



USER NAME = b'unk	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/14/2025	DATE - 10/14/25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
						331	O9 TRAFFIC SIGNAL 2026-1	JACKSON	43	2

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INDEX OF SHEETS

- 1 COVER SHEET
- 2 SIGNATURE SHEET
- 3 GENERAL NOTES, INDEX OF SHEETS, HIGHWAY STANDARDS
- 4 LOCATION MAP
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- 43 PEDESTRIAN SIGNAL POST DETAIL

IDOT HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS & PATTERNS
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOUR NOTIFICATION IS REQUIRED).

THE CONTRACTOR SHALL BE RESPONSIBLE AT THEIR OWN EXPENSE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES PRIOR TO PERFORMING ANY WORK.

ALL EXISTING ROW SHOWN IS APPROXIMATE AND MAY NEED TO BE VERIFIED IN THE FIELD. ANY ROW CONFLICTS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER. ALL PROPOSED WORK SHALL TAKE PLACE WITHIN EXISTING ROW.

REMOVAL AND REPLACEMENT OF EXISTING SIDEWALK, PAVEMENT, AND ISLANDS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE BID PRICE FOR THE CONDUIT PAY ITEMS.

NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN THE REQUIRED MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.

THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES OF THE CONDUIT.

THE LOCATION OF THE PROPOSED CONDUIT AS SHOWN IN THE PLAN SHEETS IS APPROXIMATE. THE CONDUIT SHALL BE INSTALLED AT A 36" MINIMUM DEPTH INCLUDING CROSSING DRAINAGE FLOW LINES, EXCEPT AS NOTED IN THE PLANS.



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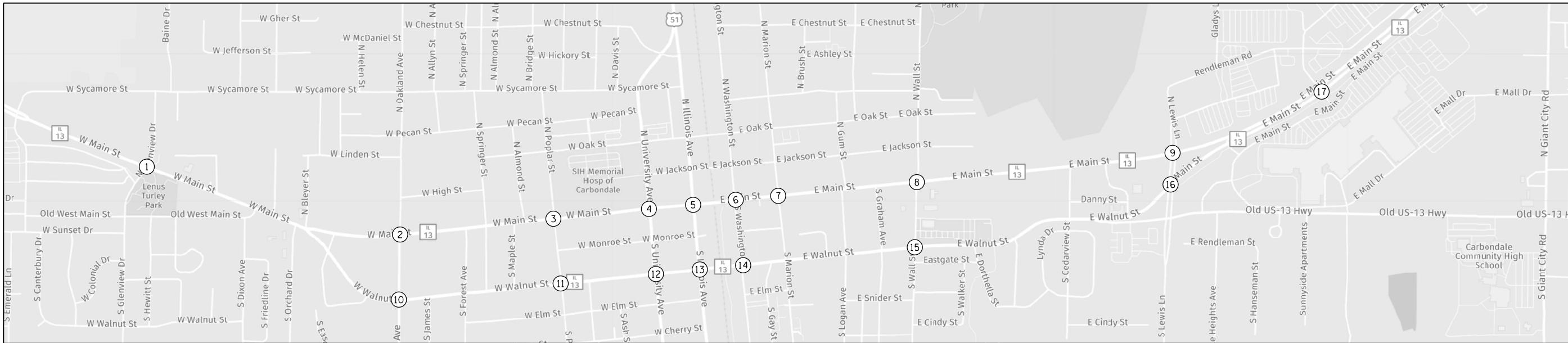
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS, HIGHWAY STANDARDS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	D9 TRAFFIC SIGNAL 2026-1	JACKSON	43	3
				CONTRACT NO. 78B00

ILLINOIS FED. AID PROJECT



SUMMARY OF LOCATION

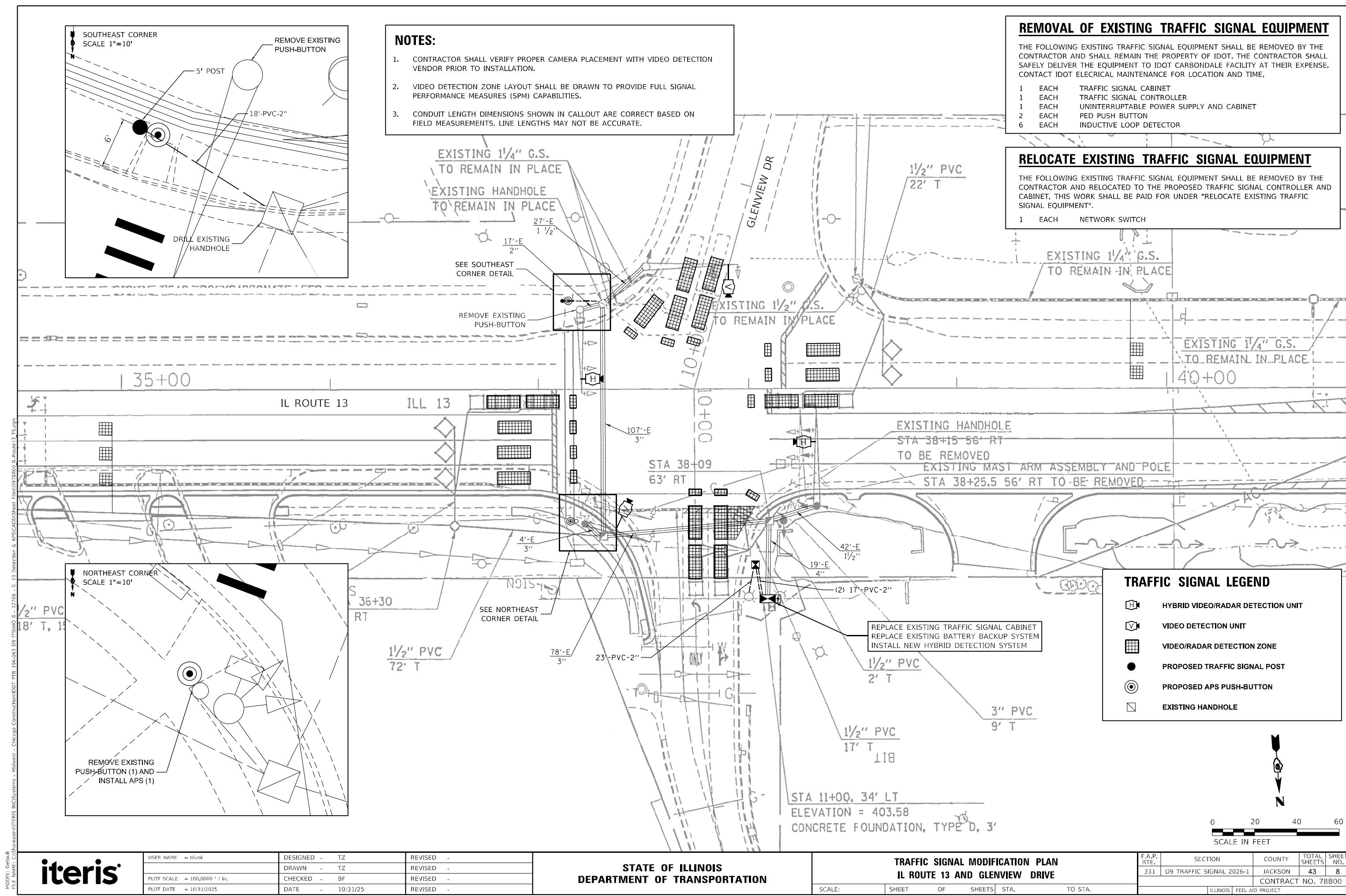
NO.	SHEET	INTERSECTION/INTERCONNECT
1	8	IL ROUTE 13 AND GLENVIEW DR
2	10	IL ROUTE 13 (MAIN ST) AND OAKLAND AVE
3	12	IL ROUTE 13 (MAIN ST) AND POPLAR ST
4	14	IL ROUTE 13 (MAIN ST) AND IL ROUTE 51 (UNIVERSITY AVE)
5	16	IL ROUTE 13 (MAIN ST) AND IL ROUTE 51 (ILLINOIS AVE)
6	18	IL ROUTE 13 (MAIN ST) AND WASHINGTON ST
7	20	IL ROUTE 13 (MAIN ST) AND MARION ST
8	22	IL ROUTE 13 (MAIN ST) AND WALL ST
9	24	IL ROUTE 13 (MAIN ST) AND LEWIS LN
10	26	IL ROUTE 13 (WALNUT ST) AND OAKLAND AVE
11	28	IL ROUTE 13 (WALNUT ST) AND POPLAR ST
12	30	IL ROUTE 13 (WALNUT ST) AND IL ROUTE 51 (UNIVERSITY AVE)
13	32	IL ROUTE 13 (WALNUT ST) AND IL ROUTE 51 (ILLINOIS AVE)
14	34	IL ROUTE 13 (WALNUT ST) AND WASHINGTON ST
15	36	IL ROUTE 13 (WALNUT ST) AND WALL ST
16	38	IL ROUTE 13 (WALNUT ST) AND LEWIS LN
17	40	IL ROUTE 13 AND MCKINNEY AVE

