I don't have any. (Indiscernible).

21 MR. BRAGG: This concludes the interview. The time is

22 2:28 p.m. Thanks.

23 (Whereupon, at 2:28 p.m., the interview was concluded.)

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

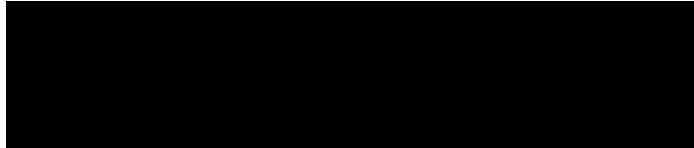
IN THE MATTER OF: MULTI-VEHICLE CRASH
 IN FORT WORTH, TEXAS,
 ON FEBRUARY 11, 2021
 Interview of Edward Longoria

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: March 31, 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.



Autumn Weslow
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

FATAL MULTI-VEHICLE ACCIDENT *

IN FORT WORTH, TEXAS, *

Accident No.: HWY21FH005

ON FEBRUARY 11, 2021 *

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* * * * *

Interview of: CLAUDE MCCLURE, Supervisor
North Tarrant Express (NTE)

Fort Worth, Texas

Wednesday,
June 23, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

KEITH CRAMER, Esq.,
Law Offices of Gordon and Rees

ROBERT Accetta, Investigator in Charge
National Transportation Safety Board

DAN WALSH, Senior Highway Factors Investigator
National Transportation Safety Board

CLAUDE MCCLURE, Supervisor
North Tarrant Express (NTE)

I N D E X

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Interview of Claude McClure:

By Mr. Bragg

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By Mr.

8

Walsh By

13

Mr. Accetta

I N T E R V I E W

(1:56 p.m.)

1
2
3 MR. BRAGG: Today is Wednesday, June 23rd, 2021, and we're at
4 the Forth Worth Fire Department Administration Building here in
5 Fort Worth, Texas. My name is Kenny Bragg. I'm a senior
6 investigation for the National Transportation Safety Board in the
7 Office of Highway Safety.

8 This interview is regarding a multiple vehicle collision
9 which took place on February 22, 2021, here in Fort Worth. My
10 first name is Kenneth, K-e-n-n-e-t-h, last name is Bragg.

11 And, sir, can I get you to --

12 MR. MCCLURE: My name is Claude McClure, C-l-a-u-d-e, last
13 name McClure, M-c-C-l-u-r-e.

14 MR. BRAGG: And where are you currently employed?

15 MR. MCCLURE: North Tarrant Express Mobility.

16 MR. CRAMER: Keith Cramer, C-r-a-m-e-r. I'm with the law
17 firm of Gordon and Rees.

18 MR. Accetta: Robert Accetta (ph.), Investigator in Charge
19 with the NTSB.

20 MR. WALSH: Dan Walsh, Senior Highway Factors Investigator
21 with the NTSB.

22 MR. BRAGG: Okay.

INTERVIEW OF CLAUDE MCCLURE

23
24 BY MR. BRAGG:

25 Q. Okay. So we're going to talk about the events that took

1 place on February 11, 2021. Were you employed by NTE at that
2 time?

3 A. Yes, sir.

4 Q. And what was your position at that time?

5 A. At that time, I was a supervisor in training.

6 Q. How long had you served in that position?

7 A. Three days.

8 Q. And since that time, has your position changed?

9 A. No, I'm not a supervisor. Yes. So I'm now not in training
10 anymore; I am currently a supervisor.

11 Q. And how long have you been with NTE?

12 A. I have been with NTE since June 13th of 2018.

13 Q. And what roles have you held with NTE prior to your current
14 role?

15 A. I was a maintenance technician and did mostly highway
16 maintenance.

17 Q. And your -- just talk about -- explain a little bit about
18 what that entails.

19 A. A highway maintenance technician, their main responsibility
20 as a highway maintenance technician, is to basically maintain the
21 highways, i.e. guardrail damage, anything that's damaged on the
22 highway, we fix, to make sure that it's up and working and it's
23 safe in order for people to travel on and stuff.

24 Q. And what types of vehicles did you operate?

25 A. Mostly trucks, just regular F-150s, F-250s, and then we also

1 have the F-650 TMAs and the dump trucks, F-750s and whatnot. The
2 highest -- the biggest truck we have is the F-750.

3 Q. And what types of vehicles are you licenses to operate?

4 A. I've got a Class B CDL, so I'm licensed to operate the -- we
5 also have sweepers too. So sweepers, 750s, the TMAs; about pretty
6 much anything with air brakes as long as it's not a manual
7 transmission.

8 Q. And so what time did your shift begin back on February 11th?

9 A. February 11th, my shift began at 3 p.m. -- actually, 3 p.m.
10 on February 10th because our shift went into February 11th.

11 Q. And what time were you scheduled to get off?

12 A. At that time, we were scheduled to get off at 3, until the
13 weather changed, and it was 6 a.m.

14 Q. So 6 a.m.?

15 A. Yes.

16 Q. And what time did you, in fact, get off?

17 A. 6 a.m. is what time we ended up getting off. 6 a.m.

18 Q. Okay.

19 A. It was with shift change.

20 Q. And what was the weather like when you first went to work?

21 A. How it was normal, dry, no issues there. Yeah. No
22 indications of it going to rain.

23 Q. Was there any forecast for rain or --

24 A. No, and at the time, I think it was at, like, an 8 percent, 9
25 percent at the time. I think that's what we were tracking.

1 That's why we weren't really seeing, you know, the weather
2 (indiscernible).

3 Q. And what time did you notice there to begin to be a weather
4 event?

5 A. About time we got to the shop, which would've been about
6 2:30, 2:20, when it started to actually rain.

7 Q. Is that a.m.?

8 A. Yeah, 2:30 a.m. When it actually started to rain, that's
9 when I was like -- that's, of course, when I jumped in the truck
10 and got on the road.

11 Q. And what was the temperature like?

12 A. Nine degrees. It had been pretty cold; 9, 12 degrees,
13 something around there.

14 Q. And I'm not from Texas; is that --

15 A. That's freezing cold. That's as cold as it comes. I mean --

16 Q. No, but is that typical, or is that unusual?

17 A. That is not typical in Texas. Like, yeah. That was some
18 unprecedented stuff there.

19 Q. So you said when you noticed that it was starting to rain,
20 you got in the truck. What kind of truck were you operating?

21 A. I was -- I jumped into the F-250. It's 8023. It's one of
22 our old customer assist trucks. It has all the lights on it, air
23 board, whatnot. It's just a pick-up truck -- a single cab pick-up
24 truck.

25 Q. Four-wheel drive, two-wheel drive?

1 A. It's four-wheel drive.

2 Q. Four-wheel drive?

3 A. Yeah.

4 Q. And what did you observe about the driving conditions?

5 A. So, at first, they seemed okay, you know, because there -- it
6 was only raining in certain spots. It was kind of, like,
7 scattered showers. So, like, everything south of the mixmaster
8 was dry, I noticed that, and everything north of the mixmaster was
9 wet. So I had noticed that. I went down to the wet spots and I
10 went to the hotspots, which are where the roads are usually iciest
11 because elevation and the propensity to freeze over there.

12 MR. BRAGG: I'm going to let Mr. Walsh go ahead and talk a
13 little bit about your duties.

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

15 BY MR. WALSH:

16 Q. Just following up on Mr. Bragg's questioning, did you perform
17 spot checks on I-35W --

18 A. Yes, sir, I did.

19 Q. -- on February 11th --

20 A. Yes, sir.

21 Q. -- leading up to the crash at 6 a.m.?

22 A. Yes, sir, I did.

23 Q. Do you receive any formal certification to become a
24 spot-checker?

25 A. There's no formal certification. It's just more of a

1 training. Basically, it's our duty to go out there to make sure
2 that the roads are safe, working for NTE.

3 Q. Can you talk about the training that you received to become a
4 spot-checker?

5 A. Yes. We did stone ice events trainings every year. Not only
6 that, but intermittently throughout the year, we'll have training
7 on basically how to use all the trucks, what we do during a snow
8 and ice situation, i.e. how to spot-check is part of that
9 training. Also, how to hook up the brine tanks, brine sprayers,
10 the - sorry, the spreaders, salt spreaders and stuff like that,
11 and basically how to use them, operate them and, you know, the
12 speeds we have -- must go and stuff like that.

13 Q. Are you familiar with the term black ice?

14 A. Yes, I am.

15 Q. What would be your definition of black ice if you were to
16 describe it?

17 A. Black ice is ice that you can't see visually that's on the
18 road, because it's the same -- it's a thin layer of ice that's the
19 same color as the road.

20 Q. Have you ever detected black ice as part of your duties and
21 performance of spot checks?

22 A. Yeah. Just by doing our tests, where we're brake testing, or
23 skid testing, something called skid testing. But, yeah, you can
24 detect it by, you know, pressing on the brakes, and if you skid,
25 then you're on ice. That's the only way to really -- if you can't

1 see it.

2 Q. Is black ice covered in the training you receive as part of
3 NTE's annual snow and ice --

4 A. Yeah, we talk about black ice in the discussions, and talk --
5 stuff like that, stuff to look out for.

6 Q. When you perform spot checks, do you make any priority for
7 detecting moisture at certain locations?

8 A. I do.

9 Q. And what are those priorities?

10 A. Basically, there's bridges and overpasses, but there's
11 certain bridges and overpasses, for some reason, get the most
12 attention, and that would be the northbound (indiscernible) area,
13 the (indiscernible) ramps and stuff over there, on and off ramps
14 to Basswood. That area, for some reason, just has a propensity to
15 freeze.

16 Q. How often are spot checks performed?

17 A. Well, I'll -- that night, I was doing nothing but spot
18 checking everywhere making sure everything was safe. So I was out
19 there the whole night, and I'm sure they'll tell you, but I was on
20 the radio the whole time telling them, like, hey, there's a spot
21 right here, a spot right here, and over here and over here, you
22 know?

23 Q. Are multiple spot checks performed at certain locations?

24 A. Yes. For -- like I said, it's like I was saying the Basswood
25 area is a spot that I would check multiple times. And also just

1 driving around, because I'll go -- I'll do the whole project.
2 I'll check the whole project, but just those certain areas, like
3 even right there towards the accident on the GP (ph.) side, that
4 has the propensity to also freeze because of the river that's
5 underneath there, the moisture and stuff collecting and anything
6 like that. So I'll check those spots, like I did all night. I
7 was slamming on the breaks or, you know, doing -- slamming on the
8 breaks, making sure I don't skid. You know, looking around to
9 make it was dry, it was dry, and basically went through there
10 about six or seven times.

11 Q. Does a supervisor monitor the spot checks to see if they were
12 adequately performed?

13 A. At the time, I was the supervisor (indiscernible) in
14 training, so I was actually doing it, but normally, we're -- when
15 the supervisor tells the maintenance technician he or she has to
16 do something, we'll go out there and drive around and make sure
17 they're doing their checks, but other than that, they're there to
18 do their job and make sure that they do it correctly.

19 Q. Do the spot checks solely rely on visual observation?

20 A. Those are -- it -- no. So if it's -- well, no and yes. If
21 it's dry, it's not really a place to spot check, you know what I'm
22 saying? If it hasn't rained over there. If it has rained, time
23 to do your spot checks, you know what I'm saying? If it's -- if
24 there's any moisture on the road whatsoever.

25 Q. Do you use any other devices to detect moisture, such as

1 bridge sensor detection systems or Road Weather Information
2 Systems?

3 A. The only thing that we do -- I can tell you that we do for
4 that stuff is we check bridge temperatures.

5 Q. And how do you do that?

6 A. With the bridge -- our (indiscernible). It's to check all
7 the bridges. He has a laser. He'll send us the data and we'll
8 put it on a sheet and send it when we have those for documentation
9 of doing those too. Yeah, we just take the bridge temperature
10 with one of those little laser readings. Bridge decks, I mean.

11 Q. Were you dispatched to the U.S. 287 northbound ramps to treat
12 the area for salt after detection of moisture was found?

13 A. Yes, sir.

14 Q. What time was that?

15 A. About 4:45, 4:50, somewhere around there. 4:45, 4:50.

16 Q. On what day?

17 A. On February 11th, the day of the accident, in the morning.

18 Q. And when did you complete the salt treatment to the U.S. 287
19 northbound ramp?

20 A. I would say it was 5:20. We got the call for Darren (ph.) to
21 come down there, and I brought some guys down there to help me out
22 with the treatment in those areas.

23 Q. Did you drive north on I-35W through the area in which the
24 crash occurred at 6 a.m.?

25 A. I did, but not on the mangalins (ph.), on VP (ph.) only.

1 Q. Did you detect any moisture while driving?

2 A. No, not at the time. But, like I said, with the puddling and
3 the moisture and stuff, when I got that call, it had rained pretty
4 much from 30 on, or, like, 280 on. It was raining out there, and
5 I noticed that there were some other areas that weren't in our
6 area that people were stalling out on ice up on -- that were on
7 bridges that got called in that were on, like, the 30 ramps
8 heading out of our area. But, yeah, you could tell it, like,
9 rained pretty bad there because it was puddling out there. I
10 mean, it hadn't even turned into ice yet, but I wanted to make
11 sure since the ground was wet that we took care of those ramps
12 accordingly.

