



ILLINOIS INTERCHANGE

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TECHNOLOGY TRANSFER CENTER UPDATE

By: *Tim Peters, Local Policy & Technology Engineer*

On March 1, 2017 the T2 Center hired Barry Kent as the Technology Transfer Program Manager. Barry graduated from Southern Illinois University at Carbondale, College of Engineering with a Bachelor of Science in Industrial Technology and a Minor in Marketing. During high school and college, Barry worked at Louis Marsch Inc., an emulsion plant, working with local agencies on bituminous and aggregate seal coating.

Barry brings 17 years' experience to the T2 Center from IDOT District 6. Barry started at IDOT on April 10, 2000 in Design/Studies and Plans. He worked with developing highway plans, documenting quantities, CADD and cost estimating. Next, he worked in Construction for District 6 as a construction inspector. He inspected contractors' work of Interstate 55 resurfacing, intersection improvements at IL 127/185 and oversaw the construction of a cast-in-place box culvert. Barry then spent

11 years in Local Roads and Streets working with the county engineers, township highway commissioners, mayors, clerks and boards working with MFT (Motor Fuel Tax) funds.

As the T2 Program Manager, Barry has been finalizing the FY budgets for FHWA and IDOT Project Control. He completed the Program Assessment Report (PAR) for FHWA. He has been updating the "2017 General Administrative Duties of the Township Highway Commissioner Training Book" and organizing training sessions for the upcoming statewide sessions that will be starting in August. Also, Barry has been busy making presentations at local Township Highway Commissioners meetings explaining the offerings of the Technology Transfer Center. Barry recently returned from the National LTAP Conference where he was able to network and share ideas with other LTAP Directors.

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Please pass this on to other interested parties in your office.

NEW SAFETY VIDEO AVAILABLE TO FIRST RESPONDERS

By: Molly M. Hall, IOM, CAE, Energy Education Council - Safe Electricity

When it comes to electricity, knowing what's safe and unsafe can mean the difference between life and death - not just for the victims and onlookers at the scene, but for first responders as well. Our work is an inherently dangerous job and electric utility equipment can add additional dangers in some emergencies.

That's why Illinois' electric utilities want you to see a new first responder electrical safety video, available to you at no cost. They have great respect for your work as first responders and are also committed to your safety. Produced by the non-profit Energy Education Council and their Safe Electricity® program, it features a utility lineman who also spent years as a volunteer firefighter, Illinois

State Trooper Tracy Lillard, and Illinois Fire Service Institute Deputy Director Jim Keiken, a veteran fire chief. It shows scenarios as well as numerous real life emergencies caught on video, illustrating the kinds of electrical dangers firefighters and other first responders can encounter. The 28-minute video can be viewed all at once or by chapter for viewing and training flexibility.

The five main topics include: pulling electric meters from homes and buildings, downed power lines, elevated equipment in contact with overhead power lines, pad mount transformers, and power pole fires.

In addition to detailing safe actions to take, it emphasizes the need to call

your electric utility as soon as you are aware utility equipment is involved or may be an issue. Line workers are part of the emergency response team and are there to help. That includes neutralizing dangers and keeping you and the public safe. The streamed video can be viewed here Illinois departments with limited internet service can request a free DVD copy at info@SafeElectricity.org Make sure you and your fellow first responders view this life-saving video and get to know your electric utility line workers. You are all members of a very important team!

NOTE - If you want a pullout box: You and your family can learn more about electrical safety at www.SafeElectricity.org.



PREVENT WORKPLACE BACKING ACCIDENTS

Minnesota LTAP, Technology Exchange Winter 2016

Maintenance garages, equipment yards, and road work zones can be dangerous places. Heavy equipment operates close to workers on foot in areas busy with activity and noise. Unsafe backing maneuvers in these environments can increase the risk of death or injury and cost many thousands of dollars for repair and replacement of damaged equipment. “Going in reverse is not a natural maneuver because the blind spots, especially on larger vehicles, can be huge,” says Ben Rank, a loss control specialist with Cities and Villages Mutual Insurance Company in Wisconsin. “But sometimes there is no alternative but to back a vehicle.” Rank says that street and highway departments can prevent workplace backing accidents by following best practices and raising awareness through good training. He emphasizes three key principles.

