

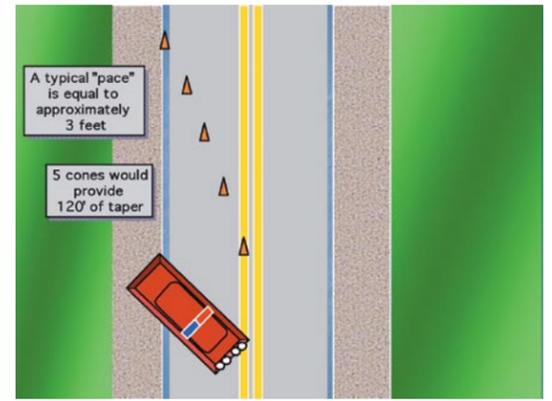
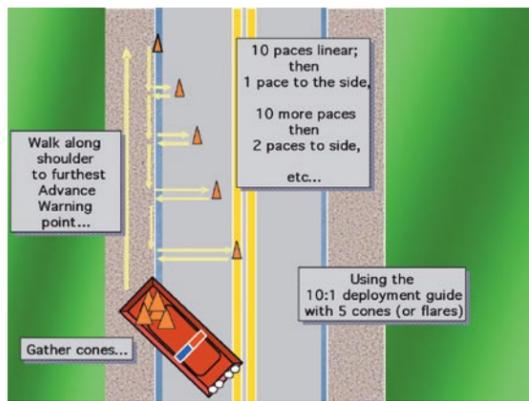
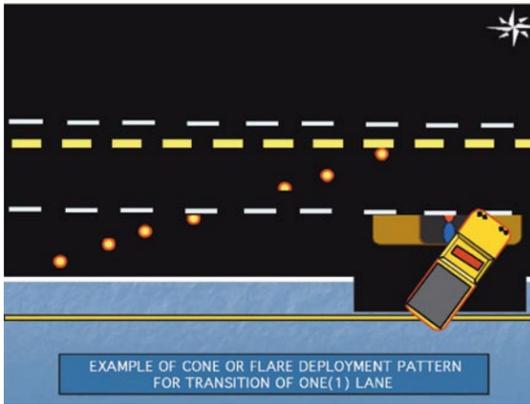
# IPRF ISSUES

Risk & Safety Tips from the ILLINOIS PUBLIC RISK FUND

Vol. 9 No. 1 • Quarterly Issue • January 2010

## On The Highway... We've Got Your Back

**MODEL – Standard Operating Guideline for Cone, Flare, or Sign Deployment at Traffic-related Incidents**



Does your agency have written guidelines on deploying Traffic Control Devices and safely setting up Advance Warning and Transition Areas at roadway incidents? Emergency Responder Chief Instructor Ron Moore, Cumberland Valley Volunteer Firemen's Association, has prepared guidelines to address this potentially dangerous operation.

The standard operating guideline that the safety of operating personnel working in or near moving traffic should be assured. Balanced with concerns for member safety and the safety of those persons exposed to moving traffic, department personnel are encouraged to comply with applicable local, state, and MUTCD Temporary Traffic Control Zone criteria when operating in or near moving traffic at street, roadway, or highway-related incidents.

A compliant MUTCD Temporary Traffic Control Zone includes an incident scene with clearly identifiable areas such as the Advance Warning, Transition, Buffer, Work, and Termination Areas.

When the determination has been made that Fire Department personnel are to use available portable traffic control equipment such as 28-inch or taller traffic cones, highway flares, retro-reflective pink deployable signs, or other signaling devices to establish the Advance Warning and/or Transition Area, it is understood by all that for the personnel involved, this is a high risk and potentially life-threatening activity. The member(s) performing this work is typically outside of the protected work area and may be working in close proximity to moving traffic.

