Attachment 1: Stakeholder List

[Content removed due to Personally Identifiable Information (PII)]

Attachment 2: District Interview Questions

Work Zone Activity Data (WZAD) refers to the real-time data description of a work zone including the type of work, schedule, location, geometry, lane and shoulder impacts, and detour routes. Modernizing how WZAD is collected, managed and shared has been the subject of ongoing efforts at the national level, culminating in the recent 2024 ITE Connected Work Zone (CWZ) Standard and federal funding opportunities such as the IDOT SMART Grant. The following questions are geared towards a better understanding of how WZAD is currently collected, managed, and used within your District.

Work Zones

1) How are lane closures for construction, maintenance, utilities or other purposes scheduled and tracked operationally in your District?
   a) Is there a lane closure system or scheduling process?
   b) What work zone activity data (WZAD) does your District collect and manage?
      i) What type of work zones are included (e.g., construction, maintenance, utility, etc.)?
      ii) What work zone elements are included (e.g., type, schedule, location, restrictions, etc.)?
      iii) How often is WZAD updated to reflect real-time conditions?
      iv) Do you capture work zone and/or detour route geometry?
      v) Are your locations tied to an enterprise linear referencing system (LRS) or base map?
      vi) Do you have documentation or data dictionaries for your WZAD?
   c) How does your District validate your WZAD, in particular to confirm the start and end times of your work zones and the accuracy of the work zone locations?
   d) Who are the primary users of your District's lane closure data?
      i) Internal users?
      ii) External users?
   e) How is the lane closure data shared?
   f) Are any data sharing flows currently automated?
   g) Does it work well for you? Any issues?
2) Is there a process to track reduced work zone speed limits?
3) Is there a process to track and report detour routes?
4) Is there a process to track impacts to bicycles, pedestrians, transit or parking?
5) How are work zone restrictions, such as width and height, reported for OSOW purposes?
6) Does your District support any other systems that manage work zone data?
   a) 511 Traveler Information
   b) Advanced Traffic Management System (ATMS)
   c) External traveler information systems (e.g,, Travel Midwest or WAZE)
7) Are there currently any ITS systems used to manage traffic in work zones (queue detection/warning, detectors, cameras, etc)? Connected work zones?
   a) What devices are deployed?
   b) Is data collected and shared from connected work zone devices?
   c) Who receives this data?
   d) How is the data shared?
   e) Is the data sharing automated?
   f) Can any systems track if workers are present?
   g) Does it work well for you? Any issues?
   h) What level of connected work zone deployments do you anticipate in the next 3-5 years?
8) Does your District generate any work zone performance measures (e.g., total work zone miles, worker safety, etc.)
   a) What measures do you currently generate?
   b) How often are they updated?
   c) How are they reported?
   d) What are your data sources?
   e) What measures would you collect if you had better work zone data?

   Additional questions:
   The Bureau of Construction is now using an electronic diary system, CMMS, for construction management, invoicing, project management details, etc. How is this data collected?

Attachment 3: Stakeholder Meeting Minutes

DISTRICT 1 MEETING

SUMMARY

Date:	**July 16, 2025**
Project Title:	**IDOT WZAD Program**
Meeting:	**District 1 Interview**

Meeting Date: July 16, 2025 **Location:** WebEx

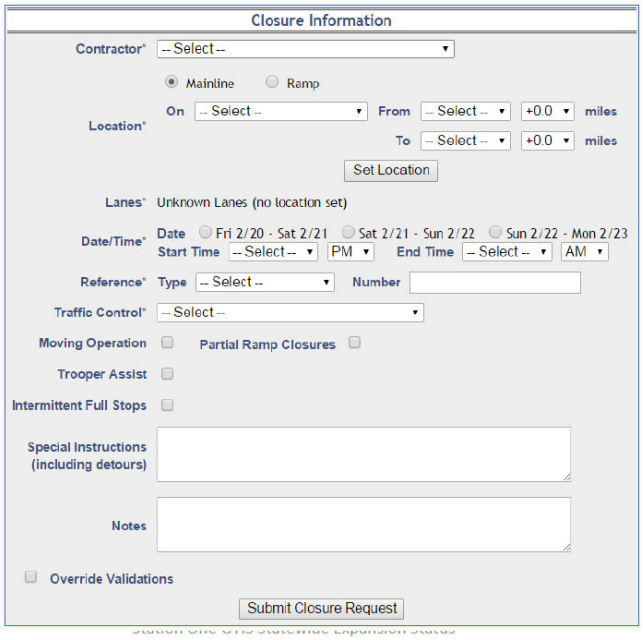
ATTENDEES

Company	Representative	Role	Email
[redacted]	[redacted]	[redacted]	[redacted]

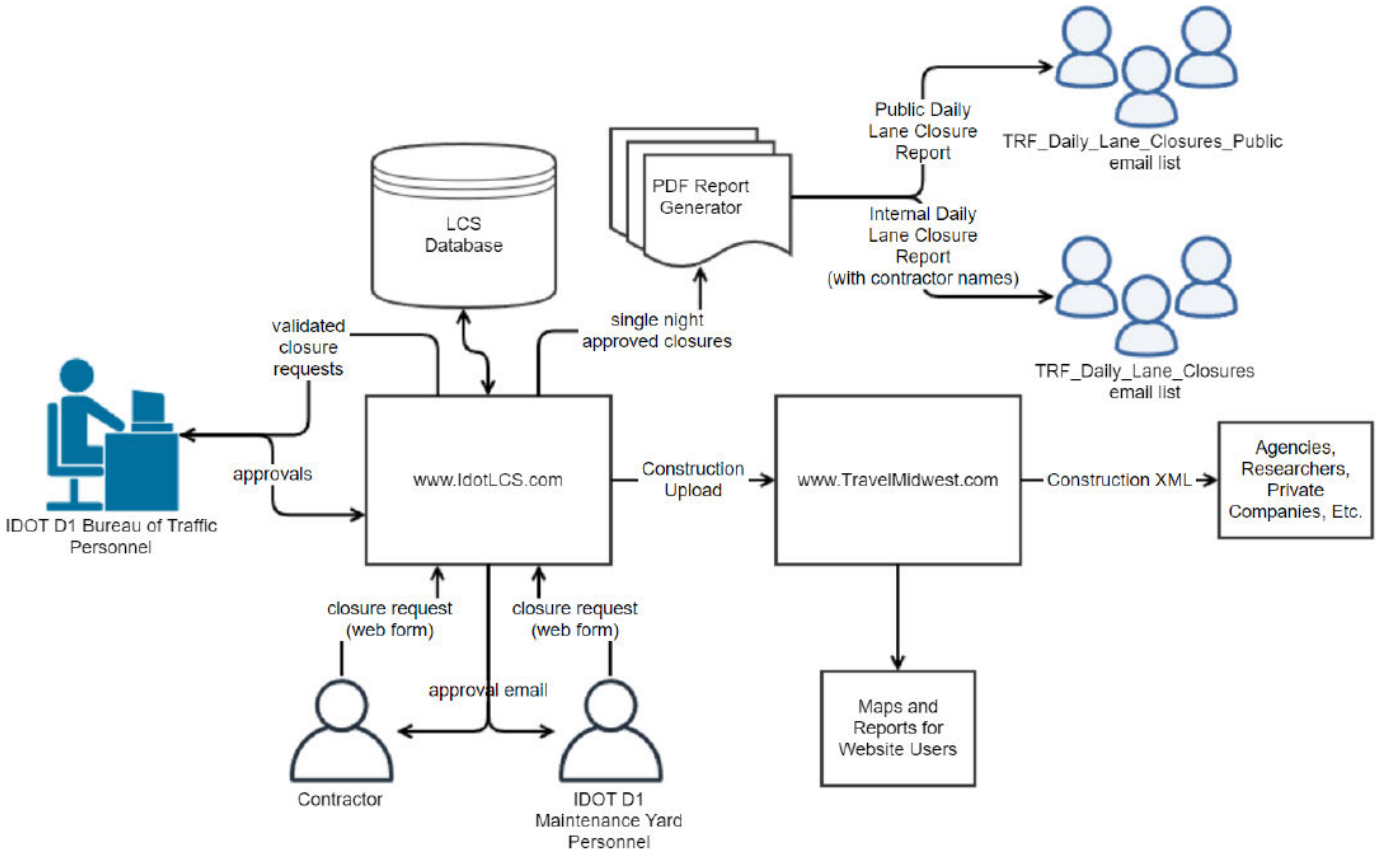
District 1 Lane Closure Systems/Processes

<u>IDOT Expressways</u>

- Lane Closure System (LCS) is the web-based system where they keep track of all closures for the expressway network.
- LCS is coded for statewide use but only used by District 1.
- Contractor (or IDOT maintenance) enters data, IDOT checks, approvals/denials auto emailed.
- IDOT reviews requests in real time on a daily basis – one day to review. Request needs to be made one day in advance.
- Requests are for daily nighttime closures for maintenance and construction.
- Approved/merged closures are automatically entered into Gateway Traveler Information System (GTIS) database and report is emailed as PDF to mailing list.
- All contractors/projects are aware of closure approvals via the publication of all closures.