13 MR. WALSH: I have no further questions.

14 MR. Accetta: I just have a couple of follow-up questions. This
15 is Robert.

16 (Crosstalk.)

17 MR. Accetta: I said it so the transcriptionist
18 knows. BY MR. Accetta:

19 Q. You -- I'm going to back up to the beginning. You mentioned
20 something about the mixmaster. Could you describe for us what you
21 mean by the mixmaster?

22 A. There is an A20, 35 interchange. It's where A20 and 35 merge
23 in together, and it's basically the north, south, east, west of
24 the mixmaster right there.

25 Q. Do you ever get out of the vehicle to check the road surface?

1 A. No, it's not safe to check -- if you're checking the road
2 surface, it's not safe to get out of your vehicle, and we tell the
3 guys that. There's multiple things that can happen: one, you
4 know, cars can hit you; two, they could slip on ice and get badly
5 injured. So we try to keep them in their vehicles when they're
6 doing spot checks.

7 Q. All right, thank you.

8 MR. Accetta: That's all I
9 have. MR. BRAGG: I've got a
10 few. BY MR. BRAGG:

11 Q. So you were a supervisor in training that night?

12 A. Yes, sir.

13 Q. Was there anybody that was overseeing you or --

14 A. Yes, Adam (ph.) was. Adam was -- Adam Tobias. I think I've
15 talked about him.

16 Q. So regarding spot checks, explain to me in layman's terms
17 what that consists of.

18 A. Okay. Like I was saying, for our spot checks, what I do is
19 do what we call brake testing or skidding. We would hit the
20 brakes to see if it was icy or not. Also, if there's any puddling
21 or pooling of whatever; anything that could potentially turn into
22 ice.

23 Q. So how fast do you you accelerate?

24 A. When I'm doing my spot checks, I'll try to -- are you talking
25 about accelerating?

1 Q. Yeah, so how fast are you going?

2 A. Okay. When I'm accelerating, if I'm at a stop and I'm trying
3 -- like, for instance, somebody did the ramp going Basswood
4 northbound GP when I was getting off the ramp right there, I had
5 issues going up the ramp because I was doing my acceleration test
6 where I would stop and try to go up the ramp, you know what I'm
7 saying? So I give it a pretty decent amount of gas to get up that
8 ramp, but that's usually the best way to tell too, is if you're
9 not getting any traction if there's ice.

10 Q. And so -- but how fast would you be traveling before you hit
11 the brakes?

12 A. About 20, 30 miles an hour. Yeah, about 30 miles an hour.
13 You don't want to go too fast because you'll lose control and
14 you're going to hit the sides or cause an accident.

15 Q. Yeah. So when you hit the brakes, you slam on the brakes
16 or --

17 A. I just -- it's not really a slam or --

18 Q. Push in sharp?

19 A. Push in sharp. Not like a -- but more like a --

20 Q. So how are you -- and you may have covered this somewhat, but
21 how do you determine what spots on the roadway you're going to
22 check?

23 A. You mean like how do I -- oh, okay. That was what came from
24 experience, really because the -- I just know the areas that
25 freeze up and I've seen them freeze over before. Regardless of

1 what we -- the treatment, they just do for some reason. But
2 bridges and overpasses are the key; like, the flat areas, anything
3 with a flat surface, like a bridge. Overpasses have the
4 propensity to freeze over all the time so we drove -- that's
5 basically what we put out focus on is those areas. The flat --

6 Q. So you -- when you did your spot checks that night, did you
7 document where and when you did those?

8 A. I did. I also radioed them in to -- every time I found some
9 ice or anything like that, I put it on the radio. Hey, need you
10 out here.

11 Q. How about if you checked -- you did a spot check and you
12 found no ice? Would you radio that in as well or --

13 A. If I found no ice or no, like -- no, you know, water or
14 moisture, if there was nothing there, then no. But if there's
15 moisture there, I'd radio that and say, hey --

16 Q. Do you have those logs?

17 A. (No audible response.)

18 Q. Okay. And did you identify any icy spots that night?

19 A. I did. I found the Western Center and the Basswood -- that
20 Basswood area. I know I did some other areas. I think by Haltom.
21 I was doing -- there's so much to remember. There was a bunch of
22 places I did that night. I don't think that -- you can --

23 Q. So once you found ice, then what was your next step?

24 A. My next step was to get somebody over there right away to get
25 it taken care of.

- 1 Q. And what does that "taken care of" mean?
- 2 A. They need to salt it. They need to salt that area and make
3 sure that the ice gets treated and taken care of.
- 4 Q. And so I guess they had a spreader?
- 5 A. Well, yeah. We had a spreader, I'm sorry.
- 6 Q. Yeah.
- 7 A. So we bring spreaders out there and we -- in groups of two.
8 We use them in groups of two, so we could hit multiple lanes at
9 once, and get that area taken care of or get spread the salt.
- 10 Q. So how many total staff did you have working that night? Do
11 you remember?
- 12 A. No, sir, I don't remember the exact amount of staff that we
13 had working. I just know the trucks that were on the road -- how
14 many trucks were on the road.
- 15 Q. How many trucks were there?
- 16 A. We had eight, I think. No, we had nine trucks on the road.
- 17 Q. And they were all spreaders or not?
- 18 A. Yes, except for the one I was in. The one I was in, I was in
19 there solely to go check the roads.
- 20 Q. And was -- Adam, was he in the truck with you?
- 21 A. No, Adam was in his own truck. And then the only person that
22 road with me was John (ph.). John rode with me that night.
- 23 Q. So was Adam out doing spot checks as well?
- 24 A. Adam was also doing spot checks I'm pretty sure, yeah.
25 Actually, I can't -- it's better to ask him, but --

1 Q. Yeah.

2 A. -- from what he told me.

3 Q. That's your understanding.

4 A. Yeah, it's my understanding from what he told me. He said he
5 was checking roads so --

6 Q. The other questions I have are about bridge deck temperature
7 readings. Explain that process. Explain, in layman's terms, how
8 you would take the temperature of the bridge deck.

9 A. They just -- our (indiscernible) guy, or whatever, will take
10 just basically at the top of -- the highest point of the bridge,
11 take the temperature of the ground right there of the bridge, the
12 bridge deck. And if the temperature is below freezing, then, you
13 know, it's going to freeze. That's basically all. We just
14 monitor the temperatures. There's no moisture -- even when
15 there's no moisture, they was doing bridge checks so -- I mean,
16 that's just their job. When it gets below freezing, he's just
17 going to go out there and check the temperatures. He does the
18 temperatures and then Adam would put it in on a sheet that we had.

19 Q. So those recordings are recorded?

20 A. Yes, they are.

21 Q. (Crosstalk).

22 A. They're recorded. They were sent too.

23 MR. BRAGG: I don't have any questions. No further
24 questions.

25 Okay. The time is 2:14. We'll conclude the interview.

1 Thank you very much for your participation.

2 MR. MCCLURE: Thank you, sir.

3 (Whereupon, 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: FATAL MULTI-VEHICLE ACCIDENT
 IN FORT WORTH, TEXAS
 ON FEBRUARY 11, 2021
 Interview of Claude McClure

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: June 23, 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.

Shelby Shover
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

MULTI-VEHICLE CRASH *

IN FORT WORTH, TEXAS, *

Accident No.: HWY21FH005

ON FEBRUARY 11, 2021 *

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* * * * *

Interview of: KEVIN PORTER, Maintenance Tech
North Tarrant Express

Fort Worth Fire Department
Fort Worth, Texas

Wednesday,
March 31, 2021

APPEARANCES:

KENNETH BRAGG, Senior Highway Accident 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

KEITH CRAMER, Attorney
Gordon & Rees LLP

I N D E X

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By Mr. Bragg	15

I N T E R V I E W

(1:00 p.m.)

1 MR. BRAGG: Today is Wednesday, March 31st, 2021. It's about
2
3 1 o'clock p.m., and we are at the Fort Worth Fire Department
4
5 administration services building in Fort Worth, Texas. This
6
7 interview is regarding a multiple vehicle crash which occurred on
8
9 the toll roads of Interstate 35 in Fort Worth, Texas, on February
10
11 11th. My name is Kenny Bragg, senior investigator with the
12
13 National Transportation Safety Board, and to my left --

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

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

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

17 MR. BRAGG: And, sir, please state your name and your firm.

18 MR. CRAMER: My name is Keith Cramer. I'm with the firm of
19
20 Gordon & Rees.

21 MR. BRAGG: Spell your last name for me.

22 MR. CRAMER: C-r-a-m-e-r.

23 MR. BRAGG: Okay.

INTERVIEW OF KEVIN PORTER

24 BY MR. BRAGG:

25 Q. And your name, sir?

A. Kevin Porter, P-o-r-t-e-r.

Q. And Mr. Porter, who are you employed with?

A. NTE Mobility Partners.

Q. And how long have you been employed with them?

1 A. Six years.

2 Q. And were you working on the morning of February 11th, 2021?

3 A. Is that date the day before --

4 Q. That's the date of the -- yeah.

5 A. Yes, sir.

6 Q. What time did you start your shift that day?

7 A. 6:30.

8 Q. And what's your position with the company?

9 A. I'm a freeway technician.

10 Q. And explain in layman terms what you do --

11 MR. CRAMER: Hey, just -- the 11th is the date of the
12 accident, right?

13 MR. BRAGG: Yes.

14 MR. CRAMER: Were you working the day of the accident?

15 MR. PORTER: No, no --

16 MR. CRAMER: Yeah.

17 MR. PORTER: -- no, I worked the day before the accident.

18 MR. BRAGG: Okay, the day before the 11th.

19 MR. CRAMER: He had COVID, that's why.

20 MR. PORTER: Yeah.

21 MR. CRAMER: I was like no, that's wrong.

22 MR. BRAGG: Okay. Thank you for clearing that up.

23 MR. PORTER: Yes. So I'm a maintenance technician. We take
24 care of anything that's called for on the highway, like guardrail,
25 signs, mowing, litter, whatever maintenance that the highway

1 needs.

2 BY MR. BRAGG:

3 Q. Okay. And so you worked the day before?

4 A. Yes, sir.

5 Q. And what was your -- what were your hours that day?

6 A. It'd be 6:30 to 3:30.

7 Q. 6:30 a.m.?

8 A. 6:30 a.m. till 3:30 p.m.

9 Q. And what, if anything, what type of procedures or maintenance
10 did you do on the highway in the vicinity of the crash that day?

11 A. Spray brine.

12 MR. BRAGG: And I will let Mr. Dan -- Mr. Walsh go ahead and
13 talk a little bit about that.

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

15 BY MR. WALSH:

16 Q. So, just to be clear, were you responsible for spreading the
17 Ice Slicer brine mixture?

18 A. Yes, sir.

19 Q. Okay. And that is the mixture that you applied to the
20 southbound toll lanes; is that correct?

21 A. Yes, sir.

22 Q. Okay. And so were you responsible for spreading the Ice
23 Slicer brine mixture on Tuesday, February 9th, 2021?

24 A. That's the day before, correct?

25 Q. That's -- yeah, correct, two days before --

1 A. Not two days, just one day.

2 Q. It was one day?

3 A. Yeah, I believe it was one day on the --

4 MR. CRAMER: Do you know the day of the week?

5 MR. PORTER: I couldn't tell -- I think it was -- I couldn't
6 tell you. Tuesday or Wednesday.

7 MR. WALSH: Okay.

8 MR. PORTER: I can't remember.

9 MR. WALSH: The reason why I'm asking is we received a video
10 from the NTE showing the brine --

11 MR. PORTER: It could've been two days.

12 MR. WALSH: -- mixture being applied February 9th --

13 MR. CRAMER: It was the 9th.

14 MR. WALSH: -- 2021.

15 (Simultaneous speaking.)

16 MR. CRAMER: It was my understanding also that it was the
17 9th.

18 MR. WALSH: At 10:12 a.m.

19 MR. CRAMER: That's correct.

20 MR. WALSH: Okay.

21 MR. PORTER: Okay, yeah, it was the 9th.

22 BY MR. WALSH:

23 Q. Okay, so you were responsible for spreading the Ice Slicer
24 brine mixture on Tuesday, February 9th, 2021 --

25 A. Yes, sir.

1 Q. -- in the southbound toll lanes in the vicinity of the crash?

2 A. Yes, sir.

3 Q. Okay. Do you recall when the Ice Slicer brine was applied to
4 the southbound toll lanes?

5 A. No, sir. I couldn't give you an exact time.

6 Q. Couldn't give me an approximate time?

7 A. No, sir.

8 Q. Okay. Was the pavement dry or wet?

9 A. It was dry.

10 Q. It was dry, okay. Do you recall the application rate in
11 gallons per mile that --

12 A. That's not my responsibility.

13 Q. Okay. Does the application rate when it's applied, does that
14 vary depending on the storm condition?

15 A. Not to us. We were just, you know, told to do what we
16 normally do.

17 Q. Right. Okay. Do you have trip tickets and work reports or
18 duty (audio disruption) that shows the amount of Ice Slicer brine
19 that was placed on the roadway?

20 A. I put 1,800 gallons on -- between 18- and 1,900 gallons on
21 the highway that day.

22 Q. Okay. And how do you recall that it was 1,800 gallons?

23 A. We have -- on the brine tank itself, it has gallons on it,
24 and I ran through a tank and a half.

25 Q. Okay. Was it filled all the way to that level, 1,800

1 gallons?

