

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FRANCIS SCOTT KEY BRIDGE

\*

COLLAPSES AFTER VESSEL

\*

Accident No.: DCA24MM031

COLLISION IN BALTIMORE,

\*

MARYLAND ON MARCH 26, 2024

\*

\*

\* \* \* \* \*

Interview of: DAMON DAVIS, Inspector

Maryland Transportation Authority

Baltimore, Maryland

Thursday,

May 9, 2024

APPEARANCES:

ERIC GREGSON, Investigator  
National Transportation Safety Board

DAN WALSH, Highway Factors Investigator  
Office of Highway Safety, NTSB

SCOTT PARENT, Investigator  
National Transportation Safety Board

RASHMI KHATIWADA, Paralegal  
Murphy, Falcon, and Murphy Law Firm

JASON FOSTER  
Pence Firm, Charleston, West Virginia

I N D E X

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I N T E R V I E W

(1:23 p.m.)

1  
2  
3 MR. GREGSON: Hey, good afternoon. This is Eric Gregson,  
4 E-R-I-C, G-R-E-G-S-O-N, with the NTSB Office of Highway Safety.

5 We are here in Baltimore at the Murphy, Falcon, Murphy Law  
6 Firm, conducting an interview with Damon Davis regarding the Dali  
7 allision with the Francis Scott Key Bridge which occurred on  
8 March 26, 2024, NTSB number DCA24MM031.

9 Now, go through the introductions. To my right?

10 MS. KHATIWADA: Rashmi Khatiwada, R-A-S-H-M-I,  
11 K-H-A-T-I-W-A-D-A.

12 MR. GREGSON: And what do you do, ma'am?

13 MS. KHATIWADA: I'm a paralegal at Murphy, Falcon, Murphy.

14 MR. GREGSON: Okay. Mr. Damon?

15 MR. DAVIS: Damon Davis, D-A-M-O-N, D-A-V-I-S.

16 MR. GREGSON: And you work with?

17 MR. DAVIS: Then, I was then inspector for the MDTA, and I  
18 contracted (indiscernible).

19 MR. GREGSON: Okay. And to his right?

20 MR. FOSTER: Jason Foster with the Pence Firm in Charleston,  
21 West Virginia.

22 MR. GREGSON: Okay. And we also have joining us by Teams  
23 two other NTSB investigators. Mr. Walsh?

24 MR. WALSH: My name is Dan Walsh, D-A-N, W-A-L-S-H, highway  
25 factors investigator in the NTSB's Office of Highway Safety.

1 MR. GREGSON: And Mr. Parent?

2 MR. PARENT: Hello, everyone. Scott Parent, S-C-O-T-T,  
3 P-A-R-E-N-T, also a highway factors investigator with the Office  
4 of Highway Safety, the National Transportation Safety Board.

5 MR. GREGSON: Thank you.

6 I should also tell you it's May 9, 2024, and it's currently  
7 1:23 p.m.

8 INTERVIEW OF DAMON DAVIS

9 BY MR. GREGSON:

10 Q. Okay. Mr. Davis, if you wouldn't mind just telling us what  
11 happened the evening or the early morning hours of March 26, 2024?

12 A. Okay, start from?

13 Q. Yup, start from the beginning.

14 A. Far as when we -- what happened, the situation that happened,  
15 or --

16 Q. Yeah.

17 A. -- with the shift?

18 UNIDENTIFIED SPEAKER: Why don't you start with the beginning  
19 of your shift and take it --

20 MR. GREGSON: There you go.

21 UNIDENTIFIED SPEAKER: -- from there?

22 BY MR. GREGSON:

23 Q. Okay.

24 A. Yeah. Well, we MDTA, the MDTA. Hatfield (ph.) won the dirty  
25 drive (ph.). Got everything together, and I called in a lane

1 closure to AOC, which was nine. Got us to delay. We started to  
2 take a lane. When they got done setting up the lane, they called  
3 me, I pulled in, and we started to work, which was, we were doing  
4 power repairs.

5 Q. Okay.

6 A. We did a total of eight repairs. Guys started demolition. I  
7 get pictures, beginning pictures before we start. Once we  
8 completed the demo, I get pictures of after we finished the demo.  
9 And once we got done pouring the concrete and filling the holes, I  
10 got pictures of the last, you know, the end holes.