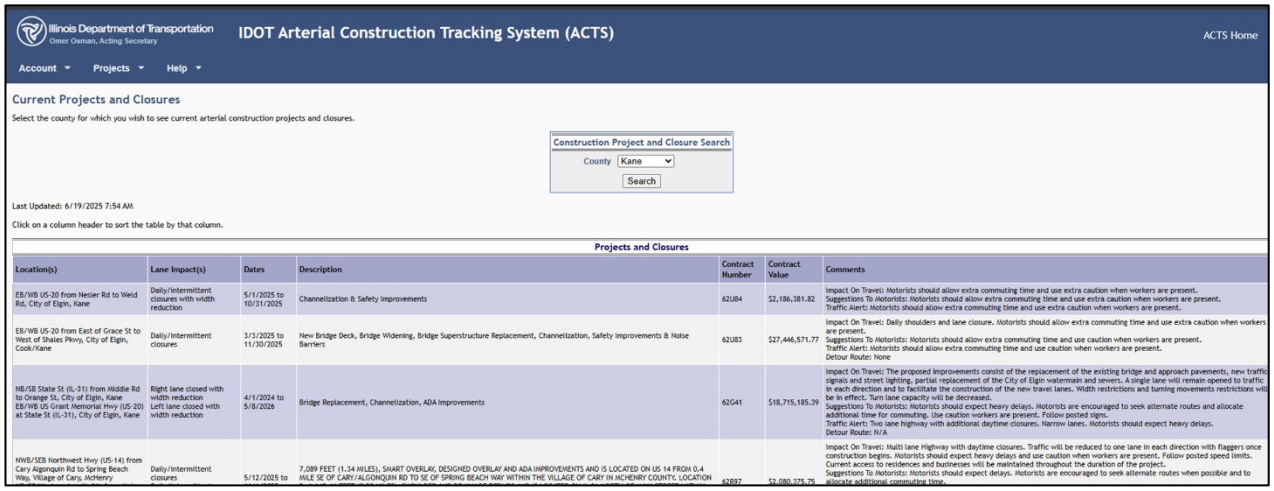


- Validation of data entered including allowed/disallowed hours by location, day of week, and lane closure count.
- Locations are geocoded.
- PDF reports are auto-emailed internally and to public. This is the only regularly generated summary data report.
- Long-term closures require staff to enter closure information based on maintenance of traffic (MOT) plans that are approved by Region Engineers. Record is almost entirely text based.
- Long-term closures records include reduced speeds and detours, but detour route details are not included.
- LCS is tied to OpenStreetMaps, geometry is not updated.
- LCS is more operational in real time, finer granularity – trusted source.
- Emergency traffic control staff and the communication center receives the short- and long-term closures - they receive the PDF and have direct access to the database.
- Emergency/communication center events can turn into an LCS event and recorded as a long-term closure.
- There are ITS devices that are used in conjunction with road projects. District 1 has limited access to smart work zone systems but cannot modify messaging.
    - Construction contract special provisions direct contractor to coordinate with IDOT on ITS systems that will be used in work zones prior to deployment.



Arterials

- Arterial Construction Tracking System (ACTS) is the source lane closure system for arterials in District 1.
- Utility companies are supposed to enter lane closures – those are reviewed by IDOT utility staff and approved/denied. IDOT has had little luck getting utility companies to use the system.
- Construction daily lane closures – not well tracked; Region Engineer follows OPER2410, but everyday closures are not recorded.
- Utility and traffic permits for daily lane closures are also difficult to track; permits can be 90 days or 180 days, but the closure could be any time; a 72-hour email notification is requested but not policed.
- For any extended lane closures, OPER2410 process is used, ultimately going to GTIS.
- IDOT may be adding in a spatial component to ACTS – working with UIC on that.
- If there are changes to the MOT on a project, anticipated or not, then they do the OPER 2410 process to update closure information.
- Off expressway closures should all be in ACTS.



Illinois Department of Transportation
Omer Osman, Acting Secretary

IDOT Arterial Construction Tracking System (ACTS)

ACTS Home

Account Projects Help

Current Projects and Closures

Select the county for which you wish to see current arterial construction projects and closures.

Construction Project and Closure Search

County Kane

Search

Last Updated: 6/19/2025 7:54 AM

Click on a column header to sort the table by that column.

Projects and Closures

Location(s)	Lane Impact(s)	Dates	Description	Contract Number	Contract Value	Comments
EB/WB US-20 from Nesler Rd to Weld Rd, City of Elgin, Kane	Daily/intermittent closures with width reduction	5/1/2025 to 10/31/2025	Channelization & Safety Improvements	62UB4	$2,186,381.82	Impact On Travel: Motorists should allow extra commuting time and use extra caution when workers are present. Suggestions To Motorists: Motorists should allow extra commuting time and use extra caution when workers are present. Traffic Alert: Motorists should allow extra commuting time and use extra caution when workers are present.
EB/WB US-20 from East of Grace St to West of Shales Pkwy, City of Elgin, Cook/Kane	Daily/intermittent closures	3/3/2025 to 11/30/2025	New Bridge Deck, Bridge Widening, Bridge Superstructure Replacement, Channelization, Safety Improvements & Noise Barriers	62UB3	$27,446,571.77	Impact On Travel: Daily shoulders and lane closure. Motorists should allow extra commuting time and use extra caution when workers are present. Suggestions To Motorists: Motorists should allow extra commuting time and use caution when workers are present. Traffic Alert: Motorists should allow extra commuting time and use caution when workers are present. Detour Route: None
NB/SB State St (IL-31) from Middle Rd to Orange St, City of Elgin, Kane EB/WB US Grant Memorial Hwy (US-20) at State St (IL-31), City of Elgin, Kane	Right lane closed with width reduction Left lane closed with width reduction	4/1/2024 to 5/8/2026	Bridge Replacement, Channelization, ADA Improvements	62G41	$18,715,185.39	Impact On Travel: The proposed improvements consist of the replacement of the existing bridge and approach pavements, new traffic signals and street lighting, partial replacement of the City of Elgin watermain and sewers. A single lane will remain opened to traffic in each direction and to facilitate the construction of the new travel lanes. Width restrictions and turning movements restrictions will be in effect. Turn lane capacity will be decreased. Suggestions To Motorists: Motorists should expect heavy delays. Motorists are encouraged to seek alternate routes and allocate additional time for commuting. Use caution workers are present. Follow posted signs. Traffic Alert: Two lane highway with additional daytime closures. Narrow lanes. Motorists should expect heavy delays. Detour Route: N/A
NWB/SEB Northwest Hwy (US-14) from Cary Algonquin Rd to Spring Beach Way, Village of Cary, McHenry	Daily/intermittent closures	5/12/2025 to	7.089 FEET (1.34 MILES), SMART OVERLAY, DESIGNED OVERLAY AND ADA IMPROVEMENTS AND IS LOCATED ON US 14 FROM 0.4 MILE SE OF CARY/ALGONQUIN RD TO SE OF SPRING BEACH WAY WITHIN THE VILLAGE OF CARY IN MCHENRY COUNTY. LOCATION	62B97	$2,080,375.75	Impact On Travel: Multi lane Highway with daytime closures. Traffic will be reduced to one lane in each direction with flaggers once construction begins. Motorists should expect heavy delays and use caution when workers are present. Follow posted speed limits. Current access to residences and businesses will be maintained throughout the duration of the project. Suggestions To Motorists: Motorists should expect delays. Motorists are encouraged to seek alternate routes when possible and to allocate additional commuting time.

Other Relevant IDOT Information

- IDOT has a statewide Esri contract and Esri has a Lane Closure permitting solution; BIP is rolling statewide permitting

Potential Future Discussions?

- Follow up discussion with program development staff to share planned work zone closure information/processes.

DISTRICT 2 MEETING

SUMMARY

Date:	**July 23, 2025**
Project Title:	**IDOT WZAD Program**
Meeting:	**District 2 Interview**

Meeting Date: July 23, 2025 **Location:** WebEx

ATTENDEES

Company	Representative	Role	Email
[redacted]			

Districts 2 Lane Closure Systems/Processes

- In District 2, on the construction side, lane closures are shared during the preconstruction meeting and construction schedules are discussed. IDOT submits the OPER 2410.
- For maintenance, crews request lane closures or notify them where they'll be working via call or email. A lot of maintenance activity does not get reported, especially for short-term operations.
- Almost all construction contracts provide the BSPE 725 traffic control contacts form (Word document) prior to starting work. All projects will have a OPER 2410 form with start/end date, location of work area and contact information for the contractor. Recipients of the OPER 2410 form (via email) include radio room, operations, maintenance (in the respective area).
- IDOT Traffic Control Coordinator or railroad coordinator submits the BSPE 725s.
- For the OPER 2410, IDOT Traffic Control Supervisor (TSC) submits when there are width restrictions. Construction submits the OPER 2410 for any project without a width restriction.
- Any detour route requires 21 days' notice for the OPER 2410 . That is the only way detours are tracked. Detour plans are reviewed during MOT planning/design.
- District 2 deploys smart work zones in areas where there are significant backups. They use real-time traffic systems with static signs. They are used on heavier interstate routes and have sensors for capturing traffic speeds. IDOT can access that data however through the contractor. The cost to use the system is approximately $30k. Some districts have annual contracts for smart work zone deployment.
- District 2 includes smart work zones in their construction documents. There have been construction projects where a need arises during construction and smart work zones are deployed after the fact. IDOT considers prior history, hourly traffic counts, and focuses on interstates for deployment. They have not deployed them more than 4 times in a year.
- IDOT has a statewide special provision for the smart work zone item. Access to the data would be through the real-time contractor portal.
- Real time traffic control equipment includes the trailer, static sign, two 12' yellow beacons where the sensor is mounted on the sign. Two trailers are deployed on both sides of the road. District 2 deploys 3-4 sets, usually one mile starting from

merging taper, every mile there will be a set of static signs, for 3 miles of advanced warning. At the merging taper, when traffic reduces speed to below 45 mph, the flashers on the first set of signs are triggered. Similar actions follow at the subsequent trailer points to gauge speeds and traffic queueing.