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	COUNTY : JACKSON
				ROUTE : FAP 331 (IL 13)
				FUNDING : 100% STATE
				LOCATION : URBAN
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	0021
67100100	MOBILIZATION	L SUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
80500010	SERVICE INSTALLATION - GROUND MOUNTED	EACH	15	15
81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	2099	2099
81028370	UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	51	51
81400100	HANDHOLE	EACH	2	2
81702450	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	170	170
85700300	FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	15	15
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	9637	9637
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1304	1304
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1082	1082
87301815	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	1412	1412
87501200	TRAFFIC SIGNAL POST, 16 FT.	EACH	5	5

COUNTY:	JACKSON
ROUTE:	FAP 331 (IL 13)
FUNDING:	100% STATE
LOCATION:	URBAN

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	
				0021
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12	12
87900100	DRILL EXISTING FOUNDATION	EACH	21	21
87900200	DRILL EXISTING HANHOLE	EACH	38	38
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1	1
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	5	5
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8	8
88200100	TRAFFIC SIGNAL BACKPLATE	EACH	6	6
89501250	RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	14	14
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	17	17
X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	3	3
X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	35	35
X1700066	POTHOLING	EACH	69	69
X7340100	CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	7	7
X8100105	CONDUIT SPLICE	EACH	3	3
X8620250	UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	14	14

REV - MS

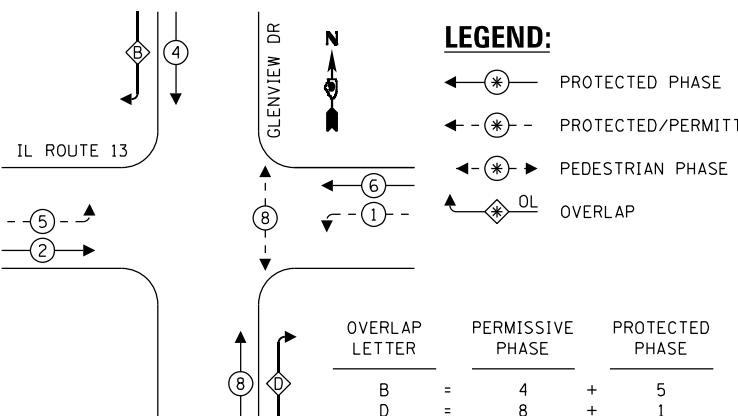


TRAFFIC SIGNAL LEGEND

-  PROP. GROUND MOUNT SERVICE CABINET
-  PROP. HYBRID VIDEO/RADAR DETECTION UNIT
-  PROP. VIDEO DETECTION UNIT
-  PROP. NO. OF CONDUCTORS IN CABLE
-  PROP. PEDESTRIAN PUSH BUTTON
-  PROP. PEDESTRIAN SIGNAL HEAD
-  PROP. CABLE

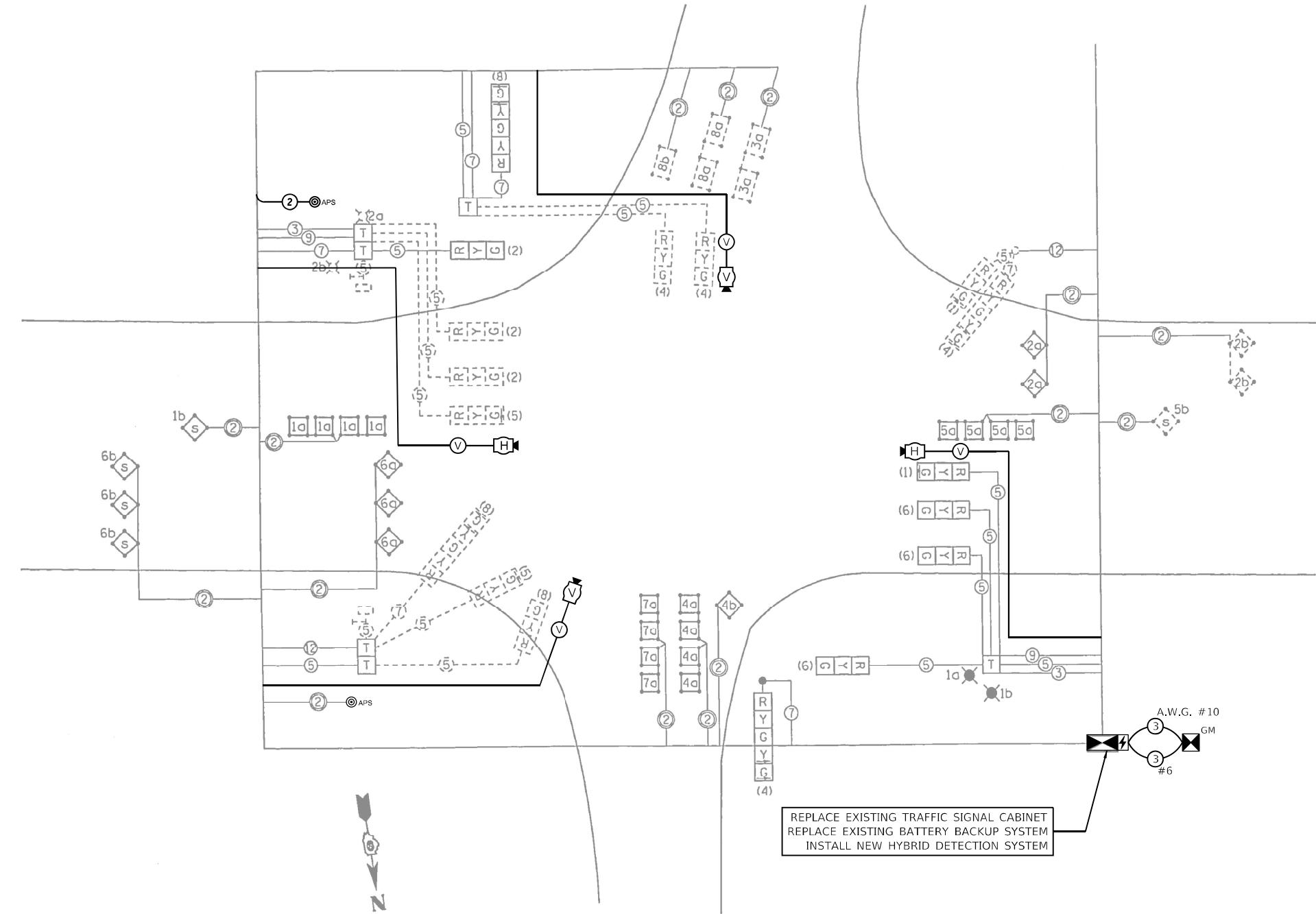
EXISTING & PROPOSED CONTROLLER SEQUENCE

FILE:D978800 IL-Route 3_CABLE.dwg
FILE NAME: APSCADD\Sheet Files\978800 IL-Route 3_Detection & APSCADD\Sheet Files\978800 IL-Route 3_CABLE.dwg



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	86
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	32
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	258
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	85
DRILL EXISTING FOUNDATION	EACH	2
DRILL EXISTING HANHOLE	EACH	1
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1
POTHOLING	EACH	3
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	2
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	4
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1
REMOVE CABLE FROM CONDUIT	FOOT	257



