By Stan Whitley

Technology will play an integral role during October’s open enrollment period for Group Health Insurance and Flexible Spending Accounts. The Internet will be the sole source for State employees to make 2001 enrollment choices.

The external survey assesses the public’s satisfaction with a variety of transportation services in Kansas. It also asks residents questions about various transportation priorities. Survey information will be used to help evaluate the Department’s performance and to

Internet will have a new role during open enrollment

‘Employees should be aware that the electronic system will be the only open enrollment process available this year.’

Sandy Flickinger

KDOT begins survey of residents

During the month of October, a random sample of Kansas residents statewide will receive telephone calls asking them to participate in KDOT’s external survey.

The external survey assesses the public’s satisfaction with a variety of transportation services in Kansas. It also asks residents questions about various transportation priorities. Survey information will be used to help evaluate the Department’s performance and to

Continued on page 10

Public Information Officer Marty Matthews offers a Kansas state transportation map to a visitor at KDOT’s booth at the Kansas State Fair in Hutchinson.

Continued on page 11

Inside ...

- Come have lots of fun at the Employees’ Council Social Event
- State maintenance employees get ready for snow and ice
- I-70 sees major improvements in the past decade
- Get a bird’s eye view of going around a roundabout
- Certified Public Manager Program open for applicants
The Kansas Department of Transportation spends a lot of time, money, and effort each year to get our messages out to the public, but each one of you remains the single best messengers we have. I was reminded of this recently as I heard about many of the Districts’ efforts over the summer to be involved in county fairs. While the Public Involvement Liaisons in each District took the lead role in organizing the events, they will be the first to tell you that pulling it off took the concerted cooperation of dozens of people at the Area and Subarea levels.

I was particularly pleased to hear about KDOT’s presence at county fairs because I have long believed that this local one-on-one contact is the best way to put a “real” face on KDOT. It’s easy for people to dislike a big state agency like KDOT. It’s much harder for them to do that once they’ve seen the hard-working and dedicated people who are KDOT.

There is also a great benefit for the individuals who staffed the booths and took part in other events at these county fairs. They got to hear some of the positive comments people have to say about KDOT and the work we do. Sad to say, but usually it’s only the people with a gripe who call or write to us. It’s human nature, I guess, to keep quiet if everything is going okay. This can give us a skewed sense of our impact on the community - we can forget that the majority of the folks out there do appreciate the hard work and effort that goes into the job. This should make you feel proud and help you keep the naysayers in perspective.

Last, but not least, this involvement also paints KDOT and its employees as members of the community who care about community events. I have heard that one of the most common comments from people was that they were glad to see KDOT making an appearance at these events.

These activities help cement the bond between the agency and the people for whom we work. My thanks to all of you who played a role in these events.

Calendar of Events

**October 1-31** - Open enrollment for Group Health Insurance and Flexible Spending Accounts.

**October 3** - 1:30 p.m. Highway Advisory Commission meeting at the Great Bend Holiday Inn Holidome.

**October 3-4** - KDOT Operations Meeting at the Great Bend Holiday Inn Holidome.

**October 10** - 11 a.m. KDOT Employees’ Council Meeting, Seventh Floor Conference Room, Docking State Office Building.

**October 18** - 2 p.m. Construction Bid Letting at the Airport Hilton in Wichita.
City and county road department employees joined KDOT employees at this year’s Winter Training Expo in Salina on September 6 and 7 to learn about the latest technologies, techniques, and materials for snow and ice control. Pictured above are a few of the many activities - participants visited displays from 67 different vendors, watched dump truck and salt brine demonstrations, competed in motor grader obstacle courses, and attended classes on numerous topics.
A driver’s view of how roundabouts work

By Kim Stich

Many people have heard about roundabouts but few have actually driven on them. They are a fairly new concept in Kansas and the first set in Topeka will be open in the next year at Rice Road near I-70. A roundabout was opened in Hutchinson recently at the 23rd Street/Severence Road intersection, and several are planned to be constructed in the Kansas City area in the next few years.