- Current real time traffic control deployment is at I-39, south of Rockford. High Star Traffic is the traffic control vendor.
- Work zone traffic control inspections are how District 2 evaluates work zone performance. Work zones are reviewed twice a day by field staff and the inspections are reported on the BSPE 726. Daily review details go into the daily diary and ultimately onto the CMMS. The weekly review is the BSPE 726.
- Work zones are not formally tracked. Staff maintain Excel spreadsheets for inspections but nothing formal.
- If there's a change to the lane closure- the OPER 2410 data – they send updated OPER 2410 to modify the closure.
- District 2 does not use Getting Around Illinois or Travel Midwest as a resource.
- District 2 would benefit from timely work zone data. Having one site to store and access information, instead of information only held by staff, would be a benefit.
- Their PCMS boards/vendor contracts allow access to real time systems. Cell service is a challenge in some District 2 areas. There have been issues in the past with sharing login credentials and security issues.
- Construction has special provisions for smart work zone systems and requires up to two weeks start up in advance of a project beginning. They have to verify functionality 7 days before any lane closures. Devices have to be deployed and active.
- A better data collection system for District 2 would be helpful but there would likely be push-back.
- FOIA requests are handled via lookbacks in the CMMS and daily diaries.

DISTRICT 3 MEETING

SUMMARY

Date:	**July 18, 2025**
Project Title:	**IDOT WZAD Program**
Meeting:	**District 3 Interview**

Meeting Date: July 18, 2025 **Location:** WebEx

ATTENDEES

Company	Representative	Role	Email
[redacted]			

District 3 Lane Closure Systems/Processes

- When a road closure happens in construction, the OPER 2410 form is used. Although there is a pilot for a web-based form, District 3 still uses the paper form.
- The Resident Engineer (RE) prepares the OPER 2410 form in advance (permit office requires 21 days). The form goes to the Permit Office and ultimately Travel Midwest. The RE also emails a PDF of the form to a distribution list (traffic control, operations engineer, structures, maintenance yard and programming) and creates a paper trail for the closure.
- Filing system is not digital - file cabinet holds all records.
- The data entered is based on input from the contractor.
- No formal system tracks active or upcoming work zones; they rely on internal maps and Travel Midwest for information.
- The level of data standardization in the Construction and Materials Management System (CMMS) depends on the RE.
- CMMS is used daily by field staff; used for invoicing, materials, no direct link between OPER and CMMS – CMMS is largely for construction material management; contract administration.
- The BSPE 725 form has contractor contact information and is used for contacting the responsible work zone contact after hours for traffic control, etc. The contractor submits this complete form at the pre-construction meeting.
- District 3 does not track work zone performance measures.
- There are dynamic message signs (DMS) in District 3 along I-80, I-55, I-57, and there can be DMS signs in conjunction with construction projects. Travel Midwest can access the displayed DMS message to inform travelers, District 3 operations staff can update messages, Station One ultimately controls them but allows this external access to messaging.
- Travel Midwest is the trusted source for work zones.
- There is an internal work zone tracking list and the most accurate lane closure knowledge is held by District staff; they input the OPER 2410 – the data is eventually pulled into Travel Midwest. District staff have the most accurate information however there's no system in place to document their knowledge for the day-to-day changes. They do not update work zone changes in real time.
- If there's work zone change, field staff is aware. If it's a major change, it may trigger an email notification to stakeholders.

- Detour routes are shared via press release.
- Short term maintenance closures are tracked by maintenance yard and a daily log is kept (asset management program).
- If contract maintenance lasts beyond 7 days, District staff may send an OPER 2410 form to notify other stakeholders of the closure.
- Utility lane closures – outside permit requests are required to do the OPER 2410 and BSPE 725 form.
- A lane closure required by an incident would be reported through the Station One incident reporting process.
- The OPER 2410 has a form field for “emergency closure”.
- Improvements to the District’s lane closure tracking could be valuable but it needs to be simple and needs to consider the additional workload onto staff as well as be considerate of system cost.
- District 3 staff notes that the integration of the devices and systems in place/available would help the manpower issue; rely less on people filling out forms and more on integrating technology with normal operations.
- The CMMS interface is an example of an opportunity where theoretically, data can be extracted without any additional work, maybe with AI assistance, to use the data in the system with the goal of eliminating redundant data entry.

Smart Work Zones

- Smart work zones are used but the contractor installs the device; contractor is required to archive the data, and it is accessible if needed.

DISTRICTS 4, 5 MEETING

SUMMARY

Date:	**July 23, 2025**
Project Title:	**IDOT WZAD Program**
Meeting:	**Districts 4, 5 Interview**

Meeting Date: July 23, 2025 **Location:** WebEx

ATTENDEES

Company	Representative	Role	Email
[redacted]			

Districts 4 Lane Closure Systems/Processes

- For road or lane closures in District 4, the field engineer (FE) or regional engineer (RE) prepares the OPER 2410 form. For maintenance related closures, they send out a press release.
- District 4 does not allow contractors to have direct access to the new online OPER 2410 form.
- They typically do not have to make changes to the OPER 2410. They opt to keep a project in the system with the note of "intermittent road closures" just so they're covered, and the restrictions are known.
- Detour routes are not formally tracked. The routes are noted on the OPER 2410 form, but the details are held by staff.
- Construction will send out a press release that includes a detour route that may include a map of the route.
- In District 4, they do very little with smart work zones. In the past, they've deployed systems when expecting backups, or when they've had a contract for it. A past deployment/attempt to acquire work zone data included sensors on the traffic control devices to notify them of slow speeds, but the implementation was not successful.
- District 4 does not do any work zone performance measures. If there are incidents, they do evaluate performance to see what is happening in the work zone.
- They do well with the current level of work zone data. Their approach is to be liberal with the dates on the OPER 2410 and try to give leeway to avoid a load getting stuck.
- District 4 uses Getting Around Illinois (GAI) as a double check to their own closure information and to verify that all projects have submitted OPER 2410s. GAI is used more than Travel Midwest, anecdotally.
- In terms of sharing data, District 4 sends OPER 2410 to Central Office; the District 4 communication center has access to the operations drive that has the BSPE 725 forms for traffic control contact information.
- The most accurate source of work zone data is held by staff; information could be verified by the FE or RE.
- The District 4 Traffic Control Supervisor (TCS) enters all of the OPER 2410s into the system. Railroads send a completed PDF OPER 2410 to the TCS that is, in turn, submitted to Central Office. The railroad traffic control sub will coordinate closures a

few months in advance. They send the TCS an email with the OPER 2410 and the detour. There is coordination between the two.

Districts 5 Lane Closure Systems/Processes

- For road or lane closures in District 5, when a construction project is let and the contractor wins the contract, they'll contact IDOT and let IDOT know of the closures, giving either 7- or 21-days' notice, depending on the work.
- IDOT notifies the operations department via call or email of the preconstruction meeting and closures are discussed at that meeting. The closures are discussed at the preconstruction meeting and the OPER 2410 is submitted after that meeting.
- They use the OPER 2410 PDF form to document closures and that gets emailed to a distribution list.
- In District 5, they do not keep track of mapping the detour routes. Construction adds maps of the routes to the press release but typically communications staff removes the map to avoid confusion. They do add detours to the OPER 2410.
- For District 5, they've used real time traffic control systems that have sensors placed on static boards with wig wag lights and have messages that indicate stopped or slowed traffic. They use the static message signs on interstates that have higher ADTs. They've only used the smart work zone once or twice. They have not incorporated or used smart work zone data.
- District 5 has a pilot program for operations vehicles with existing GPS equipment where they can hit the button to start a work zone tracker; it's in testing phase. The future is to implement this function. This is part of the Haas alert system, a research study for digital alert technology.
- In District 5, they don't have formal work zone performance measures. However, they monitor work zones to see if queueing is an issue and are typically quick and proactive to resolve. During final inspections, they discuss traffic control to see what worked and what didn't. The RE documents this in the daily diary which is in the CMMS.
- District 5 uses GAI to verify that their projects/closures have been submitted. They do remind people of the GAI site to get lane closure and closure info, especially for other jurisdictions. GAI is used more than Travel Midwest, anecdotally.
- For data sharing in District 5, they send in the OPER2410 and the BSP725 is completed by contractor, and those are sent to construction, two different ISP troops, and the communication center.
- District 5 construction sends press releases to the communications team for release to media. The field engineers fill out the OPER 2410 and email a PDF to contract support. Contract support enters the data into the OPER 2410 system and sends them via email to operations staff.
- For current work zone information in District 5, the TCS is a good source, with support from FE or RE.
- District 5 has multiple staff submitting OPER 2410 forms.
- District 5 railroad coordinator typically gives enough prior notification on a closure/detour related to railroad work, so closures are well known in advance.