2 A. It was filled all the way to the top, yes.

3 Q. And so, when it's filled all the way to the top, it's 1,800
4 gallons?

5 A. No, that's probably about 900, 950 I think.

6 Q. Okay. So you made two --

7 A. Yes, sir.

8 Q. -- two loads of 900 gallons each that day?

9 A. Yes, sir.

10 Q. Okay. Do you have a calibration set on the truck itself that
11 you --

12 A. No, it just -- it's a computer. We have a computer screen,
13 and it just -- we always have it on 100 percent.

14 Q. It's 100 -- do you ever make a -- make that change --

15 A. No, sir.

16 Q. -- manually?

17 A. No, sir.

18 Q. Okay. So it stays at 100 percent?

19 A. Yes, sir.

20 Q. Okay. What type of spreader truck did you --

21 A. It's a Western Star dump truck.

22 Q. How many axles?

23 A. Three.

24 Q. Three axle, okay. In your experience, how long does the Ice
25 Slicer typically work after it is applied?

- 1 A. Usually about two to three days, I'm believing.
- 2 Q. Okay.
- 3 A. What I hear from TxDOT and everything else I listen to, about
4 two to three days.
- 5 Q. Okay. And when do you normally apply Ice Slicer before a
6 storm condition?
- 7 A. When we're told to actually.
- 8 Q. Okay.
- 9 A. Plain and simple. When our bosses say we're spreading brine.
- 10 Q. Okay. Do you often recall, is it one day before a storm
11 condition or two days before a storm condition?
- 12 A. Sometimes it's two days; sometimes it's one. It depends.
- 13 Q. Okay. In your experience, how often does Ice Slicer need to
14 be checked and reapplied?
- 15 A. I couldn't tell you that. I'm just told to put it -- lay it
16 down. That's all I'm told.
- 17 Q. Right. In your experience, have you -- in a storm condition,
18 have you continuously applied Ice Slicer?
- 19 A. Some, sometimes, yes.
- 20 Q. Sometimes, you continuously apply it --
- 21 A. Yes, sir.
- 22 Q. -- rather than just one application?
- 23 A. Correct, that's -- but like I said, I was sick the next day,
24 so I wasn't there.
- 25 Q. Sure. Okay. Do you have any indication of the air and

1 pavement temperature --

2 A. The --

3 Q. -- which Ice Slicer is applied?

4 A. They usually have a temperature gun that they go around and
5 check the temperature of the road.

6 Q. Okay. In your experience, do you recall why Ice Slicer was
7 the best pretreatment for this storm condition?

8 A. You -- I have no idea.

9 Q. Right. Okay. Do you have experience with applying other
10 forms of pretreatments on NTE facilities besides Ice Slicer?

11 A. Salt -- well, we use a mineral.

12 Q. Okay. So what's the predominant form of pretreatment? Ice
13 Slicer and salt, or is there another --

14 A. Well, it's usually the -- the brine goes down first before
15 the storm, and then we'll change over to salt spreaders or mineral
16 spreaders, and then we'll apply that usually just right before the
17 storm or after.

18 Q. Okay.

19 A. It works -- it takes about 15 minutes for the material to go
20 through the ice and break it up.

21 Q. Okay. So that's the normal procedure. You apply the Ice
22 Slicer first and then you follow that up with salt.

23 A. Yes, sir.

24 Q. Okay. Do you apply any other pretreatments besides the Ice
25 Slicer? For instance, magnesium chloride or --

- 1 A. Well, the magnesium chloride is in our salt.
- 2 Q. Okay.
- 3 A. (Indiscernible) material. But other than the brine, no.
- 4 Q. Okay. Do you know if NTE performed any spot checks on
- 5 February 10th, which would be the day after --
- 6 A. Yeah, I couldn't tell you.
- 7 Q. -- your application?
- 8 A. I was sick, sir.
- 9 Q. Okay. Have you had any experience with the Ice Slicer
- 10 diluting out from the travel lanes after they're applied, any
- 11 experience of it diluting out the day after or two days after it
- 12 is applied?
- 13 A. I have no idea. I mean, whatever it's applied is what we
- 14 apply.
- 15 Q. Okay. Could you -- do you know if sand was used to treat any
- 16 portion of I-35?
- 17 A. Sand or -- we used our salt and mineral.
- 18 Q. Salt, okay. Was salt and mineral -- do you know if salt and
- 19 mineral was used on any portion of I-35?
- 20 A. I have no idea the day after. I wasn't there.
- 21 Q. Okay, okay. So did you travel to the scene after the crash?
- 22 A. No, sir. I was sick.
- 23 Q. Okay. Did TxDOT assist NTE with the pretreatment --
- 24 A. They do -- there's some times we'll overlap each other. I
- 25 mean, because our areas kind of interconnect with each other, so

- 1 sometimes, we'll overlap, but --
- 2 Q. Did you recall any TxDOT --
- 3 A. I saw a couple of them, but down in that area, no, sir.
- 4 Q. Okay. You didn't see any TxDOT trucks on I-35?
- 5 A. Yes, sir, I did. Several times.
- 6 Q. In the area of the crash?
- 7 A. No, sir.
- 8 Q. Not --
- 9 A. Not there.
- 10 Q. Where?
- 11 A. Usually up by the north, towards Basswood, and up mainly
12 towards north way.
- 13 Q. Okay. And they applied treatment to I-35 --
- 14 A. Yes, sir.
- 15 Q. -- in that location?
- 16 A. Yes, sir.
- 17 Q. Okay.
- 18 A. Not in the accident, but further up north.
- 19 Q. Further up?
- 20 A. Yes, sir.
- 21 Q. Near Basswood?
- 22 A. Yes, sir.
- 23 Q. Would they have applied it to a previous crash that -- when
24 did you see the TxDOT trucks applying --
- 25 A. I couldn't tell you a time.

- 1 Q. You couldn't?
- 2 A. No.
- 3 Q. But was it on February 9th?
- 4 A. I believe so, yes. I saw a couple of pretreatment trucks.
- 5 Q. On February 9th?
- 6 A. Um-hum.
- 7 MR. WALSH: Okay. That is all my questions.
- 8 MR. ACCETTA: Yeah, I have a question. This is Robert.
- 9 BY MR. ACCETTA:
- 10 Q. I may have missed it; you may have said it, but the tank
- 11 holds up to 950 gallons?
- 12 A. I believe so, yes, sir.
- 13 Q. And so you had --
- 14 A. I'm not real positive about that.
- 15 Q. Yeah, approximately.
- 16 A. Approximately.
- 17 Q. So you said you had applied between 1,800 and 1,900 gallons.
- 18 How much area does that cover? What distance? Lane -- is it lane
- 19 miles do they measure it, or --
- 20 A. I couldn't tell you how far it covers. We just run it till
- 21 it runs out and then go get more.
- 22 Q. All right. Then that's why I didn't hear you say.
- 23 A. Yes, sir.
- 24 Q. All right.
- 25 A. We just run it till it doesn't come out no more, then we go

1 back and get more.

2 MR. ACCETTA: Okay. All right. Thank you. That's all I
3 had.

4 MR. BRAGG: I do have a couple questions.

5 BY MR. BRAGG:

6 Q. So you applied treatment on March [sic] 9th, and your shift
7 started at 6 a.m. to 3 p.m., correct?

8 A. 6:30.

9 Q. 6:30. What area did you cover?

10 A. From -- let's see. Where'd I start? It would be anything
11 from the 35 mix master, which is next to the -- it's where the 35
12 and the 820, the whole big mix master. I started there, work all
13 my way from downtown -- to downtown Fort Worth and then back up.

14 Q. So what point do you turn around?

15 A. Just when you finished one area, you go down, turn around,
16 come back and do the other side, and then you -- most of the time,
17 you overlap yourself.

18 Q. Okay.

19 A. Just --

20 Q. And you did just the toll roads or other -- the regular
21 lanes?

22 A. Well, I did bridges also, bridges and overpasses, yes, sir.

23 Q. Okay. So just bridges and overpasses?

24 A. Yes, sir.

25 MR. BRAGG: Okay. I don't have anything further.

1 MR. WALSH: I have no further questions.

2 MR. BRAGG: Okay. The time is 1:13 p.m. We will conclude
3 the interview. Thank you for your participation.

4 MR. PORTER: Thank you, gentlemen.

5 (Whereupon, at 1:13 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

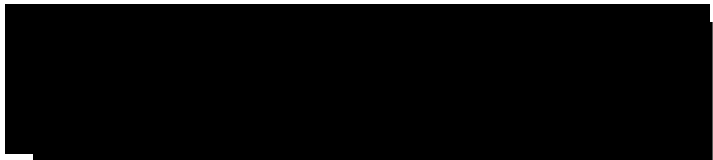
IN THE MATTER OF: MULTI-VEHICLE CRASH
 IN FORT WORTH, TEXAS,
 ON FEBRUARY 11, 2021
 Interview of Kevin Porter

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: March 31, 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.



Autumn Weslow
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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FATAL MULTI-VEHICLE ACCIDENT *

IN FORT WORTH, TEXAS, *

Accident No.: HWY21FH005

ON FEBRUARY 11, 2021 *

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Interview of: Darroen Reed, Customer Service Technician
North Tarrant Express (NTE)

Fort Worth, Texas

Wednesday,
June 23, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

KEITH CRAMER, Esq.,
Law Offices of Gordon and Rees

ROBERT Accetta, Investigator in Charge
National Transportation Safety Board

DAN WALSH, Senior Highway Factors Investigator
National Transportation Safety Board

DARROEN REED, Customer Service Technician
North Tarrant Express (NTE)

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Interview of Darroen Reed:

By Mr. Bragg

4, 12

By Mr.

7, 9

Walsh By

11

Mr. Accetta

I N T E R V I E W

(3:07 p.m.)

1
2
3 MR. BRAGG: Today is Wednesday, June 23rd, 2021. It is 3:07
4 p.m. and we are at the Fort Worth Fire Department Administration
5 Building here in Fort Worth, Texas. My name is Kenny Bragg. I'm
6 a senior investigator with the Office of Highway Safety, National
7 Transportation Safety Board.

8 Sir, can you please say and spell your first and last name.

9 MR. REED: Darroen Reed, D-a-r-r-o-e-n R-e-e-d.

10 MR. BRAGG: And who do you work for, Mr. Reed?

11 MR. REED: I work for NTE Mobility.

12 MR. CRAMER: Keith Cramer, C-r-a-m-e-r, with the law firm of
13 Gordon and Rees.

14 MR. Accetta: Robert Accetta (ph.), Investigator in Charge
15 with the NTSB.

16 MR. WALSH: Dan Walsh, Senior Highway Factors Investigator
17 with the NTSB.

INTERVIEW OF DARROEN REED

18
19 BY MR. BRAGG:

20 Q. Mr. Reed, how long have you worked for NTE?

21 A. I've worked for them for three years.

22 Q. And what's your current position?

23 A. I'm a customer service tech.

24 Q. And describe for me, in layman's terms, what that means.

25 A. That means as motorists may be stranded on the highway,

1 dispatch will call me out. They may need gasoline, they may need
2 a tire change, they may need a jumpstart, may need to be pushed
3 off the highway. And I assist law enforcement, FD, fire
4 department with accidents.

5 Q. And have you had any other roles with NTE?

6 A. Yes, sir, I have.

7 Q. And what were your other roles?

8 A. My other roles is mandatory we come in when it's called snow
9 and ice (indiscernible).

10 Q. All right. But I mean have you had any other positions other
11 than customer service technician?

12 A. Yes, sir. I work with the guardrail repair crew, I work with
13 sweeping operations.

14 Q. Were you working on the night of February 10th, 2011 -- 2021?

15 A. Yes, sir, I was.

16 Q. And what time did your shift start?

17 A. 6 p.m.

18 Q. What time did you get off?

19 A. 6 a.m.

20 Q. The next day?

21 A. Yes, sir.

22 Q. And describe to me a little bit how you started your day.

23 A. Well, I started my day when I came in. I was assigned -- the
24 supervisor told me what area I would be patrolling that night.

25 Q. What area was that?

1 A. My area was going to be northbound and also southbound from
2 Meacham Boulevard to (indiscernible).

3 Q. And that's just the GP lanes?

4 A. GP and managed lanes.

5 Q. And so what did you first do when you started working?

6 A. When I first started working, we call it a pretrip. We had
7 to go out and pretrip the truck, make sure everything's safe,
8 everyrthing -- you've got all the equipment you need on the truck.
9 So I started off by that, logging that in, and then I went out and
10 started patrolling the area that they told me to go to.

11 Q. And what type of truck were you operating?

12 A. I was operating just a regular pickup truck. It was 8002.
13 It had a brine sprayer on the back of it.

14 Q. And was it -- was the spreader loaded with material?

15 A. Yes, sir, it was.

16 Q. And in the course of your day, do you perform spot checks?

17 A. I didn't -- in the course of my day, I don't --

18 Q. Okay.

19 A. I'll tell you what -- they told me -- this is what my
20 specific detail was to just go out, ride the area, and if I see
21 any precipitation come down, any slick spots, any rain or
22 anything, report it to my immediate supervisor.