To help drivers gain a better understanding of how they work, KDOT and HNTB created a video that focuses on the roundabouts in east Topeka as well as roundabouts in general.

“We want to show people the benefits of roundabouts and what you can expect to see when driving through a roundabout,” said David Church, Senior Traffic Engineer in Traffic Engineering. “The video gives you an advanced picture so that when you have the opportunity to drive through a roundabout, you will have an idea of what it looks like and how to maneuver through it. Kansas is one of the few states that is being very positive and educating the public with different information in regards to roundabouts.”

The video was made as a training tool to be used at public meetings or for civic organizations to use at their meetings. Church said many KDOT personnel have

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Welcome new KDOT employees!

**Headquarters**

- Kenneth Bieker, Safety and Health Inspector II, Construction and Maintenance
- Kerry Bramhall, Engineering Technician Associate, Design
- Todd Carreno, Information Technology Consultant I, Computer Services
- Travis Combs, Information Technology Consultant I, Computer Services
- Allison Conklin, Human Resources Professional II, Personnel Services
- Carolyn Jordan, Program Consultant I, Public Affairs
- Robert Koch, Engineering Technician, Materials and Research
- Jon Rhoads, Applications Programmer Analyst II, Planning
- Jennifer Still, Office Assistant III, Fiscal Services

**District One**

- Doyle Howell, Engineering Associate II, Horton

**District Two**

- Mark Hazlett, Engineering Technician, Salina
- Damon Larm, Engineering Technician Associate, Salina

**District Four**

- Rebecca Newberry, Engineering Technician Associate, Junction City
- W. Scott Sherman, Engineering Technician, Abilene

**District Five**

- DeAnn Fisher, Human Resources Professional I, Hutchinson
- Javier Martinez, Engineering Technician Senior, Wichita
- John Keliber, Safety and Health Inspector II, Hutchinson

**District Six**

- Jeffrey Banning, Engineering Technician Associate, Dodge City
- Julie Blood, Office Assistant II, Garden City
- Gregory Martinez, Engineering Technician Associate, Dodge City

**The Bureau of Personnel Services supplies information to Translines.**
I-70 continues to see major improvements

By Cortney Finnesy

Rolling along mountains and plains nearly the full width of the United States, Interstate 70 is one of the most important highways in the country. Countless travelers have driven I-70 for varied reasons, but any person who has used I-70 knows that it is continuously being improved. Major modifications of I-70 in Kansas over the last decade have made the highway what it is today and existing improvements will continue the upgrade.

October 1993 marked the completion of the reconstruction of I-70 in Topeka. Almost all of I-70 and 470 had been reconstructed to meet the modern design standards at the time. The five year project began in 1989 on I-70 from the east end of the Polk-Quincy Viaduct to the Kansas Turnpike Authority and in 1992 on I-70 from Danbury Lane to Urish Road.

In the past ten years, District One has done the majority of the I-70 modifications of in Kansas. Starting in 1990 the Paxico Rest Area off of I-70 was reconstructed. Construction crews worked on this project until 1993. From 1991 to 1993 projects began at the Geary/Riley county line for pavement reconstructions, seeding and grading. In 1992 and 1993, Wyandotte County had a couple of major improvements. The first of the two was a pavement reconstruction on the junction of 7th street, north to US-24. The second was the implementation of a traffic signal on the I-70 west bound off-ramp and 57th street. Wyandotte County also had some improvements done at the interchange at I-70 and 110th

Many stretches of I-70 have been improved during the last ten years. Pictured above is paving work that took place east of Goodland on I-70 in summer 1999.
Analogies for easy-to-understand communication

By Christy Cain

The Public Involvement staff is always encouraging you to use personal, easy-to-understand language when explaining KDOT to the public. District Engineer Roy Rissky has a great idea for achieving this goal. He suggests relating KDOT practices and procedures to everyday life when you’re explaining them to the public.