11 Q. Okay.

12 A. Once we got done all the repairs, all the guys went on break  
13 once we got done pouring. Patch one through six was completed, so  
14 I walked up to check the patches one through six. Patch seven and  
15 eight were still drying. They had concrete mats on those. I then  
16 turned around when I realized patch seven and eight were still  
17 drying. I'll come back to them. While the other guys was on  
18 break, I walked back down to my car.

19 When I got to my car, I started to hear a crumbling thunder  
20 noise, and I instantly ran away. I ran away, I stopped, I turned  
21 around, and I see the entire bridge collapse. I called the  
22 foreman; then, I quickly realize everything. I was in shock just  
23 seeing what just happened. So, then, I called AOC, which is  
24 operations.

25 Q. Okay.

1 A. And I talked to them for nine minutes as I was running back  
2 towards the end, towards safety.

3 MR. GREGSON: Okay. I'll go ahead, and I'll start with a  
4 couple of questions, Dan; then, I'll come to you and Scott.

5 BY MR. GREGSON:

6 Q. The -- up prior to when you checked concrete seven and eight  
7 and you were walking back, did you see anything out of the  
8 ordinary, hear anything?

9 A. No.

10 Q. As you were walking back toward your vehicle?

11 A. No, sir.

12 Q. Okay. Did you know that there was a ship in the channel at  
13 all?

14 A. No, sir.

15 Q. Okay.

16 A. We were not aware of anything.

17 Q. Okay. During your routine work, do you have any other  
18 communications, other than a cell phone, with like MDTA police or  
19 the crew that's working on the bridge?

20 A. Well, the MDTA police, we exchange numbers, but their job is  
21 to watch us. So, once we get them signed in, they're just in  
22 position. And the foreman, we communicate through cell phone, but  
23 I'm right there with the guys, so we communicate --

24 Q. Right.

25 A. -- in person.

1 Q. Right.

2 A. I'm right there with them.

3 Q. Because you're on a bridge, is there any additional policies  
4 or procedures that say that, specifically with this bridge,  
5 because of where it is, or anything involved with that, do you  
6 have contact with Coast Guard Station or anything like that in  
7 case of an emergency or --

8 A. No, sir, not us. AOC is our direct command. I call them the  
9 Permit. Yeah, we have permits for the main closures. I call them  
10 the Permit. And the Permit had the location. We give them the  
11 parameters and the mile markers that we're going to be working in,  
12 and that's our only contact.

13 Q. And that's who you contacted after you realized what had  
14 happened?

15 A. Yes.

16 Q. You do contact them?

17 A. I called -- that's the same people I call in the Permit at  
18 night.

19 Q. Okay.

20 A. I hadn't heard nothing back from them, but after I seen what  
21 happened, that's when I called.

22 Q. And you were talking with them the whole time you were going  
23 down --

24 A. Yes.

25 Q. -- down the bridge?



1 A. Yes.

2 Q. Okay. What side of the bridge did you come down on?

3 A. The -- we were on a -- well, we took the right lane. I was  
4 running back that way.

5 Q. So, you were coming back towards the south side?

6 A. I'm not sure --

7 UNIDENTIFIED SPEAKER: (Indiscernible) building.

8 MR. DAVIS: Back towards 301 and Authority Drive, back  
9 towards the state building.

10 UNIDENTIFIED SPEAKER: Yes.

11 BY MR. GREGSON:

12 Q. Okay.

13 A. Back that way.

14 Q. Okay.

15 A. That's where we started doing enclosure. I was running back  
16 that way.

17 Q. Back towards where MEK (ph.) Police and everything is?

18 A. Yes, yes.

19 UNIDENTIFIED SPEAKER: They were at the bottom.

20 BY MR. GREGSON:

21 Q. Yeah, they were at the bottom.

22 A. Yeah.

23 Q. So, you were running back that way. Okay.

24 A. Yes, sir.

25 Q. All right. And just to clarify, you had -- you didn't hear

1 any ship horns or anything like that, or any type of --

2 A. No, sir.

3 Q. -- warning or anything prewarning or anything?

4 A. No. I'm out there. I'm walking past, you know, the trucks  
5 we had. There was trucks running, machines running. I didn't  
6 hear anything.

