

**THE STATE CORPORATION COMMISSION
OF THE STATE OF KANSAS**

In the Matter of the Investigation of **Mid-**)
America Road Builders, Inc. of Platte)
City, Missouri, Pursuant to the Kansas)
Highway Patrol Issuance of a Notice of)
Violation(s) and Invoice for the Violations) Docket No. 19-GIMM-167-KHP
of the Kansas Motor Carrier Safety Statutes,)
Rules and Regulations.)

DIRECT TESTIMONY

OF

LAW ENFORCEMENT OFFICER II DAVID S. BALES

ON BEHALF OF

THE STATE CORPORATION COMMISSION

OF THE STATE OF KANSAS

May 24, 2019

Q. Please state your full name and business address.

A. David Samuel Bales

700 SW Jackson, Suite 704

Topeka, Kansas 66603

Q. By whom and in what capacity are you employed?

A. I am employed by the Kansas Highway Patrol as a Law Enforcement Officer II Motor Carrier Inspector.

Q. Please summarize your educational and professional background.

A. After fourteen years of school, I attended the Kansas Law Enforcement Training Center. I graduated from the academy on January 11, 2002. Later, I attended Kansas Highway Patrol Classes including Federal Motor Carrier Safety Administration classes to become a NAS Level II Inspector, General Hazardous Materials Inspector and Cargo Tank Inspector.

This training included general law book, driving while intoxicated, accident investigation and all other aspects of law enforcement training. General duties included traffic enforcement, speed enforcement, vehicle safety, accident investigations and driving while intoxicated enforcements.

I attended the North American Standard Inspection (A-Week) training in the fall of 2005. This training included the general requirements for identifying a commercial vehicle, required commercial vehicle documentation, driver's license requirements, physical requirements of the drivers and extensive training on log books. This certification required on-the-job inspections of at least 32 driver credential checks.

The North American Standard Inspection-B (B-Week) came next. This week-long training included detailed operating systems knowledge and inspection of those systems.

1 The systems in this training included the required lights, windshield and wiper systems,
2 tires, wheels, brake systems, suspension systems, steering systems and required seatbelts.
3 At least eight hours was dedicated to proper securement of numerous types of loads. This
4 certification required on-the-job inspections of at least 32 commercial vehicles.

5 I was employed by the Independence, Kansas, Police Department when I went
6 through the Kansas Law Enforcement Training Center. My career with the Kansas
7 Highway Patrol began in June of 2005.

8 **Q. Please explain your duties and responsibilities in your current position.**

9 A. To maintain public safety by enforcing traffic and other laws of the state of Kansas. As a
10 Motor Carrier Inspector, I focus on laws pertaining to Commercial Motor Vehicles, weight
11 enforcement and dyed diesel issues.

12 **Q. Have you previously testified before this Commission?**

13 A. Yes.

14 **Q. Please explain circumstances leading to the first stop and the subsequent inspection**
15 **of Mid-America Road Builders, Inc. (Mid-America) you conducted on August 27,**
16 **2018 (hereinafter “the first inspection”).**

17 A. In August 2018, I noticed Mid-America began parking dump trucks and other commercial
18 vehicles at the Knight’s Inn motel across the street from KDOT in Independence, KS,
19 where my office is located. On August 23, 2018 I noticed the vehicles were still on location.
20 I drove past and looked at one of the parked trucks. I recorded the USDOT Number
21 2308288. I entered a query of that USDOT Number in CVIEW and saw that it did return
22 to Mid-America Road Builders, Inc. I also noted that there was no IRP or IFTA accounts
23 listed for the carrier. I also checked to see if the carrier had purchased temporary fuel and

1 registration permits through K-TRIPS and found none purchased. After learning the carrier
2 was operating in Kansas without the proper permits I determined that an inspection should
3 be done. My next duty day was August 27, 2018. During my shift I saw one of the dump
4 trucks, loaded and operating on the public highway. I initiated a traffic stop and conducted
5 an inspection.

6 **Q. Did you formally document this first inspection of Mid-America Road Builders, Inc.**
7 **on August 27, 2018?**

8 A. Yes. This inspection was on the Driver/Vehicle Examination Report Number
9 KSHP92100966. A true and correct copy of these reports is attached hereto as Bales
10 Attachment "A."

11 **Q. Please describe the vehicle involved in this first inspection.**

12 A. The vehicle in this case was a 1991 International truck with a GVWR of 50,000 lbs. VIN
13 ending in "10220" with a Missouri plate.