LEGEND

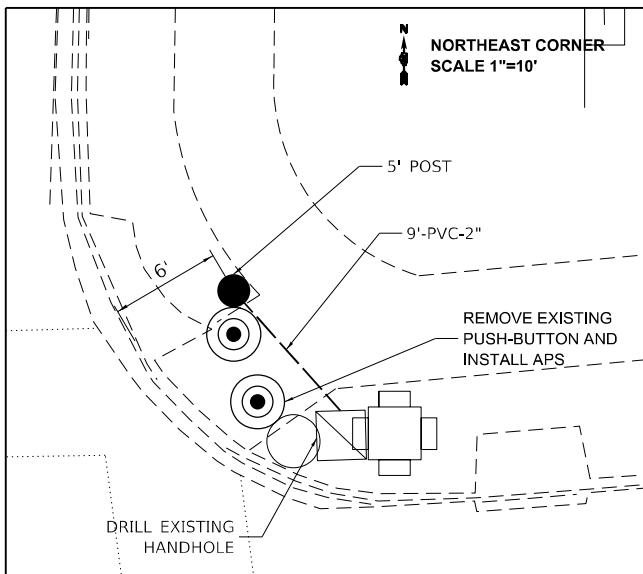
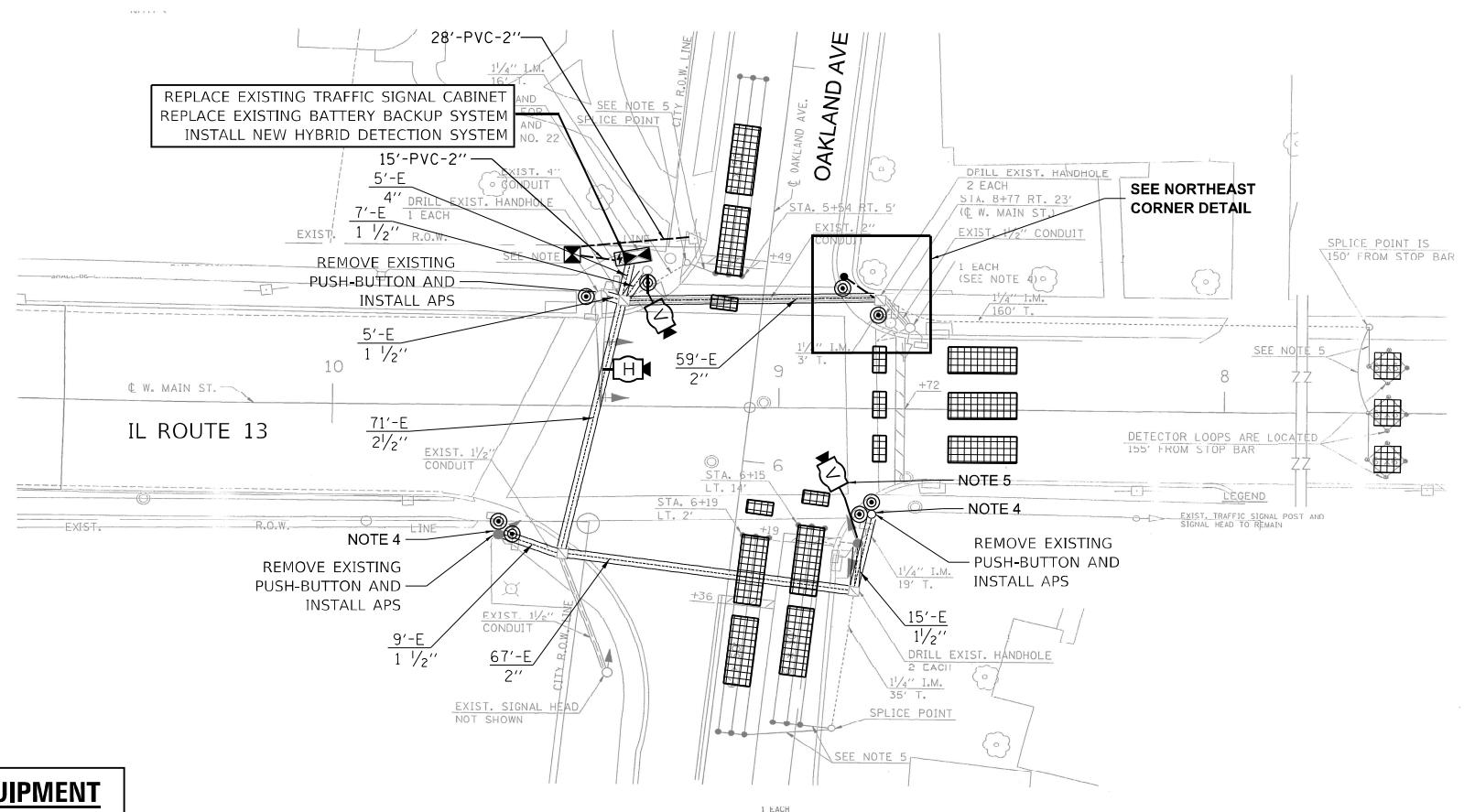
-  INDICATES TERMINAL BLOCK IN MAST ARM POLE BASE (SEE SPECIAL PROVISIONS) SEE NOTE NO. 1.
-  INDICATES 2/C TWISTED, SHIELDED CABLE IN CONDUIT.
-  NUMBER IN CIRCLE INDICATES NUMBER OF CONDUCTORS IN THAT CABLE.
-  12" TRAFFIC SIGNAL SECTION
-  TRAFFIC SIGNAL CONTROLLER CABINET
-  LIGHTING CONTROLLER WITH PHOTOCELL RELAY
-  NUMBER IN PARENTHESIS INDICATES PHASE.
-  NUMBER INDICATES PHASE; LETTER OR LETTERS IDENTIFY AMPLIFIER
-  EXISTING CABLE TO REMAIN IN PLACE
-  LUMINAIRE
-  EXISTING LOOP TO REMAIN IN PLACE
-  EXISTING LUMINAIRE TO REMAIN IN PLACE

NOTES:

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT. THE COST OF THE EXTENSION BRACKET SHALL BE INCIDENTAL TO THE COST OF THE APS PUSH BUTTON.
5. AT LOCATIONS NOTED ON THE PLANS, VIDEO DETECTION CAMERA SHALL BE INSTALLED ON TOP OF 8' RISER POLE FOR IDEAL FIELD OF VIEW. THE COST OF THE RISER POLE SHALL BE INCIDENTAL TO THE COST OF THE VIDEO DETECTION SYSTEM.

TRAFFIC SIGNAL LEGEND

-  HYBRID VIDEO/RADAR DETECTION UNIT
-  VIDEO DETECTION UNIT
-  VIDEO/RADAR DETECTION ZONE
-  PROPOSED TRAFFIC SIGNAL POST
-  PROPOSED APS PUSH-BUTTON
-  EXISTING HANDHOLE



REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF IDOT. THE CONTRACTOR SHALL SAFELY DELIVER THE EQUIPMENT TO IDOT CARBONDALE FACILITY AT THEIR EXPENSE. CONTACT IDOT ELECTRICAL MAINTENANCE FOR LOCATION AND TIME.

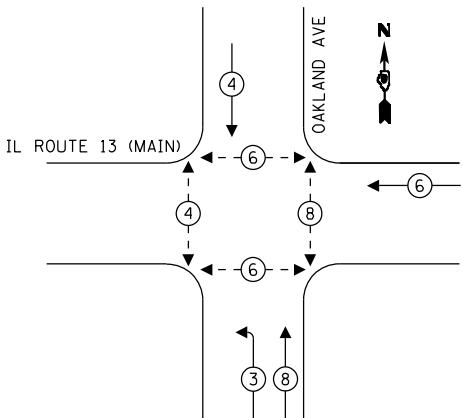
- 1 EACH TRAFFIC SIGNAL CABINET
- 1 EACH TRAFFIC SIGNAL CONTROLLER
- 1 EACH UNINTERRUPTABLE POWER SUPPLY AND CABINET
- 4 EACH PED PUSH BUTTON
- 2 EACH INDUCTIVE LOOP DETECTOR

RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RELOCATED TO THE PROPOSED TRAFFIC SIGNAL CONTROLLER AND CABINET. THIS WORK SHALL BE PAID FOR UNDER "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".