Key backing principles:

- Avoid the need to back up: Operators should park defensively and leave room to pull away going forward when leaving a job site instead of backing. Another option is to use a route or location that accomplishes the task while moving forward.
- Use a trained spotter: If backing up is the only option, use a spotter with good technique and hand signals. Make sure spotters work from the driver’s side, stay visible, watch for obstructions, and communicate with the driver. Establish a consistent standard throughout the agency that all operators and spotters understand.
- Get out and look: When it is necessary to back up and there is no spotter around, Rank recommends the simple GOAL technique: Get Out And Look. Do a complete 360 of



the vehicle and the area around it to assess possible blind spots, distances, height clearance, and the presence of any activity or workers that could interfere with a safe backing operation.

Additional tips include:

- Position mirrors for clear sightlines before operating the vehicle.
- Make sure backup alarm is working; if it is not or fails during maneuver, use a spotter.
- Keep driver’s window down to hear and be heard, as well as the passenger window when backing or driving in the vicinity of workers on foot.
- Turn off the radio or other distracting devices; give complete attention to the backing operation.
- Minimize the number of work activities near moving equipment.
- Install signs in work areas that alert employees on foot about the location of moving vehicles.
- Don’t allow riders in the back during the backing maneuver.
- Check for changing conditions in

the area if the vehicle is stationary for more than two seconds.

- Sound the vehicle horn a designated number of times to signal a backing maneuver to all crew members.
- Back slowly, at a walking speed.
- Do not back more than 50 to 100 feet before stopping and rechecking the area for a clear zone.
- Follow more stringent guidelines in confined areas and for night work.

Standard operating procedures

Rank recommends that public road agencies incorporate these rules into their standard operating procedures. Training that regularly reinforces safe practices like these also prepares equipment operators, spotters, and all workers to take preventive action. Technology such as truck-mounted cameras are helping improve safe operation, but Rank cautions against relying on technology alone. Use these tools instead to supplement assistance from a spotter or a walk around the vehicle before backing up, he says.



MOWING SAFETY

By: Tim Peters, Local Policy & Technology Engineer

Mowing is a major activity for highway maintenance organizations from spring through fall. Highway mowing is important to motorist safety, as mowing prevents tall grass and weeds from obscuring the visibility of motorists. There are several key areas highway agencies should focus their training on to ensure their workers are safe in mowing.

Operator training is important. Operators should understand the operation of their tractor and any special safety equipment it has. One accessory that is commonly added to tractors for mowing is a device to provide the operator with an indication the steepness of the slope they are operating on. These devices are inexpensive and can help operators gauge the conditions they are work-

ing in. Another key point in operator training is teaching operators to use their seatbelt and if they get into a situation where the tractor rolls, rely on the seatbelt and the roll over protection system (ROPS) to protect them. Although a tractor roll may seem like a slow event, it isn't and jumping clear is not a safe or practical option. Using a seatbelt and relying on the ROPS is the best option.

Operators should also be aware of all the safety features on the mower. When they are inspecting blades on batwing mowers, the deck should be pinned or fixed in some manner, not relying solely on the hydraulics to hold the deck up. The pre-mowing inspection should include the blades, driveline, PTO cover and all safety features of the mower.

Cabbed tractors also provide a higher level of protection for operators. Cabs protect the operators from rocks and other objects that may be thrown or kicked up by passing vehicles. They also provide protection from objects thrown from the mower. The blades on highway mowing equipment can have tip speeds of 160 to 200 mph. Although there are safety chains, objects can and do exit the mower at high speed. Operators should try to be aware of people present in areas where mowers could throw debris. In addition to thrown objects, cabs can reduce operator exposure to pollen, dust and hazards related to any chemical present that the mower may encounter.



Illinois Department of Transportation



2017 General Administrative Duties of the Township Highway Commissioner

Training Schedule		
<u>Date</u>	<u>Location</u>	<u>District</u>
7/27/2017	Effingham County Emergency Operations Center in Effingham , IL	7
8/10/2017	IDOT Central Office Hanley Auditorium in Springfield	6
8/15/2017	District 3 Headquarters in Ottawa, IL	3
8/17/2017	John A. Logan College in Carterville, IL	9
8/22/2017	St. Clair County Courthouse Board room in Belleville, IL	8
8/23/2017	Geneseo Community Park District Community Center in Geneseo, IL	2
8/24/2017	Carroll County Farm Bureau in Mt. Carroll, IL	2
8/29/2017	Madison County Highway Department in Edwardsville, IL	8
8/30/2017	Kankakee Community College in Kankakee, IL	3
8/31/2017	Rockford Mass Transit District in Rockford, IL	2
9/6/2017	Urbana Civic Center in Urbana, IL	5
9/8/2017	Schuyler County Highway Department in Rushville, IL	6
9/12/2017	American Legion in Knoxville, IL	4
9/13/2017	Morton Police Department in Morton, IL	4
9/27/2017	District 1 Headquarters in Schaumburg, IL	1