7 Q. Approximately how far -- so, obviously, now, you know where  
8 the bridge collapsed and separated. How far were you from that  
9 when you heard the collision, or you heard the noise?

10 A. When you say noise, what noise do you mean?

11 Q. You said, when you were walking away, you heard --

12 A. Yeah, so --

13 Q. -- like a crashing sound.

14 A. Yeah. I mean, just --

15 Q. How far were you down the bridge when you heard that, as just  
16 an estimation?

17 A. Not far. You know where the metal construction ends, maybe,  
18 I don't know, within 20 -- I don't know, 100 foot of that. Like,  
19 the one truck was here, one truck was here, the foreman's truck  
20 was here, the crash truck was here, and I was parked behind that.  
21 So, when I got back to my car, which was right past where the  
22 structures ends, that's when I heard the (indiscernible) --

23 Q. That's when you heard the crash. Okay.

24 A. -- and I took off running.

25 MR. GREGSON: Okay. Dan, that's all I have for right now, if

1 you have some questions.

2 MR. WALSH: Thank you.

3 BY MR. WALSH:

4 Q. Mr. Davis, can you discuss any training or protocols that you  
5 gave Brawner Builders before repairs began on the bridge deck that  
6 day?

7 A. Well, we don't do -- when you say protocols, what do you  
8 mean? Like --

9 Q. Yeah, I'm just wondering if you gave any --

10 A. Like a job briefing --

11 Q. -- training or --

12 A. -- or anything?

13 Q. -- protocols to the Brawner Builders' employees prior to work  
14 commencing on the day of the collapse?

15 A. No, sir. They have their own like safety people, so, you  
16 know, we normally -- we've been doing the work for a while, so  
17 they have their own safety people that tell them, you know, and  
18 everybody kind of already knows what to do when they go out there.

19 Q. All right. Thank you.

20 A. Okay.

21 Q. Do you know of any of their training -- you mentioned  
22 training. Do you know if any of their training involves potential  
23 for bridge strikes?

24 A. Bridge strikes? No, I'm not sure. I'm not sure. You know,  
25 we go out -- our job is to observe and report. Our project

1 managers or whoever's running -- you know, whosever doing the  
2 scheduling, they would know about their training aspect. We don't  
3 know. We go out, and we, you know, kind of take pictures and make  
4 sure they're doing the work in accordance with everything, and  
5 that's pretty much our job.

6 Q. Did the Maryland Transportation Authority give any training  
7 to you to pass along to Brawner Builders as it relates to the  
8 potential for bridge strikes before work commenced on the bridge?

9 A. No, sir.

10 MR. WALSH: I have no further questions.

11 MR. GREGSON: Scott?

12 BY MR. PARENT:

13 Q. Hello, Mr. David. I just have a --

14 A. How are you?

15 Q. -- couple of questions.

16 A. Okay.

17 Q. You had mentioned that you were walking back to your car when  
18 you felt the rumbling or heard the rumbling; is that correct?

19 A. Yes, sir.

20 Q. And had you made it to your car when that rumbling occurred?  
21 Were you inside your car? Were you outside your car?

22 MR. DAVIS: You say Scott? His name's Scott?

23 MR. PARENT: Yeah.

24 MR. GREGSON: Yes.

25 MR. DAVIS: Yeah, Scott. Yes. When I got to patch seven to

1 eight, Scott, normally, when we get done with repairs, we have to  
2 let everything dry, so I was on my way to (indiscernible). So, as  
3 I was coming back to my car, once I got actually back to my car,  
4 put my Ad-Pad in the car, and that's when I heard the noise start  
5 to crumble, right at my car, and I took off running.

6 BY MR. PARENT:

7 Q. Okay. So, you were still outside your car.

8 A. Yes, yes.

9 Q. Okay.

10 A. I just walked the whole bridge. The guys were on break. I  
11 had just walked from patch seven to eight, and as soon as I got  
12 past everybody, soon as I got past the structure, that's when I  
13 heard the noise, and I took off running.