- 1 EACH NETWORK SWITCH

PROPOSED CONTROLLER SEQUENCE



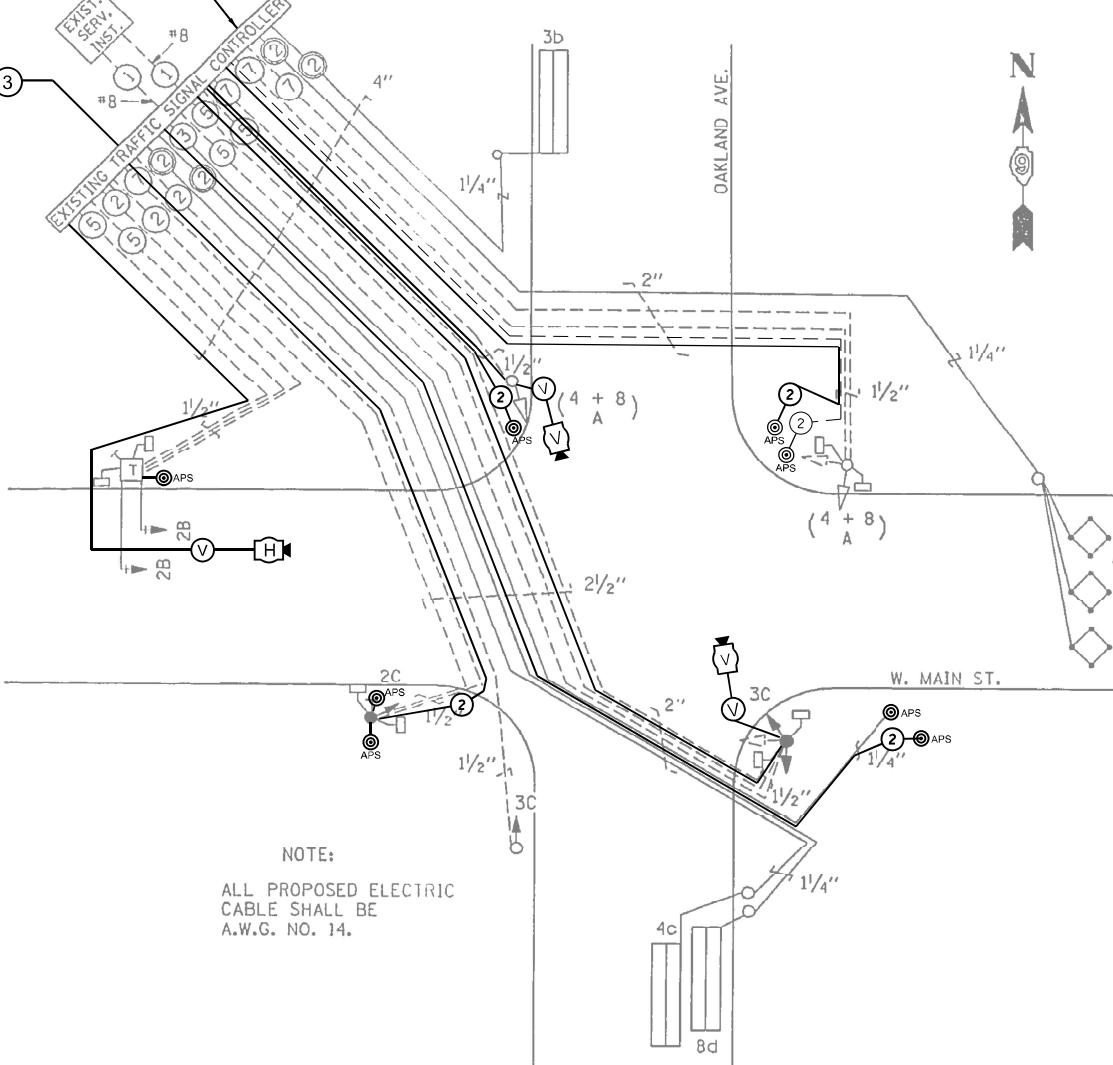
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OVERLAP

REPLACE EXISTING TRAFFIC SIGNAL CABINET
REPLACE EXISTING BATTERY BACKUP SYSTEM
INSTALL NEW HYBRID DETECTION SYSTEM

CABLE DIAGRAM

NO SCALE



TRAFFIC SIGNAL LEGEND

- PROP. GROUND MOUNT SERVICE CABINET
- PROP. HYBRID VIDEO/RADAR DETECTION UNIT
- PROP. VIDEO DETECTION UNIT
- PROP. NO. OF CONDUCTORS IN CABLE
- PROP. PEDESTRIAN PUSH BUTTON
- PROP. PEDESTRIAN SIGNAL HEAD
- PROP. CABLE

NOTE:

ALL PROPOSED ELECTRIC CABLE SHALL BE A.W.G. NO. 14.

SIGNAL FACES

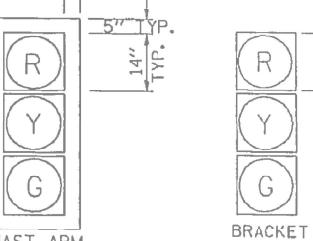
EXISTING



BRACKET MOUNTED LOCATIONS
4 + 8
A

ALL LOCATIONS
SHOWN ON CABLE
DIAGRAM

PROPOSED



MAST ARM
MOUNTED
TO BE USED
LOCATIONS
2B;3C

NOTE: ALL PROPOSED SIGNAL LENSES
SHALL BE 12".

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	67
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	474
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	97
DRILL EXISTING FOUNDATION	EACH	1
DRILL EXISTING HANHOLE	EACH	1
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1
POTHOLING	EACH	3
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	4
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1

LEGEND

- EXISTING TRAFFIC SIGNAL POST AND SIGNAL HEAD TO REMAIN.
- EXISTING TRAFFIC SIGNAL POST TO REMAIN WITH PROPOSED SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, BRACKET MOUNTED ADDED.
- EXISTING SIGNAL HEAD TO BE REMOVED.
- PROPOSED TRAFFIC SIGNAL POST, 16 FT. WITH SIGNAL HEAD, POLYCARBONATE, 1-FACE OR 2-FACE, 3-SECTION, BRACKET MOUNTED.
- PROPOSED SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, MAST ARM MOUNTED WITH BACKPLATE.
- EXISTING PEDESTRIAN SIGNAL HEAD TO REMAIN OR BE RELOCATED.
- EXISTING PEDESTRIAN PUSHBUTTON TO REMAIN OR BE RELOCATED.
- PROPOSED PEDESTRIAN PUSHBUTTON AND POST.
- EXISTING TERMINAL BLOCK IN BASE OF MAST ARM POLE.
- PROPOSED QUADRUPOLE DETECTOR LOOP.
- PROPOSED DETECTOR LOOP.
- PROPOSED DETECTOR LOOP SPLICE POINT.
- PROPOSED ELECTRIC CABLE IN CONDUIT NO. 14, 2/C TWISTED, SHIELDED. NUMBER IN CIRCLE INDICATES AMOUNT OF CONDUCTORS IN THAT CABLE.
- PROPOSED ELECTRIC CABLE IN CONDUIT NO. 14. NUMBER IN CIRCLE INDICATES AMOUNT OF CONDUCTORS IN THAT CABLE.
- PROPOSED INTERMEDIATE METAL CONDUIT. NUMBER INDICATES DIAMETER OF CONDUIT.
- EXISTING GALVANIZED STEEL CONDUIT. NUMBER INDICATES DIAMETER OF CONDUIT.
- INDICATIONS: INDICATION OF INDUCTION LOOP DETECTOR AMPLIFIER WITH CALL DELAY AND CALL CARRY-OVER, DIGITAL DESIGN. NUMBER INDICATES ASSOCIATED PHASE, LETTER OR LETTERS INDICATES AMPLIFIER. SEE NOTE BELOW.
- NOTE: THE FOLLOWING LOOPS WITHIN BRACKETS SHALL CORRESPOND TO THE DESIGNATED AMPLIFIER: [2a, 2a-a, 2a-a-a]; [3b]; [4c]; [8d].
- NUMBER INDICATES ASSOCIATED PHASE FOR THAT SIGNAL FACE. LETTER DENOTES SIGNAL FACE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL CABLE PLAN
IL ROUTE 13 (MAIN STREET) AND OAKLAND AVENUE