Agenda	
<u>Time</u>	<u>Topic</u>
8:00-8:30	Registration and Sign-Up
8:30-8:45	Welcome and Introductions
8:45-9:45	Motor Fuel Tax (MFT)
9:45-10:30	Small Drainage
10:30-10:45	Stretch, Break, Ask Questions
10:45-11:30	Traffic Signs/MUTCD
11:30-12:30	Lunch
12:30-1:15	Budget/Levy
1:15-2:00	Do's and Don'ts (Prevailing Wage, Social Media, Open Meetings Act, FOIA)
2:00-2:15	Stretch, Break, Ask Questions
2:15-3:00	Seal Coating
3:00-3:45	Emergency Management
3:45-4:00	Open Discussion/Adjourn

Contact your County Engineer for more Information or
Technology Transfer Center Program Manager Barry Kent via email: barry.kent@illinois.gov or call (217) 785-2350



KEEPING UP-TO-DATE WITH SAFETY INITIATIVES

By: Stephanie Stoverink, Training Development Technician

The Illinois Department of Transportation (IDOT) is dedicated to “Driving Zero Fatalities to a Reality.” A safe transportation system greatly reduces tragic human loss, as well as the economic costs of crashes. Illinois’ transportation system is among the safest in the world. The fatality rate on Illinois highways has

declined by almost two-thirds since 1982 despite a steady growth in travel during that period. With the projected increase in the demand for transportation in the future, keeping the Illinois transportation system and citizens safe will continue to be a top priority for IDOT.

Our work on roads, traffic safety initiatives, programs, and laws are designed to encourage safety behaviors and promote safe driving in Illinois.

Retrieved from IDOT website at <http://www.idot.illinois.gov/home/traffic-safety>.

Illinois Fatal Crash Data for 2017: A Snapshot View As of June 30, 2017

The fatality data provided below is provisional and is based on information submitted to IDOT for fatal motor vehicle related crashes occurring on Illinois public roadways. The data is updated as information is received from various agencies throughout the state. Fatalities include motor vehicle occupants (drivers and passengers) and non-occupants (pedestrians, pedalcyclists, etc.) killed in the crash.

Fatal Crashes	460
Fatalities	508
Fatalities Last Year to Date	503
Change	+5

Restraint Usage: Data does not include fatalities where restraint usage was unknown. (Example: an emergency rescue team arrives before the police, and usage is not reported.)

Restraint Used	142
Restraint Not Used or Used Improperly	102

Driver Licensing: Fatal crashes where driver(s), either surviving or deceased, did not have a valid driver's license at the time of the crash. Data includes drivers who were unlicensed, suspended, revoked, expired, cancelled or denied.

Unlicensed Drivers	81
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Retrieved from <http://apps.dot.illinois.gov/FatalCrash/Home/CrashData>

The following, from the National Highway Traffic Safety Administration, is a calendar of nationwide safety weeks and conferences throughout the year, including the sponsor and web address for each event.



National Highway Traffic Safety Administration
2017 DESIGNATED SAFETY WEEKS & ANNUAL CONFERENCES CALENDAR