DISTRICTS 6, 7, 8, 9 MEETING

SUMMARY

Date:	**July 18, 2025**
Project Title:	**IDOT WZAD Program**
Meeting:	**Districts 6, 7, 8, 9 Interview**

Meeting Date: July 18, 2025 **Location:** WebEx

ATTENDEES

Company	Representative	Role	Email
[redacted]			

Districts 6 Lane Closure Systems/Processes

- For lane closures in District 6, they are detailed within the construction special provisions. They have the date details, and they share that information with the District 6 radio room. The Resident Engineer (RE) calls in the closure or emails the details to the radio room. They do a press release for larger jobs.
- In District 6, large projects with long term lane closures use smart work zone systems with sensors and flashing beacons, smart boards, that relay how long delays are up ahead. They are used on a case-by-case basis and are managed by the contractors. The data is available upon request for investigation of incident or delay; they do not incorporate the data with daily operations.
- If there is a detour route in District 6, it is identified on the OPER 2410 form and the BSPE 725. The detour route is also shared with the Com Center.
- They are informed of construction projects during the preconstruction meeting. The OPER 2410 form requires 21 days, so a minimum of 3 weeks' notice.
- For the most current work zone information in District 6, the source would be the field engineers. If general public is asking, send them to Travel Midwest website.
- If a closure is completed on time or early, or needs an extension, a 21-day extension can be added via the OPER 2410 form.
- BSPE 726 is filled out by RE and the RE does work zone inspections weekly. Construction inspectors are in the field daily and monitor the traffic control; traffic unit may be in the field as well and filling out the BSPE 726 form.
- Tracking work zone data isn't the biggest concern, since the traffic control is being maintained it's not a concern. Don't want more work sent to the RE because they're already busy enough.
- District 6 doesn't often reference Travel Midwest data.

Districts 7 Lane Closure Systems/Processes

- District 7 uses the OPER 2410 form and BSPE 725 form for work zones/lane closures and sends them to Station One.
- For lane closures due to maintenance activities - District 7 goes through their com center – a closure for 4 days or greater goes through [redacted] They verify adjacent project status.
- There are smart work zones in District 7 that are managed by the contractor. The RE and [redacted] have access. They will review the data for traffic speeds and to evaluate queueing. They've used some cameras in the past that were provided by the contractor.
- The detour routes in District 7 are shared on the OPER 2410 and BSPE 725 as well as video recorded via dash camera with video stored in the job's project files.
- In District 7, work zone performance is inspected weekly via the BSPE 726 traffic control inspection report form. The construction engineer notes the work zone performance on this form, which is a Word document saved in the project files and sent to RE. RE uploads the Word document to CMMS as a PDF attachment.
- They are informed of construction projects during the preconstruction meeting. The OPER 2410 form requires 21 days, so a minimum of 3 weeks' notice.
- The most current work zone information in District 7 would come from the field engineers. If general public is asking, send them to Travel Midwest website. [redacted] keeps a weekly log and knows all of those details; document is an Excel spreadsheet and is located on the shared network.
- Field engineers handle any changes to lane closures and use the OPER 2410 amendment process if the change is significant.
- If a closure is completed on time or early, or needs an extension, a 21-day extension can be added via the OPER 2410 form.
- [redacted] records work zone inspections on his projects and stores the video in the project file on the database.
- Work zone data received might not be pertinent to what's going on present day – unsure how it could be implemented on the job.
- District 7 doesn't often reference Travel Midwest data, has own information at all times.
- Emergency operations, like a bridge hit, are handled through Com Center and Station One. If a closure lasts longer than 4 days due to an emergency, the OPER 2410 is submitted - 4 day is FHWA requirement for long term projects.

Districts 8 Lane Closure Systems/Processes

- For lane closures on major interstate routes in District 8 – they use the BSPE 725 form. They also call the TMC and let them know of the lane closure and location – also notify the TMC after the closure is taken down. This is for all projects.
- For maintenance lane closures, they go through the traffic management center – typically the field engineer who calls it in.
- There are smart work zones in District 8 and the RE may have access to them, but it depends on the application and whether they get cleared from DoIT for access.
- The detour routes in District 8 are shared on the OPER 2410 and BSPE 725 as well as recorded but only for routes that are not under their jurisdictions to record conditions.
- In District 8, they do not track work zone performance; they gain staff knowledge on work zone performance and leverage that insight to apply best practices moving forward.
- They are informed of construction projects during the preconstruction meeting. The OPER 2410 form requires 21 days, so a minimum of 3 weeks' notice.
- For the most current work zone information for the public, they'd suggest GAI. Internal, they are reinstating an internal spreadsheet for tracking construction operations in District 8.
- Field engineers handle any changes to lane closures and use the OPER 2410 amendment process if it's significant.
- If a closure is completed on time or early, or needs an extension, a 21-day extension can be added via the OPER 2410 form.
- RE does work zone inspection twice/day inspections with details added to the diary. The BSPE 726 form is done once a week, once every other week at night.
- Real time work zone data may be a benefit to the public, but it would dump more work on RE – any system improvement must be easy to use and quick to input data.
- District 8 doesn't often reference Travel Midwest data, it has own information at all times.
- For emergency closures, they are reported to the TMC. There's also a space on the OPER 2410 to indicate that it's an emergency closure. The process is typically managed on a case-by-case basis.

Districts 9 Lane Closure Systems/Processes

- For lane closures in District 9, the OPER 2410 form is used and sent through Station One to the Travel Midwest website. They also use the traffic control form BSPE 725. Major projects get press releases through Coms Department to the affected area.
- Any project that has an impact on the roadway uses the OPER 2410 form - anything that has traffic control in place.
- Maintenance closures in District 9 notify the radio room if the closure is 4 days or more.
- There are smart work zones in District 9 when there is a high ADT project and they're expecting a queue. The documentation is in the contract special provisions, and a current project includes dynamic merge or zipper merge.
- The detour routes in District 9 are shared on the OPER 2410 and BSPE 725.
- For performance management, District 9 uses the BSPE 726 form that includes work zone observations.
- They are informed of construction projects during the preconstruction meeting. The OPER 2410 form requires 21 days, so a minimum of 3 weeks' notice.
- For the most current work zone information in District 9, they get the information from field engineers. If general public is asking, send them to GAI website. There are 200 projects in District 9 operating with no tracking database.
- If a closure is completed on time or early, or needs an extension, they can add a 21-day extension via the OPER 2410 form.
- Top concern for any type of system improvement is not having enough time for RE to do more work; there is value in speed, traffic behavior data and it could be useful. Concern is the increased effort involved.
- Because IDOT is so siloed, there is redundancy in data entry and that's reflected in the operations.
- One of the biggest gripes in work zone data is that the lane closure data doesn't always record station to station locations. That information is critical for incidents and providing to law enforcement and/or public for citations.
- District 9 doesn't often reference Travel Midwest data, has own information at all times.

OPER 2410 MEETING

MINUTES

Date:	**June 25, 2025**
Project Title:	**IDOT WZAD Program**
Meeting:	**OPER 2410 Discussion**

Meeting Date: June 25, 2025 **Location:** WebEx

ATTENDEES

Company	Representative	Role	Email
[redacted]	[redacted]	[redacted]	[redacted]

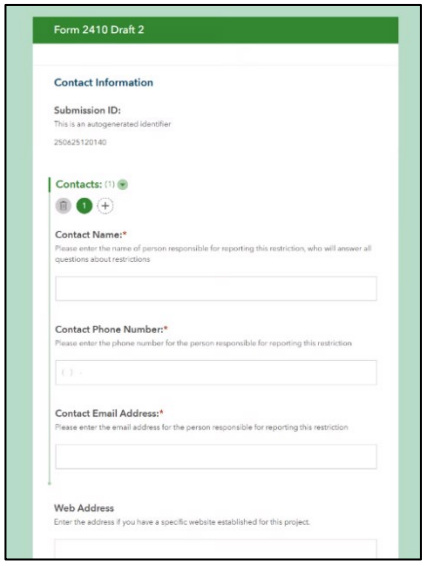
Agenda:

1. Introductions

2. Discussion

Status of the new GIS OPER 2410 system vs. the old "paper" form?

- The system is currently live.
- The status of the electronic operations OPER 2410 system is one of transition. Currently, there are IDOT districts that are submitting the electronic form.
- The OPER 2410 dashboard currently shows that electronic form submission rates vary amongst the IDOT districts. This topic will be discussed with district representatives at an upcoming meeting in an effort to investigate why the levels of use vary.
- Formal policy development is underway that will retire the paper form process and name the electronic form as the primary method. The formal policy will also identify what closures are entered in the OPER 2410. It will set the specific criteria that would require submittal of the form.

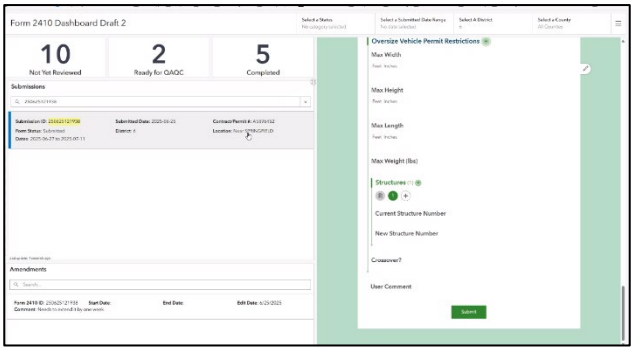


2410 Demonstration

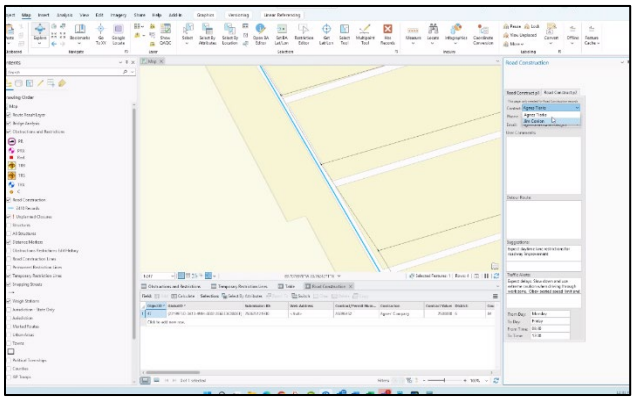
- [redacted] (BIP) demonstrated the form and its function.