14 Q. Do you remember how far you ran before the bridge collapsed?

15 A. I'm not sure how far I ran. It's kind of still a blur. But  
16 I know I ran to where I didn't really -- you know, it was just a  
17 thundering noise that I'd never heard before. It was so scary. I  
18 ran until the noise kind of just -- you know, once it --  
19 everything happened so fast, Scott. When I ran, I didn't hear the  
20 noise anymore, I just kind of just turned around, you know, if  
21 that makes --

22 Q. Yes.

23 A. -- if that makes sense.

24 Q. Completely understandable. Would you be able to estimate the  
25 amount of time that elapsed between when you started running until

1 when the bridge actually collapsed?

2 A. It happened so fast, I'm not sure. Within a couple of  
3 minutes. I just ran, you know, and turned around. You know, it  
4 was just shocking to see that. I had just walked across  
5 everything, and, you know, I heard the noise, I ran, I turned  
6 around. Like, to see that, it was -- I don't really know timewise  
7 or how much. It was minutes, I'm guessing. It wasn't --

8 Q. Okay. All right. And then, I think I just have one more  
9 question, and it's related to the lane closure. Do you remember  
10 or recall what time that lane closure was initiated?

11 A. Yes, sir, Scott. The shift, approximately, was 7:00 to 9:00.  
12 We'll go out, and we'll get situated. I called in the Permit at 9  
13 o'clock. I called in the AOC. They activated the Permit. Then,  
14 I called the foreman a little bit after 9:00 and told him he could  
15 proceed with the lane closure.

16 A. Okay. So, it's safe to say that the lane closure was kind of  
17 in place prior to 9:00 p.m.?

18 Q. No, they started setting the lane at 9:00.

19 A. Okay. All right.

20 Q. Before we called in the Permit, we had put signs out.  
21 Everybody's in position. But the Permit cannot be called in until  
22 9:00. So, I called it in at 9:00 p.m. Probably called the  
23 foreman at 9:05. It'd maybe take them an hour to set it up.

24 A. Okay. So, before 11:00 p.m., the lane closure was in  
25 place --

1 Q. Yes.

2 A. -- (indiscernible)?

3 Q. Yes, sir.

4 MR. PARENT: Okay. I think that's all I have. Thank you,  
5 Mr. Davis, for your time.

6 MR. DAVIS: No problem.

7 MR. PARENT: I really appreciate it.

8 MR. DAVIS: Thank you.

9 MR. GREGSON: I have just one follow-up question onto what  
10 Dan was asking.

11 BY MR. GREGSON:

12 Q. Have you received any type of training or anything like that  
13 from your company as far as work on bridges, or how to deal with  
14 bridge strikes, or the difference from working on a bridge as  
15 compared to just on a highway?

16 A. No.

17 Q. No? Okay. How long had that project been going on?

18 A. That particular project, we'd been doing deck repairs for a  
19 while. It varies schedule-wise. We might go out in different  
20 instances, but it has been going on.

21 Q. Okay.

22 A. I mean, it's been going on for a few.

23 UNIDENTIFIED SPEAKER: Can we pause the recording for just  
24 one second?

25 MR. GREGSON: Okay. It is 1:36 p.m. We're going to be

1 pausing the recording.

2 (Off the record at 1:36 p.m.)

3 (On the record at 1:36 p.m.)

4 MR. GREGSON: All right. We are back recording again. It is  
5 1:36 p.m.

6 MR. DAVIS: And could you repeat the question one more time?

7 BY MR. GREGSON:

8 Q. I was just asking how long that project had been going on on  
9 the Key Bridge.

10 A. It was under a task order under contract 3025. So, it was  
11 going on pretty much since the contract started. They would just  
12 do scheduling. We would be different places, so whatever crew was  
13 available, they would send us to. Like, I probably worked there  
14 maybe around in February doing some repairs, and different crews,  
15 they would bounce back around. So, it's been going on for a  
16 while.

17 Q. Okay. When you had been there, and prior to this, were you  
18 ever aware of any other emergencies from boats going on out in the  
19 water? Did you ever hear any warning horns or --

20 A. No.

21 Q. -- see anything out of the ordinary with boats coming in and  
22 out or anything?

23 A. No. We had just worked Sunday. The shift was Sunday to  
24 Thursday. We had just worked Sunday doing the same thing. In my  
25 usual work, we've never had a boat come through to that size at



1 night. I don't remember, I can't recall, but nothing to that  
2 magnitude.