DATE	EVENT	SPONSOR	WEB LINK
January 8–12	Transportation Research Board Conference (Washington, DC)	Transportation Research Board	www.trb.org
January 25–27	SAE Government/Industry Meeting (Washington, DC)	American Iron and Steel Institute	www.sae.org/servlets/index
March 26–28	Lifesavers 2017 Conference (Charlotte, NC)	Multiple public and private organizations	www.lifesaversconference.org
April 3–7	National Work Zone Awareness Week	Federal Highway Administration	www.ops.fhwa.dot.gov/wz/outreach/wz_awareness.htm
April (Entire Month)	National Distracted Driving Awareness Month	NHTSA	www.distraction.gov
April (Entire Month)	Alcohol Awareness Month	National Institutes of Health	www.nih.gov
May (Entire Month)	National Youth Traffic Safety Month	National Organizations for Youth Safety	www.noys.org
May (Entire Month)	Motorcycle Safety Awareness Month	NHTSA	www.trafficsafetymarketing.gov
May (Entire Month)	National Bicycle Safety Month	NHTSA	www.trafficsafetymarketing.gov/BicycleSafety
May 10	Bike to School Day	National Center for Safe Routes to School	www.walkbiketoschool.org/ready/about-the-events/bike-to-school-day
May 22–June 4	Click It or Ticket Mobilization	NHTSA	www.trafficsafetymarketing.gov
May 14–20	National Police Week	The National Law Enforcement Officers Memorial Fund	www.nleomf.com
May 21–27	EMS Week	American College of Emergency Physicians	www.acep.org/emsweek
TBD	Tire Safety Week	Rubber Manufacturers Association	www.rma.org
June 19	Ride to Work Day	NHTSA	www.ridetoworkday.org
TBD	National Stop on Red Week	Federal Highway Administration	http://safety.fhwa.dot.gov/intersection/redlight/outreach/
August 6–9	Int'l Forum on Traffic Records and Highway Safety Info. Sys. (New Orleans, LA)	Association of Transportation Safety Information Professionals	www.atsip.org
August 11–14	Training Conference on Drugs, Alcohol and Impaired Driving (National Harbor, MD)	IACP, NHTSA	www.theiacp.org/dreconference
August 18–September 3	Drive Sober or Get Pulled Over Mobilization	NHTSA	www.trafficsafetymarketing.gov
September 16–20	Governors Highway Safety Association (GHSA) Annual Meeting (Louisville, KY)	Governors Highway Safety Association	www.ghsa.org/html/meetings/index.html
September 17–23	Child Passenger Safety Week	NHTSA	www.trafficsafetymarketing.gov
September 23	National Seat Check Saturday	NHTSA	www.trafficsafetymarketing.gov
October 2–6	Drive Safely Work Week	Network of Employers for Traffic Safety	http://trafficsafety.org/drivesafelyworkweek/about-dsww.php
October 4	Walk to School Day	National Center for Safe Routes to Schools	www.walkbiketoschool.org
October 15–21	National Teen Driver Safety Week	CHOP and NHTSA	www.teendriversource.org www.trafficsafetymarketing.gov
October 16–20	National School Bus Safety Week	National Association of Pupil Transportation	www.napt.org
October 21–24	Int'l Association of Chiefs of Police Annual Conference & Expo (Philadelphia, PA)	Multiple public and private organizations	www.theiacp.org
December (Entire Month)	National Drunk & Drugged Driving Prevention Month (3D)	Office of National Drug Control Policy (ONDCP)	www.whitehouse.gov/ondcp
December 13–31	Drive Sober or Get Pulled Over Mobilization	NHTSA	www.trafficsafetymarketing.gov

12394b-081916-v5

Retrieved from

<https://www.trafficsafetymarketing.gov/sites/tsm.nhtsa.dot.gov/files/2017-safety-events-calendar.pdf>

Look forward to keeping up-to-date with current safety initiative reminders posted in future editions of the Illinois Interchange newsletter.



ILLINOIS RANKS HIGHEST IN NATION FOR ROAD SAFETY

Illinois Department of Transportation & National Safety Council

SPRINGFIELD – Illinois has been recognized as the top state in the country for road safety, according to The State of Safety report released by the National Safety Council. The report uses a grading system to rank states based on policy and laws pertaining to key safety issues.

“Now, more than ever, we have to continue developing new strategies to make zero fatalities a reality and improve safety for all who travel on Illinois roads”

-Illinois Transportation Secretary Randy Blankenhorn

“While it’s an honor to see our efforts recognized at a national level, the high ranking comes with responsibility,” said Illinois Transportation Secretary Randy Blankenhorn. “Now, more than ever, we have to continue developing new strategies to make zero fatalities a reality and improve safety for all who travel on Illinois roads”

The report analyzes best practices, policies and laws throughout the nation as they pertain to safety across

roadways, home and communities and workplaces. The road safety section is based on eight subcategories: impaired driving, child passenger safety, distracted driving, issues for older drivers, seat belts, speeding, teen drivers and vulnerable road users.

Retrieved from https://www2.illinois.gov/IISNews/14558-IDOT_Road_Safety_Release.pdf

The following information comes directly from Page 10 of The State of Safety report released by the National Safety Council: “After dropping steadily for decades, we are in the midst of the deadliest spike in roadway fatalities in 50 years.”

An estimated 40,200 people died on our nation’s roads in 2016, making motor vehicle crashes the second leading cause of unintentional death in the United States. Road fatalities are also the leading cause of death in 16 states according to 2015 data. These deaths are primarily driven by distraction, speed and alcohol, and are entirely preventable.