23 Q. And did you encounter any wet spots or slick spots that
24 night?

25 A. No, sir.

- 1 Q. You did not?
- 2 A. No, sir, not at that time.
- 3 Q. Did you have an occasion to spray any product that night?
- 4 A. No, sir, I was informed not to spray any product at all.
- 5 MR. BRAGG: Dan?
- 6 MR. WALSH: Thank you, Mr. Bragg.
- 7 BY MR. WALSH:
- 8 Q. So you indicated that your shift was from 6 p.m. on February
9 10th 2021, to 6 a.m. on February 11th, correct?
- 10 A. Yes, sir.
- 11 Q. Is that shift the same for all NTE?
- 12 A. No, sir.
- 13 Q. What are the different shifts, if you can describe them.
- 14 A. My particular shift, what I do, customer service, I actually
15 work three days a week. I start my shift at 4 p.m. to 7 a.m. I'm
16 off four days, but I work three days.
- 17 Q. But for that particular night, was -- were the shifts from 6
18 p.m. February 10th to 6 a.m. February 11th?
- 19 A. Yes, sir, they were.
- 20 Q. And they were for all NTE personnel working that night?
- 21 A. Yes, sir, it was.
- 22 Q. So there was no staggered shifts that particular night?
- 23 A. No, sir.
- 24 Q. They were all from 6 p.m. on February 10th to 6 a.m. on
25 February 11th, correct?

1 A. Correct, sir.

2 Q. Okay. And what's entailed with the -- in terms of travel
3 back to the NTE maintenance facility? Do -- are all the trucks
4 traveling back to the NTE maintenance facility after the shift?

5 A. Yes, sir. We travel back prior to the shift ending.

6 Q. And how -- what time would that be, prior to the shift
7 ending?

8 A. Well, myself -- it's all basically depending on what you have
9 going on at the time. That particular night going -- I went back
10 at 5:35 back toward the yard.

11 Q. And what was the route that you took back to the yard?

12 A. I took back -- I went back -- I went through my -- checked my
13 spot that they told me -- my location first, and then I went back
14 northbound on the GP lane. I exit Meacham Boulevard and went
15 around Meacham until I got to the service road where our building
16 is location.

17 Q. Did you go past the crash scene, where the crash occurred, at
18 6 a.m. on I-35? Did you go past that location?

19 A. This is what happened. When I got off work at 6 o'clock --
20 MR. CRAMER: While he was still on work or when he was after
21 work?

22 MR. REED: While I was on work?

23 MR. WALSH: On work and after work.

24 MR. REED: No. While I was on work, I left my area at 5:35.
25 I got back to the shop at 5:45, but I clocked out at 6 o'clock.

1 As I left work, I went back -- I go home down 35 South. So at
2 6:05, I came over the hill where the wreck was occurring in the GP
3 lane. So I called the dispatcher from my radio and told the
4 dispatch that there's a pileup occurring in the GP lane on the
5 right side. Everything's going -- coming over that hill, if you
6 hit your brake, you're going to slide right. So I notified
7 dispatch and she notified the customer service tech that was on
8 duty.

9 Q. While you were on work, did you go past the crash location?

10 A. No, sir.

11 Q. All right.

12 MR. CRAMER: You mean at -- right at 6 o'clock or at any time
13 during that night?

14 MR. WALSH: Any time during that night.

15 MR. REED: I (indiscernible) all night through that area.

16 BY MR. WALSH:

17 Q. Did you detect any moisture --

18 A. No, sir.

19 Q. -- at that location?

20 A. No, sir, none at all.

21 Q. And, as you said earlier, in -- with Mr. Bragg, did you
22 detect any moisture that night?

23 A. I detected moisture. At 4 o'clock, between 4 and 4:15, I
24 called my supervisor because a downpour came at (indiscernible)
25 Street. I was going southbound and it just downpoured, the rain

1 came. So I had to notify the supervisor. That's the first time I
2 detect any moisture or any precipitation that night in my area.

3 Q. And who was the supervisor?

4 A. Adam Tobias (ph.).

5 Q. Did they treat that area for salt?

6 A. They came out and inspected it. That area was not -- didn't
7 need any salt. They came out -- they sent the lead man and
8 another supervisor came out. So they -- but they did have the
9 salt trucks come to another area, not in that -- my area.

10 Q. And what would you say the distance would be from where you
11 detected that at 4:40 a.m., the distance from that location to
12 where the crash occurred at 6 a.m. on I-35? Could you
13 approximate?

14 A. I would say it was probably at least a little over a half a
15 mile.

16 Q. Half a mile?

17 A. Yes, sir.

18 Q. Okay. Do you receive any formal certification for when you
19 -- to detect moisture, when you --

20 A. No, sir.

21 Q. No formal certification?

22 A. No, sir.

23 Q. Can you talk about the training, any training that you
24 received, to detect moisture?

25 A. I have no -- anything -- any training pertaining to detecting

1 moisture.

2 Q. Right. You received no training?

3 A. No, sir.

4 Q. No? Okay. And when you detect moisture, it's a visual
5 observation, correct?

6 A. Yes, sir.

7 Q. It relies solely on visual observation?

8 A. Yes, sir.

9 Q. You don't use any other sensor -- bridge sensor --

10 A. No, sir, I don't.

11 Q. -- programs or Roadway Information Systems to detect
12 moisture?

13 A. No, sir.

14 Q. Okay.

15 MR. WALSH: I have no further questions.

16 MR. Accetta: I have a question. This is

17 Robert. BY MR. Accetta:

18 Q. Just for clarification, you said you were going home -- you
19 were in the general purpose lanes?

20 A. Yes, sir.

21 Q. And where did -- and -- because during your answer earlier,
22 and I know sometimes it gets confusing, you said the accident was
23 in the general purpose lanes.

24 A. The accident that I witnessed was happening in the general
25 purpose.

1 Q. Okay. That clears things up. Did you witness any of the
2 collisions on the toll lanes?

3 A. No, sir, I did not because I was focused over here because I
4 went over, I saw -- I couldn't watch over there because I'm
5 watching to make sure I don't run into nobody because it was a
6 little Mustang spinning out in front of me. So I was just trying
7 to be cautious and going about 2, 3 miles-per-hour to get through
8 there, so I wasn't even looking at the managed lane at all.

9 Q. Okay.

10 A. Because there was about 15 cars already piled up in the GP
11 lane.

12 Q. Right. So, yeah. In the lanes you were in, you came up on
13 that --

14 A. Yes, sir.

15 Q. -- and witnessed that? All right. Thank you. That clears
16 it up for me.

17 BY MR. BRAGG:

18 Q. One other question for clarification, you said you were on
19 the way home and you radioed in to dispatch?

20 A. Yes, sir.

21 Q. Do you take -- so you take the truck home?

22 A. No, sir. We all got a portable (crosstalk).

23 Q. Oh, so you use a portable radio?

24 A. Yes, sir.

25 Q. Okay, great.

1 MR. BRAGG: There's no further questions? The time is 3:18
2 p.m. We will conclude the itnerivew. Thanks for your
3 participation.

4 MR. REED: Y'all have a good day.

5 (Whereupon, 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: FATAL MULTI-VEHICLE ACCIDENT
 IN FORT WORTH, TEXAS
 ON FEBRUARY 11, 2021
 Interview of Darroen Reed

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: June 23, 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.

Shelby Shover
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: ANDREW ROBINSON, Maintenance Tech
North Tarrant Express

Fort Worth Fire Department
Fort Worth, Texas

Wednesday,
March 31, 2021

APPEARANCES:

KENNETH BRAGG, Senior Highway Accident 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

KEITH CRAMER, Attorney
Gordon & Rees LLP

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By Mr. Bragg

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By Mr. Walsh

8

By Mr. Bragg

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I N T E R V I E W

(2:05 p.m.)

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3 MR. BRAGG: Today is Wednesday, March 31st, 2021. It's about
4 2:05 p.m., and we are at the Fort Worth Fire Department
5 administration services building in Fort Worth, Texas. This
6 interview is regarding a multiple vehicle crash which occurred on
7 February 11, 2021, in Fort Worth, Texas. My name is Kenny Bragg.
8 I'm a senior investigator with the National Transportation Safety
9 Board, the Office of Highway Safety. And seated to my left --

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

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

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

13 MR. CRAMER: Keith Cramer, C-r-a-m-e-r, with the firm of
14 Gordon & Rees.

INTERVIEW OF ANDREW ROBINSON

15
16 BY MR. BRAGG:

17 Q. Sir, would you go ahead and say and spell your first and last
18 name?

19 A. Andrew Robinson, A-n-d-r-e-w, R-o-b-i-n-s-o-n.

20 Q. Okay. So where are you currently employed?

21 A. North Tarrant Express.

22 Q. And how long have you been there?

23 A. I've had two different stays. I've worked there for 4 years
24 and then took a year off and came back for another 2 years this
25 stay.

1 Q. Okay. And were you working on the night of -- I guess the
2 early morning of February 11th, 2021?

3 A. I'm trying to remember days. Was that the day of the --

4 Q. That's the day of the crash.

5 MR. CRAMER: It's the Thursday. The day of the accident was
6 the 11th.

7 MR. ROBINSON: Okay. Yes, sir.

8 BY MR. BRAGG:

9 Q. And what time -- what was your shift?

10 A. The shift was -- I believe we started that morning at 5:30.

11 Q. Okay. And what time were you scheduled to get off?

12 A. It's a 12-hour shift, so 5:30 to 5:30.

13 Q. Okay. So you reported to work right at 5 -- right just
14 before the crash --

15 A. Yeah.

16 Q. -- and you got off at 5:30 p.m., after the crash.

17 A. Um-hum.

18 Q. Okay. And what time did you drive to work?

19 A. I guess that was around 5-ish.

20 Q. Okay. And how far is your commute from home to work?

21 A. Fifteen minutes.

22 Q. And, in your commute, are you required to -- are you -- do
23 you drive on I-35?

24 A. No.

25 Q. Okay. So explain or describe how you became to be involved

1 in this incident.

2 A. We were just starting our shift and getting into -- getting
3 our stuff ready for setting up to do our pre-trips for snow and
4 ice operations, and we could hear some chatter around the building
5 that there was an accident down on 35, and it just seemed, as the
6 -- as you're working on your pre-trips, it just seemed like it's
7 magnifying.

8 Q. Okay. And so what is your role, what is your position?

9 A. I'm a tech.

10 Q. And so describe in layman terms what that means. What is
11 your job?

12 A. Tech, we just -- we do a bit of everything, you know, like
13 for those operations, snow and ice. We'll do the courtesy patrol,
14 any kind of construction operations, cleaning operations.

15 Q. And so is that what you were doing that morning, courtesy
16 patrol?

17 A. No.

18 Q. What were you doing that morning?

19 A. That morning, I was on snow and ice.

20 Q. So, when you say you're on snow and ice, is that -- you're
21 applying treatment to the road; is that what you're doing?

22 A. Yeah.

23 Q. Okay. And what kind of vehicle were you operating?

24 A. That morning, I started off -- I was getting one vehicle
25 ready, and on the pre-trip, noticed the spinner on the back was

1 completely missing, so I had to go get another truck. So I went
2 to one of the smaller pickups, 80-12, and it's salt spreader, just
3 pickup, regular F-350.

4 Q. Okay. And so, before the crash started, before the crash
5 occurred, had you actually started applying treatment anywhere
6 else?

7 A. No.

8 Q. Okay.

9 A. That -- it happened like right at shift change.

10 Q. Okay. And so, once you were made aware of the crash, what
11 did you do then?

12 A. I got a call from Myron saying to meet him down at the
13 accident scene on northbound.

14 Q. Okay.

15 A. So, because everything was so backed up, ended up having to
16 go side streets all the way down to get around the accident and
17 come in from the other side.

18 Q. Okay. And, once you arrived on scene, what did you do?

19 A. Arrived on the scene, all the PD was there, and there's a lot
20 of mess on northbound even though most of it was south. So I just
21 kind of pulled off to the side, and I was waiting -- Myron was
22 there with me, waiting to see what he had to say.

23 Q. Okay. And did you work the day before?

24 A. Yeah.

25 Q. So what did you do, I guess, 2 days before?

- 1 A. Two days before --
- 2 Q. Which was --
- 3 A. -- I was doing courtesy patrol.
- 4 Q. Okay. So were you involved in the pretreatment operation?
- 5 A. No.
- 6 Q. No. Were you working when that occurred?
- 7 A. Yeah, I was doing the courtesy patrol.
- 8 Q. Yeah. So you were working courtesy patrol --
- 9 A. Yeah.
- 10 Q. -- but there were other techs that were actually applying
- 11 treatment.
- 12 A. Yeah.
- 13 MR. BRAGG: Okay. All right. (Indiscernible) Dan.
- 14 MR. WALSH: Thank you, Mr. Bragg.
- 15 BY MR. WALSH:
- 16 Q. So you mentioned that you arrived at the scene to meet with
- 17 Myron Davis --
- 18 A. Um-hum.
- 19 Q. -- at the crash. What time was that approximately?
- 20 A. It'd be around 7:30-ish.
- 21 Q. Okay. And what lanes did you arrive -- what were -- at the
- 22 crash scene, what -- did you arrive in the southbound toll lanes,
- 23 the northbound toll lanes?
- 24 A. It was the northbound toll lanes.
- 25 Q. The northbound toll lanes.