- The OPER 2410 form is for any lane restriction for construction, maintenance, utility activities.
- OPER 2410 is focused on primarily state highways. Locals can use the form but are not required to.
- There are varying types of users, some internal, some external; it's open to the public via a URL.
- Essentially, the old form was just digitized as the content is largely the same.
- Previously, the paper OPER 2410 form was emailed to the ITAP office (ITAP is the automated OSOW permit routing system), and they put it in GIS.
- The electronic OPER 2410 form was created using ArGIS Survey 123.
- Data entry allows multiple contacts and multiple locations and includes duration of closure. There are validation checks on each screen. Also included is construction type, detour, suggested text for motorists, and traffic alerts. OSOW and structures involved are also part of the form.
- Once the form is submitted, [redacted] (BIP) receive an email identifying the entry by submission number and the contract/permit number.
- The email confirmation includes a link that allows you to amend an entry and modify the details of a closure.
- Feedback on the form has included requests to open the form after submitting and editing the form. The concern is that currently the permit office is notified of a modification via email so sometimes it gets missed.

2410 Dashboard



- Once submitted, there's a dashboard for the OPER 2410 form performance data. It has search and filter functions.
- The form data is viewable but read only in the dashboard.
- The dashboard identifies the submission ID and process status of a closure.
- There is a link to the GIS and all of the form data is transferred to the GIS.
- At this point, BIP's role ends and ITAP picks up the process by reviewing the closure and marking it as "reviewed".
- An email is generated that goes to the Superload techs to perform their duties and mark the process as "reviewed" when completed.
- That action prompts another email to be distributed that notifies that it's been added to ITAP for QA/QC testing, which is the final step.
- The process steps include formatted, reviewed, and completed.



Relationship of the OPER 2410 to other IDOT work zone data sources?

- Emergency lane closure data is merged with data from the OPER 2410 form dataset into a single feature layer; it's not pushed out to Travel Midwest, but Travel Midwest has the option to pull data from that source.

How / when is data entered into the new GIS OPER 2410 system?

- The recommendation is that the information is submitted at least 21 days in advance of a closure, which is based on statute allowances for a legal permit. There are emergency situations where that notification is not possible, in that case, it's requested as soon as possible.
- Example of granularity: a project that spans 5 or 10 miles but has 5 closures for patching – the OPER 2410 form data would be for the overall contract – the ID for the work, not individual closures. There is no need for that level of granularity.

How is data used from the new GIS OPER 2410 system?

- OPER 2410 is the data collection method.

- FME is used to pull data from OPER 2410 dataset into a host layer in ArcGIS online.
- The data is cleaned up and transferred to GIS. It goes to the permit team, and they put it on ITAP and then to Getting Around Illinois website.
- ITAP and Getting Around Illinois website are two separate items, working parallel.

Might this system support the IDOT WZAD pilot?

- The OPER 2410 is a good data source, however the more valuable source would be the ITAP geo database.
- The contacts to access the ITAP database would be [redacted] who oversees ITAP operations.
- An ITS express ticket should be activated to get the UW TOPS team access to this information.

ITAP DATABASE MEETING

SUMMARY

Date:	**July 16, 2025**
Project Title:	**IDOT WZAD Program**
Meeting:	**ITAP Database Discussion**

Meeting Date: July 16, 2025 **Location:** WebEx

ATTENDEES

Company	Representative	Role	Email
[redacted]			

ITAP Discussion

ITAP System Overview

- ITAP manages 270,000 permits annually, primarily for oversized vehicles in Illinois.
- The system auto-issues 99.4% of permits based on user inputs for routing.
- Restrictions are communicated 21 days in advance to ensure safe routing.
- ProMiles Route Guidance app provides audible directions for permitted routes. ProMiles Route Guidance gets their information from hard copy permits; they are internally managing the route using AVL; they don't have the layer; they have the permit.
- IDOT is working towards in cab notifications; currently ProMiles Route Guidance will notify drivers if they get more than one mile off of their route – it will not guide them back on route but lets them know they're off route.
- OPER 2410 data goes into ITAP and is manually entered into the Obstructions and Restrictions layer, which is the layer used for routing. Even if the information isn't used for "routing" it still goes to the layer, but it's coded Type C for "Road Construction Only" (if it's necessary for the public). The TYPE is determined at that point. This data ultimately goes to Getting Around Illinois. The GIS Obstructions and Restrictions layer includes:
    - *TYPE field*
        - *P= Permanent Restriction*
        - *T= Temporary Restriction (Height, Width, Length, Weight)*
        - *O=Obstruction (Heights)*
        - *C=Road Construction Only*
    - *RESTRICTION TYPE (RESTRICTION_TYPE field)*
        - *1 - Dimension*

        - *2 - No SUPERLOAD*
        - *3 - Closed as thru route*
        - *4 - No Permits*
        - *6 - Legal Loads Only (LLOs)*
        - *7 - No Left Turns*
        - *8 - Practical Maximum Weights and Configurations Only*
        - *9 - No Harvest Permit Allowed ,was Other (Removed)*
        - *10 - ISP (Removed)*
        - *11 - 120000 lbs Equivalency (Removed)*
        - *12 - Maximum Gross Weight Limit*
- Updates to the data are possible – with the OPER 2410 process, they get a link emailed for any updates. This link sends them to a different form that changes the details of the restriction (start date/end date, roads, etc.) and that information gets sent to the ITAP team and is added to layer. This is typically a quick process.
- When a closure is completed early, they can send in a modification through that same process and the restriction can be deleted by ITAP team manually. There is also a nightly check, and it will fall off (using end date).
- Bridge Analysis layer is also used for routing in ITAP.
- The data is available in Getting Around Illinois.

Other Data Coming in ITAP

- Outside of OPER 2410 data, other data from local jurisdictions is received and approved by the Permit Office.
- Local jurisdictions submit road restriction requests that can be permanent, temporary, or special event type restrictions. Distinction is made within the Obstructions and Restrictions layer with the different TYPE fields.
- Locals are typically notifying IDOT of temporary closures
- If the restriction is under 2 to 3 hours, they are not added to the database. If it's 6 hours or more, it is considered a day closure.

Sharing Data with Getting Around Illinois

- GIS online service reads the Obstructions and Restrictions layer (AGO data) directly and puts it out onto Getting Around Illinois map. ([redacted] manages this process)
- Restrictions are entered into ITAP/AGO in real time.
- Servicing points for all layers:
    - Temporary restrictions (pt) - https://gis1.dot.illinois.gov/arcgis/rest/services/Permits/TruckPermitRoutes/MapServer/25
    - Temporary restrictions (line) - https://gis1.dot.illinois.gov/arcgis/rest/services/Permits/TruckPermitRoutes/MapServer/18
    - Permanent restrictions (pt) - https://gisapp1.dot.illinois.gov/arcgis/rest/services/Permits/TruckPermitRoutes/MapServer/16
    - Permanent restrictions (line) - https://gisapp1.dot.illinois.gov/arcgis/rest/services/Permits/TruckPermitRoutes/MapServer/17
    - Vertical clearance (pt) - https://gis1.dot.illinois.gov/arcgis/rest/services/Permits/TruckPermitRoutes/MapServer/15
    - Road construction - https://services2.arcgis.com/aIrBD8yn1TDTEXoz/arcgis/rest/services/Road_Construction_Public/FeatureServer/2
- ITAP team can generate metadata if needed.
- Getting Around Illinois map is generated by AGO behind the scenes; Road Construction map shows closures; orange lines give road construction detail – line features; points are used in the routing to restrict the movement; the Obstructions and Restrictions layer is being read.