Making the nation’s roadways safer calls for a variety of approaches that recognize how the vehicle, the driver, passengers and the roadway itself all play a role in safety.

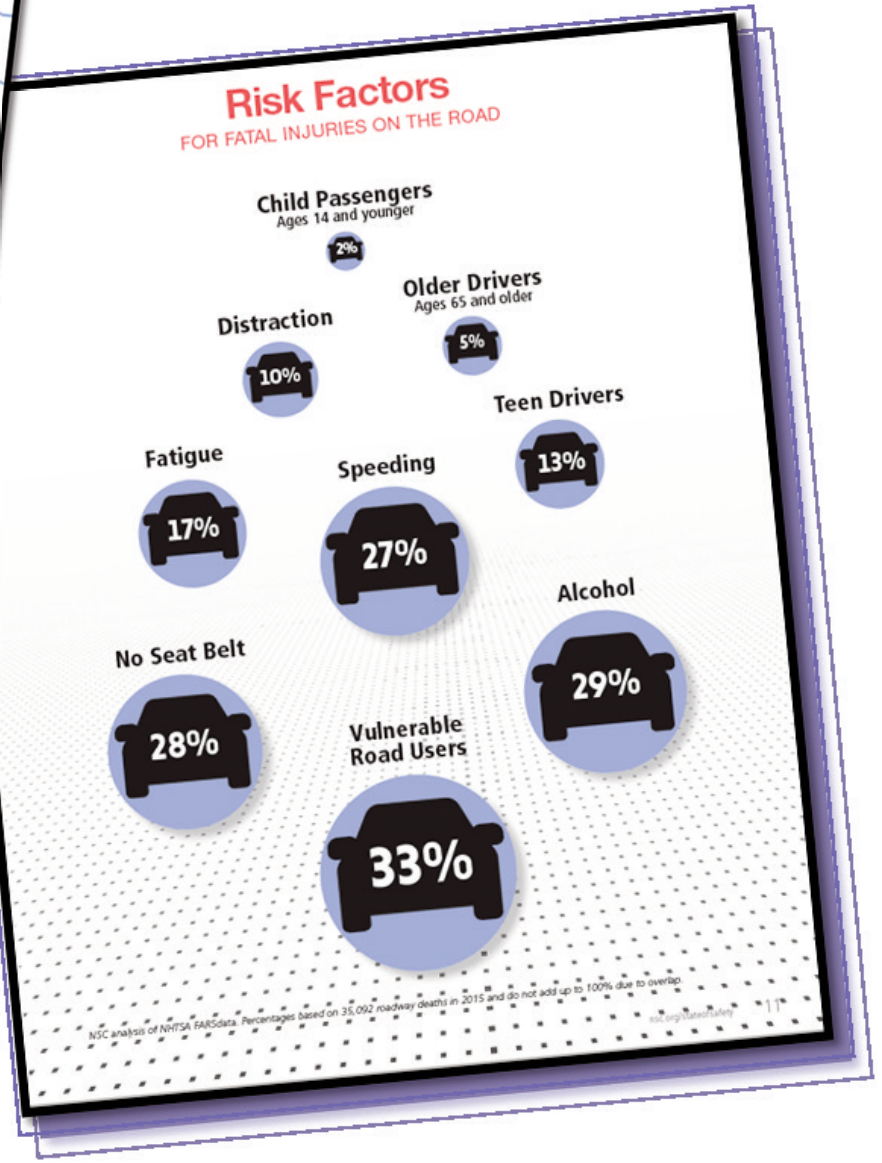
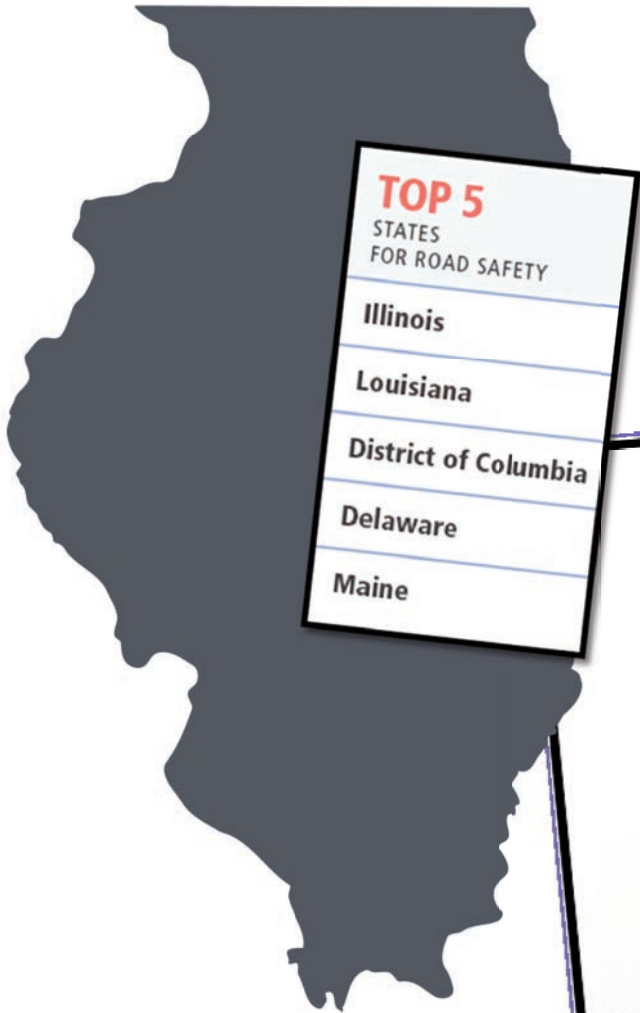
States have a major role to play in ensuring safe roads. Traffic laws, when visibly enforced, are very effective at promoting safe practices, even though driver behaviors overall are difficult to change. A comprehensive road safety approach that integrates laws, enforcement and driver education can shift culture over time so safety becomes the norm, and safe behaviors become customary.