14 **Q. Who was the driver operating the vehicle involved in the first inspection?**

15 A. The driver was Jasper H. Jernigan.

16 **Q. Please explain circumstances leading to the second stop and subsequent inspection of**
17 **Mid-America Road Builders, Inc. you conducted on August 27, 2018 (hereinafter "the**
18 **second inspection").**

19 A. While conducting the first inspection I noted a dripping fuel leak in the fuel system. The
20 dripping fuel leak is an out-of-service violation and the vehicle needed to be moved from
21 the public roadway. The motel was not far from the inspection site. I thought it would be
22 more convenient for the carrier if the truck was returned to the motel parking lot where
23 they were staying for repairs, so I told the driver to return there. As we were approaching

1 the hotel I saw another truck exit. It was an asphalt oil truck and appeared to be overweight
2 on the back axle. After the first truck was off the roadway and parked I informed the driver
3 that I would be back. I caught up to the second truck and initiated another traffic stop with
4 it.

5 **Q. Did you formally document this second inspection of Mid-America Road Builders,**
6 **Inc. on August 27, 2018?**

7 A. Yes. This inspection was documented on the Driver/Vehicle Examination Report
8 Number KSHP92100967. A true and correct copy of these reports is attached hereto as
9 Bales Attachment "B."

10 **Q. Please describe the vehicle involved in this second inspection.**

11 A. The vehicle in this case was a 2013 Ford truck with a GVWR of 33,000 lbs. and a VIN
12 ending in "89895" with a Missouri plate.

13 **Q. Who was the driver operating the vehicle involved in the second inspection?**

14 A. The driver was Ricky A. Chapin.

15 **Q. At the time of the first stop, how did you determine that the vehicle and its driver**
16 **were subject to the Federal Motor Carrier Safety Administration's (FMCSA) rules**
17 **and regulations?**

18 A. The gross vehicle weight rating of the dump truck was 50,000 lbs., which exceeds the
19 10,001 pound threshold interstate definition of Commercial Motor Vehicle under K.A.R.
20 82-4-1 and 49 C.F.R. 390.5 as adopted by K.A.R. 82-4-3f. The truck was displaying
21 Missouri commercial plates that can only be used in the furtherance of a business within
22 the borders of Missouri, but he was hauling rock within Kansas.

23 **Q. What were the vehicle's origin and destination?**

1 A. The trip originated in Independence, Kansas, and was destined for Elk City, Kansas.

2 **Q. Can you please explain the Kansas Highway Patrol's authority as it relates to the stop**
3 **and inspection of commercial motor vehicles?**

4 A. K.S.A. 74-2108 gives the Kansas Highway Patrol the authority to require the driver of any
5 motor vehicle operated by any motor carrier to stop and submit to an inspection to
6 determine compliance with the laws, rules and regulations relating to motor carriers.
7 Additionally, K.A.R. 82-4-2a gives the Kansas Highway Patrol the authority to examine
8 motor carrier equipment operating on the highways in Kansas, and examine the manner of
9 the motor carrier's conduct as it relates to the public safety and the operation of commercial
10 motor vehicles in Kansas.

11 **Q. What type of inspection did you conduct? Please explain.**

12 A. I conducted a Level II, walk-around inspection. A Level II inspection consists of checking
13 the driver's credentials including their driver's license, medical certificate and any other
14 required documentation. The physical inspection of the vehicle(s) includes checking all
15 required lighting, steering systems, tires, frame, wheels, fire extinguisher, disabled vehicle
16 warning triangles, load securement, the windshield, windshield wipers, mirrors, seatbelt
17 systems, condition of the cab body and any other component part visible during the walk
18 around.

19 **Q. Did you identify any out of service violations during the first Level II Inspection you**
20 **conducted on Mid-America Roadbuilder, Inc.'s operations on August 27, 2018?**

21 A. Yes, I identified one (1) out of service violations of motor carrier safety rules and
22 regulations, see report number KSHP92100966. The violation was as follows:

1 1. Inspection/repair and maintenance of parts & accessories: A liquid fuel system
2 with a dripping leak at any point [in violation of 49 C.F.R. 396.3A1].