Other Relevant IDOT Information

- HERE data is used for routing. IDOT is starting to use ESRI's Roads and Highways.
- Routing is weighted heavily to favor interstates, state and US routes, but will route onto local roadways with disclaimers that they must get local permission to use the local roadways.
- Records have an ESRI Object ID.
- Some latitude/longitude coordinates are missing but most should be in there.
- GIS data questions can be asked to [redacted] All others relating to ITAP go to [redacted]

BIP DISCUSSION MEETING

SUMMARY

Date:	**July 25, 2025**
Project Title:	**IDOT WZAD Program**
Meeting:	**BIP Discussion**

Meeting Date: July 25, 2025 **Location:** WebEx

ATTENDEES

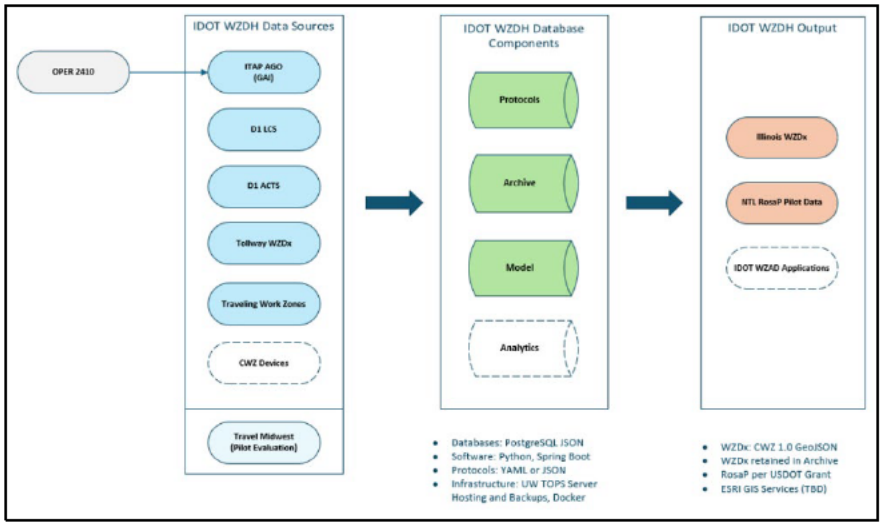
Company	Representative	Role	Email
[redacted]	[redacted]	[redacted]	[redacted]

Prototype IDOT WZAD Hub (WZDH) Framework

- Three project objectives: (1) develop a data summary based on stakeholder meetings, (2) develop a statewide implementation plan, presenting both a roadmap for system/process improvement and directions to move forward, and (3) create the prototype, which is the work zone data exchange framework and the pilot evaluation. The prototype will support the roadmap/implementation plan and establish a framework that will allow statewide scaling as more data sources are available. The project will reveal a clear understanding of IDOT source data.

IDOT WZDH Data Sources

- Pilot will include I-80 in Districts 1 and 2, I-24 and I-57 in District 9, and the mobile work zone tracker.
- Statewide data sources will be used; however, the pilot evaluation will have limited focus.
- ITAP AGO – we have access to those endpoints and they're public facing – no issues with getting this data.
- Travel Midwest does have a WZDx API but for this prototype, we'll be focusing on District 1 LCS



and ACTS. Need to find out how open LCS and ACTS are.

- Tollway has a public API for their WZDx that will be used.
- Traveling work zone application – evaluating how we can blend in field-based GPS data.
- Connected work zone (CWZ) devices – IDOT is not currently making use of CWZ devices directly to enhance data, however there are connected devices that are deployed; contractors are using them; info is available in real time in vendor portals. They are included not necessarily to blend into the WZAD but to understand the capabilities to link records.
    - To effectively use them, IDOT would need to have a business process in place.
- We will be archiving the Travel Midwest WZDx. UIC is already integrating our selected source data, but changes take place within the database; we need to understand the level of change and how much the data evolves after it "leaves the department". This will be an archiving piece, not necessarily an input into the prototype.

IDOT WZDH Database Components

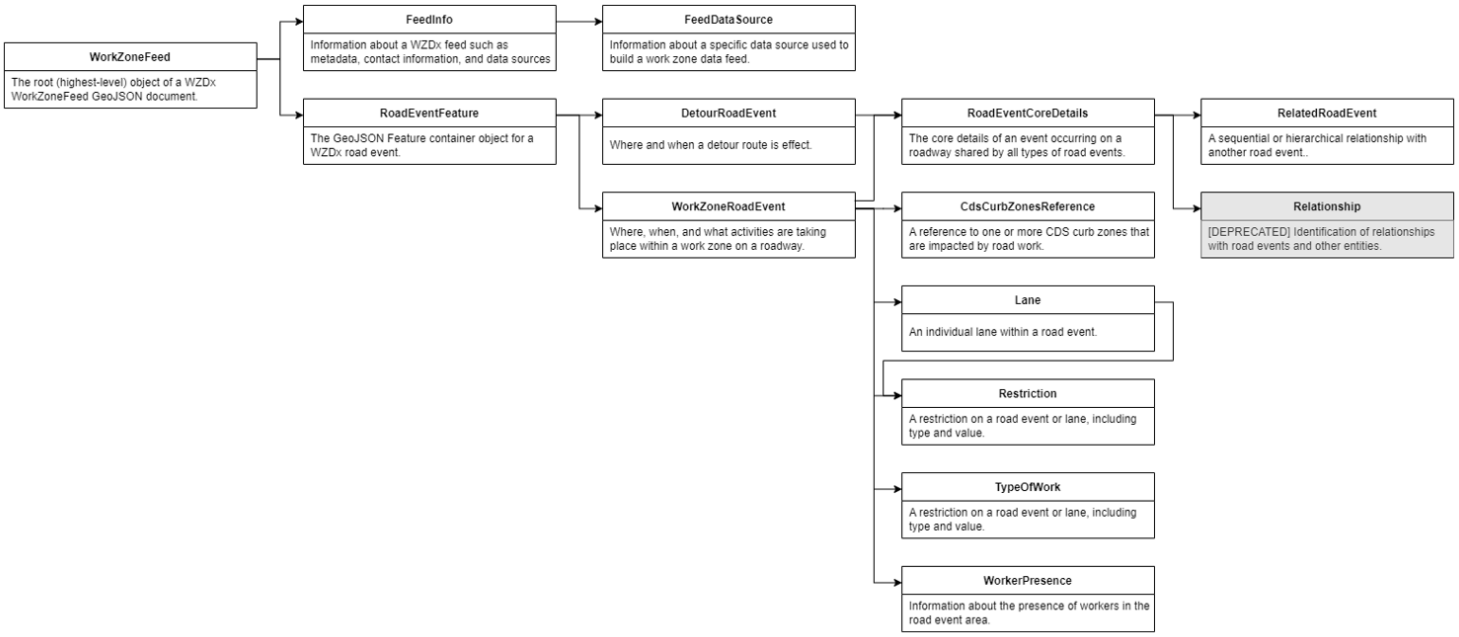
- Hub framework – staging area, archiving area, and data model.
- Protocols: the internal mapping that integrates the disparate data into a common data model.
- Archive: keep the data sets "as is", without transformation to be used as reference.
- Model: a common normalized WZAD model that will support a WZDx and other analytics. WZDx is limited to specific data for navigating work zones. It doesn't have contact information that the normalized WZAD model will have. The model is the common data set for the department, a subset to the WZDx.
- Analytics: future piece – pushing data from the operational model into a relational database/warehouse to enable performance management. Export from model on fixed intervals.

IDOT WZDH Output

- Data will be pushed out to the Illinois WZDH at fixed intervals (TBD).
- WZDx (and subset contact information) will be available as a GeoJSON REST API.
- All USDOT projects require that the data is provided to a public facing repository. An export of the data, removing PII, will be sent to NTL RosaP. Data will be stored at the TOPS Lab for at least 3 years after the project.
- Other outputs will be future IDOT WZAD applications, like a retrieval interface or other Esri services.
- UW TOPS server hosting and backups – both virtual and on-premise servers are in the Campus Data Center in Fitchburg, Wisconsin. This is a fully managed first class data center. Backups are through the Data Center every night, both file systems and databases. Deployment environment uses DevOps pipeline. Docker gives portability. The whole thing can be moved – it will be fairly self-contained.

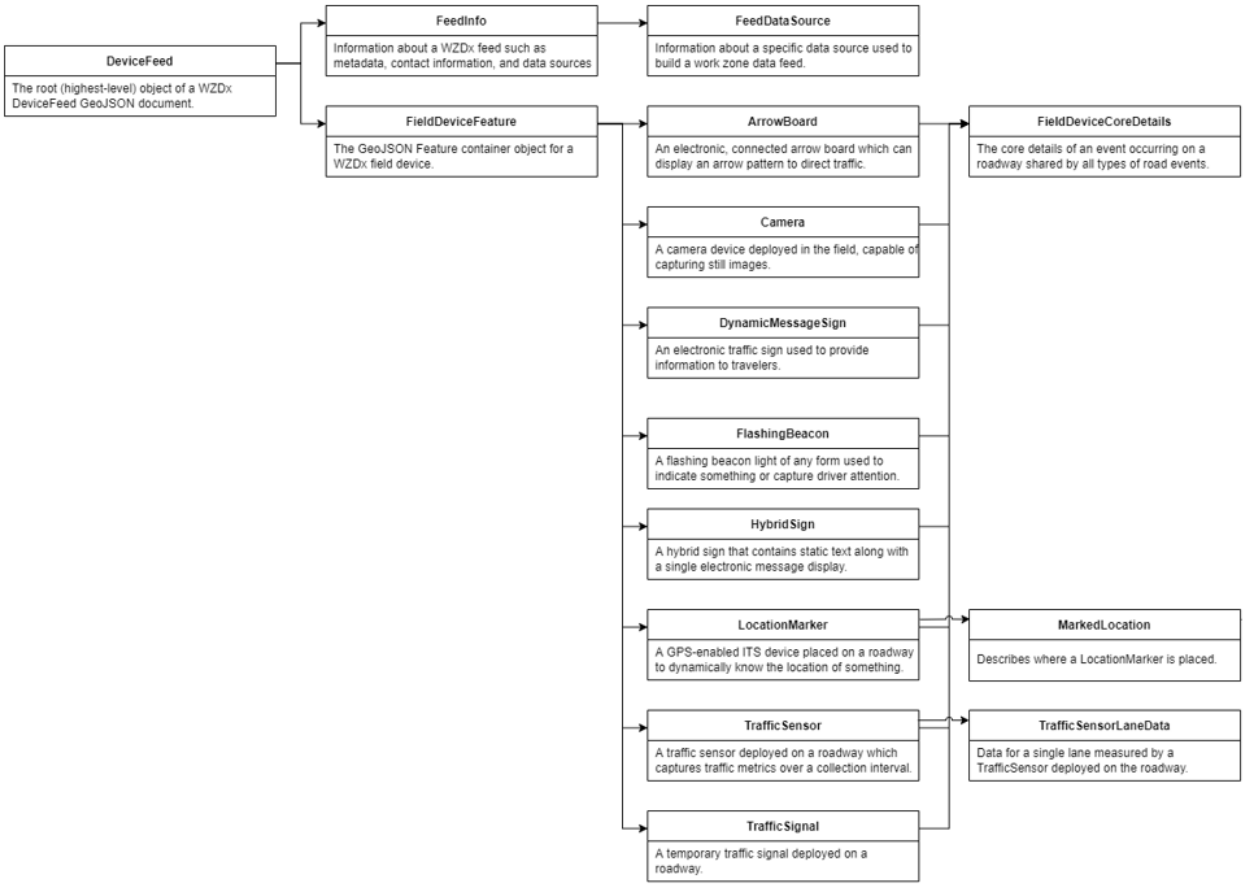
WZDx 4.2 WorkZoneFeed Object Model

- Object model in the WZDx data standard – hierarchical model.