### RESPONSIBILITY:

The following conditions are assumed to be in place prior to the person or persons assigned to establish the Advance Warning or Transition Area beginning their assignment;

- A suitable responder vehicle is on location within the Temporary Traffic Control Zone and the vehicle is positioned in a blocking position so as to create a protected Work Area and Buffer Space,
- Portable traffic control equipment (cones, flares, deployable sign, etc) are available and readied for use,
- Fire Department member performing task has been assigned to specifically deploy portable devices to create an Advance Warning and/or Transition Area; Not a freelance effort, and
- Fire Department member is wearing proper PPE including high-visibility garment and helmet. During periods of low light level or reduced visibility weather conditions, member has operating hand light with them and it is turned ON during this activity.

### OPERATIONAL STEPS:

The following operational steps can serve as a recommended guideline for performing this assigned function;

- Portable equipment is gathered while member is inside protected Work Area.
- Activity is coordinated with an assigned "Watch Out" or safety partner, if staffing permits.
- Member gathers equipment, faces on-coming traffic, and moves along a linear, safe pathway on the shoulder or median area of street, road,

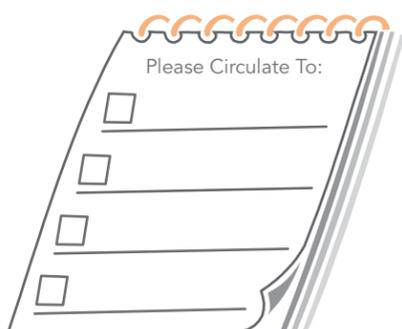
highway to furthest upstream location where first device is to be deployed.

- Member shall deploy first device along shoulder/ edge of lane of street, road, or highway while standing in safe area.
  - This initial deployment point should be approximately 100-120 feet for deployment of five(5) devices
  - Deployment point should be up to 200-240 feet upstream for deployment of eight(8) devices
  - Initial deployment point should take into considerations environmental weather or poor lighting conditions and any visual obstructions for approaching motorists including hills, curves, or other visual obstructions. Furthest traffic control device can be extended further upstream according to these sight-limiting conditions.
- Member shall move a distance of ten(10) paces back toward the incident scene along this safe pathway area. When determined safe to do so, member may enter into the nearest travel lane a distance of one(1) pace or approximately three(3) feet and deploy the second traffic control device.
 

*NOTE: When deploying highway flares, ignition of the flare should take place while member is standing in the safe pathway area. Once lit, the member can move the appropriate distance into the nearest travel lane to actually deploy the flare.*
- Member shall immediately return back to the shoulder or median safe area and move an additional ten(10) paces along the safe area back towards the incident scene.
- When determined safe to do so, member may enter into the travel lane being closed a distance of two(2) pace or approximately six (6) feet and deploy the third traffic control device.

*continued on back cover*

*Inside this issue...* **2** 5-Minute Safety Talks **3** Loss Control Courses for 2010 **4** Fire Fighter Safety Quiz



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# 5 MINUTE SAFETY TALKS

## Snow & Ice Our Enemy, During Winter Driving

Many of us drive for pleasure, out of necessity and as part of our job. IPRF members such as Law Enforcement, Fire Service, Schools, Park Districts and cities and towns all have employees that drive as part of their job activities.

The best advice for driving in bad winter weather is not to drive at all, if you can avoid it. For most of us, this is not practical. We need to drive to and from work, at work, get groceries and conduct personal business.

Try to avoid going out until after the snow plows and sanding trucks have had a chance to do their work. Allow yourself extra time to reach your destination and exercise patience.

If you must drive in snowy conditions, make sure your car is prepared, and that you know how to handle road conditions.

It's helpful to practice winter driving techniques in a snowy, open parking lot, so you're familiar with how your car handles. Consult your owner's manual for tips specific to your vehicle.