3 **Q. At the time of the second inspection, how did you determine that the vehicle and its**
4 **driver were subject to the Federal Motor Carrier Safety Administration's (FMCSA)**
5 **rules and regulations?**

6 A. The gross vehicle weight rating of the vehicle was 33,000 pounds, which exceeds the
7 10,001 pound threshold interstate definition of Commercial Motor Vehicle under K.A.R.
8 82-4-1 and 49 C.F.R. 390.5 as adopted by K.A.R. 82-4-3f. The truck was displaying
9 Missouri commercial plates that can only be used in the furtherance of a business within
10 the borders of Missouri, but was hauling a load of asphalt oil to spread in Kansas.

11 **Q. What were the origin and destination of the vehicle in the second inspection?**

12 A. The trip also originated in Independence, Kansas, and was destined for Elk City, Kansas.

13 **Q. What type of inspection did you conduct?**

14 A. I conducted a Level II, walk-around inspection on the second vehicle I inspected as well.

15 **Q. Did you identify any out of service violations during the second Inspection you**
16 **conducted on Mid-America Roadbuilder, Inc.'s operations on August 27, 2018?**

17 A. Yes, I identified one (1) out of service violation of motor carrier safety rules and
18 regulations, see report number KSHP92100967. The violation was as follows:

19 1. Operating a CMV without a CDL [in violation of 49 C.F.R. 383.23A2].

20 **Q. Was Mid-America issued civil penalties for both of the out-of-service violations you**
21 **found in your inspections?**

22 A. Yes, a \$150.00 civil penalty was issued as a result of the "Inspection/repair and maint parts
23 & accessories" violation found in the first inspection and a \$150.00 civil penalty was issued

1 as a result of the “Operating a CMV without a CDL” violation found in the second
2 violation.

3 **Q. Are you familiar with the challenge raised by Mid-America in this matter?**

4 A. Yes, I am. They are challenging the violations in the inspections. The carrier makes
5 several different claims. In one letter dated October 2, 2018 which appears to challenge
6 the out-of-service violation in Driver/Vehicle Examination Report Number
7 KSHP92100966, the carrier appears to believe the violation was due to failure to keep an
8 annual inspection report.¹ In fact the out-of-service violation was due to a failure to
9 properly maintain parts. During my inspection I found the liquid fuel system was
10 leaking.

11 In a second letter,² also dated October 2, 2018 the carrier appears to be
12 challenging the out-of-service violation in in Driver/Vehicle Examination Report Number
13 KSHP92100967. The carrier claims “the vehicle identified is not a commercial motor
14 vehicle and does not require a CDL. It is a piece of construction equipment and the driver
15 was an equipment operator.”

16 Finally, in a third letter,³ dated October 23, 2018, the carrier requests a formal
17 hearing before the Commission, stating: “We sincerely believe that we were not negligent
18 in those violations as stated on the 2 invoices, as is explained in my 2 letters of October 2,
19 2018 and attached.”

¹Mid-America Road Builders, Inc.’s Challenge Letter on H000576335, dated October 2, 2018.

²Mid-America Road Builders, Inc.’s Challenge Letter on H000576294, dated October 2, 2018.

³Mid-America Road Builders, Inc.’s Request for Hearing, dated October 23, 2018.

1 **Q. How did you determine the violation for failure to perform inspection/repair and**
2 **maintenance of parts & accessories due to the dripping leak in the liquid fuel system**
3 **applied in the first inspection?**

4 A. I visually observed diesel fuel dripping from a fuel tank at the drain plug on the passenger
5 side of the truck.

6 **Q. Please explain the rule relevant to the violation alleging failure with regard to**
7 **inspection/repair and maintenance of parts & accessories.**

8 A. FMCSR 49 C.F.R. § 396.3(a)(1) as adopted by K.A.R. 82-4-3j states:

9 "Parts and accessories shall be in safe and proper operating condition at all
10 times. These include those specified in part 393 of this subchapter and any
11 additional parts and accessories which may affect safety of operation, including
12 but not limited to, frame and frame assemblies, suspension systems, axles and
13 attaching parts, wheels and rims, and steering systems."

14
15 **Q. What are the safety concerns when a motor vehicle has a dripping leak from a liquid**
16 **fuel system?**

17 A. The FMCSA has identified fuel systems as a critical vehicle inspection item. It has also
18 listed a fuel system with a dripping leak at any point as an out-of-service violation. Diesel
19 is a hazardous material. An out-of-service violation prohibits further operation of a
20 commercial motor vehicle by a driver until a required condition is met. In this case, the
21 dripping fuel leak would need to be repaired.