3 Q. Okay. And you had not seen that ship prior to or observed  
4 anything from that ship leading up to?

5 A. Yeah.

6 Q. Did you know that ship was coming through?

7 A. No.

8 Q. Okay.

9 A. I didn't. We were not aware of any ship or anything.

10 Q. Okay.

11 A. We were just doing the work.

12 Q. All right. And you didn't observe the ship at all --

13 A. No, sir.

14 Q. -- coming towards the bridge, or --

15 A. No, sir.

16 Q. -- coming out of the harbor, or anything like that?

17 A. Oh, no, sir.

18 Q. Okay.

19 A. No, sir.

20 Q. Okay.

21 A. No.

22 MR. GREGSON: All right. I think that's all I have. Dan,  
23 Scott, do you have anything further?

24 MR. DAVIS: And it might have been other boats, like little,  
25 small boats in the water, but it's hard to really, really see.

1 So, we might have seen like other little boats, but nothing to  
2 that big ship, no.

3 MR. GREGSON: Okay. All right. There is one point of  
4 clarification, if I may, on the flow of communications.

5 BY MR. GREGSON:

6 Q. You were the only point of contact for AOC on the bridge,  
7 correct?

8 A. Yes, yes.

9 Q. And after the collapse, you made two phone calls, right?

10 A. Yes.

11 Q. You called the foreman for the crew.

12 A. Yes.

13 Q. And you realized that he was probably right where the bridge  
14 had collapsed.

15 A. Yes.

16 Q. And then, you called, AOC was your next call.

17 A. Yes.

18 Q. And those were both at about 1:30?

19 A. 1:30. The one foreman, I called him. It was five seconds.  
20 I hung right up once I had realized what happened, and I hung  
21 right up and called AOC. I didn't know what was going on. I  
22 didn't know what had happened. But I just seen everything  
23 collapse, so --

24 Q. So, you were the only point of contact, then, for that crew.

25 So, if something had to get reported to the crew, then would they

1 call you, and then --

2 A. Yes.

3 Q. -- you would relay it to the foreman?

4 A. And I would relate it to the foreman --

5 Q. Okay.

6 A. -- yes.

7 Q. And then, that call that you made to AOC, that was about  
8 nine minutes you were on the phone with them from --

9 A. Yes.

10 Q. -- the time you called up until the time you got to the end  
11 of the bridge?

12 A. Yes. They gave me directive, then they told me -- she's  
13 like, well, she said, wait. When I called her, like, why don't I  
14 call her? She said, wait. Somebody's going to come get you. I'm  
15 running the other way. And she goes, hey, get off the bridge as  
16 soon as you can. So, I was running down. Once I got towards the  
17 end of the bridge, I didn't know that there was people down there  
18 or whatever, so -- they didn't know who I was. So, I actually  
19 asked her on the phone to let them people know who I was, because  
20 I was the inspector. Because I was just running, and, you know,  
21 there was already first responders. I didn't know if they knew  
22 who I was. So, I asked her to let her know, because I was scared.  
23 I was terrified. So, I asked her to let them know who I was  
24 running towards them.

25 Q. Do you know if, while you were on the phone with AOC, if they

1 made any phone calls to like emergency services or anything like  
2 that?

3 A. Well, it sounded like whoever -- when I called them, I don't  
4 know if someone else was in there on the phone or something, but  
5 she was kind of -- somebody else in there was communicating with  
6 someone else. I really don't know.

7 Q. So, she was relaying information you were giving to her to  
8 somebody else in there; you just don't know who it --

9 A. Well, when I --

10 Q. -- would have been?

11 A. Someone else, I guess, was (indiscernible) information to  
12 her --

13 Q. Oh, okay.

14 A. -- when she told me. Because I guess we might have called at  
15 the same time. But I called, I'm like, hey, the bridge is -- so,  
16 like, somebody else might have called, as well, when I called, and  
17 I was running back. I was letting her know, and she was giving me  
18 directive.