In this report, states are graded on policy and legislation pertaining to 24 different indicators across eight safety issues: alcohol impaired driving, child passenger safety, distracted driving, older drivers, seat belt use, speeding, teen drivers and vulnerable road users,” (The State of Safety, National Safety Council).

EMERGING ISSUE:

FATIGUE

Drowsy or fatigued driving is an issue that requires improved crash reporting. Driving without adequate sleep has been equated to impaired driving in terms of increased risk and reaction time and decreased self-regulation.² Currently only New Jersey and Arizona have laws pertaining to drowsy driving. The National Transportation Safety Board added human fatigue to its 2016 list of most wanted transportation safety improvements.



- SAFETY ISSUES:**
- ⇒ Alcohol Impaired Driving
 - ⇒ Child Passengers
 - ⇒ Distracted Driving
 - ⇒ Older Drivers
 - ⇒ Seat Belts
 - ⇒ Speeding
 - ⇒ Teen Drivers
 - ⇒ Vulnerable Road Users

For more information, full report can be accessed at the following web address:
http://www.nsc.org/NSCDocuments_Advocacy/State-of-Safety/State-Report.pdf

LETTER OF APPRECIATION

Technology Transfer Center

The Technology Transfer Center would like to thank all of our instructors from this past fiscal year. We sincerely appreciate their efforts and willingness to share their expertise and personal experiences with local agencies across the state.

This year the Technology Transfer Center offered 116 classes to 4,014 student enrollees on 16 different topics. We work extremely hard to provide equal training opportunities to everyone in need, which is why we offered our 116 classes in 60 different locations this year.

T2's own Stephanie Stoverink and Tim Peters played integral roles in training this year. Stephanie certified over 1,000 flaggers herself, and Tim taught three different classes for T2.

The Technology Transfer Center would also like to extend a special thank you to the following instructors and developers for their hard work and dedication to the local public agencies of Illinois: Dean Mentjes, Juan Pava, Marshall Metcalf, Traci Baker, Vicki Simpson, Cindy Robinson, Deb Baxter, Michael Rapier, David Maziarz, Dennis

Bachman, John Sherrill, Ken Runkle, Felicia Hurley, Kevin Stallworth, Janis Piland, Charles Riddle, Carlos Feliciano, Sherry Phillips, Vanessa Ruiz, Jim Closson, Blaine Kurth, Dan Steffen, Matt Wittum, Mark Leake, John Gavurnik and all those who assisted with the District 1 Project Administration Seminars.

We hope to continue to diversify our course offerings moving forward in order to provide a wide array of training opportunities for local public agencies in Illinois.

**THANK
YOU
very much**

T² Training Class Survey

2017-2018



The Central Bureau of Local Roads and Streets' Technology Transfer Center (T2) is soliciting local agency interest in classes for the 2017 fall and 2018 spring training programs. T2 will provide the classes listed below this fiscal year. Please indicate classes of interest to you and your personnel by **filling in the blank with the approximate number of attendees your agency would send** if the class was available in your area. We encourage you to fill these out as they will be used in scheduling the 2017-2018 training program. Every effort will be made to locate specific classes in areas showing the most interest.