### DRIVING ON ICY ROADS

1. Decrease speed and leave yourself plenty of room to stop. Allow at least three times more space than usual between you and the car in front of you.
2. Brake gently to avoid skidding. If your wheels start to lock up, ease off the brake.
3. Turn on your lights to increase your visibility to other motorists.
4. Keep your lights and windshield clean.
5. Use low gears to keep traction, especially on hills.
6. Don't use cruise control or overdrive on icy roads.
7. Be especially careful on bridges, overpasses and infrequently traveled roads, which will freeze first. Even at temperatures above freezing, if the conditions are wet, you might encounter ice in shady areas or on exposed roadways like bridges.
8. Don't pass snow plows and sanding trucks. The drivers have limited visibility, and you're likely to find the road in front of them worse than the road behind.
9. Don't assume your vehicle can handle all conditions. Even four-wheel and front-wheel drive vehicles can encounter trouble on winter roads.



### Help, my rear wheels skidding...

1. Take your foot off the accelerator.
2. Steer in the direction you want the front wheels to go. If your rear wheels are sliding left, steer left. If they're sliding right, steer right.
3. If your rear wheels start sliding the other way as you recover, ease the steering wheel toward that side. You might have to steer left and right a few times to get your vehicle completely under control.
4. If you have standard brakes, pump them gently.
5. If you have anti-lock brakes (ABS), do not pump the brakes. Apply steady pressure to the brakes. You will feel the brakes pulse — this is normal.

### Yeow, my front wheels skidding...

1. Take your foot off the gas
2. Shift to neutral
3. Don't try to steer immediately.
4. Pump your brakes  
As the wheels skid sideways, they will slow the vehicle and traction will return. As it does, steer in the direction you want to go. Then put the transmission in "drive" or release the clutch, and accelerate gently.

## Stay On Guard

Why do we have these brief safety talks? Why do we always have to think about safety?

One of the major reasons is that, in order to be safe, you have to be alert. You must be on your guard at all times. By talking about safety, you develop and strengthen safe work habits.

One of the worst things you can do is to let your guard down by becoming preoccupied with other things.

We all have personal problems that plague us to one degree or another: health, bills, the future, or perhaps preoccupation stemming from illness or fatigue.

Such preoccupation is a major factor in many on-the-job mishaps that are sometimes mistakenly labeled freak accidents.

When you become lost in thought, you are off guard. You've let your defenses down and are wide open to an accident.

If a person is blind or deaf, they learn to compensate for their handicap. Their other senses become more alert. When you are preoccupied, you are blind and deaf, but you don't know it. You are unguarded.

But how do you guard against preoccupation? How, indeed, can you detect that preoccupation has reached the point, either in yourself or others, that you're easy prey to hazards or hazardous conditions?

If we knew the answer to this, it would mean a major breakthrough in the field of safety. It would be nice to be able to take a reading of someone's brain waves to see if they were lost in thought and open to an accident.

But we don't have that ability. So we must do the best we can. We do this by trying to make safety something that comes natural to us all, even when we are not consciously thinking about it.

These safe work habits will then be so strong that even if you become preoccupied at times, your safe habits will prevent you from having an accident.

Reducing the possibility of accidents due to preoccupation is a matter of preventive safety, and that's one of the reasons we're having this talk.



### LEADER NOTES

#### OBJECTIVE:

To reinforce the concept of staying on guard and avoid-ing preoccupation with outside influences.

#### THE TALK - POINTS TO COVER

- Why do we have these brief safety talks? Why do we always have to think about safety?
- One of the major reasons is that, in order to be safe, you have to be alert.
- One of the worst things that you can do is to let your guard down by becoming preoccupied with other things.
- We all have personal problems that plague us to one degree or another.
- Such preoccupation is a major factor in many on-the-job mishaps.
- When you become lost in thought, you are off guard.
- When you are preoccupied, you are blind and deaf, but you don't know it. You are unguarded.
- How do you guard against preoccupation?
- We do this by trying to make safety something that comes natural to all of us, even when we are not consciously thinking about it.
- These safe work habits will then be so strong, that even if you become preoccupied at times, your safe habits will prevent you from having an accident.
- Reducing the possibility of accidents due to preoccupation is a matter of preventive safety, and that's one of the reasons why we're having this talk.