22 **Q. How did you determine the driver in the second inspection was operating a CMV**
23 **without a CDL?**

24 A. During the inspection I collected the driver's license. I visually observed that it was not a
25 CDL. I also ran the driver's license number through KHP dispatch and confirmed that it
26 was a regular Class F Missouri license.

1 **Q. Please explain the rules relevant operating a CMV without a CDL?**

2 A. FMCSR 49 C.F.R. § 383.23(a)(2) states:

3 “(2) Except as provided in paragraph (b) of this section, no person may legally operate a
4 CMV unless such person possesses a CDL which meets the standards contained in subpart
5 J of this part, issued by his/her State or jurisdiction of domicile.”

6 K.S.A. 8-2,132(a) states:

7 “On and after April 1, 1992, except when driving under a commercial class A, B or
8 C or class A or B instruction permit or a valid class C license and accompanied by
9 the holder of a commercial driver's license valid for the vehicle being driven, no
10 person may drive a commercial motor vehicle unless the person has a valid
11 commercial driver's license and is in immediate possession thereof and applicable
12 endorsements valid for the vehicle they are driving, except that no person charged
13 with violating this subsection shall be convicted if such person produces in court or
14 the office of the arresting officer a commercial driver's license issued to such person
15 and valid at the time of the arrest.”
16

17 A “Commercial motor vehicle” is defined in K.A.R. 82-4-1(f) as:

- 18 (1) A vehicle that has a gross vehicle weight rating or gross combination
19 weight rating, or a gross vehicle weight or gross combination weight, of
20 4,536 kg (10,001 pounds) or more, whichever is greater;
21 (2) a vehicle designed or used to transport more than eight passengers,
22 including the driver, for compensation;
23 (3) a vehicle that is designed or used to transport more than 15 passengers,
24 including the driver, and is not used to transport passengers for
25 compensation; or
26 (4) a vehicle used in transporting material found by the secretary of
27 transportation to be hazardous under 49 U.S.C. 5103 and transported in a
28 quantity requiring placarding according to regulations prescribed by the
29 secretary under 49 C.F.R. Part 172 as adopted in K.A.R. 82-4-20

30 K.S.A. 8-234b states:

31 Classes of drivers' licenses; applications for original licenses; examinations;
32 rules and regulations. (a) Every original driver's license issued by the division
33 shall indicate the class or classes of motor vehicles which the licensee is
34 entitled to drive. For this purpose the following classes are established:

- 35 (2) commercial class B motor vehicles include any single vehicle with a gross
36 vehicle weight rating of 26,001 pounds or more, or any such vehicle towing a
37 vehicle not in excess of 10,000 pounds gross vehicle weight rating;...

1 **Q. What are the safety concerns when a commercial motor vehicle is operated by a**
2 **driver without a CDL?**

3 A. There is a safety risk of the driver not knowing how to properly and safely operate the
4 vehicle and its controls while traveling on the public roadway.

5 **Q. Is there anything further you wish to add to aid the Commission in its decision?**

6 A. Not at this time.

7 **Q. Thank you, Officer Bales. Does this conclude your testimony?**

8 A. Yes, it does.

ATTACHMENT “A”

DRIVER/VEHICLE EXAMINATION REPORT

Kansas Highway Patrol
MOTOR CARRIER SAFETY ASSISTANCE
700 SW Jackson, Ste 704
Topeka, KS 66603
Phone: (785)296-7189 Fax: (785)296-2858

Report Number: KSHP92100966
Inspection Date: 08/27/2018
Start: 6 43 AM CT End: 7 20 AM CT
Inspection Level: II - Walk-Around
HM Inspection Type: None

MID AMERICA ROAD BUILDERS INC

Driver: JERNIGAN, JASPER H

PLATTE CITY, MO, 64079

License#:

State: MO

USDOT: 2308288

Phone#:

Date of Birth:

MC/MX#: 788048

Fax#:

CoDriver:

License#:

State:

State#:

Date of Birth:

Location: INDEPENDENCE

Milepost: 21

Shipper: MID AMERICA ROAD BUILDERS
INC

Highway: U-75

Origin: INDEPENDENCE,KS

Bill of Lading: NONE

County:

Destination: ELK CITY,KS

Cargo: ROCK

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate	Equipment ID	VIN	GVWR	CVSA #	Issued #	OQS Sticker
1	TR	INTL	1991	MO		820		310220	50000		146103