19 Q. Okay.

20 A. So, when I asked her to let them know who I was coming down,  
21 she was able to let someone know so that he was able to figure out  
22 who I was.

23 Q. Do you remember who it was you spoke to at AOC?

24 A. I do not. When I called, I was so frantic, I just called in,  
25 and just was talking to someone. Whoever answered, I just told

1 them what happened.

2 Q. Okay.

3 A. I don't know if it was the same person, but I called in to  
4 the Permit, you know, because sometimes, they change shifts, as  
5 well. So, I'm not sure if that's the same person I was talking  
6 to.

7 Q. And when you say AOC, is that the SOC there in --

8 A. (Indiscernible).

9 Q. Were you calling in to -- yeah.

10 A. (Indiscernible).

11 Q. There we go.

12 A. Yes. That's who we call the lane closure permits in. They  
13 would (indiscernible) on the highways, and you have to give them  
14 the mile markers that you're working in.

15 Q. Right. Okay. And what lane you're taking --

16 A. And what lane, right.

17 Q. Yeah.

18 A. And we took the right lane.

19 Q. Yeah.

20 A. All right. Single lane.

21 MR. GREGSON: All right. Okay. I do believe that's all I  
22 have. Dan, Scott, do you have any follow-up on that?

23 UNIDENTIFIED SPEAKER: No further questions from me.

24 MR. GREGSON: Okay.

25 UNIDENTIFIED SPEAKER: I have nothing, Eric, thank you.

1 MR. GREGSON: Okay. All right. Then, I will conclude the  
2 interview at 1:41 p.m.

3 (Whereupon, at 1:41 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

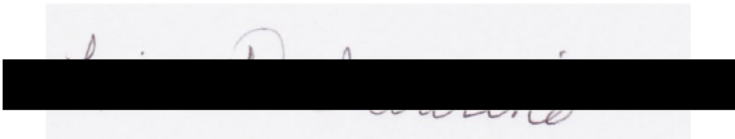
IN THE MATTER OF: FRANCIS SCOTT KEY BRIDGE COLLAPSES  
AFTER CARGO VESSEL COLLISION IN  
BALTIMORE, MARYLAND ON MARCH 26, 2024  
Interview of Damon Davis

ACCIDENT NO.: DCA24MM031

PLACE: Baltimore, Maryland

DATE: May 9, 2024

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.



\_\_\_\_\_  
Lisa D. Sevarino  
Transcriber

# National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594



## Interview Clarification Form

Sheet 1 of 4

NTSB Interview of: Damon Davis

Date of Interview: May 9, 2024

NTSB Case Number: DCA24MM031

INSTRUCTIONS: After reading the transcript or summary of your interview, please note any clarifications or additions on this sheet. If additional space is needed, make as many additional copies of the second page as necessary. When completed, please sign the bottom of each sheet. DO NOT make any marks or notations on the actual transcript.

If there are no changes, please check this box  and sign the bottom of this sheet.

Page: 4 Line: 17-18

Now reads: “ . . . and I was contracted (indiscernible).”

Should read: “ . . . and I was subcontracted through Eborn Enterprises.”

Reason for Change: Provide missing information

Page: 5 Line: 24-25

Now reads: “ . . . we MDTA, the MDTA. Hatfield (ph.) won the dirty drive (ph.).”

Should read: “ . . . we met up at 301 Authority Drive.”

Reason for Change: Correct phoenetic issues

Page: 6 Line: 1

Now reads: “Got us to delay.”

Should read: “Guys took the lane.”

Reason for Change: Trancription error.

Page: 6 Line: 4

Now reads: “ . . . power repairs.”

Should read: “ . . . pothole repairs.”

Reason for Change: Transcription error.

I declare that I have read my foregoing interview transcript or summary and, together with any clarifications and/or additions made above, the facts stated herein are true.

Name: DAMON DAVIS

Signature: [Redacted]

Date: 9/6/24



# National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594



Sheet 2 of 34 D.A.D.

## Interview Clarifications (...continued)

NTSB Interview of: Damon Davis

Date of Interview: May 9, 2024 NTSB Case Number: DCA24MM031

Page: 8 Line: 8

Now reads: "I call them the . . ."

Should read: "I call in the . . ."