# LOSS CONTROL COURSES FOR 2010

IPRF announces the new loss control course schedule for 2010. The course offerings have changed significantly. We now have two onsite courses instead of three. The course content is completely revised from any of the previous courses. They are still somewhat progressive, starting with some basics and moving to more safety planning and strategy.

Our webinars are a quick and convenient way to provide you and your employees with continuing safety and health education. Try several!

Finally, we are offering specialty courses for law enforcement and fire districts. We are using professional, experience officers to teach these courses.

**Principles Course** – Principles of Safety and Health. This is a training session for persons assigned safety program responsibilities. It is also a great session for anyone that is involved with safety and health within their organization. Should you attend? This can best be answered by asking the following question: “What can I do to better understand safety and health and make our program more effective?” The course includes materials and ideas that can enhance your existing program. It provides information that, when implemented, will show improved bottom line results.

**Managing Course** – Managing Your Safety and Health Program. After completing the Principles course, you must prepare to move your program to the next level of understanding and development. We do this first by finding out what is creating our accidents. Once we do that we need to put a plan in place to begin improvement. This is a very interactive session where we uncover root causes of program failures and establish plans to improve our understanding, efforts and programs.

**Webinars** – One hour mini-sessions on a variety of topics. The webinar is directed towards IPRF members. You'll find them very useful for improving your safety and health efforts.

**Specialty Courses** – We've hired law enforcement and fire protection experts to help us with our training. These courses are taught by professionals for professionals. The OSHA 10 hour course will help you with compliance to workplace standards. Remember, these are going to be enforced by the State of Illinois soon.

For a complete description of all the courses and sign up information, go to the IPRF Loss Control website. Or contact Krista Ryba at 847-726-4087 or Bonnie Rapp at 847-726-4095, bonnie.rapp@iprf-losscontrol.com.