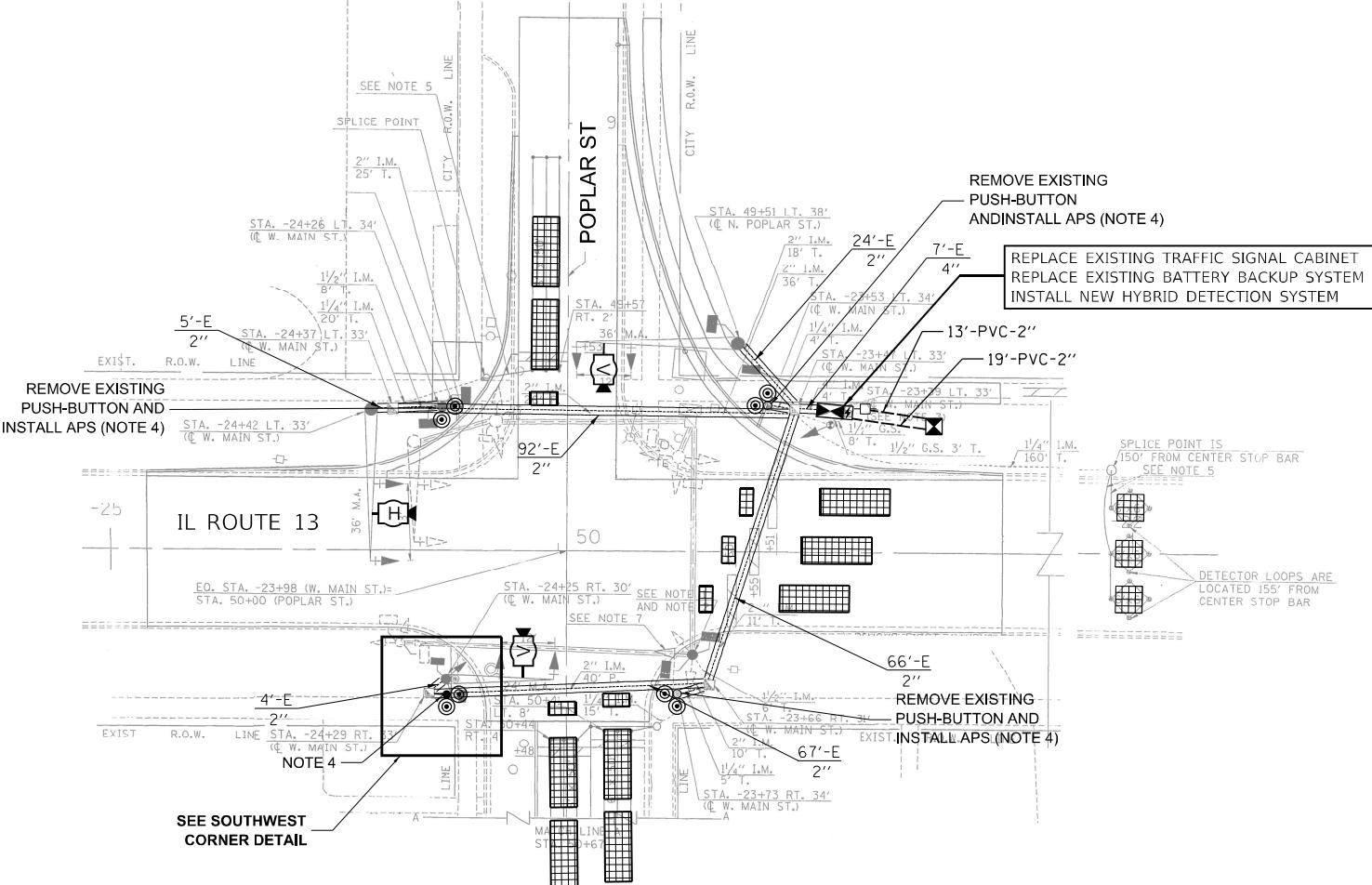
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	D9 TRAFFIC SIGNAL 2026-1	JACKSON	43	11
				CONTRACT NO. 78B00

NOTES:

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS, LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT. THE COST OF THE EXTENSION BRACKET SHALL BE INCIDENTAL TO THE COST OF THE APS PUSH BUTTON.

TRAFFIC SIGNAL LEGEND

- HYBRID VIDEO/RADAR DETECTION UNIT
- VIDEO DETECTION UNIT
- VIDEO/RADAR DETECTION ZONE
- PROPOSED TRAFFIC SIGNAL POST
- PROPOSED APS PUSH-BUTTON
- EXISTING HANDHOLE

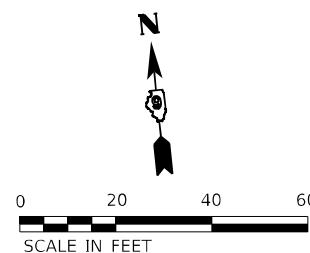


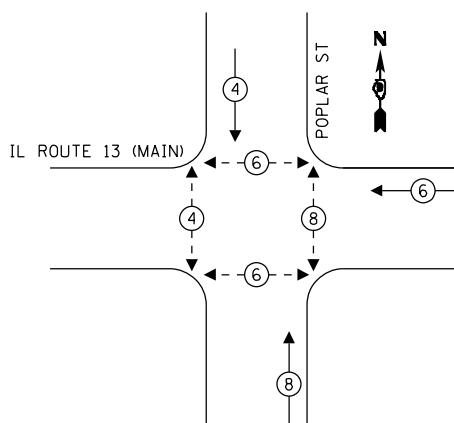
SEE SOUTHWEST CORNER DETAIL

RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RELOCATED TO THE PROPOSED TRAFFIC SIGNAL CONTROLLER AND CABINET, THIS WORK SHALL BE PAID FOR UNDER "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".

1 EACH NETWORK SWITCH

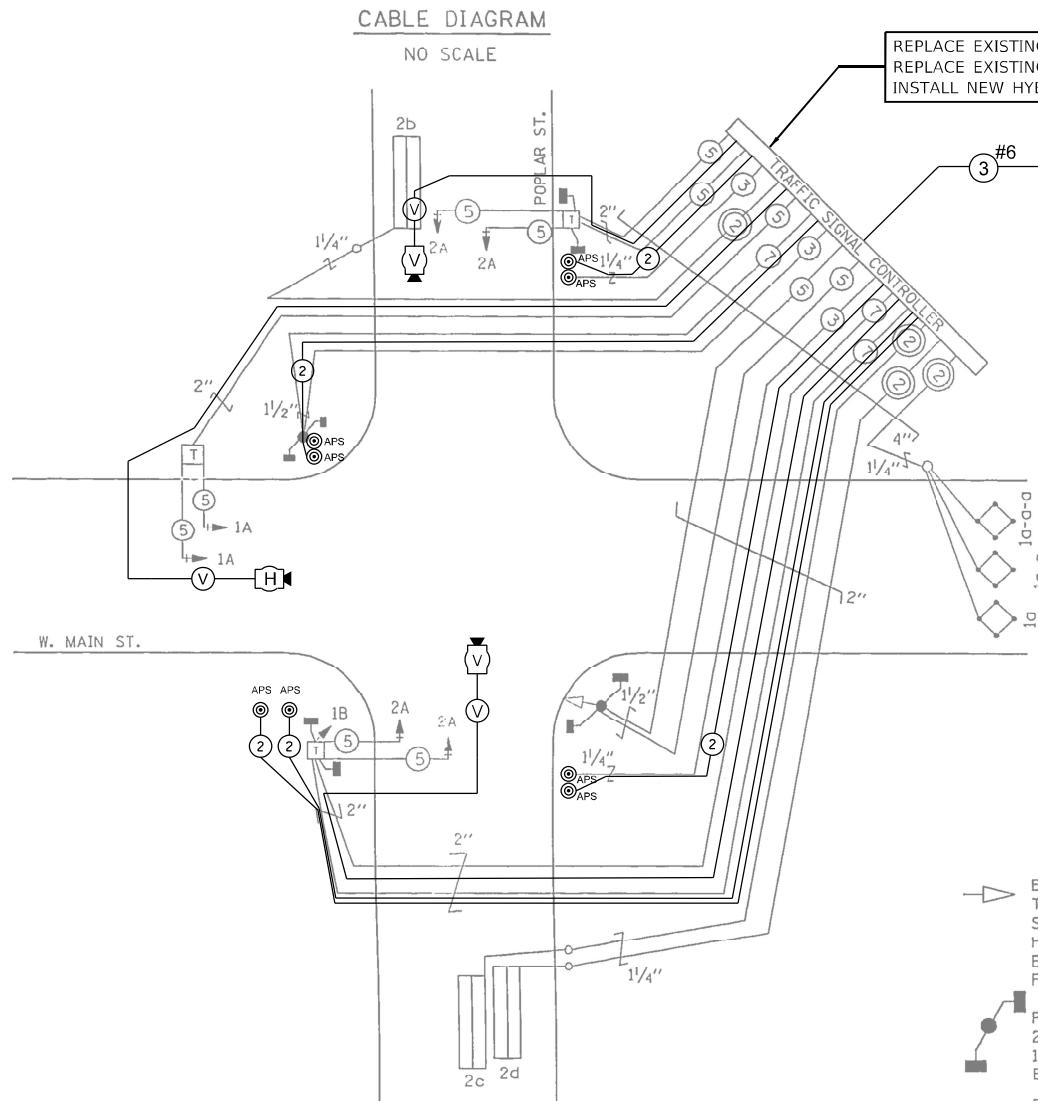




LEGEND:

The diagram illustrates four traffic phase symbols, each consisting of a circle with a starburst and a directional arrow:

- PROTECTED PHASE:** A circle with a starburst to the left of a horizontal arrow pointing left.
- PROTECTED/PERMITTED PHASE:** A circle with a starburst between two horizontal arrows, one pointing left and one pointing right.
- PEDESTRIAN PHASE:** A circle with a starburst between two horizontal arrows, one pointing left and one pointing right.
- OVERLAP:** A diamond with a starburst between two vertical arrows, one pointing up and one pointing down.