Reason for Change: Transcription error

Page: 8 Line: 9

Now reads: "I call them . . ."

Should read: "I call in . . ."

Reason for Change: Transcription error

Page: 8 Line: 18

Now reads: ". . . night."

Should read: ". . . nine."

Reason for Change: Transcription error

Page: 10 Line: 22

Now reads: ". . . when I heard the (indiscernible) . . ."

Should read: ". . . when I heard the crashing noise."

Reason for Change: Provide missing information

Page: 13 Line: 2

Now reads: ". . . so I was on my way to (indiscernible)."

Should read: ". . . so I was on my way to sign the cop in."

Reason for Change: Provide missing information

I declare that I have read my foregoing interview transcript or summary and, together with any clarifications and/or additions made above, the facts stated herein are true.

Name: DAMON DAVIS

Signature: [Redacted Signature]

Date: 9/6/24

# National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594



Sheet 3 of 3 4 [REDACTED]

## Interview Clarifications (...continued)

NTSB Interview of: Damon Davis

Date of Interview: May 9, 2024 NTSB Case Number: DCA24MM031

Page: 13 Line: 4

Now reads: ... my Ad-Pad ...

Should read: ... my I-Pad ...

Reason for Change: Transcription error

Page: 15 Line: 2-3

Now reads: "A. Indiscernible. Q. Yes, sir."

Should read: "A. Yes, sir."

Reason for Change: Transcription error, following question was answer to question

Page: 17 Line: 5

Now reads: "Yeah."

Should read: "No."

Reason for Change: Transcription error

Page: 19 Line: 13-14

Now reads: ... why don't I call her?"

Should read: ... right when I called her, ...

Reason for Change: Transcription error

Page: 20 Line: 11

Now reads: ... I guess, was (indiscernible) ...

Should read: ... I guess, <sup>was</sup> relaying <sup>D.A.D</sup> ...

Reason for Change: Provide missing information

I declare that I have read my foregoing interview transcript or summary and, together with any clarifications and/or additions made above, the facts stated herein are true.

Name: DAMON DAVIS

Signature: [REDACTED]

Date: 9/6/24

# National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594



Sheet 4 of 4

## Interview Clarifications (...continued)

NTSB Interview of: Damon Davis

Date of Interview: May 9, 2024 NTSB Case Number: DCA24MM031

Page: 21 Line: 8

Now reads: "(Indiscernible)."

Should read: "Authority Operations."

Reason for Change: Provide missing information

Page: 21 Line: 10

Now reads: "(Indiscernible)."

Should read: "Authority Operations."

Reason for Change: Provide missing information

Page: 21 Line: 13

Now reads: ". . . would (indiscernible) on the highways . . ."

Should read: ". . . would post up road work ahead signs on the highways . . ."

Reason for Change: Provide missing information

~~Page: \_\_\_\_\_ Line: \_\_\_\_\_~~

~~Now reads: \_\_\_\_\_~~

~~Should read: \_\_\_\_\_~~

~~Reason for Change: \_\_\_\_\_~~

~~Page: \_\_\_\_\_ Line: \_\_\_\_\_~~

~~Now reads: \_\_\_\_\_~~

~~Should read: \_\_\_\_\_~~

~~Reason for Change: \_\_\_\_\_~~

I declare that I have read my foregoing interview transcript or summary and, together with any clarifications and/or additions made above, the facts stated herein are true.

Name: DAMON DAVIS

Signature: \_\_\_\_\_

Date: 9/6/24

# National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594



## Interview Clarification Form

Sheet 1 of 4

NTSB Interview of: Damon Davis

Date of Interview: May 9, 2024 NTSB Case Number: DCA24MM031

INSTRUCTIONS: After reading the transcript or summary of your interview, please note any clarifications or additions on this sheet. If additional space is needed, make as many additional copies of the second page as necessary. When completed, please sign the bottom of each sheet. DO NOT make any marks or notations on the actual transcript.

If there are no changes, please check this box  and sign the bottom of this sheet.