For instance, the next time you are trying to explain the difference between an overlay project and a total reconstruction project, try this tactic. Relate it to the process of repairing the roof on your home. You may be able to add up to two additional layers of shingles to patch problems. But eventually all of the shingles will have to be removed and replaced from the bottom. Adding additional shingles is like what KDOT does with overlay projects. Removing all of the shingles and replacing them with new ones is like KDOT’s total reconstruction projects.

You could also use this method to describe KDOT’s bidding process. If you were going to build an addition to your home, you’d probably use steps similar to KDOT’s bidding process. First, you’d get a list of qualified carpenters from the Better Business Bureau. Then you’d decide your requirements or specifications for the job. The next step would be to get price estimates from the qualified carpenters. And finally, you’d select the carpenter who offers the lowest cost and highest value. This is very similar to the process that KDOT uses to select contractors for construction jobs.

Another example could help you explain KDOT’s culvert and ditch maintenance procedures. Relate this to the process of cleaning rain gutters at your house. The gutters fill up with leaves and debris and you have to sweep them out in order for them to function properly. The same applies to KDOT culverts and ditches.

These are just a few examples of using the analogy approach to explain KDOT procedures and practices. Be creative, and you’ll be able to come up with several other applicable analogies to explain what we do at KDOT in easy-to-understand language.
Cherryvale Chronicle, August 16

Hats off to KDOT crews who are in the process of mowing right-of-ways to the fence lines along several area highways.

Nothing makes a rural area look more ragged than seeing weeds and grass growing out of control along a roadside, and KDOT apparently agrees with that sentiment.

A highway official recently told us that mowing roadside ditches keeps them cleaner since motorists are less apt to throw trash onto well-mowed areas. He also claimed that mowing makes highways safer since it gives a “wide view” to the drivers who are piloting the cars and trucks up and down these highways.

But more than anything, we believe that mowing to the fence lines shows pride in a state, county, and local community - revealing the true beauty that is so familiar to Kansans when they drive these scenic, rural highways.

Junction City Daily Union, August 20

Four years ago, Kansas ranked 44th among the 50 states. Last year, Kansas moved up in the rankings to 34th. That means Kansans are getting serious about safety.

We’re talking about seat belts - more specifically, about buckling seat belts every time we get into a car; truck, or other vehicle equipped with these life-saving devices.

E. Dean Carlson, Secretary of the state’s transportation department, has attributed that improvement to the state’s - and the nation’s - seat belt awareness efforts. He says, “An increasing number of people understand that wearing a seat belt is the easiest and best way to keep themselves and their families safe while in a vehicle.”

He’s right. Awareness programs need to continue, but it takes a person, not a program, to buckle a seat belt.

Even though Kansas still is in the lower statistical tier where buckling up is concerned, the state’s motorists and passengers seem to be driving in the right direction.

Certified Public Manager program taking applicants

The certified Public Manager Program is once again offering classes in Topeka. Agencies can now start deciding on who they would like to participate in this program.

The Certified Public Manager Program is set up to allow managers at all levels of government to practice their knowledge and skills in his/her management position. The candidates will attend classes in 24-hour blocks held each month on a Tuesday, Wednesday, and Thursday for 12 months for a total of 288 hours. The emphasis of the classes is based on problem solving and teamwork, and builds on Kansas Quality Management, Supervisory Training, and other leadership programs.

“The program gives employees thorough background on a variety of topics from written communication to budgeting and leadership. It will upgrade the quality of public managers in government,” said Noble Morrell, Assistant Bureau Chief of Personnel.

Applicants may apply anytime, but will be admitted to the CPM Program only at the beginning of a calendar year. Employees who would like to apply to the program must be selected by their employer, have at least one full year of public employment, currently be a supervisor or manager, submit a letter of recommendation from the applicant’s supervisor to the agency Selection Committee, and receive notification of admission into the Certified Public Manager Program.