1 A. Since they had everything shut down, I had to access them
2 from Belknap, the ramp that come down.

3 Q. Okay. When you rolled up to the crash scene, did your
4 vehicle slide any?

5 A. My vehicle didn't slide.

6 Q. Okay. When you got out of the vehicle, did you slip or slide
7 on the pavement?

8 A. Yes.

9 Q. You did?

10 A. Yeah.

11 Q. Did you fall down?

12 A. No.

13 Q. Okay. Did you see other individuals slipping and sliding?

14 A. I could see like hard to get footing, but I didn't see
15 anybody falling down or anything.

16 Q. Okay. Was that just in the northbound toll lanes or was --
17 did you see other individuals in the southbound toll lanes or the
18 general use lanes --

19 A. It was --

20 Q. -- sliding -- slipping and sliding when --

21 A. No, I didn't really see any slipping and sliding. But
22 northbound was -- or southbound was hard to see because of all the
23 accident area, and it was kind of pushed back kind of far because
24 the line of police vehicles.

25 Q. Did you see any pretreatment on the roadway?

1 A. When I was -- the day before, I could see pretreatment, but I
2 mean, that day, in that area --

3 Q. Did you see pretreatment on the -- in that section of the
4 southbound toll lanes or the northbound toll lanes the day before
5 the crash, on February 10th?

6 A. I don't know about that area. I wasn't there too much.

7 Q. Okay. Did you see any pretreatment or salt when you rolled
8 up to the crash scene on February 11th?

9 A. The crash scene, no. I -- it's hard to tell. I guess I
10 wasn't really looking for it either.

11 Q. Okay. Did you discuss the pavement conditions with any first
12 responders --

13 A. No.

14 Q. -- when you arrived at the crash scene?

15 A. No.

16 Q. No. Did you see any TxDOT trucks applying any pretreatment
17 of the I-35 lanes in the days leading up to the crash?

18 A. I seen them further down south. Like I work further south in
19 that downtown area. I seen them further south over there and like
20 on 30, but --

21 Q. Okay, but not on the NTE express lanes?

22 A. No.

23 Q. Okay. You said earlier that two days prior to the crash, you
24 were doing courtesy patrol.

25 A. Um-hum.

1 Q. What were you doing the day before the crash, on February
2 10th?

3 A. The day before, we were sent out to check for any icy
4 conditions, and if they needed to be addressed, address them.

5 Q. Did you notice any icy conditions --

6 A. No.

7 Q. -- when you were out on February 10th?

8 A. No, kind of doing spot checks, like seeing if it seemed like
9 it's slick or anything, but I didn't see anything.

10 Q. You didn't identify any?

11 A. No.

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

13 MR. ACCETTA: I don't have any.

14 BY MR. BRAGG:

15 Q. I do have one general question. On your vehicles -- and this
16 is not just for the vehicle you were operating that day; just in
17 general -- are there any dash cameras or GPS tracking or
18 telematics on the vehicles at all?

19 A. I don't know. They're -- I know they're adding some, but I
20 don't know what vehicles have them and what don't.

21 Q. Have they already started to add them?

22 A. I think so.

23 Q. You think so, okay. And who's in charge of that?

24 A. Maybe Myron.

25 MR. GREGSON: If you know, okay.

1 MR. BRAGG: Yeah, yeah, if you know.

2 MR. ROBINSON: I don't know.

3 MR. BRAGG: All right. The time is 2:15 p.m. We'll conclude
4 the interview.

5 (Whereupon, at 2:15 p.m., the interview was concluded.)

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CERTIFICATE

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NATIONAL TRANSPORTATION SAFETY BOARD

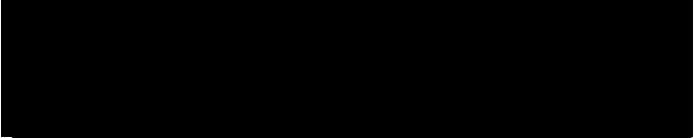
IN THE MATTER OF: MULTI-VEHICLE CRASH
 IN FORT WORTH, TEXAS,
 ON FEBRUARY 11, 2021
 Interview of Andrew Robinson

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: March 31, 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.



Autumn Weslow
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: ADAM TOBIAS, Maintenance Supervisor
North Tarrant Express

Fort Worth Fire Department
Fort Worth, Texas

Wednesday,
March 31, 2021

APPEARANCES:

KENNETH BRAGG, Senior Highway Accident 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

KEITH CRAMER, Attorney
Gordon & Rees LLP

I N D E X

ITEM

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Interview of Adam Tobias:

By Mr. Bragg

4

By Mr. Walsh

7

I N T E R V I E W

(1:41 p.m.)

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2
3 MR. BRAGG: Today is Wednesday, March 31st, 2021. The time
4 is about 1:41 p.m., and we are in the Fort Worth Fire Department
5 administration services building in Fort Worth, Texas. This
6 interview is regarding a multiple vehicle crash which occurred on
7 February 11, 2021, in Fort Worth, Texas. My name is Kenny Bragg.
8 I'm a senior investigator in the NTSB's Office of Highway Safety.
9 To my left, we have --

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

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

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

13 MR. BRAGG: Mr. Cramer?

14 MR. CRAMER: Keith Cramer, C-r-a-m-e-r, with the firm of
15 Gordon & Rees.

INTERVIEW OF ADAM TOBIAS

16
17 BY MR. BRAGG:

18 Q. And, sir, if I can ask you to state and spell your first and
19 last name?

20 A. Adam Tobias, the -- spell the first name?

21 Q. Go ahead.

22 A. I'm sorry. A-d-a-m, and last name is T-o-b-i-a-s.

23 Q. Okay. Mr. Tobias, where are you employed?

24 A. At North Tarrant Express.

25 Q. Were you employed there on February 11th?

- 1 A. Yes, I was.
- 2 Q. And were you working before or directly during the crash on
3 February 11th?
- 4 A. Yes.
- 5 Q. Go ahead and explain to me your involvement as far as your
6 work.
- 7 A. In what regard?
- 8 Q. So when did you start your shift?
- 9 A. 6 p.m. -- or no, that day, 4 p.m.
- 10 Q. Well, let's back up a bit. What's your position with the
11 NTE?
- 12 A. Maintenance supervisor.
- 13 Q. And what is that in layman terms? What do you do?
- 14 A. Just in charge of the night crew, getting them lined out for
15 the day, and that's about it.
- 16 Q. How many crews -- how many people in your crew, typically?
- 17 A. Typically, it should be 13.
- 18 Q. How many did you have that night?
- 19 A. I believe 11.
- 20 Q. And what time does your shift begin?
- 21 A. 4 p.m.
- 22 Q. 4 p.m. What time does it end?
- 23 A. It typically ends at 3 a.m., but we worked till 6 a.m. that
24 morning.
- 25 Q. Okay. Was there another crash earlier that night?

1 A. Yes.

2 Q. And where was that crash at?

3 A. 35 northbound at Western Center.

4 Q. And about what time was that crash?

5 A. I believe it was about -- between 3:30 and 4 a.m., somewhere
6 in that timeframe.

7 Q. And is that crash the reason you worked past your 3 a.m.
8 shift until 6?

9 A. No, we had already identified that when the crew came in that
10 day at 4.

11 Q. Okay. So --

12 A. We had told the guys right when they came in they were going
13 to work till 6 a.m.

14 Q. And that's just in anticipation of the weather?

15 A. Yes.

16 Q. Okay. And what was the -- what were the circumstances of the
17 earlier crash?

18 A. The spotty freezing drizzle, and it had froze over, and
19 there's a minor incident involving, I think, two or three cars.

20 Q. Okay. And you said that was minor and -- in comparison to
21 this second crash; is that what you said?

22 A. I mean, I don't believe there was any injuries or anything
23 the other crash.

24 Q. Okay. And what is the distance -- or what's the location
25 compared to where the major crash happened?

1 A. Maybe 3 miles.

2 Q. Three miles, relatively close. And, in response to the first
3 crash, did you guys treat the roadway following?

4 A. We identified earlier in the night another location and were
5 able to identify and treat it before any incidents occurred, and
6 then the incident occurred at Western Center, obviously went over
7 there, treated that. Fort Worth PD and FD assisted in keeping it
8 shut down till it was treated and released it back to traffic.

9 MR. BRAGG: Okay. Mr. Walsh is going to ask you some
10 questions.

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

12 BY MR. WALSH:

13 Q. So you were responsible for managing the corrective
14 treatments and spot treatments of the icy conditions on the night
15 of February 10th, 2021?

16 A. Yes.

17 Q. And what corrective treatments and spot treatments did you
18 primarily use?

19 A. Can you rephrase that?

20 Q. Yeah. What treatments did you specifically use on February
21 10th?

22 A. Salt.

23 Q. Salt. And no other --

24 A. No.

25 Q. -- treatments besides salt?

1 A. Just that night, salt.

2 Q. Okay. You mentioned that you did use salt at the previous
3 accident at I-35 and Basswood. Can you identify other locations
4 on I-35 that you used salt that night?

5 A. There was a known location downtown Fort Worth where we --
6 there was minor moisture observed, and we got guys together and
7 went down there and treated that area as well. No ice was
8 detected, but they went ahead and spread since there was moisture
9 in that area.

10 Q. Okay. Do you -- was there any other location on I-35 --

11 A. No.

12 Q. -- besides those two locations where you spot treated with
13 salt?

14 A. Not to my knowledge.

15 Q. Okay. Can you give a reason why that salt wasn't used on the
16 southbound toll lanes in the vicinity of the crash on February
17 11th?

18 A. Because there was no moisture in the area, so it didn't
19 justify having any salt down.

20 Q. Okay. When you apply the salt, what is the application rate
21 when it's applied?

22 MR. CRAMER: Is that the salt or the brine? I'm sorry.

23 MR. WALSH: The salt.

24 MR. CRAMER: The salt, okay.

25 BY MR. WALSH:

1 Q. How is it applied?

2 A. We usually get our guys to roll slow and turn the spinners
3 and conveyers up and roll slow until the -- they're -- from the
4 beginning to the end of the overpass.

5 Q. And what's the spinner calibration rate? Is it manually?

6 A. Manually, yes.

7 Q. Okay. And what was it set at for February 10th, the night of
8 February 10th?

9 A. Typically, most of them are about halfway to two-thirds.

10 Q. So was it -- was the salt applied to dry pavement or wet
11 pavement?

12 A. In --

13 Q. In those two locations.

14 A. The spots that were treated, they were wet.

15 Q. They were wet, okay. And, in your experience, how long does
16 the salt affect it after it's applied?

17 A. It just depends on the event, how cold it is and moisture's
18 still coming down. There's multiple factors.

19 Q. Okay. Do you have experience with applying anything else
20 besides salt?

21 A. No, not necessarily.

22 Q. Okay. That's what you predominantly apply --

23 A. Yes, sir.

24 Q. -- is salt? Okay. Were you made aware of the winter weather
25 alerts for February 10th.

1 A. Yes, and that's what made us tell our guys at 4 p.m. that
2 we're going to work till 6 a.m.

3 Q. Okay. And what were the weather -- what was the --

4 A. It was -- we had received a weather alert from, I guess, the
5 National Weather Service.

6 Q. Do you remember -- you recall what that was specifically?

7 A. It was saying something in regard to possible spotty drizzle
8 in various locations.

9 Q. Who made the decision to use salt?

10 A. It -- well, obviously, when we were in the snow and ice mode,
11 but it was my determination and also the guys driving their routes
12 and identifying and relaying that to their supervisor and
13 obviously they -- like I was saying, earlier in the night, there
14 was another location detected, and told them to go ahead and
15 spread it.

16 Q. Okay. When the drivers were driving around and making a
17 determination, did -- was the southbound toll lanes in the
18 vicinity of the crash, was that a location that the drivers
19 checked?

20 A. Yes.

21 Q. And what was the -- what did they -- what was their
22 determination?

23 A. There was no moisture detected in that area.

24 Q. Could they detect any icy conditions --

25 A. Not in that area.

1 Q. -- in that area?

2 A. No, sir.

3 Q. Not in the vicinity of the crash, in the southbound toll
4 lanes?

5 A. No, sir.

6 Q. Okay. Do you have records of how much salt that you did
7 apply?

8 A. We do, but I don't have them on me, or I don't know off the
9 top of my head.

10 Q. Right, but you have -- you do have those records?

11 A. Yes.

12 Q. Okay. What kind of spreader truck do you use to apply the
13 salt? What's the truck configuration?

14 A. What do you mean? Like type of truck or type of spreader?

15 Q. Type of truck.

16 A. It's either F-250s or -- F-250/350s or dump trucks.

17 Q. Okay. How many axles does it have?

18 A. One.

19 Q. Did you travel to the scene of the crash after -- after the
20 crash, did you travel to the accident scene?

21 A. No, sir, I did not.

22 Q. Okay. Did TxDOT assist you on February 10th at all with
23 applying salt or any treatment of the I-35 lanes on February 10th?

24 A. Not to my knowledge.

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

1 MR. ACCETTA: Can I ask something just real quick? Did you
2 say they had one axle?

3 MR. TOBIAS: Just one rear axle I guess. I mean, yeah. I
4 guess, I mean, like you get to a dump truck, it would be tandem I
5 guess.