Please complete this survey and email it back to DOT.T2LRSDOT@illinois.gov or David Maziarz at David.Maziarz@illinois.gov. If you have any questions regarding the T2 Program or class content please email T2 Program Manager, Barry Kent, at Barry.Kent@illinois.gov or call (217) 785-2350.

<input type="checkbox"/> ADA/PROWAG (1 Day)	<input type="checkbox"/> MFT Accounting (1 Day)
<input type="checkbox"/> ADA Self Evaluation and Transition Plans (1/2 Day)	<input type="checkbox"/> MUTCD Workshop (1 Day)
<input type="checkbox"/> Basic Essentials of the Uniform Act, Real Estate Workshop for LPA's (1 Day) *	<input type="checkbox"/> Phase 1 (1 Day)
<input type="checkbox"/> Communicating Through COLORS (1 Day)	<input type="checkbox"/> Quality Practices for Local Agencies (1/2 Day) * #
<input type="checkbox"/> Excavating-Trenching (1/2 Day) *	<input type="checkbox"/> Seal Coating (1/2 Day) *
<input type="checkbox"/> Flagger Training (3 Hours)	<input type="checkbox"/> Snow and Ice Control (1/2 Day)
<input type="checkbox"/> Highway Signing (1 Day)	<input type="checkbox"/> Tractor Mower Operation Safety (1 Day) #
<input type="checkbox"/> HEC-RAS (2 Days) * #	<input type="checkbox"/> Understanding USACE and IDNR/OWR Permitting Requirements for Road Projects (1/2 Day) *
<input type="checkbox"/> Introduction to Supervisory Leadership (1/2 Day) * #	<input type="checkbox"/> Work Zone Safety (1/2 Day)

*New Classes #Spring Only

Any additional classes you would like to see offered/recommendations for T2: _____

Would your agency be willing to host a training session? If so, which one(s): _____

Contact Person: _____ Phone Number: _____

Agency: _____ Email: _____

IPWMAN

By: Barbara Stiehl, Assistant to the Director, Urbana Public Works Department

When the Illinois Public Works Mutual Aid Network (IPWMAN) was incorporated in January 2009, it had three member agencies. By May of that year, membership had increased to 18 agencies. That month, six member agencies from northern, western and central Illinois responded to IPWMAN's first deployment when the State of Illinois activated IPWMAN as a State asset to assist with recovery efforts in the City of Carterville following a devastating storm that hit southern Illinois with straight-line winds.

Since that time, IPWMAN has grown to over 300 members. The membership includes public works agencies in townships, towns, villages, cities, counties, road districts, sewer district and joint action water agency. Members are located in all seven regions of the state. (IPWMAN's regions are the same as the Illinois Emergency Management Agency's [IEMA] regions to make responses easier to track.)

Historically, public works agencies have always been willing to assist neighboring communities in need. The neighbor-helping-neighbor concept was the core impetus for the formation of IPWMAN. In 2007, the Federal Emergency Management Agency (FEMA) was discussing reimbursement with communities that had been hit by a storm. When the agencies asked that assisting agencies be reimbursed, FEMA asked if there was a signed mutual aid agreement between the communities and the assisting agencies. Having no signed agreement, several agencies began working on a regional mutual aid agreement. Over the next few months, they discovered that other agencies within the state were working on their own regional agreements. Shortly after that discovery, agencies across the state formed a committee to create a statewide mutual aid organization for public works agencies. As is typically the case, when a disaster hits, it can impact several

neighboring communities so the formation of a statewide organization could provide more benefit in responding to large-scale emergencies.

The resulting organization, IPWMAN, is governed by an executive board, consisting of the offices of President, Vice-President, Secretary and Treasurer, and board of directors, consisting of two directors from each of the seven regions in the state. Duty officers are on-call to respond to requests for assistance. IPWMAN has members who sit on the Illinois Terrorism Task Force (ITTF), the State Emergency Operations Center (SEOC) and other statewide committees that prepare for emergency response. IPWMAN holds a conference in October of each year to provide emergency training programs, elect officers and discuss any possible changes to the bylaws or agreement. This year's conference will be held in Bloomington, Illinois, on October 16 – 17, 2017.