BRAKE ADJUSTMENTS No brake measurements required for level II or level III

VIOLATIONS

Section	Type	Unit	OQS	Citation #	Verify	Crash	Violations Discovered
392.2FT	F	D	N	CE01880373	N	N	State or International Fuel Tax (IFTA) Violation
392.2IRP	F	D	N	CE01880373	N	N	IRP Apportioned Tag or Registration Violation
393.60C	F	1	N		N	N	Damaged or discolored windshield
396.17C	F	1	N		N	N	Operating a CMV without proof of a periodic inspection
393.9	F	1	N		N	N	Inoperable Required Lamp
396.3A1-LLEAK	F	1	Y		U	N	A liquid fuel system with a dripping leak at any point.

HazMat: No HM transported

Placard:

Cargo Tank:

Special Checks:

Alcohol/Controlled Substance Check
Conducted by Local Jurisdiction
Size and Weight Enforcement
eScreen Inspection

X Traffic Enforcement
PASA Conducted Inspection
Drug Interdiction Search

Post Crash Inspection
PBBT Inspection

* Pursuant to the authority contained in Title 49, CFR, K S A. 66-1,129; K C C. Reg. 82-4-3, I hereby declare the above marked unit(s) as "OUT OF SERVICE" No person and/or carrier shall permit and/or require the removal of the "OUT OF SERVICE" stickers or the operation of this motor vehicle until ALL out of service defects have been corrected This Out of Service condition may result in the assessment of a Civil Penalty being issued against the Carrier indicated on this report Driver Initials _____

* NOTE TO MECHANIC The undersigned certifies that all mechanical defects listed on this report HAVE BEEN CORRECTED at the time of signature
Signature Of Repairer X _____ Facility _____ Date _____

**** DRIVER THIS FORM IS REQUIRED TO BE RETURNED TO THE CARRIER BY REGULATION **** *CARRIER CERTIFICATION All defects on this sheet must be corrected or acknowledged PRIOR TO RE-DISPATCH and then certified by a responsible carrier official who must sign below RETURN THIS FORM WITHIN 15 DAYS to the Motor Carrier Division of the KANSAS HIGHWAY PATROL at the address listed at the top of this form
Signature Of Motor Carrier X _____ Title _____ Date _____

Report Prepared By: D. Bales
Badge #: 9210

Copy Received By: JASPER JERNIGAN

X

X



ATTACHMENT “B”

DRIVER/VEHICLE EXAMINATION REPORT

Kansas Highway Patrol
 MOTOR CARRIER SAFETY ASSISTANCE
 700 SW Jackson, Ste 704
 Topeka, KS 66603
 Phone: (785)296-7189 Fax: (785)296-2858

Report Number: KSHP92100967
 Inspection Date: 08/27/2018
 Start: 7 21 AM CT End: 7 50 AM CT
 Inspection Level: II - Walk-Around
 HM Inspection Type: None

MID AMERICA ROAD BUILDERS INC

Driver: CHAPIN, RICKY A

PLATTE CITY, MO, 64079

License#: [REDACTED]
 Date of Birth: [REDACTED]

State: MO

USDOT: 2308288

Phone#:

CoDriver:

MC/MX#: 788048

Fax#:

License#:

State:

State#:

Date of Birth:

Location: INDEPENDENCE

Milepost: 402

Shipper: MID AMERICA ROAD BUILDERS

Highway: U-160

Origin: INDEPENDENCE,KS

Bill of Lading: NONE

County:

Destination: ELK CITY,KS

Cargo: ASPHALT OIL &
 SPREADER

VEHICLE IDENTIFICATION

Unit	Type	Make	Year	State	Plate	Equipment ID	VIN	GVWR	CVSA #	Issued #	OOS Sticker
1	TR	FORD	2013	MO	[REDACTED]	920	[REDACTED]	489895	33000		

BRAKE ADJUSTMENTS No brake measurements required for level II or level III

VIOLATIONS

Section	Type	Unit	OOS	Citation #	VerifyCrash	Violations Discovered
383.23A2	F	D	Y		N	N Operating a CMV without a CDL
391 41A-F	F	D	N		N	N Operating a property-carrying vehicle without possessing a valid medical certificate
392 2FT	F	D	N	CE01880374	N	N State or International Fuel Tax (IFTA) Violation
392 2IRP	F	D	N	CE01880374	N	N IRP Apportioned Tag or Registration Violation
392 2-SLLEWA1	F	D	N	CE01880375	N	N State/Local Laws - Excessive weight - 1:2500 lbs over on an axle/axle groups
396 17C	F	1	N		N	N Operating a CMV without proof of a periodic inspection
393 9	F	1	N		N	N Inoperable Required Lamp