6 MR. ACCETTA: (Indiscernible) okay. I just wanted to make --

7 MR. TOBIAS: Yeah.

8 (Simultaneous speaking; laughter.)

9 MR. CRAMER: They might have further --

10 MR. TOBIAS: Oh, I'm sorry.

11 MR. BRAGG: You have anything?

12 MR. ACCETTA: No, I don't have any questions.

13 MR. BRAGG: Okay. The time is 1:52 p.m. We'll conclude the
14 interview. Thank you for your participation.

15 (Whereupon, at 1:52 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

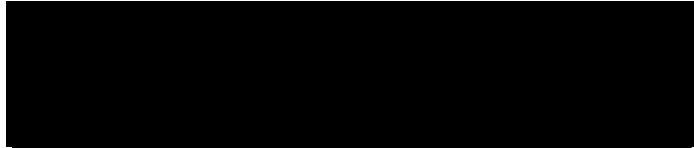
IN THE MATTER OF: MULTI-VEHICLE CRASH
 IN FORT WORTH, TEXAS,
 ON FEBRUARY 11, 2021
 Interview of Adam Tobias

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: March 31, 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.



Autumn Weslow
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

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FATAL MULTI-VEHICLE ACCIDENT *

IN FORT WORTH, TEXAS, *

Accident No.: HWY21FH005

ON FEBRUARY 11, 2021 *

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Interview of: JONATHAN TORRES, Night Shift Lead
North Tarrant Express (NTE)

Fort Worth, Texas

Wednesday,
June 23, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

KEITH CRAMER, Esq.,
Law Offices of Gordon and Rees

ROBERT Accetta, Investigator in Charge
National Transportation Safety Board

DAN WALSH, Senior Highway Factors Investigator
National Transportation Safety Board

JONATHAN TORRES, Night Shift Lead
North Tarrant Express (NTE)

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4, 13

By Mr.

9, 10

Walsh By

12

Mr. Accetta

I N T E R V I E W

(2:17 p.m.)

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2
3 MR. BRAGG: Today is Wednesday, June 23rd. It's 2:17 p.m.
4 and we are in the Fort Worth Fire Department Administration
5 Building here in Fort Worth, Texas. This interview is in regards
6 to a multiple vehicle motor vehicle crash which took place in Fort
7 Worth on February 11th, 2021.

8 My name is Kenny Bragg. I'm a senior investigator with the
9 National Transportation Safety Board, Office of Highway Safety.

10 Sir, you state and spell your first and last name, please.

11 MR. TORRES: Jonathan Torres, J-o-n-a-t-h-a-n T-o-r-r-e-s.

12 MR. BRAGG: And who do you work for?

13 MR. TORRES: I work for North Tarrant Express, NTE.

14 MR. BRAGG: Okay, thank you.

15 MR. CRAMER: Keith Cramer, C-r-a-m-e-r, with the law firm of
16 Gordon and Rees.

17 MR. Accetta: Robert Accetta (ph.), Investigator in Charge
18 with the NTSB.

19 MR. WALSH: Dan Walsh, Senior Highway Investigator with the
20 NTSB.

INTERVIEW OF JONATHAN TORRES

21
22 BY MR. BRAGG:

23 Q. Okay. So let's start a bit -- let's start talking about a
24 little bit about your background. How long have you worked for
25 NTE?

- 1 A. About six years.
- 2 Q. And what's your current position with NTE?
- 3 A. I'm the night shift lead.
- 4 Q. And in layman's terms, tell me what that means.
- 5 A. So, basically, I'm the lead tech of the night shift. I
- 6 basically make sure everything's running, everybody's working.
- 7 I'm usually out there with the guys on the road or fixing
- 8 anything. If my supervisor is doing other projects, I'm the one
- 9 that makes sure the groups keep running.
- 10 Q. And on your shift, do you report to somebody on your shift?
- 11 A. Yes, my supervisor.
- 12 Q. And who?
- 13 A. That would be Claude McClure.
- 14 Q. Okay. And how long have you served in the role of lead
- 15 technician?
- 16 A. I would say that's coming up to four years.
- 17 Q. Four years? So what other positions have you had prior to
- 18 that with NTE?
- 19 A. I was just a mobility tech. I was just a tech.
- 20 Q. And what is a mobility -- explain to me what a mobility tech
- 21 is.
- 22 A. Just a technician that basically does the repairs; if you
- 23 need anything on the roadway, I was just another tech. I helped
- 24 fixing and cleaning.
- 25 Q. Let's go back to February 11th. Were you working that night?

- 1 A. Yes.
- 2 Q. What time did your shift begin?
- 3 A. It began at 4.
- 4 Q. P.m.?
- 5 A. Yes, I'm sorry, 4 p.m.
- 6 Q. And what time were you scheduled to get off?
- 7 A. 3 a.m.
- 8 Q. And what time did you actually get off?
- 9 A. A little after 6 a.m.
- 10 Q. And that overage in your shift was due to the event?
- 11 A. Yes.
- 12 Q. Okay. So describe your day -- your duties on that day at the
13 beginning of your shift. What did you do?
- 14 A. We were scheduled to do a guardrail that night.
- 15 Q. When you say do a guardrail, what do you mean?
- 16 A. There was a damaged guardrail that we were scheduling to
17 repair.
- 18 Q. Okay.
- 19 A. Later, in the middle of the night, when everything was
20 scheduled, I remember my supervisor making the call of us
21 switching over to snow and ice mode, and -- which that means we
22 automatically work until 6 and that means we'll -- each of us have
23 different routes on the project to be checking to make sure if
24 anything's getting cold or icy over, you know, rain or anything
25 like that. So that's what I remember.

1 Q. So those routes are predetermined? Those ice and snow routes
2 are predetermined?

3 A. Yes.

4 Q. Okay. And what route did you have?

5 A. I had the 35 in downtown. I had mostly the ramps. But that
6 night, we were having a lot of, not issues, but the trucks,
7 because they were sitting for quite a bit, my supervisor thought
8 it'd be a good idea for me to stay at the yard, and if anybody had
9 issues with the truck, they would come back. So my route was
10 covered by somebody else --

11 Q. Okay.

12 A. -- and I was the one at the shop most of the time trying to
13 do any kind of repairs or anything that wasn't working, I would
14 figure it out.

15 Q. Now, what truck were you operating? What kind of truck?

16 A. The truck I was supposed to be operating was a dump truck.
17 It was an 18-wheel. It was a Western Star.

18 Q. Western Star?

19 A. Yeah.

20 Q. How many axels?

21 A. That I can't tell you because I didn't operate it.

22 Q. You're not its operator so --

23 A. I didn't operate it. That's why -- I did not have my route
24 that night. So for that night, I was picked up. So when I was at
25 the shop, I did -- I was doing repairs, and then when it was,

1 like, two hours before -- a little before (indiscernible), the
2 supervisor thought it'd be good just to pick me up. There's no
3 point to do a pre-trip on a vehicle to check if everything was
4 working, so I didn't work on my truck.

5 Q. And so what supervisor did you ride with?

6 A. I went with Claude McClure that night.

7 Q. And at some point, the weather started deteriorating,
8 correct?

9 A. Later that night, yes.

10 Q. About -- so tell me how you learned of that.

11 A. I didn't happen to see what happened out on segment 3C. I
12 don't know if y'all know what that is. That's near Basswood and
13 all that. I was hearing about a little rain over there, a little
14 sleet and all that. About the time I got with Claude McClure, I
15 remember a little bit of rain I downtown on some ramps, and I
16 remember Claude McClure calling two guys and meeting at QT (ph.).
17 I got times and all that if we need to talk about that.

18 But, other than that, I did not see any rain until it was
19 time to clock out at the shop. That's when I noticed the rain.
20 It was coming in when it was about to be shift change.

21 Q. Which is around 3 o'clock?

22 A. No, around 6.

23 Q. Around 6, okay. That's the first time you noticed rain.

24 So if I have it correct, you didn't actually apply any
25 product on the road?

1 A. No, sir, I did not.

2 Q. You were just riding in the passenger seat?

3 A. Yes, sir.

4 Q. Okay.

5 MR. BRAGG: Dan, do you have any?

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

7 BY MR. WALSH:

8 Q. So Mr. Torres, did you perform spot check son I-35 on
9 February 11th, leading up to the crash at 6 a.m.?

10 A. I was with Claude McClure when we were traveling down 35
11 looking for areas, yes.

12 Q. Okay. Do you receive formal certification to become a spot
13 checker?

14 A. Do I have a certification? Not that I know of, no.

15 Q. So can you talk about the training that you've received to
16 become a spot checker?

17 A. The trainings we get are mostly, like -- there is one
18 important one, a yearly meeting. It's called a snow and ice
19 meeting that we do. We teach people about the equipment, how to
20 check the roads, about slide testing, like, in your trucks. We go
21 at a specific speed, slow it down and try to see if there's any
22 wet spots. That type of training. And in -- usually, when it
23 comes time to -- the time of year when we know it's about to get
24 kind of cold, we do have trainings before and we'll usually talk
25 with our guys. That's when our manager will talk to them, our

1 supervisors, whatever, you know, and try to get them caught up
2 with the trainings that we were taught.

3 Q. Are you familiar with the term black ice?

4 A. Yes.

5 Q. What would be your definition of black ice if you were to
6 describe it?

7 A. Not noticeable. Ice that's not noticeable, but it's there.

8 Q. Have you ever detected black ice as part of your duties in
9 performing spot checks for the NTE?

10 A. We would be told about it, but to be checking for it. It's
11 kind of hard to be checking it. That's where the skid testing,
12 what we call the skid testing, that's what we perform, but
13 training for the specific black ice, no.

14 MR. CRAMER: He actually asked if you ever found --

15 BY MR. WALSH:

16 Q. Have --

17 A. Oh, have I ever found it? No, sir.

18 Q. -- you ever detected it?

19 A. No.

20 Q. When you perform spot checks, do you make any priority for
21 detecting moisture at certain locations along the roadway?

22 A. Meaning --

23 Q. Do you make any priority in terms of detecting moisture at
24 certain locations along the roadway versus others?

25 A. No. I check the whole road, same way I check any other spot.

1 Q. Okay. In your experience, what area generally ice over
2 quicker than other areas?

3 A. The way we were taught, bridges and ramps, anything with an
4 underpass -- anything that's an overpass, I mean.

5 Q. How often are spot checks performed?

6 A. It needs to be checked -- if it's -- if there's no rain to be
7 detected, I would like my guys to be checking every 30 minutes.
8 But if there is snow and rain and all that, it needs to be every
9 about 15 to 20 minutes. Lay down your salt and everything, wait a
10 while, go check it again.

11 Q. Are multiple spot checks performed?

12 A. Yes.

13 Q. Does a supervisor monitor the spot checks to see if they're
14 adequately performed?

15 A. Yes.

16 Q. Do the spot checks solely rely on visual observation?

17 A. Yes.

18 Q. Do you use any other devices to detect moisture, such as
19 bridge sensor detection systems and Road Weather Information
20 Systems?

21 A. The temperature of the bridges, we do have a temperature gun
22 that we do have our customer assist to be checking, yes, on
23 bridges.

24 Q. Okay. Describe how that is done.

25 A. If there's going to be a cold night, we usually tell our

1 customer assist to take that temperature gun, go on one of the
2 high bridges and check the temperature and just report back what
3 it says, and that's how our manager will figure out, like, if it
4 needs to be detected -- or protected, I mean, checked over.

5 Q. Were you dispatched to the U.S. 287 northbound ramps to treat
6 the area for salt after detection of moisture was found?

7 A. The 287, the 35 north, is that correct? Yes, I was with CJ
8 (ph.).

9 Q. And when did you complete the salt treatment to the U.S. 287
10 northbound ramps?

11 A. It was, I want to say, around 5:20 a.m.

12 Q. And did you drive north on I-35W through the area
13 (crosstalk)?

14 A. I didn't drive, but, yes, I was with the person that did
15 drive, yes.

16 Q. Did you detect any moisture --

17 A. No.

18 Q. -- in that location?

19 A. No, sir.

20 Q. Okay.

21 MR. WALSH: I have no further questions.

22 MR. Accetta: I have a few. This is

23 Robert. BY MR. Accetta:

24 Q. What repairs did you make and what types of vehicles were
25 these repairs made on?

1 A. Mostly on pick up -- the Ford pickups, and it was mostly the
2 spreader boxes. Whenever the salt gets to cold, it will get stuck
3 between the blades, so it won't turn on, it won't move the salt.
4 So you basically got to get in there and break it with the pick
5 bar. So that was basically my job is to make sure, just, whenever
6 they weren't going through, whenever -- when you break up that
7 salt, you let the blades go through, it's good to go. But, yeah,
8 if you leave it for a while, the blades would just get stuck and
9 most of the guys, that's basically what I stayed was just to help
10 them with that. Well, one push of the button, I would be using
11 the pick bar to break the salt apart. That's basically the
12 repairs I was doing because they were calling me, can I do that.

13 Mostly at night, there was no (indiscernible) they were
14 driving around for a while, so --

15 Q. Okay.

16 MR. Accetta: I don't have anything
17 else. BY MR. BRAGG:

18 A. So that night, February 11, how did you first learn about the
19 crash?

20 Q. I found out in the morning. When waking up, I saw it on the
21 news. Well, not morning, more like noon.

22 A. So I guess what I'm asking is when you -- on your way home,
23 what were the road conditions that you observed when you were
24 driving your personal car?