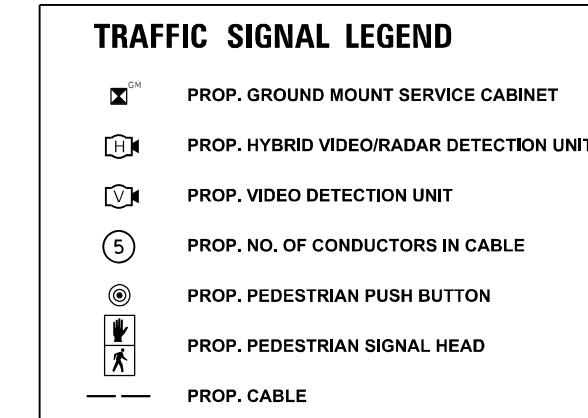


NOTES

1. ALL ELECTRIC CABLE SHALL BE A.W.G. NO. 14 UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ELECTRIC CABLE, DENOTED AS NO. 8, SHALL BE INCIDENTAL TO SERVICE INSTALLATION (SPECIAL).

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	50
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	634
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	86
DRILL EXISTING FOUNDATION	EACH	1
DRILL EXISTING HANHOLE	EACH	1
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1
POTHOLING	EACH	3
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	4
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1
REMOVE CABLE FROM CONDUIT	FOOT	180



LEGEND

→ EXISTING SIGNAL HEAD TO BE USED FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION. USE 2-5/C CABLES SHOWN ON CABLE DIAGRAM FOR TEMPORARY SIGNAL HOOK-UP IN SOUTHEAST QUADRANT. AFTER REMOVAL OF EXISTING SIGNAL HEAD 5/C CABLES SHALL BE USED FOR PROPOSED PEDESTRIAN SIGNAL HEADS.

→ PROPOSED PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, 2-FACE, BRACKET MOUNTED ON TRAFFIC SIGNAL POST, 12 FT., OR PROPOSED STEEL MAST ARM ASSEMBLY, NORTH-EAST AND SOUTHWEST QUADRANTS ONLY.

→ PROPOSED SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, MAST ARM MOUNTED WITH BACKPLATE.

◎ PROPOSED PEDESTRIAN PUSHBUTTON AND POST OR PEDESTRIAN PUSHBUTTON BRACKET MOUNTED TO MAST ARM POLE OR TRAFFIC SIGNAL POST, 12'.

[T] PROPOSED TERMINAL BLOCK IN BASE OF MAST ARM POLE (SEE SPECIAL PROVISIONS).

[—] PROPOSED QUADRUPOLE DETECTOR LOOP.

◇ PROPOSED DETECTOR LOOP.

○ PROPOSED DETECTOR LOOP SPLICING POINT.

○ PROPOSED ELECTRIC CABLE IN CONDUIT NO. 14 2/C TWISTED, SHIELDED. NUMBER IN CIRCLE INDICATES AMOUNT OF CONDUCTORS IN THAT CABLE.

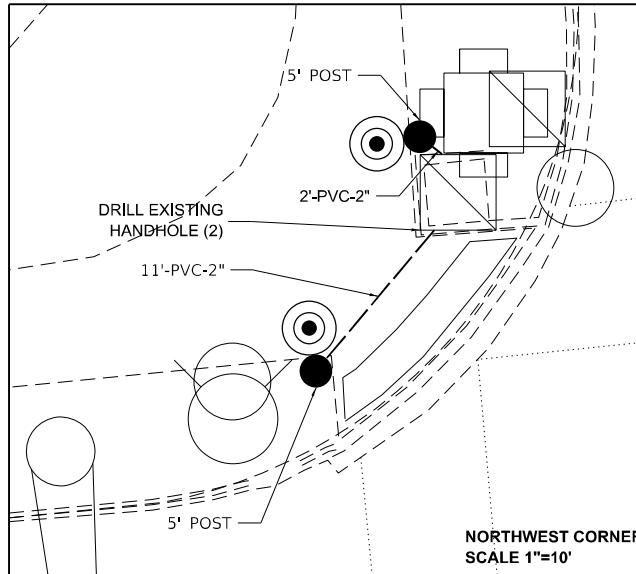
○ PROPOSED ELECTRIC CABLE IN CONDUIT NO. 14. NUMBER IN CIRCLE INDICATES AMOUNT OF CONDUCTORS IN THAT CABLE.

2" PROPOSED INTERMEDIATE METAL OR GALVANIZED STEEL CONDUIT. NUMBER INDICATES DIAMETER OF CONDUIT.

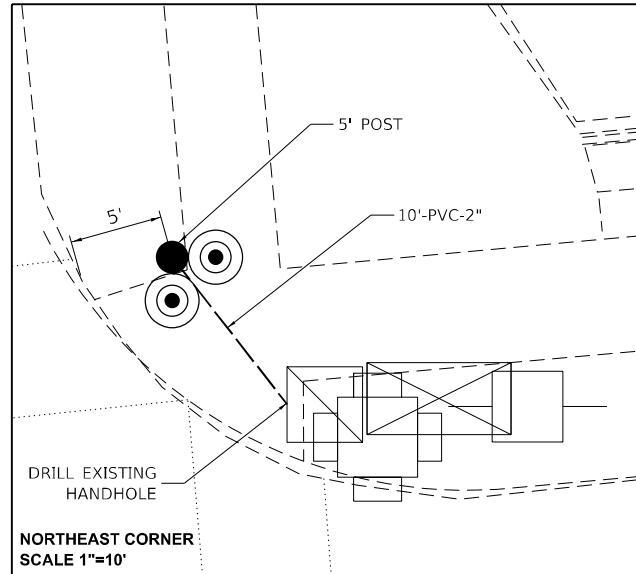
1a-a INDICATES INDUCTION LOOP DETECTOR AMPLIFIER WITH CALL DELAY AND CALL CARRY-OVER, DIGITAL DESIGN. NUMBER INDICATES ASSOCIATED PHASE. LETTER OR LETTERS INDICATES AMPLIFIER. SEE NOTE BELOW.

NOTE: THE FOLLOWING LOOPS WITHIN BRACKETS SHALL CORRESPOND TO THE DESIGNATED AMPLIFIER: [1a], [1a-a], [1a-a-a]; [2b]; [2c]; [2d].

2A NUMBER INDICATES ASSOCIATED PHASE FOR THAT SIGNAL FACE. LETTER DENOTES SIGNAL FACE.



TRAFFIC SIGNAL LEGEND	
	HYBRID VIDEO/RADAR DETECTION UNIT
	VIDEO DETECTION UNIT
	VIDEO/RADAR DETECTION ZONE
	PROPOSED TRAFFIC SIGNAL POST
	PROPOSED APS PUSH-BUTTON
	EXISTING HANDHOLE



NOTES:

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT. THE COST OF THE EXTENSION BRACKET SHALL BE INCIDENTAL TO THE COST OF THE APS PUSH BUTTON.

SEE NORTHWEST CORNER DETAIL

24'-E
1 1/2'

SEE NOTE 4

REPLACE EXISTING TRAFFIC SIGNAL CABINET
REPLACE EXISTING BATTERY BACKUP SYSTEM
INSTALL NEW HYBRID DETECTION SYSTEM

SEE NOTE 7

16'-PVC-2"

EXIST. R.O.W. LINE

SPLICE POINT IS
150' FROM STOP BAR.

SEE NOTE 7

12

IL ROUTE 13

86'-E

3"

SEE SOUTHEAST CORNER DETAIL

61'-E
2 1/2"

REMOVED EXISTING CONCRETE FOUNDATION
1 EACH SEE NOTE 1

6'-E
1 1/2"

EXIST. R.O.W. LINE

SPLICE POINT IS
150' FROM STOP BAR.

SEE NOTE 7

13

80

21

2"

SEE NOTE 7

20'-PVC-2"

EXIST. R.O.W. LINE

SPLICE POINT IS
150' FROM STOP BAR.