## 2010 COURSE SCHEDULES

### Principles and Managing Courses

Carbondale/Fairview Heights

Principles Course – March 16

Principles Course - April 22

Managing Course – September 14

Managing Course – October 5

Tinley Park

Principles Course – March 18

Principles Course – April 13

Managing Course – August 12

Managing Course – September 9

Springfield

Principles Course – April 20

Principles Course – May 13

Managing Course – August 10

Managing Course – September 15

Vernon Hills

Principles Course – May 11

Principles Course – June 3

Managing Course – August 5

Managing Course – September 16

### Webinars: (32)

Back Safety & Material Handling

Office Ergonomics

Effective Safety Committees

Leveraging Your Safety Culture

Safety Management for Results

Introduction to Ergonomics

OSHA Recordkeeping

Preventing Slips/Trips/Falls

Return to Work

OSHA in Illinois

Feb. 18, Jun. 8, Aug. 6

Feb. 16, May 13, Jul. 15

Feb. 22, Mar. 18, Apr. 29

Feb. 10, May 21, Oct. 8,

Jul. 15, Sept. 29, Nov. 9

Feb. 16, Jun. 18, Sept. 22

Feb. 5, Mar. 26, Jun. 3,

Jan. 22, May 14, Aug. 9, Nov. 30

Apr. 6, Jul. 13, Aug. 20, Nov. 17

Jan. 22, Apr. 27, July 22

### Specialty Courses: (10)

Police Officer Training

Fire Training

Fire Chiefs

Fire Fighters

Training Coordinators

OSHA 10 Hour Course

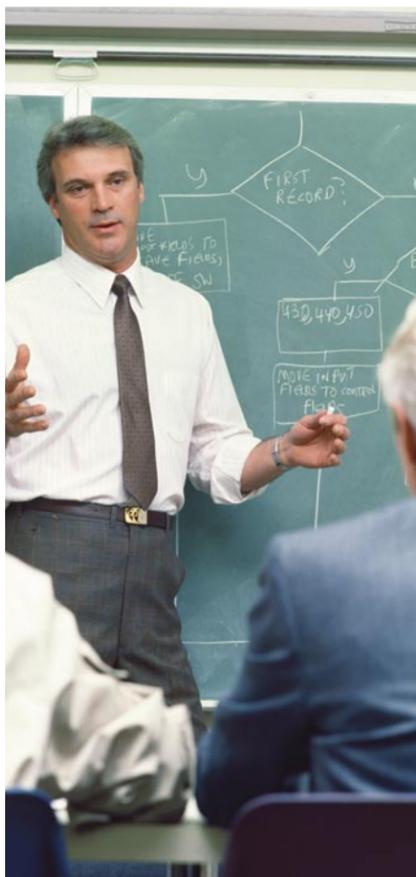
May 27, Aug 26

Mar. 9, Sept. 17

Feb. 11, June 16

May 20, Oct 7

May 18, Oct. 19



## STRETCHING Your IPRF Grant Dollars

### Vendors Offer Discounts

Paying for your Safety Programs has not only gotten easier, but now you can get more bang for your buck.

For added value, IPRF has partnered with several vendors who are offering discounts up to 35% on their products.

All grant applications must be received by March 15, 2010.

### Preferred Vendor List

BREATHING AIR SYSTEMS

DARLEY

ILLINOIS FIRE STORE

DIAMOND DIAMONDS

IMS ALLIANCE

A.E.C. FIRE & SAFETY

BANNER FIRE EQUIPMENT

INDESCO

CDS OFFICE TECHNOLOGIES

U.S. SAFETY PRODUCTS

TOWERS FIRE APPARATUS CO.

FIRE APPARATUS AND SUPPLY TEAM

MES OF IL

SUPER SAT VENTURES

UNITED RADIO COMMUNICATIONS

ACS FIREHOUSE SOFTWARE

MATRIX MEDICAL

AIR ONE EQUIPMENT

MASIMO

If you would like to have your vendor partner with us, contact Warren English at 269-506-5688.

## CCMSI's Internet Claims Edge (iCE)



CCMSI's Internet claims analysis and reporting tool designed to provide your organization with complete, comprehensive and around-the-clock access to your claims information. iCE will give IPRF Members the ability to report new claims online and review detailed claim information such as reserves, notes and financials in real time. In the Claims Analysis section, IPRF Members can easily query their claims data utilizing a variety of search options and graphs and it will allow users to export information into Microsoft Excel. iCE will also give each user the capability of managing their OSHA 300 & 300A Logs in tandem with online reporting. The IPRF Team will be contacting members with their individual user ID's and Passwords in the first couple of weeks of January 2010. CCMSI will be conducting several Live Online I-Linc Training sessions for IPRF members in January 2010.

## Meet Kim DiPirro, Unit Claims Supervisor

Kim has over 25 years of experience in the Worker's Compensation industry and has been with IPRF for almost 2 years. She currently supervises claims within the 708 and 847 area codes. Kim's favorite part of the job is the completion of difficult claims along with the interaction with the many members. Her goal is to provide superior customer service and communication. Her family consists of her husband Mark and their Macaws. They enjoy backpacking and gardening in their spare time.