25 Q. When I was driving my personal car, there was no rain. I

1 remember the -- it was coming -- like, sprinkling down when I got
2 to the shop. I remember clocking out a little late, I remember
3 talking to the morning shift. When I got -- when I remember
4 getting in my truck and going home, it was fine, because I drive
5 (indiscernible). I live eight minutes away from the shop. There
6 was no rain. I remember going home safely, at a safe speed. I
7 remember getting home.

8 A. Okay, all right.

9 MR. BRAGG: There are no other questions? The time is 2:29
10 p.m. We'll conclude the interview. Thank you.

11 MR. TORRES: Thank you.

12 (Whereupon, 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: FATAL MULTI-VEHICLE ACCIDENT
 IN FORT WORTH, TEXAS
 ON FEBRUARY 11, 2021
 Interview of Jonathan Torres

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: June 23, 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.

Shelby Shover
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

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FATAL MULTI-VEHICLE ACCIDENT *

IN FORT WORTH, TEXAS, *

Accident No.: HWY21FH005

ON FEBRUARY 11, 2021 *

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* * * * *

Interview of: MATHEW WALDROB, Maintenance Technician
North Tarrant Express (NTE)

Fort Worth, Texas

Wednesday,
June 23, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

KEITH CRAMER, Esq.,
Law Offices of Gordon and Rees

ROBERT Accetta, Investigator in Charge
National Transportation Safety Board

DAN WALSH, Senior Highway Factors Investigator
National Transportation Safety Board

MATHEW WALDROB, Maintenance Technician
North Tarrant Express (NTE)

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I N T E R V I E W

(3:35 p.m.)

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3 MR. BRAGG: Today is Wednesday, June 23, 2021. The time is
4 3:35 p.m., and we're at the Fort Worth Fire Administration
5 building at Fort Worth, Texas. This interview is in regards to a
6 multi-vehicle crash, which occurred on February 11, 2021 in Fort
7 Worth, Texas.

8 My name is Kenny Bragg. I'm a senior investigator with
9 Highway Safety for the National Transportation Safety Board.

10 Sir, will you please state and spell your first and last
11 name, please?

12 MR. WALDROB: I am Mathew Waldrob. It's M-a-t-h-e-w
13 W-a-l-d-r-o-b.

14 MR. BRAGG: Counselor?

15 MR. CRAMER: Keith Cramer. C-r-a-m-e-r with Gordon and
16 Rees. MR. Accetta: Robert Accetta (ph.), Investigator in
17 NTSB.Charge with the

18 MR. WALSH: Dan Walsh, Senior Highway Factors Investigator
19 with the NTSB.

INTERVIEW OF MATHEW WALDROB

20
21 BY MR. BRAGG:

22 Q. And Mr. Waldrob, where do you work at?

23 A. I work at NTE over in their Fort Worth location.

24 Q. And how long have you worked for NTE?

25 A. For the last nine months.

1 Q. And what's your current position?

2 A. I am a highway maintenance technician.

3 Q. Just describe for me in maintenance -- in layman's terms what
4 that consists of?

5 A. Largely picking up litter and debris off the highway and
6 repairing any damaged property such as guardrails (indiscernible).

7 Q. Have you worked any other positions with NTE?

8 A. No, just that one.

9 Q. Have you worked any other similar positions with any other
10 similar positions with any other company?

11 A. No.

12 Q. Okay. So were you working on the shift on February 10th to
13 February 11th?

14 A. Yes.

15 Q. And what time did your shift start?

16 A. 6:00 p.m.

17 Q. And what time was your shift scheduled to end?

18 A. 6:00 a.m.

19 Q. Okay. And go ahead and tell me a little bit about how you
20 started your shift that day.

21 A. That day, we had gone in. We prepped up and checked our
22 trucks for -- to make sure that our salt spreaders were working,
23 get them actually loaded up with salt, along with -- put any salt
24 spreaders that need to be put on trucks that hadn't been. After
25 that, it's -- you hit the roads and you just patrol, look for --

1 you know, if it starts raining, start looking for spots that might
2 freeze, checking for ice if it was already forming in certain
3 areas. Just kind of keeping an eye on the area just to make sure
4 that nothing develops or becomes problematic.

5 Q. And were you assigned to a particular truck that night?

6 A. Yes.

7 Q. And what kind of truck was it?

8 A. The F-350 with a salt spreader on the back of it.

9 Q. And is that a dump truck or a large pickup truck?

10 A. It's a large pickup.

11 Q. Do you operate any vehicles which require a commercial
12 driver's license for NTE?

13 A. The company does. I do not.

14 Q. Okay. So on the evening, did you perform any spot checks to
15 try to identify slick spots?

16 A. Regularly, yes.

17 Q. I'm sorry?

18 A. Regularly.

19 Q. Yeah, but did you do it that night?

20 A. Oh, yes, definitely.

21 Q. Okay. And when you were doing those, did you identify any
22 slippery or wet spots?

23 A. Yes. I was the first person to notice any ice forming on the
24 roadways that night over at the 183 to 121 overpass. After that,
25 that's when we started getting the calls about there being some

1 water and ice over in 35.

2 Q. And in total, how much product did you put down? An
3 estimate, if you don't know exactly.

4 A. I believe it was about four salt beds in total.

5 BY MR. WALSH:

6 Q. Okay. Thank you, Mr. Bragg. Just following up on
7 Mr. Bragg's line of questioning. Were you dispatched to the US-
8 287 northbound ramps to treat the area for salt at approximately
9 4:40 a.m.?

10 A. The north 287 or south?

11 Q. US-287 northbound ramp. Do you recall?

12 A. I was in that area, but not that specific overpass.

13 Q. Okay. Did you treat any area in that specific area?

14 A. Yes. I specifically took care of the toll lanes for -- that
15 went over Western Center and Basswood, along with the Basswood on-
16 and off-ramps from the maintenance lanes.

17 Q. Okay. But you were not dispatched to the US-287 northbound
18 ramp --

19 A. Not --

20 Q. -- subsequently after that?

21 A. Um-hmm. Yeah, different guys took care of that.

22 Q. Okay. As part of your spot checks, do you receive formal
23 certification to become a spot checker?

24 A. No. I mean, we get our snow and ice training, but it's
25 (indiscernible) a card or anything, but they do tell us what to

1 look for, how to check.

2 Q. Okay. Are you familiar with the term black ice?

3 A. Yes.

4 Q. Okay. What would your definition of black ice be if you were
5 to describe it?

6 A. It would just look like there's a sheet of water on the road,
7 but it's actually ice.

8 Q. Have you ever detected black ice as being a spot checker for
9 the NTE?

10 A. Yes.

11 Q. You have?

12 A. Yes.

13 Q. Can you describe the location and --

14 A. That was the 183 to 120, going north, overpass is where I
15 first saw it.

16 Q. Is that the only time you've ever detected it?

17 A. No. There was also -- that don't really count, that was just
18 ice. Yeah, that was the only particular spot I really noticed it.
19 The other ones, it was very clear it was iced over. There was no
20 second guessing if it was black ice or not.

21 Q. When you perform spot checks, do you make any priority in
22 terms of certain areas versus other areas?

23 A. Yeah. We generally go for the right-most lane first, and
24 then we have to come back around to get that set -- the more left
25 lanes.

1 Q. Okay. Are there any other priorities that you make in terms
2 of checking in terms of bridge locations versus roadway sections?

3 A. Yeah. If it's a known bridge, if it doesn't have earth
4 underneath it, those are the primary spots we'd be looking for.

5 Q. Okay. Is that covered in the training --

6 A. Yes.

7 Q. -- that you received?

8 A. Yeah. Because roadways are more likely to freeze or bridges
9 are more likely to freeze.

10 Q. Okay. Does a supervisor monitor your spot checks to make
11 sure they're adequately performed?

12 A. No.

13 Q. Okay.

14 A. At least, not to the best of my knowledge.

15 Q. Okay. Do the spot checks solely rely on visual observation?

16 A. No. We also do light brake checks as well.

17 Q. Okay. And do you use any other devices to detect moisture
18 such as bridge sensor detection systems or Road Weather
19 Information Systems?

20 A. No.

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

22 MR. Accetta: I have a couple questions. This is
23 Robert. BY MR. Accetta:

24 Q. Do you know if the snow and ice training is mandatory?

25 A. It is.

1 Q. Do you know how it's recorded that you attended? Are there
2 any records?

3 A. Generally, we have a sign-in sheet that would -- has all of
4 our names and we write down what company we work for and we also
5 sign our name saying that we attended the class.

6 MR. Accetta: Okay. That's all I have,

7 Ken. BY MR. BRAGG:

8 Q. So who provides the training?

9 A. It's all in house.

10 Q. In house. Okay. I do have a couple questions. What time
11 did you get off work?

12 A. Specifically that day?

13 Q. That particular day, yes.

14 A. It was about 6:00 a.m.

15 Q. And what do you do when you get off?

16 A. We would come back to the shop, post strip our trucks, make
17 sure that everything's still working, then we'd hand them over to
18 the morning crew, who was -- they would come in right as we get
19 home.

20 Q. So what time do you actually come into the shop?

21 A. I believe I was actually physically at the shop around 5:45,
22 5:50. Took me just a few minutes before I was able to hand the
23 keys off.

24 MR. BRAGG: I have no further questions.

25 MR. WALSH: No further questions.

1 MR. BRAGG: All right. Time is 3:44 p.m. Concludes the
2 interview. Thank you for your participation.

3 MR. WALDROB: Um-hmm.

4 (Whereupon, 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: FATAL MULTI-VEHICLE ACCIDENT
 IN FORT WORTH, TEXAS
 ON FEBRUARY 11, 2021
 Interview of Mathew Waldrob

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: June 23, 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.

Max Mason
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: BRANDON WARDE, Customer Assistance/Former
Maintenance Tech
North Tarrant Express

Fort Worth Fire Department
Fort Worth, Texas

Wednesday,
March 31, 2021

APPEARANCES:

KENNETH BRAGG, Senior Highway Accident 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

KEITH CRAMER, Attorney
Gordon & Rees LLP

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Interview of Brandon Warde:

By Mr. Bragg

4

By Mr. Walsh

7

I N T E R V I E W

(1:55 p.m.)

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3 MR. BRAGG: Today is Wednesday, March 31st, 2021. It's about
4 1:55 p.m., and we're at the Fort Worth Fire Department
5 administration services building in Fort Worth, Texas. This
6 interview is in regards to the multiple vehicle crash which
7 occurred on February 11, 2021, in Fort Worth, Texas. My name is
8 Kenny Bragg. I'm a senior investigator with the National
9 Transportation Safety Board. Seated to my left --

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

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

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

13 MR. CRAMER: I'm Keith Cramer, C-r-a-m-e-r, with the firm of
14 Gordon & Rees.

INTERVIEW OF BRANDON WARDE

15
16 BY MR. BRAGG:

17 Q. And your name, sir?

18 A. Brandon Warde.

19 Q. Spell your first and last name for me.

20 A. B-r-a-n-d-o-n, last name W-a-r-d-e.

21 Q. And, Mr. Warde, where are you employed currently?

22 A. North Tarrant Express.

23 Q. And how long have you been there?

24 A. About 3, 3 years-ish.

25 Q. And what's your current position and role with the company?

1 A. I'm a customer -- I do customer assists out on the highway
2 now. I was a maintenance tech, but now I do the -- drive around
3 and help people.

4 Q. Okay. And so these motorists who've broken down, that type
5 of thing?

6 A. Yes.

7 Q. Okay. Were you working on the night -- or the early morning
8 hours of the crash on February 11th?

9 A. Yes.

10 Q. What was your shift?

11 A. 8 p.m. to 7 a.m.

12 Q. Okay. And how did you become involved in the crash?

13 A. I got dispatched around 6:13, 6:15 in the morning, and they
14 told me there was a major accident, and they gave me the location,
15 and I started driving down there, and I knew it was bad because it
16 took -- it was only a few miles, and it took 15 minutes to get
17 down there.

18 Q. And what type of vehicle were you driving?

19 A. It's a international -- it's a large TMA.

20 Q. TMA?

21 A. Has a traffic support beam tail on it to block traffic, arrow
22 board lights, has all the fuel, cones and all the necessary things
23 for blocking traffic, things like that.

24 Q. How many axles does the truck have?

25 A. How many axles --

1 Q. How many axles, yeah.

2 A. Just the one -- it's just a single axle.

3 Q. The one rear axle?

4 A. Yeah.

5 Q. Okay. And where were you at when you got dispatched to the
6 crash?

7 A. I was on Western Center Boulevard at RaceTrac. I'd filled up
8 the tank and gone to the restroom.

9 Q. And how far away is that?

10 A. Three, four -- maybe 4 or 5 miles. I'm not entirely sure.
11 It's not that far.

12 Q. Now, is the truck you were operating that night equipped with
13 any treatment application?

14 A. No.

15 Q. No, okay. And once you arrived on scene, what is it that you
16 did?

17 A. I got out. There was a police officer that pulled up next to
18 me, and we were both sliding on the ice, and when I got out, I
19 mentioned something about the ice, be careful when you're getting
20 out, and she promptly slid and so did I. Then when I started to
21 walk out there, a woman approached me who was -- she wasn't in
22 that accident, but she was involved in a minor on the GP lanes
23 right there, and she just didn't know what to do, and there was --
24 everybody was running around, acting -- and trying to do stuff,
25 and she didn't know what was going on. I assisted her in moving

1 her vehicle, because she was out in the middle of lane one and
2 two, right in the middle, and I helped move her vehicle up and on
3 the shoulder, where she was out of the -- because the traffic was
4 still coming through. It was still funneling through, because
5 there was accidents on the right hand side of GP and on the left
6 hand side, and so the traffic was funneling down into one lane,
7 and there was a lane two trying to get through, so at that point,
8 it was just chaos down there.