“It is a one year commitment and involves a great deal of reading and discussion in class about reading materials,” said Morrell.

The courses will be held in Topeka at the Kansas University Public Management Center. Applicants will receive a letter of notification of their admission into the Certified Public Manager Program following receipt of a properly completed and endorsed application. Admitted applicants will also receive an information packet.

If you or someone you know is interested in joining this program, please contact the Bureau of Personnel Services at (785) 296-3721 or Morrell at (785) 296-3560.
I-70 (Continued from page 5)

street in Kansas City in 1995. The Paxico Rest Area off of I-70 was under construction again in 1996 for grading and surfacing. In 1998, the eastbound lane of the Kansas River bridge at the Kansas/Missouri state line was completed. The east side of the bridge was the last part of the project, the westbound lane was completed back in 1993. A pavement reconstruction was done less than a mile from Valencia Road in 1999 in Shawnee County.

The year 2000 brought many changes for I-70 in District One. East of the Geary/Riley county line to the Riley/Wabaunsee county line work was done for a pavement reconstruction, a bridge replacement and surfacing. Pavement reconstruction and surfacing were done just west of K-138 in Wabaunsee County.

District Two has been busy in the past ten years as well. Geary County started in 1990 with a pavement reconstruction just east of the Dickinson/Geary county line. In 1992, a pavement reconstruction was done 2.3 miles east of K-43 to the Dickinson/Geary county line in Dickinson County. In 1995 and 1997 there were pavement reconstruction projects in Saline County. The work was done east of the Lincoln/Saline county line. In 1997, a pavement reconstruction was also done on the east city limits of Grandview Plaza in Geary County. Geary County also had a pavement reconstruction done just one mile east of McDowell Creek Road in 1998.

“We’ve done many projects in Geary County which were just completed in the Fall of 1999,” said Donald Drickey, District Engineer for District Two. “The details for those projects were just finished up this year.”

District Three started out the decade with a pavement reconstruction west of US-24 in Thomas County and in 1994 with a port of entry just east of the Colorado/Kansas state line.

The modifications that I-70 has gone through in the last 10 years have made it the highway that it is today. Projects are planned into the future that will continue to reconstruct I-70. Improvements are planned through the year 2006.
Brewer selected to chair national research panel

KDOT’s Jim Brewer will serve as chairman of a national research panel that will examine Safety Consequences of Flexibility in Highway Design.

Brewer, State Road Office Engineering Manager in Design, was recently selected to chair the 12-member committee consisting of representatives of other state DOT’s, counties, academia, FHWA, and consulting engineers. The endeavor will be administered by the Transportation Research Board through the National Cooperative Highway Research Program (NCHRP).

“The research objective is to develop information that enables project planners and designers to estimate the safety consequences of varying design values for highways through rural communities,” said Brewer.

The AASHTO publication, “A Policy on Geometric Design of Highways and Streets,” provides detailed guidance and control values for the design of new alignments or those undergoing reconstruction. Most of the design controls represent a limit, however, in some instances a range of design values or even a single value is recommended.

Brewer said the publication - referred to as The Greenbook - indicates a combination of theory, measurement, and practice that has shown the recommended control to provide a safe, comfortable, and aesthetically pleasing roadway.

“When highways run through rural communities, where there is often competition for limited space, questions arise as to the appropriate values for geometric design elements,” said Brewer. “Our research will help provide information regarding the safety consequences of varying geometric design values at these locations.”

The study could provide useful information to designers involved with resurfacing, restoration, rehabilitation, and reconstruction projects where flexibility in design is often employed.

A total of $500,000 has been allocated toward the project, according to Brewer. The 30-month research effort will be divided into two phases. The initial phase will involve data collection and submitting an interim report. Phase II will involve carrying out data collection and analysis followed by submission of a final report.

Roundabouts

Continued from page 4

been asked to make presentations on roundabouts and the video has been very helpful, he said.