- “Operation Lifesaver” is an education program that:**
  - Ensures that fire fighters always wear seat belts
  - Ensures that all fire fighters turn on their PASS devices
  - Seeks to reduce crashes and injuries at railway intersections, including crashes between trains and fire apparatus
  - Promotes safety maintenance of SCBA's
- Which of the following statements are true?**
  - Rapid Intervention Teams should be in place before arrival on the scene.
  - Interior size-up is just as important as exterior size-up.
  - Thermal imaging cameras are reliable for predicting structural collapse.
  - None of the statements are true.
- Which of the statements are false?**
  - Firefighters should not remove seatbelts to put on SCBA when the vehicle is in motion.
  - When feasible, all fire fighters should be in a fully enclosed personnel area.
  - Apparatus noise may lead to permanent hearing loss.
  - None of the statements are false.
- When conducting live fire training, which is not correct?**
  - Consider using a thermal imaging camera
  - All fire fighters should be able to communicate with the Incident Commander
  - Know the burn characteristics of the fuels utilized
  - Ventilation should be conducted independent of interior operations
- To help prevent rollover incidents with emergency vehicles, drivers should receive training:**
  - Annually
  - At least twice a year
  - Upon entering the department
  - With driver license renewal

Fire Fighter Safety Quiz ANSWERS 1) C 2) B 3) B & C 4) D 5) B

continued from front cover

## On The Highway... We've Got Your Back

- This pattern of 10 paces back towards the incident scene and a distance of an additional three(3) feet into the travel lane each time a cone or flare is deployed creates an effective diagonal line of cones or flares across a travel lane of the street, road, or highway. Ideally, the final device shall be near the rear of the responder vehicle that is in a blocking position at the incident scene.
- If a retro-reflective, pink deployable sign is used by the fire department to comply with NFPA 1500 Standard, this sign shall be carried in the folded condition upstream along the safe area (shoulder or median) and deployed along the shoulder or median at a location ten(10) additional paces further upstream of the initial cone or flare already deployed.

### Struck By Incidents

Ohio Officer Struck by Fleeing Car After Hearing Shots Downtown  
 Wisconsin Police Officer Struck By Hit-And-Run Driver  
 Wisconsin Deputy Survives Collisions on Interstate 43  
 Pennsylvania Officer Nearly Run Over and Shots Fired  
 Indianapolis Officer Hurt During Pursuit of Stolen SUV  
 Utah Trooper Struck on I-215  
 Indiana Officer Struck by Fleeing Suspect  
 New Jersey Crossing Guard Struck by Car in Red Bank

For more information visit [www.responder.com](http://www.responder.com)



## AVERAGE & MAXIMUM WEEKLY Disability Benefits

The maximum TTD benefit can be no more than 133-1/3% of the statewide average weekly wage on the date of the injury or last exposure.

	STATE AVERAGE WEEKLY	MAXIMUM TTD BENEFIT
Jan. 15, 2008 to July 14, 2008	\$883.86	\$1,178.48
July 15, 2008 to Jan. 14, 2009	\$912.56	\$1,216.75
Jan. 15, 2009 to July 14, 2009	\$923.56	\$1,231.41
July 15, 2009 to Jan. 14, 2010	\$932.25	\$1,243.00



## Need More Newsletters?

If you would like IPRF Issues newsletter mailed to additional department heads, please contact:

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Back issues are available upon request and can be found online @

[www.iprf.com](http://www.iprf.com)

### Illinois Public Risk Fund Claims Directory

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	815 Lb-Z	(217) 477-5941
	309 A-Z	
Glenn Macey Claims Specialist, Sr. <a href="mailto:gmacey@ccmsi.com">gmacey@ccmsi.com</a>	630 A-E	(630) 649-6057
	815 A-La	(217) 477-5939
To be announced Claims Specialist To be announced	217 J-Z	(630) 649-6062
	618 A-L	(217) 477-7281
Susan Feigl Claims Specialist <a href="mailto:sfeigl@ccmsi.com">sfeigl@ccmsi.com</a>	217 A-I	(630) 649-6058
	618 M-Z	(217) 477-5940
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Thalia Nevels Claims Specialist <a href="mailto:tnevels@ccmsi.com">tnevels@ccmsi.com</a>	708 A-M / S-Z	(630) 649-6069
	847 G-Z	(217) 477-7282
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 Peggy O'Brien, *Graphic Designer*

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