9 Q. And when did you first observe that the roadway was slip --
10 was slick?

11 A. As I arrived on scene, once I got through the traffic, I
12 started slowing down. I was coming -- I crested the hill, and I
13 was coming down the hill, and I started slowing down, and once I
14 applied the brakes fully, I slid a little bit, and I was like, oh
15 no. And then I pulled up a little more and applied the brakes,
16 and I started losing traction again, and that's when I just parked
17 it and stayed where I was. I wasn't going to go any further.

18 Q. Okay. So, prior to that point, was it slick?

19 A. Yeah, it was just -- it just started just right -- I mean,
20 like 20 feet prior to that, there was no ice. It was just right
21 at that one -- just started right there. It was -- I wasn't
22 expecting it there.

23 MR. BRAGG: Okay. Dan, you have anything?

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

25 BY MR. WALSH:

1 Q. When you arrived on scene, did you discuss the pavement
2 conditions with any first responders --

3 A. No.

4 Q. -- that were, that were there -- okay.

5 A. I think all I mentioned was just the ice that we walked on,
6 because it was -- you couldn't even tell there was ice. It just
7 looked wet.

8 Q. Did you slip while you were walking on the ice?

9 A. Just when I got out of the truck, but once I knew it was
10 slick, I watched my footing.

11 Q. Yeah. You didn't fall?

12 A. No.

13 Q. No. Did you see anyone else slip or fall while you were
14 there?

15 A. There was a -- I don't know what he was, if he was a police
16 officer or a fireman or something, he fell. He was walking
17 backwards, talking to somebody, and lost his footing.

18 Q. Do you remember what lanes -- was he in the southbound toll
19 lanes?

20 A. He was on GP. We were on the -- walking on the shoulder.

21 Q. GP?

22 A. General purpose lanes.

23 Q. Northbound or southbound?

24 A. We were going southbound.

25 Q. Southbound?

1 A. Yeah. He was already -- I think he was already been there a
2 while. He was one of the first people on scene, I believe.

3 Q. Did you notice any pretreatment on the roadway when you
4 arrived on scene, any of the pretreatment that was --

5 A. There was -- I mean, you couldn't really tell if anything had
6 been done over there or not. There was -- I know there was no
7 sand or salt on the ground, but as far as the managed lanes, I
8 couldn't tell you. I wasn't on there at that point.

9 Q. Okay. You mentioned earlier that you had a conversation with
10 a Fort Worth Police Department officer. What were the -- what was
11 that conversation?

12 A. It was just real quick. I got out of the truck, and she was
13 still in her vehicle, and I said, be careful when you get out;
14 it's slick. And she said, okay. And then promptly got out and
15 slid, so I was like -- and that was it.

16 Q. Yeah. And that's what you recall of the conversation?

17 A. Yes.

18 Q. Okay. Did the NTE provide traffic control?

19 A. No, not that -- whenever I was the only one on scene --

20 Q. (Indiscernible) the crash?

21 A. -- and they had already -- they hadn't shut down anything at
22 that point. It was maybe 15, 20 minutes later. I really don't
23 know the timeframe. That's -- when we were down there, just going
24 through it so fast, they'd shut down -- Fort Worth PD had shut
25 down 35 southbound and had basically everybody just sitting there

1 because they -- there was nowhere to send anybody.

2 Q. Okay. Do you know if TxDOT assisted with any of the traffic
3 control?

4 A. I don't think so. They might've been in the back, but I
5 really don't know for sure.

6 Q. Okay. You didn't see any TxDOT trucks --

7 A. No.

8 Q. -- when you were out there?

9 A. No.

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

11 MR. ACCETTA: I don't have any.

12 MR. GREGSON: I don't have any questions either.

13 MR. BRAGG: All right. The time is 2:03 p.m. We will close
14 the interview. Thank you for your participation.

15 MR. WARDE: Thank you.

16 (Whereupon, at 2:03 p.m., the interview was concluded.)

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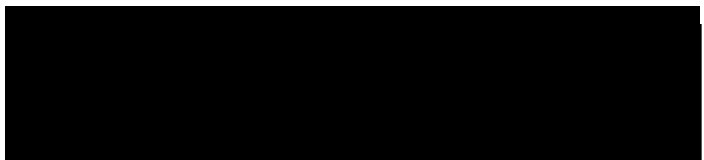
IN THE MATTER OF: MULTI-VEHICLE CRASH
 IN FORT WORTH, TEXAS,
 ON FEBRUARY 11, 2021
 Interview of Brandon Warde

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: March 31, 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.



Autumn Weslow
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

FATAL MULTI-VEHICLE ACCIDENT *

IN FORT WORTH, TEXAS, *

Accident No.: HWY21FH005

ON FEBRUARY 11, 2021 *

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Interview of: ANDREW WILLIAMS, Maintenance Technician
North Tarrant Express (NTE)

Fort Worth, Texas

Wednesday,
June 23, 2021

APPEARANCES:

KENNETH BRAGG, Investigator
National Transportation Safety Board

KEITH CRAMER, Esq.,
Law Offices of Gordon and Rees

ROBERT Accetta, Investigator in Charge
National Transportation Safety Board

DAN WALSH, Senior Highway Factors Investigator
National Transportation Safety Board

ANDREW WILLIAMS, Maintenance Technician
North Tarrant Express (NTE)

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Interview of Andrew Williams:

By Mr. Bragg

4, 7

By Mr. Walsh

8

I N T E R V I E W

(2:58 p.m.)

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3 MR. BRAGG: Today is Wednesday, June 23rd, 2021. It is 2:58
4 p.m. and we are at the Fort Worth Fire Administration Building
5 here in Fort Worth, Texas. My name is Kenny Bragg. I'm a senior
6 investigator with the Office of Highway Safety for the National
7 Transportation Safety Board.

8 Sir, can I get you to say and spell your first and last name?

9 MR. WILLIAMS: Andrew Williams, A-n-d-r-e-w W-i-l-l-i-a-m-s.

10 MR. BRAGG: And who do you work for, sir?

11 MR. WILLIAMS: NTE.

12 MR. BRAGG: Counsel.

13 MR. CRAMER: I'm sorry. Keith Cramer, C-r-a-m-e-r, with the
14 law firm of Gordon and Rees.

15 MR. Accetta: Robert Accetta (ph.), Investigator in Charge with
16 the
17 NTSB.

18 MR. WALSH: Dan Walsh, Senior Highway Factors Investigator
19 with the NTSB.

INTERVIEW OF ANDREW WILLIAMS

20 BY MR. BRAGG:

21 Q. Mr. Williams, how long have you been with NTE?

22 A. Three years.

23 Q. Can you speak up just a little bit?

24 A. Three years.

25 Q. Three years?

- 1 A. Yes.
- 2 Q. And what's your current position?
- 3 A. Maintenance tech.
- 4 Q. I'm sorry?
- 5 A. Maintenance tech.
- 6 Q. Have you worked in any other role with NTE?
- 7 A. No, sir.
- 8 Q. And just describe in layman's terms what that means. What
9 does your job entail? What do you do?
- 10 A. We fix guardrails, we do (indiscernible), stuff like that.
- 11 Q. Okay. Let's talk a little bit about February 10th, February
12 11th. Were you working during that time?
- 13 A. Yes, sir.
- 14 Q. What time did your shift start?
- 15 A. 6 p.m. to 6 in the morning.
- 16 Q. And that 6 in the morning, is that -- was that your scheduled
17 time off or were you schedule something else?
- 18 A. That's like when they have snow and ice, we do 12-hour
19 shifts.
- 20 Q. And did you know that you were going to be working a 12-hour
21 shift before you came to work, or just they sprung that on you?
- 22 A. Yeah, we know we was going to be working (indiscernible).
- 23 Q. So that night, what were your duties? What were you working?
- 24 A. I was working on the Basswood area to (indiscernible) north
25 going northbound.

- 1 Q. And on what roadway is that?
- 2 A. It's, like, on 35.
- 3 Q. It's on 35, okay. And so what were you doing on 35 that --
- 4 A. Well, I was monitoring that road, like, the managed lane --
- 5 well, not the managed lane, GP lanes and the service road.
- 6 Q. And what type of vehicle were you operating?
- 7 A. 8, 802 with sand.
- 8 Q. And what type of vehicle is that?
- 9 A. It's just -- it's a truck.
- 10 Q. Dump truck, pickup truck?
- 11 A. Regular truck.
- 12 Q. Just a pickup truck?
- 13 A. Yeah.
- 14 Q. Do you have a sand spreader on it?
- 15 A. Yes, yes.
- 16 Q. And were you spreading any product?
- 17 A. Yes. I sprayed the roads, you know what I'm saying? They
- 18 didn't -- like spot -- if I see some, like, little wet area, I'll
- 19 spray and I'll put sand right there and just monitor because it
- 20 wasn't really raining or nothing up there in that area right
- 21 there. Every now and then, you might see a little sprinkle on
- 22 your window or something like that.
- 23 Q. So (indiscernible) -- let me back up. While you're in that
- 24 truck you're driving, did you do spot checks in that truck?
- 25 A. Did I spot check?

1 Q. Yeah.

2 A. Yes.

3 Q. So did you observe any ice?

4 A. If I observed it, anything would be water at that area up
5 there, like on the right shoulder or left shoulder. It mostly be
6 on the -- like that, and then, you know, you just get closer and
7 just run over it with some sand and come back and go over the
8 whole street.

9 Q. And when you got off work at 6 a.m., what was the weather
10 like?

11 A. Well, we turned out trucks in by -- I think by 5:30, 5:40,
12 something like that.

13 Q. Okay. How about on the way home, what was the weather like?

14 A. On the way home -- on my way home, you know, it was like a
15 little bit of a drizzle, because I go A20, you know what I'm
16 saying? I take A20 going south.

17 Q. So you're saying you drive south of where the crash happened?

18 A. No, not that way right there. You know how you go westbound
19 -- you go all the way, like, westbound (crosstalk) --

20 MR. CRAMER: He's not from the area so --

21 MR. WILLIAMS: Oh, okay. Go, like, (indiscernible) and you
22 go around to 26 and you take south and go that way down A20.

23 BY MR. BRAGG:

24 Q. And did you observe any slippery conditions on the way home?

25 A. No, sir.

1 Q. When did you first learn about the crash?

2 A. When I got up that morning and I got to work.

3 MR. BRAGG: I don't have any further questions.

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

5 BY MR. WALSH:

6 Q. So just continuing on Mr. Bragg's line of questioning. So
7 you did perform spot checks on February 11th?

8 A. Yes.

9 Q. Did -- do you receive, like, a formal certification to become
10 a spot checker? Do you receive a certificate or anything of that
11 sort?

12 A. We have been to classes, you know what I'm saying, to show
13 how to work these machines.

14 Q. Are you familiar with the term black ice?

15 A. Yes.

16 Q. And then what would your definition be of black ice if you
17 were to describe it?

18 A. Black ice is just -- you know, it look like -- to me, it look
19 like water, but it ain't water, you know what I'm saying?

20 Q. Is black ice covered in the training that you receive as part
21 of the NTE's annual snow and ice meeting?

22 A. Yeah. They talk about it, all the different kind of things,
23 yes.

24 Q. Okay. When you perform spot checks, do you make any
25 priority?

1 A. Well, when I'm going that way, you know, sometimes I'll pump
2 my brake and just see, you know. I'm not going fast, just pumping
3 to see if I slide. If I slide, then I come back, you know what
4 I'm saying, and put sand all the way down, all over like I
5 normally do.

6 Q. Does a supervisor monitor the spot checks?

7 A. Yeah, they come through there. They come through there, yes.

8 Q. So would you say your spot checks rely on visual observation
9 only?

10 A. Well, yes, and then I come through that area and -- every 30
11 minutes to an hour and just check, you know what I'm saying?
12 That's what I did, you know.

13 Q. Do you use any other devices like bridge sensor monitors or
14 Roadway Information Systems to detect moisture or icy road
15 conditions?

16 A. No, I didn't (indiscernible).

17 Q. Okay.

18 MR. WALSH: I have no further questions.

19 MR. Accetta: I don't have any questions.

20 MR. BRAGG: Time is 3:04 p.m. We'll conclude the interview.
21 Thank you for your participation.

22 MR. WILLIAMS: Okay, thanks.

23 (Whereupon, the interview was concluded.)
24
25

CERTIFICATE

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NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL MULTI-VEHICLE ACCIDENT
 IN FORT WORTH, TEXAS
 ON FEBRUARY 11, 2021
 Interview of Andrew Williams

ACCIDENT NO.: HWY21FH005

PLACE: Fort Worth, Texas

DATE: June 23, 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.

Shelby Shover
Transcriber