SEE NOTE 7

12

19

19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

19

19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

19

19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

19

19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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DETECTOR LOOPS
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LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

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19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

19

19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

19

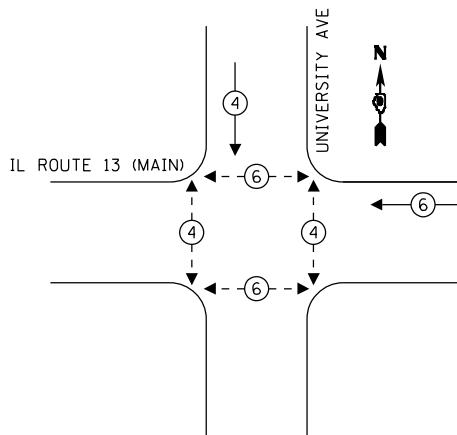
19+27

DETECTOR LOOPS
LOCATED 155' FROM
STOP BAR

SEE NOTE 7

19

EXISTING & PROPOSED CONTROLLER SEQUENCE



LEGEND

The diagram illustrates four traffic phase symbols, each consisting of a horizontal line with a circle containing a starburst symbol, followed by a descriptive label:

- PROTECTED PHASE**: Represented by a solid horizontal line with a circle containing a starburst symbol.
- PROTECTED/PERMITTED PHASE**: Represented by a dashed horizontal line with a circle containing a starburst symbol.
- PEDESTRIAN PHASE**: Represented by a horizontal line with a circle containing a starburst symbol, flanked by two solid arrows pointing in opposite directions.
- OVERLAP**: Represented by a horizontal line with a circle containing a starburst symbol, flanked by two solid arrows pointing in opposite directions, with the word "OVERLAP" written below it.

TRAFFIC SIGNAL LEGEND

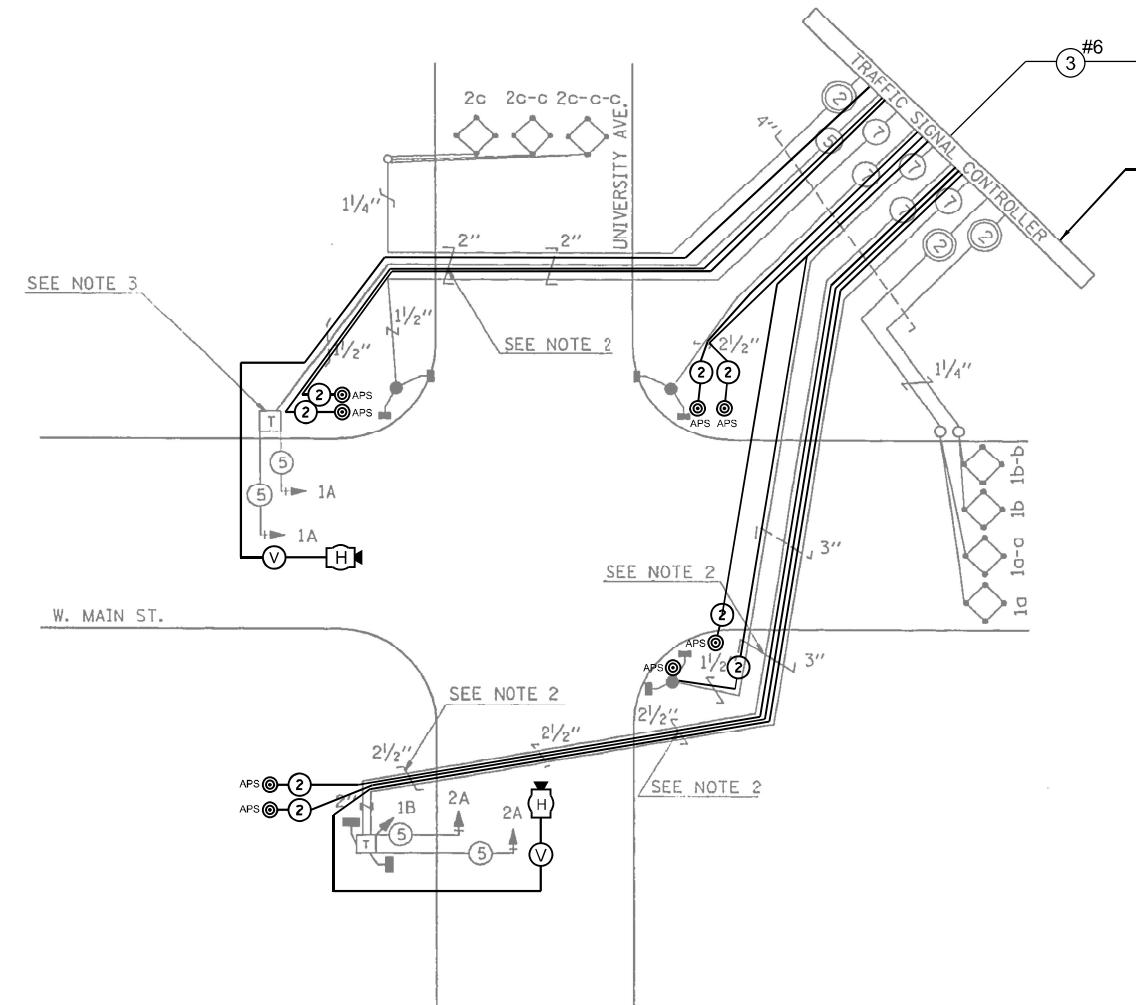
- █ PROP. GROUND MOUNT SERVICE CABINET
- █ PROP. HYBRID VIDEO/RADAR DETECTION UNIT
- █ PROP. VIDEO DETECTION UNIT
- █ PROP. NO. OF CONDUCTORS IN CABLE
- █ PROP. PEDESTRIAN PUSH BUTTON
- █ PROP. PEDESTRIAN SIGNAL HEAD
- PROP. CABLE

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	105
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	906
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	90
DRILL EXISTING FOUNDATION	EACH	1
DRILL EXISTING HANHOLE	EACH	4
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	4
POTHOLING	EACH	5
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1

CABLE DIAGRA

NO SCAN



REPLACE EXISTING TRAFFIC SIGNAL CABINET
REPLACE EXISTING BATTERY BACKUP SYSTEM
INSTALL NEW HYBRID DETECTION SYSTEM

LEGEND

→ PROPOSED SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, BRACKET MOUNTED.

└ PROPOSED PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, 2-FACE, BRACKET MOUNTED ON TRAFFIC SIGNAL POST, 12 FT. OR PROPOSED STEEL MAST ARM ASSEMBLY (SOUTHWEST QUADRANT).

→ PROPOSED SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, MAST ARM MOUNTED WITH BACKPLATE.

[T] PROPOSED TERMINAL BLOCK IN BASE OF MAST ARM POLE (SEE SPECIAL PROVISIONS).

◇ PROPOSED DETECTOR LOOP.

○ PROPOSED DETECTOR LOOP SPLICING POINT.

— (2) PROPOSED ELECTRIC CABLE IN CONDUIT NO. 14 2/C TWISTED, SHIELDED. NUMBER IN CIRCLE INDICATES AMOUNT OF CONDUCTORS IN THAT CABLE.

— (5) PROPOSED ELECTRIC CABLE IN CONDUIT NO. 14. NUMBER IN CIRCLE INDICATES AMOUNT OF CONDUCTORS IN THAT CABLE.

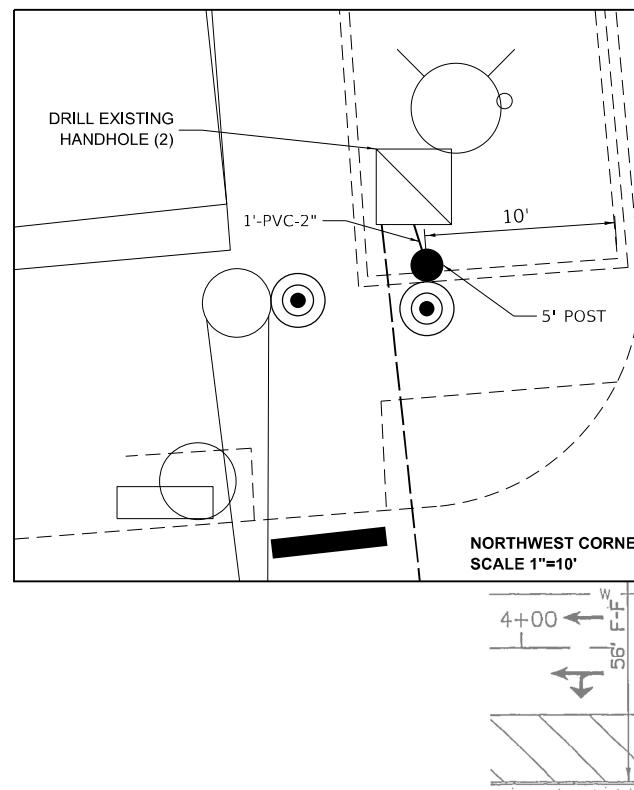
2" PROPOSED INTERMEDIATE METAL OR GALVANIZED STEEL CONDUIT. NUMBER INDICATES DIAMETER OF CONDUIT.