People in the Topeka area can also see the video sometime between 4:45 p.m. and 5:15 p.m. each day and at other times as space permits on the public access channel. It lasts about 10 minutes and is one of the few videos available in the U.S. specifically on roundabouts.

Church said the video helps illustrate that safety is the number one reason that roundabouts are being installed at certain intersections. “The most positive benefit that roundabouts have is they have reduced the number of injuries and fatalities at intersections,” Church said.

In a research study recently conducted, roundabouts have been shown to reduce the number of injury and fatality accidents by about 50 percent. In places such as Australia, where roundabouts have been in use for more than 30 years, they have reduced injury and fatality accidents up to 80 percent. “As more roundabouts are built in the United States, we’ll probably see even more benefits than we see now,” Church said.

There is also a web site available that has a list of all the existing roundabouts, ones planned to be built, ones that have been proposed, and ones that have been removed. The web site, http://roundabouts.kittelson.com/dbase/queries/inv.cgi, has a list of resources pertaining to roundabouts including two other videos that have been produced.
assist in program development.

The survey results will be compared with the information from the 1998 External Survey. This comparison will help determine whether progress has been made on improvement opportunities that were identified in the 1998 External Survey. The results of the External Survey will also be used to identify areas where the Agency is doing well and new areas where we may need to improve. This will help KDOT measure its progress toward becoming an organization that reflects the values outlined in the Strategic Management Plan.

In September, ETC Institute will moderate several discussion groups with Kansas citizens; special interest groups, including representatives of aviation, public transit, and water; commercial truck drivers; city and county officials; the Kansas Contractors Association; and Kansas Consulting Engineers to help identify relevant issues, concerns, and needs for the Agency. The information from those discussion groups will be used to refine and finalize the External Survey questions.

Once the External Survey results are tabulated, KDOT should have a good picture of how the Agency is perceived by the public regarding the work we do and the image we present.

ETC Institute, an Olathe based market research firm, with the assistance of KDOT’s External Survey Project Workgroup, will be administering the survey, which takes approximately 20 minutes to complete. Respondents will be selected at random from all 105 counties in the state. A total of approximately 2,800 surveys will be completed. If you have any questions about the External Survey, please contact ETC at (913) 829-1215 or the Office of Management and Budget at 296-3597.

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**Brown Bag Lunch**

**Topic:** Environmental Services  
**Date:** Wednesday, October 4  
**Time:** Noon to 1 p.m.  
**Place:** Room 481, Docking  

All KDOT employees are encouraged to attend.

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**Training Opportunities**

◆ **Basic Effective Supervisory Training**, October 17-20 and November 14-17.  
◆ **Leadership Basics**, October 31-November 2, Topeka.***  
*Meets the three-year management training requirement.  
**Applies to the three-year management training requirement.  
***Supervisory Continuing Education Credits.  
All classes, except for BEST, are available to non-supervisors with supervisory permission and where space is available. A comprehensive training calendar can be viewed on the KDOT Intranet.

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**KDOT Fall Social Event**

*All KDOT employees and friends are invited.*

**DATE:** Saturday, October 14  
**TIME:** 6 p.m. to midnight  
**PLACE:** Serenata Farms of Equestrian Arts, 1895 E. 56 Road.  
**COST:** $5 per person  
**DIRECTIONS:** Go east from Topeka on U.S. 40 about eight miles. After crossing under the Turnpike, U.S. 40 curves to the left and you enter Big Springs. It is on the north side of the highway with a covered wagon near the gate.  
**OTHER DETAILS:** DJ Randy Whelpley will play all types of music; light snacks will be provided. No beverages provided, you are welcome to bring alcoholic/nonalcoholic beverages. The event is for adults only. Come dance, take a hayrack ride, and relax around the camp fire.  
**FOR TICKETS:** Tickets go on sale September 27. Contact your Employees’ Council representative for tickets or Shanna Anderson at (785) 296-3597 for more information.
Enrollment
Continued from page 1

2001 Open Enrollment Information and Options

books in September. The State will mail each employee
a password to allow entry into the AKSESS web site,
ensuring privacy and confidentiality. The web site is
available 24 hours a day, seven days a week and can
be reached online at http://da.state.ks.us/aksess

“Employees must enroll every year if they want
Flexible Spending Accounts,” said Flickinger.
“However, this is a change only open enrollment for
health, dental, and vision insurance coverage.”