WZDx 4.2 DeviceFeed Object Model

- DeviceFeed - these are described as JSON objects.



Discussion

- In theory, if this becomes a future ongoing production for IDOT, IDOT doesn't have PostgreSQL, the data will have to be in Microsoft SQL. If this was an RFP, Microsoft SQL would be a hard requirement for IDOT. This is a proof of concept, but using Microsoft SQL makes it look better "on paper".
    - UW TOPS team is not opposed to this; UW TOPS team will see what this change would entail. It is possible to convert after the SMART Grant deadline. The objective is to not slow down but maintain progress. UW TOPS needs to do what's best for the SMART Grant timeline; but the system can be designed so it's portable and reflective of IDOT's infrastructure.
    - Juan Pava will investigate with IDOT Procurement the option of using PostgreSQL through the end date of the SMART Grant but then continue working with UW TOPS to get it transferable to Microsoft SQL.
- RE: UW-TOPS hosting – most of the time, IDOT wants to have the data. Would there be long-term procurement issues with UW-TOPS hosting off site? It wouldn't be a competitive bid and that could be a challenge.
- Python is the preferred software for IDOT.
- IDOT uses Esri Python libraries and open source, they also use Safe Software's FME for GIS.
- At the end of the project, IDOT wants to be able to use data and showcase the pilot. The workflows should push the data to an Illinois AGO and have a feature layer that IDOT could use with a map that corresponds to what is in the WZDx. IDOT wants to be able to go to a XY facility and identify when there was a lane closure on that facility; at specific locations, and the specific times; [redacted] wants a visual component for work zone analytics. An AGO application is what's needed, and more conversations will take place between [redacted]
- Linear Referencing System (LRS): IDOT has been putting business data into a statewide LRS since the 1990s. It currently is residing in a "homegrown" piece of software and the underlying technology is Esri LRS with traditional roadway events attached to the LRS. IDOT is in the process of migrating the current system into a hybrid type, implementing Roads and Highways with the event editor being a custom-built Roads and Highways API. That's the system of record for all things roads across the state but for work zones, those geometries are unique. No ITAP data is attached to the LRS, it's attached to HERE data. LRS is a planning tool and not the most spatially accurate.
    - Texas Transportation Institute (TTI) is currently working with IDOT Planning & Systems [redacted] where they are conflating the HERE and LRS.
        - This should be added to the IDOT WZAD project's road map as a recommendation.
        - UW TOPS can also look at incorporating IDOT's LRS into the system, the spatial snapping, and understand how it could be done.
- IDOT is building out an enterprise ROW permitting application. The project is implementing Esri tech and is just kicking off.
- IDOT has many line of business applications with no GIS; vendor hosted or implemented. IDOT builds Microsoft tech stack. On the GIS side, the Esri tool set is used for spatial representation.
- Low code/no code lets IDOT use tools and not have to write code, and they are trending in that direction.
- IDOT has an in-flight project for an enterprise data catalog right now; they are going through all databases and cataloging everything in production and are at 25 – 30% completed. They are actively building out the data catalog.
    - UW TOPS should reflect this data catalog in the implementation plan.

Next Steps:

- [redacted] and stress that this is a pilot project. He will share that [redacted] wants to monitor the data and use it in the short term and therefore ask if the POC should be moved to IDOT.
- The UW TOPS team should schedule regular monthly check-in meetings with [redacted] throughout the project, especially for the ongoing coordination for the Illinois AGO application.

BIP, OPERATIONS, STATION ONE MEETING

SUMMARY

Date:	**July 31, 2025**
Project Title:	**IDOT WZAD Program**
Meeting:	**BIP, Operations, Station One Discussion**

Meeting Date: July 31, 2025 **Location:** WebEx

ATTENDEES

Company	Representative	Role	Email
[redacted]	[redacted]	[redacted]	[redacted]

Overview of WZDH Prototype Design

- Pilot locations on I-80 in District 1 and District 2, I-24 and I-57 in District 9, as well as the Station One traveling work zones.
- The data will be housed at the UW Campus Data Center. It will be stored in MS SQL Server. Python scripts and processes will be used to perform the transformations.
- BIP has been very involved in this project from the beginning to help with technology transfer and other related state requirements.
- Storage needs will likely dictate whether data will be pushed into the AGO or stood up as an ArcGIS service.

Station One – Traveling Work Zones

- All of the maintenance vehicles are part of the AVL system, and they have tablets with a “traveling work zone” button that is activated by the driver once they arrive at a work zone.
- The tablet is connected through the radio system which sends a code to the GIS team [redacted] and gives them the GPS coordinates of the work zone. The tablet is on a 5-minute cadence and will keep updating and changing the position as the truck moves down the highway.
- The tablet is set up to automatically stop if the truck goes above 40 mph. A slow-down will re-start it and send a start of the work zone coordinate back to GIS.
- The tablet and functions were designed to have minimal visual distractions for the driver.
- The mobile work zone tracker data shows up in the CompassTrac dashboard for snow operations.
- The goal of this tracking was to get the information to the general public to notify them of work zone activity.

- The vehicles are the highway maintenance fleet, part of the TMA group, and operate year-round, switch out equipment depending on the season.
- The traveling work zones are for maintenance operations.
- The data sent to GIS is just location data. There may be potential to transmit additional data in the future.
- Users haven't fully bought in to the tracker. There are 1800 tablets deployed, 800 did not receive an update.
- Data could be pulled into the WZAD prototype. Data is pushed through a WebSocket to the ArcGIS GeoEvent Server and the IDOT AGO. It's not publicly available. UW TOPS would need a public account for the AGO and they could get access to the data.
- Project will investigate standing up the system; can look at web logs to see who is accessing the data.
- Knowing work zone locations/worker presence is an important data point and a place to start with the tracker data.
- Perhaps "type of work" could be added to the mobile work zone tracker.
- Further discussion may be necessary during project development about how to best take advantage of the mobile work zone tracker and enhance the data that is collected during its operation.
- UW TOPS does not have a relationship with 3rd party services. Those vendors are picking up the WZDX from data sources, but that's not their only source. Those vendors are also pulling data from Traveler Midwest.
- Illinois State Police has an interface with WAZE for accident locations – interest in having troopers identify their locations.
- Trihydro interface is working to become a repository for these 3rd party vendors. A standard schema might make this data more accessible.

D1 LCS and ACTS Data

- LCS and ACTS already feed into Travel Midwest, and their data can be accessed through the Travel Midwest existing data feeds. The source identifier for the data is in Travel Midwest, so a filter could be used to get that data.
- LCS and ACTS data can also be acquired via an XML data feed.
- LCS data is mapped when it is entered into the system. ACTS is free form text for the locations and staff cleans up the data and maps on the back end. For mapping, geographic data file (GDF) maps from Navteq are used.

Next Steps/Future Discussion

- Work with [redacted] on getting a public account for AGO to access the mobile work zone tracker data.
- Meeting with Trihydro next Monday (8/4/2025) re: traffic information messages in Illinois. [redacted] will share the UW TOPS team interest in participating with Trihydro.

Illinois Department of Transportation

Road Restriction Information

Name: _____ Phone #: _____ ☐ **Permanent** ☐ **Emergency**

Location Information: District: _____ County Name: _____

Route Type: _____ Route Number or Street: _____

Near Town: _____ Direction of Route: _____ Bound

From Location or Mile: _____ To Location or Mile: _____

Road Restriction Information: **Start Date:** _____ **Stop Date:** _____

Contract #: _____ ☐ **New** ☐ **Revised** ☐ **Delete**

Contract Value: _____ Contractor: _____

Type of Construction: _____ Lanes/Ramp Closed: _____

Suggestions to Motorists:

Traffic Alert (Special Comments):

Detour Route:

Oversize Vehicle Permit Restrictions:

Max Width:	Feet	Inches	**Max Length:**	Feet	Inches	Current Structure Number:	New Structure Number:	Crossing:
				000				

Crossover: ☐ Yes ☐ No

Web Address:

Send to: DOT.ROADINFO@Illinois.gov or in the Global Address Book under DOT.RoadInfo

OPER 2410: ROAD RESTRICTION INFORMATION FORM INSTRUCTIONS

(USE A SEPARATE FORM FOR EACH LOCATION)

Name: Please enter the name of person responsible for this restriction, who will answer all questions about restrictions.