IPWMAN



Illinois
Public Works
Mutual Aid Network
www.ipwman.org

In addition to training opportunities at the conference and throughout the year, IPWMAN offers support to member agencies when emergency situations tax any member agency's ability to effectively respond. To request assistance, the member agency contacts SEECOM (an emergency one-call system) to request assistance. SEECOM contacts a duty officer who then contacts the requesting agency to determine the resources needed to assist the agency. Once the needs have been determined, the duty officer, through SEECOM, sends out a request to member agencies. Those agencies contact the duty officer to coordinate a response. As stated in the mutual aid agreement, responding agencies provide up to five days of assistance at no charge. In creating the organization, it was decided to provide assistance for no charge for the first five days since a disaster can cripple a community financially. IPWMAN's purpose is to help its members, not to add to the financial burden resulting from the emergency. Since the first IPWMAN response, over \$2.5 million dollars in assistance has been provided in response to requests for assistance.

Membership in IPWMAN is open to any public agency that provides public works-related services.

Membership paperwork is available at www.ipwman.org. To join:

- An agency needs to pass an ordinance or resolution authorizing an officer to sign the IPWMAN Mutual Aid Agreement. (Townships wishing to join do not have to provide an ordinance or resolution since the Highway Commissioner has the legal authority to enter into agreements.)

- The officer and a witness sign the agreement, usually the Mayor or Board President signs and the Clerk witnesses the signature. If the agency requires legal review of the agreement, there is a signature line for legal counsel to sign. This agreement is the same agreement that has been signed by all of the member agencies.
- The agency completes the emergency contact form. It is preferred that contact information for three people be included so the duty officer can contact the agency in case of an emergency.
- It is helpful to let the agency's county emergency management agency know of its intention to join IPWMAN. If the emergency management agency does not require that the agency submit a list of available resources, just mark N/A on the checklist. IPWMAN wants to make sure that the emergency management agencies are aware of communities who join IPWMAN since it helps those agencies with responses to disasters.
- The agency then prepares a check for membership dues. Dues are based upon the population of the jurisdiction served by the agency. (See the website for information about dues.)
- Send the ordinance/resolution, signed agreement, emergency contact information, checklist and membership dues to IPWMAN, P.O. Box 898, St. Charles, Illinois 60174.

Benefits of membership include:

- Access to personnel and resources when an emergency overwhelms the resources available,
- Guidance in coordinating a response to an emergency,

- Consistent understanding of the responding and requesting agencies' roles during response by following the terms of the mutual aid agreement, and
- Response that is based upon the need of the requesting agency as opposed to unsolicited responders that are not needed and hamper recovery efforts.

It is important to note that no agency is forced to respond to a disaster, but those who have responded find the experience very rewarding. Many of those who have recently responded are from agencies that received assistance when they dealt with emergencies. IPWMAN members realize that the success of the organization is a willingness to help each other. In addition to responding to emergencies, members can serve on the Executive Board, act as a liaison between IPWMAN and other agencies, or coordinate resources in response to a request for assistance as a duty officer. The key tenant of the organization is "no agency is too large to need help and no agency is too small to provide assistance." IPWMAN's strength comes from each agency's desire to help one another.

For more information, go to the website, www.ipwman.org, call 844-IPWMAN-9 (844-479-6269), or contact:

Tom Casson

Menard County Highway Department
15620 Chautauqua Road
P.O. Box 497
Petersburg, Illinois 62675
menardhwyl@sbcglobal.net

Invitation

Please join us for the
2017 APWA Illinois Chapter Snow Rodeo

Hosted by the
Southern Illinois University - Edwardsville

Supported by



Date: Friday, September 22, 2017

Time:

Registration & Breakfast:	8:00 a.m.
Welcome Announcement:	9:00 a.m.
Competition Begins:	10:00 a.m.
Lunch:	1:00 p.m.
Awards Presentation:	2:00 p.m.

Location: Southern Illinois University
3345 Stadium Drive
Edwardsville, Illinois

Please RSVP by September 8, 2017

Registration forms can be found at <http://illinois.apwa.net/PageDetails/12571>
Please contact Aaron Caho with any questions at
309-693-9667, ext. 15, or email at aaronc@rbpro1.com.

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The Technology Transfer (T2) Program is a nationwide effort financed jointly by the Federal Highway Administration and individual state departments of transportation. Its purpose is to transfer the latest state-of-the-art technology in the areas of roads and bridges by translating the technology into terms understood by local and state highway or transportation personnel.

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