HazMat: No HM transported

Placard:

Cargo Tank:

Special Checks:	Alcohol/Controlled Substance Check	Traffic Enforcement	Post Crash Inspection
	Conducted by Local Jurisdiction	PASA Conducted Inspection	PBBT Inspection
X	Size and Weight Enforcement	Drug Interdiction Search	
	eScreen Inspection		

Notes: *****NDormer - 10/9/2018 Internal Challenge Carrier had two inspections performed the same day by K9210. Carrier has challenged items from both inspections On KSHP92100966, they challenge the 396.3A1 OOS On KSHP92100967, they challenge 383.23A2 OOS The 396.3A1 violation is actually 396 3A1LLEAK When inspected, it was discovered that diesel was dripping from passenger side saddle tank at the drain plug. A liquid fuel system with a dripping leak at any point is an OOS violation The 383.23A2 violation was listed for operating a 2013 Ford Truck with a GVWR of 33000 pounds without the proper class of license Driver needed a Class B CDL with tank endorsement at the time of stop Both challenges denied Both violations are valid and the fines are valid I will release the hold on the fines and mail a denial letter to the carrier

* Pursuant to the authority contained in Title 49, CFR, K.S.A. 66-1,129, K.C.C. Reg. 82-4-3, I hereby declare RICKY CHAPIN "OUT OF SERVICE" No person and/or carrier shall permit and/or require this driver to operate any commercial vehicle until obtain CDL B w/tank endorsement This Out of Service condition may result in the assessment of a Civil Penalty being issued against the Carrier indicated on this report Driver Initials _____

* NOTE TO MECHANIC The undersigned certifies that all mechanical defects listed on this report HAVE BEEN CORRECTED at the time of signature
 Signature Of Repairer X _____ Facility _____ Date _____

*** DRIVER THIS FORM IS REQUIRED TO BE RETURNED TO THE CARRIER BY REGULATION *** CARRIER CERTIFICATION All defects on this sheet must be corrected or acknowledged PRIOR TO RE-DISPATCH and then certified by a responsible carrier official who must sign below RETURN THIS FORM WITHIN 15 DAYS to the Motor Carrier Division of the KANSAS HIGHWAY PATROL at the address listed at the top of this form
 Signature Of Motor Carrier X _____ Title _____ Date _____



SNW

DRIVER/VEHICLE EXAMINATION REPORT

Kansas Highway Patrol
MOTOR CARRIER SAFETY ASSISTANCE
700 SW Jackson, Ste 704
Topeka, KS 66603
Phone: (785)296-7189 Fax: (785)296-2858

Report Number: KSHP92100967
Inspection Date: 08/27/2018
Start: 7 21 AM CT End: 7:50 AM CT
Inspection Level: II - Walk-Around
HM Inspection Type: None

Report Prepared By. Badge #.
D Bales 9210

Copy Received By.
RICKY CHAPIN

X

X



COUNTY OF Shawnee

VERIFICATION

belief.

Dal S Bales

David S. Bales
LEO II, MCI
Kansas Highway Patrol
The State of Kansas

Subscribed and sworn to before me this 24th day of May, 2019.



Vicki D. Jacobsen
Notary Public

My Appointment Expires: June 30, ~~2014~~ 2022

CERTIFICATE OF SERVICE

19-GIMM-167-KHP

I, the undersigned, certify that a true and correct copy of the above and foregoing Direct Testimony of Law Enforcement Officer II David S. Bales was served via electronic service and first class U.S. Mail this 24th day of May, 2019, to the following:

MICHAEL DUENES, ASSISTANT GENERAL COUNSEL
KANSAS CORPORATION COMMISSION
1500 SW ARROWHEAD RD
TOPEKA, KS 66604
Fax: 785-271-3354
m.duenes@kcc.ks.gov

AHSAN LATIF, LITIGATION COUNSEL
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Fax: 785-271-3354
a.latif@kcc.ks.gov

KEN PRATT, PRESIDENT
MID-AMERICA ROAD BUILDERS, INC.
PO BOX 2336
PLATTE CITY, MO 64079



Ann Murphy

* Denotes those receiving the Confidential version