Phone #: Please enter the phone number for the person responsible for this restriction.

Permanent or Emergency: Please mark box - Emergency - To report a restriction after informing Station 1, due to an *unplanned event*. Permanent - To identify a permanent roadway restriction not due to construction. Example: Max length 100 feet due to turning radius at intersection or 14 feet wide at a narrow structure. All narrow structures with actual openings of less than 17' 6" should be reported. For Permanent Restrictions you only need to fill out the location and Max Width or Length. This restriction will be placed on our Permanent Restriction List at:

Permanent Restriction List http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Specialty-Lists/Highways/Permits/Permanentrestrictedroads.pdf

Location Information:

District/ County Name: Please select District and identify County for construction location.

Route Type: Please select type of route at Construction Location. (Interstate, US Route, Illinois Route, Street, County Road, or other.)

Route Number or Street: Identify Route, e.g. 90 for Interstate 90 or roadway name. Do not use FAP, FAU, etc.

Near Town: Enter name of the town construction zone is in or nearest to.

Direction of Route: Use the official direction the route travels. Do not use cardinal direction. Example INT 55 travels south to north and INT 24 travels west to east. (North, South, North and South, East, West, East and West).

From / To Location or Mile: Always use mile posts or Exit Numbers for Interstate projects, e.g. MP 177 to 184 or MP 39 for a specific structure at MP 39. For all other roadways use intersecting streets, distance from state roadway, etc., e.g. "Elm St. to First Ave.," "2 miles south IL29 at BNSF RR," "Auburn Rd. to 5 miles north of Sydney." Do not use Station Numbers.

Road Restriction Information:

Start / Stop Dates: These should be the dates which will affect motorists and not necessarily the official contract starting and stopping dates. The start and stop dates are in mm/dd/yyyy format. **The Stop Date is the day the motoring public will stop being affected. If you are not sure of the Stop Date make it longer and revise at a later date. Construction zones will be removed on the Stop Date, if not revised prior to.** Projects not requiring roadway closures or dimensional restrictions on vehicles should be submitted within 7 days of start date. Projects requiring roadway/ramp closures or oversize vehicle permit dimensional restrictions (maximum width or length restrictions on vehicles) should submit restrictions 21 days prior to the actual start date the roadway will be closed or a dimensional restriction will be in place to give motorists and oversize overweight permit loads advance notice.
Stop dates should be revised or modified as necessary during the life of the project.

Contract #: Please enter contract number. If no contract number, specify reason like CN RR, Day Labor, Bridge Office, or Emergency. In those cases a contract number will be assigned.

New, Revised, Delete: Please mark box that describes what kind of temporary restriction you are submitting. **New** - Never submitted prior. **Revised** - For changing something submitted prior. **Delete** - To remove an active construction zone, prior to the Stop Date. (You do not have to submit a delete form when past the Stop Date. Restrictions will automatically be removed after the Stop Date.)

Contractor: Please provide name of contractor or entity doing the work.

Contract Value: Please provide value of work performed. (Some Districts use this form to provide data for Press Releases).

Type of Construction: Select what describes your construction zone the best. Use one of the following: Lane Reduction/Lane Closure, Intermittent Road Work, Intersection Restrictions, Temporary Changes, One Way Traffic with Temporary Signals, One Way Traffic with Flaggers, Shoulder Work, Road Closed, Bridge Closed, Shoulder Closed, Ramp Closed, Railroad Closure, Weight Station Closed, Rest Area Closed, or Closed Due to Flooding. This is a pull down box selection.

Lanes / Ramp Closed: Provide information on the number of lanes closed or if a ramp or shoulder is closed or restricted.

Suggestions to Motorists: Please enter information that would be helpful to motorists. Examples: Traffic restricted to one lane in each direction, Road closed to place beams expect 15 minute closures, Expect lane closures with narrow lanes, Traffic restricted to one lane directed by temporary traffic signals. Include general information on such things as delays, time of day or days of week, etc. This is an input text line.

Traffic Alert: Any special information, including special delays such as “Expect intermittent 20-minute delays on May 17,” “INT 57 SB ramp to IL 17 EB ramp closed,” etc. This is an input text line.

Detour Route: Enter detour route for standard vehicles and truck detour if needed. This is an input text line.

Current Structure Number: Enter the current structure number in the construction zone. Oversize vehicle permit restrictions will be placed on route specified at the structure only. If you need restrictions on the crossing roadway as well, please specify. Enter what the structure is crossing to right under Crossing. (Roadway, River, Creek, etc.)

New Structure Number: Enter the new structure number replacing the current structure in the construction zone.

Crossing: When working at a structure/specific feature, enter what the structure is crossing like Illinois River or Mudd Creek. Please enter the current structure number, not the new structure number in column to left.

Oversize Vehicle Permit Restrictions: This section is for submitting width or length restrictions placed on vehicles for construction zones. These restrictions are based on the limitations of the construction zone, not the dimensions of the Construction Zone. Max Width measurements shall be 1’ 6” less than the actual opening, e.g. (If actual opening measures 13’, width restriction should be reported as 11’ 6” and signed as 11’ 6”). Max Length restriction measurements shall be determined by the turning radius and traffic patterns in the construction zone. Note: Length restrictions are usually not submitted unless you identify long vehicles are using the route, e.g. a wind mill blade with overall length of vehicle at 205 feet. Max length is also used with permanent restrictions to report permanent turning radius issues.

The blank entry field below the max width and length fields is for additional info. Examples: Report start and stop dates for restrictions if different than general construction start and stop dates, identify additional structures/locations with width restrictions and dates of, Start and Stop dates for Stage 1 or 2. (STR # 013-4569 6/15/2013-12/1/14 (Useful when **From/To Location** for paving is 5 miles long with width restriction at structure) or Stage 1 10’ 6” on 5/15 Stage II 9‘ 6” on 7/7/13-11/1/13.) **Do not** consider marked detours when reporting restrictions. Permit loads can’t use detours. **If this will be a Permanent Restriction please mark the box in the upper right corner of the form and remind us in this field as well, so we will ignore the start and stop dates.**

Crossover: If a crossover is being utilized, mark the Yes box and provide a description below. The description should include where both crossovers are, especially in relation to vertical clearance issues, e.g. "East of Elm St. west of IC RR." The description must also include which direction the traffic is traveling on, e.g. “Traffic on NB lanes.” Revise form 21 days prior to traffic moving to opposite direction of travel.

Web Address: Enter the address if you have a specific website established for the project.

Data Verification: Please verify the accuracy of the information posted for your area of the State on the Road Construction Map and Weekly Restriction List. Please bring all discrepancies to our attention by issuing a revised OPER 2410.

Road Construction Map http://www.gettingaroundillinois.com/gai.htm?mt=cons

Weekly Restriction List http://truckpermits.dot.illinois.gov/road/restrlst.rtf

Attachment 5: BSPE 725 Form

Illinois Department of Transportation

Traffic Control Authorization Request

District _____

Project _____

Marked Route _____

County _____

Contract Number _____

Section _____

Location _____

_____

Inclusive Dates of Work _____ to _____ Work Hours ☐ AM ☐ PM to ☐ AM ☐ PM

Work Type ☐ Maintenance ☐ Construction ☐ Traffic ☐ Other

Describe Work _____

_____

_____

Contractor or Agency Performing Work _____

Responsible Engineer: (Construction Foreman/Superintendent, Maintenance/Traffic Field Engineer)

Name _____ Telephone No. ( ) _____ ( ) _____
Office Home

(If traffic control is to be employed between 5:00 p.m. and 8:30 a.m. or on Saturday, Sunday or holidays give additional names and numbers)

Name _____ Telephone No. ( ) _____ ( ) _____

Name _____ Telephone No. ( ) _____ ( ) _____

Name _____ Telephone No. ( ) _____ ( ) _____

Controls: (Describe specific controls to be used, including reference to appropriate Highway Standards or sections of manuals, and set forth any special controls proposed).

_____

_____

_____

_____

Distribution:
District Operations/Traffic Engineer
Project Implementation Engineer
Field Engineer
Resident Engineer
ISP District

Submitted by: _____

Approved by: _____
(District Operations/Traffic Engineer)

Attachment 6: BSPE 726 Form

Illinois Department of Transportation

Traffic Control Inspection Report

District _____ Date _____ Time _____

BSPE 725 on File? _____ Est. Completion Date _____ County _____ Contract _____ Report No. _____

Job _____ Section _____ Route _____

Type of Work _____ Location _____

RE/RT _____ Contractor _____

Traffic Control	*Evaluate: (G) Good, (F) Fair, (D) Deficient, (X) Does Not Apply*				Description, Comments or Corrective Measures Recommended
	Condition	Location/ Placement	Night Visibility	General Effectiveness	
Signs					
Sign and Device Lights					
Channelizing or Hazard Marking Devices					
Pavement Markings					
Arrow Board(s) and Changeable Message Signs					
Temporary Traffic Signals					
Temporary Barrier Wall					
Flagger(s)					

Comments on other items:	**Standard(s) Utilized:**

Do any previously reported discrepancies still exist? ☐ Yes ☐ No

If yes, describe:

cc: ☐ File ☐ RE or RT ☐ Field Engineer
☐ Field ☐ Office ☐ Operations/Traffic Engineer
☐ Contractor ☐ Subcontractor ☐

Submitted by: _____

Reviewed by: _____