Page: 1 Line: N/A  
Now reads: "Damon Davis, Inspector Maryland Transportation Authority"  
Should read: "Damon Davis, Inspector for Eborn Enterprises, a subconsultant to . . ."  
Reason for Change: Correct identification of employer

Page: 5 Line: 18  
Now reads: "UNIDENTIFIED SPEAKER"  
Should read: "MR. FOSTER"  
Reason for Change: Provide missing information

Page: 5 Line: 21  
Now reads: "UNIDENTIFIED SPEAKER"  
Should read: "MR. FOSTER"  
Reason for Change: Provide missing information

Page: 9 Line: 7  
Now reads: "UNIDENTIFIED SPEAKER"  
Should read: "MR. FOSTER"  
Reason for Change: Provide missing information

I declare that I have read my foregoing interview transcript or summary and, together with any clarifications and/or additions made above, the facts stated herein are true.

Name: Jason P. Foster, as counsel for D. Davis

Signature: [Redacted Signature]

Date: Sept. 9, 2024



# National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594



## Interview Clarifications (...continued)

Sheet 2 of 4

NTSB Interview of: Damon Davis

Date of Interview: May 9, 2024 NTSB Case Number: DCA24MM031

Page: 9 Line: 19

Now reads: "UNIDENTIFIED SPEAKER"

Should read: "MR. DAVIS"

Reason for Change: Provide missing information

Page: 14 Line: 16

Now reads: "A."

Should read: "Q."

Reason for Change: Typographical error

Page: 14 Line: 18

Now reads: "Q."

Should read: "A."

Reason for Change: Typographical error

Page: 14 Line: 19

Now reads: "A."

Should read: "Q."

Reason for Change: Typographical error

Page: 14 Line: 20

Now reads: "Q."

Should read: "A."

Reason for Change: Typographical error

I declare that I have read my foregoing interview transcript or summary and, together with any clarifications and/or additions made above, the facts stated herein are true.

Name: Jason P. Foster, as counsel for D. Davis

Signature: 

Date: Sept. 9, 2024

# National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594



Sheet 3 of 4

## Interview Clarifications (...continued)

NTSB Interview of: Damon Davis

Date of Interview: May 9, 2024 NTSB Case Number: DCA24MM031

Page: 14 Line: 24

Now reads: "A."

Should read: "Q."

Reason for Change: Typographical error

Page: 14 Line: 16

Now reads: "A."

Should read: "Q."

Reason for Change: Typographical error

Page: 15 Line: 23

Now reads: "UNIDENTIFIED SPEAKER"

Should read: "MR. FOSTER"

Reason for Change: Provide missing information

Page: 18 Line: 3

Now reads: "MR. GREGSON"

Should read: "MR. FOSTER"

Reason for Change: Typographical error

Page: 18 Line: 5

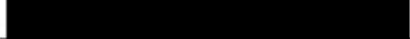
Now reads: "BY MR. GREGSON"

Should read: "BY MR. FOSTER"

Reason for Change: Typographical error

I declare that I have read my foregoing interview transcript or summary and, together with any clarifications and/or additions made above, the facts stated herein are true.

Name: Jason P. Foster, as counsel for D. Davis

Signature: 

Date: Sept. 9, 2024



# National Transportation Safety Board

Office of Highway Safety  
Washington, DC 20594



## Interview Clarifications (...continued)

Sheet 4 of 4

NTSB Interview of: Damon Davis

Date of Interview: May 9, 2024 NTSB Case Number: DCA24MM031

Page: 18 Line: 24

Now reads: "Q."

Should read: "BY MR. GREGSON"

Reason for Change: Typographical error

Page: 19 Line: 7

Now reads: "Q."

Should read: "BY MR. FOSTER"

Reason for Change: Typographical error

Page: 19 Line: 25

Now reads: "Q."

Should read: "BY MR. GREGSON"

Reason for Change: Typographical error

Page: 21 Line: 23

Now reads: "UNIDENTIFIED SPEAKER"

Should read: "MR. WALSH"

Reason for Change: Provide missing information

Page: 21 Line: 25

Now reads: "UNIDENTIFIED SPEAKER"

Should read: "MR. PARENT"

Reason for Change: Provide missing information

I declare that I have read my foregoing interview transcript or summary and, together with any clarifications and/or additions made above, the facts stated herein are true.

Name: Jason P. Foster, as counsel for D. Davis

Signature: 

Date: Sept. 9, 2024