The following are important guidelines to follow
during on line enrollment:

◆ Locate a computer with Internet access at work,
home, or at a community resource.

◆ Have your employee identification number (on
your pay advice) and password (mailed to you in
September) available.

◆ Go to the AKSESS web site and select “Benefits
Open Enrollment.”

◆ Enter your last name, employee ID number (from
your pay advice) and the password you received in the
mailer sent to you in September. The first time you
sign on, the system will ask you to change your
password. Your new password must have 6-12
characters. Keep your new password in a safe place -
you will use it to sign on in the future.

◆ Read the authorization statement and select “I
agree” to start enrolling. This is similar to signing the
paper form in previous years. If you select “I decline”
you will not be able to enroll.

◆ Complete and move through the screens, usually
by clicking the “Next” button.

◆ Choose group medical, dental, drug and vision
elections for you and your dependents IF changing
coverage.

◆ Choose whether to enroll or re-enroll in Flexible
Spending Accounts.

◆ Click on the “Submit/Save Changes” button after
making your selections, then print the confirmation
screen for your records.

◆ Logout and close the browser. The browser
settings will delete any temporary files stored on the
computer so that they cannot be viewed by others.

◆ Look for a formal confirmation letter mailed to
your home address after October.

Flickinger said the State has established a Help Desk
for employees if they lose their password or need help
on the web site. The help desk is open September 18
through October 31 from 7 a.m. to 8 p.m. The number
is (785) 368-8000.

“The help desk number is not to be used for asking
questions about benefits,” said Flickinger. “You should
contact your Personnel Technician, KDOT’s Personnel
Services, or go to http://da.state.ks.us/ps/benefits.htm
on the web for benefit information.”

Group Health Insurance changes will be effective
December 24, 2000. Flexible Spending Account
enrollment will be effective January 1, 2001.

MILESTONES

KDOT salutes its employees celebrating anniversaries in September

10 YEARS

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30 YEARS

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This information is compiled by each Office, Bureau, Division and District.
Promotions/Transfers

**Headquarters**
Jarred Annett, Engineering Technician Associate, Materials and Research
Linda Bosak, Engineering Technician, Materials and Research
Bradley King, Engineering Technician Senior, Design
James Lasher, Engineering Technician, Planning
Betty Wright, Right of Way Agent II, Right of Way

**District One**
James Brown, Engineering Technician, Kansas City
Larry Marple, Engineering Technician Specialist, Olathe
Lyman Miller, Engineering Technician Specialist, Kansas City

**District Two**
Alma Osacio, Engineering Technician Senior, Olathe
Rex Pio, Mechanic I, Olathe
Curtis Weyand, Engineering Technician Specialist, Wamego
Mark Ummel, Engineering Technician Associate, Topeka

**District Three**
Randall Bryant, Engineering Technician Senior, Marion
Bruce Bruning, Equipment Operator III, Ellsworth
Jerald Hoeffner, Safety and Health Inspector II, Salina
William Matos, Engineering Technician Specialist, Junction City
David Wenger, Engineering Technician Senior, Salina

**District Four**
Walter Gengler, Engineering Technician Senior, Iola

**District Five**
Robert Clifton, Equipment Operator III, Wichita
Larry Hoag, Engineering Technician Senior, El Dorado
Raymond Perez, Highway Maintenance Supervisor, Great Bend
Kenneth Schmelze, Engineering Technician Senior, Wichita

**District Six**
Robert Hanson, Engineering Technician Senior, Garden City
Anthony Hirsh, Equipment Operator III, Cimarron

*The Bureau of Personnel Services supplies information to Translines.*