2" PROPOSED EXISTING GALVANIZED STEEL CONDUIT. NUMBER INDICATES DIAMETER OF CONDUIT. SEE PLAN SHEET NO. 15 FOR LOCATIONS.

2C-C INDICATES INDUCTION LOOP DETECTOR AMPLIFIER WITH CALL-DELAY AND CALL CARRY-OVER, DIGITAL DESIGN. NUMBER INDICATES ASSOCIATED PHASE. LETTER OR LETTERS INDICATES AMPLIFIER. SEE NOTE BELOW.

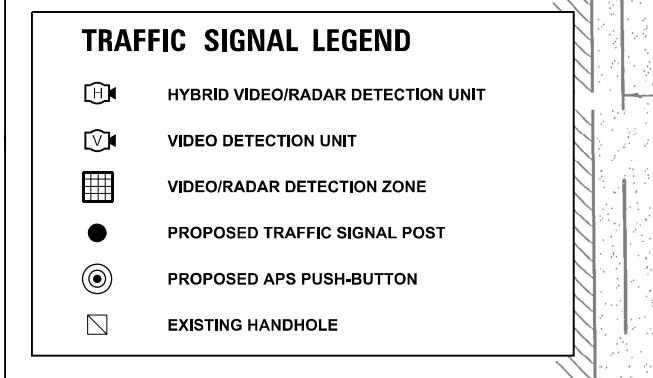
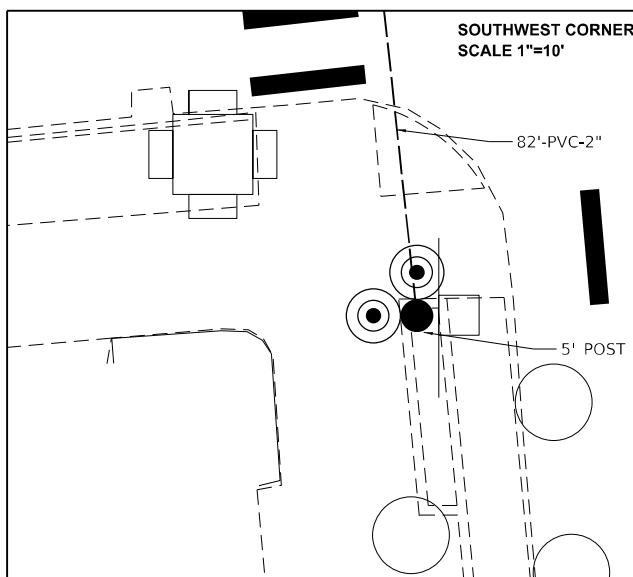
NOTE: THE FOLLOWING LOOPS WITHIN BRACKETS SHALL SHARE THE SAME AMPLIFIER: [1a, 1a-a]; [1b, 1b-b]; [2c, 2c-c, 2c-c-c].

1A NUMBER INDICATES ASSOCIATED PHASE FOR THAT SIGNAL FACE. LETTER DENOTES SIGNAL FACE.



NOTES:

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT. THE COST OF THE EXTENSION BRACKET SHALL BE INCIDENTAL TO THE COST OF THE APS PUSH BUTTON.



REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF IDOT. THE CONTRACTOR SHALL SAFELY DELIVER THE EQUIPMENT TO IDOT CARBONDALE FACILITY AT THEIR EXPENSE. CONTACT IDOT ELECTRICAL MAINTENANCE FOR LOCATION AND TIME.

1 EACH INDUCTIVE LOOP DETECTOR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
IL ROUTE 13 (MAIN STREET) AND IL ROUTE 51 (ILLINOIS AVENUE)

SCALE: SHEET OF SHEETS STA. TO STA.

0 20 40 60
SCALE IN FEET

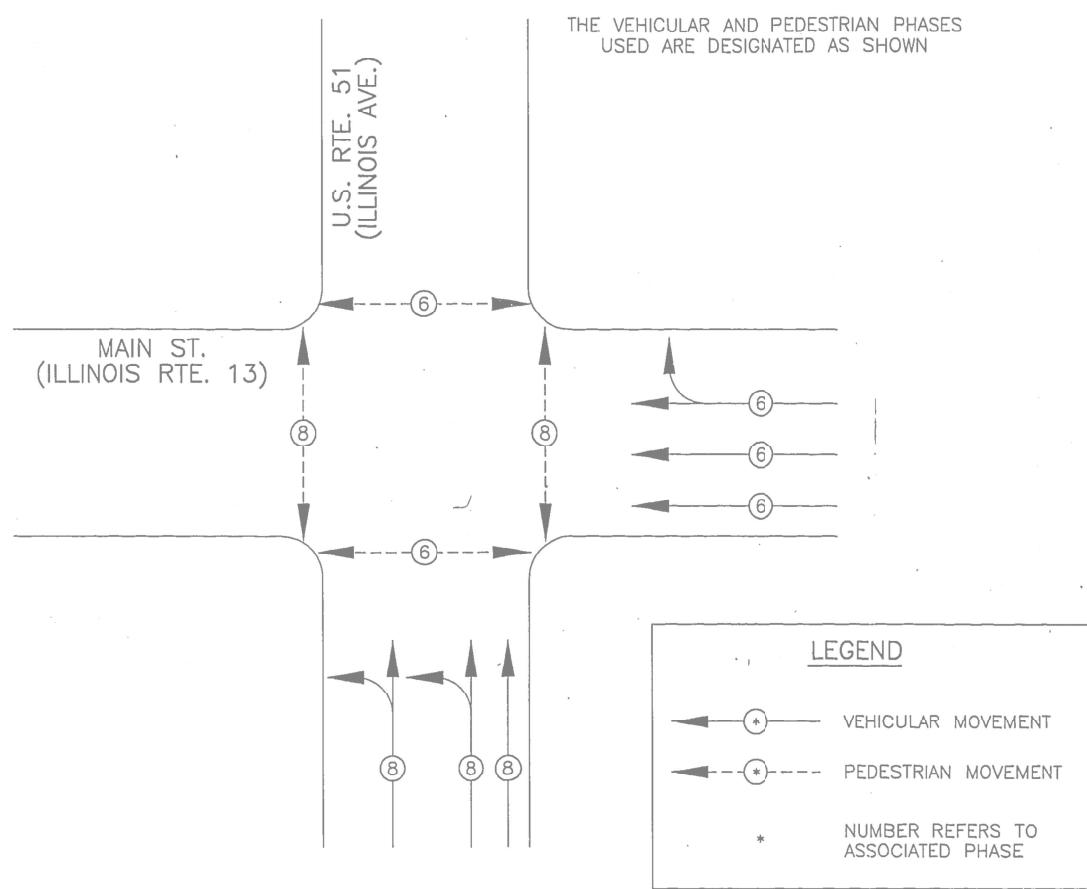
iteris

USER NAME = bfunk	DESIGNED - BF	REVISED -
DRAWN - BF	REVISED -	
CHECKED - ASG	REVISED -	
PLOT DATE = 10/31/2025	DATE - 10/31/25	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
IL ROUTE 13 (MAIN STREET) AND IL ROUTE 51 (ILLINOIS AVENUE)		
SCALE:	Sheet	Of Sheets

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	Sheet No.
331	D9 TRAFFIC SIGNAL 2026-1	JACKSON	43	16
				CONTRACT NO. 78B00

ILLINOIS FED. AID PROJECT



PHASE DESIGNATION DIAGRAM

TRAFFIC SIGNAL LEGEND

-  PROP. GROUND MOUNT SERVICE CABINET
-  PROP. HYBRID VIDEO/RADAR DETECTION UNIT
-  PROP. VIDEO DETECTION UNIT
-  PROP. NO. OF CONDUCTORS IN CABLE
-  PROP. PEDESTRIAN PUSH BUTTON
-  PROP. PEDESTRIAN SIGNAL HEAD
- — PROP. CABLE

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	151
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	637
DRILL EXISTING HANDBOLES	EACH	4
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	4
POTHOLING	EACH	3
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1

TRAFFIC SIGNAL FACES

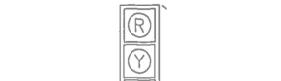
BRACKET MOUNTED



PEDESTRIAN SIGNAL
FACES SHOWN ABOVE
TO BE USED ON ALL
4 QUADRANTS

TO BE USED ON ALL 4 QUADRANTS NOTE: EXIST. RED LENS IS 12". YELLOW, GREEN LENSES ARE 8".

MAST-ARM MOUNTED
WITH BACKPLATE

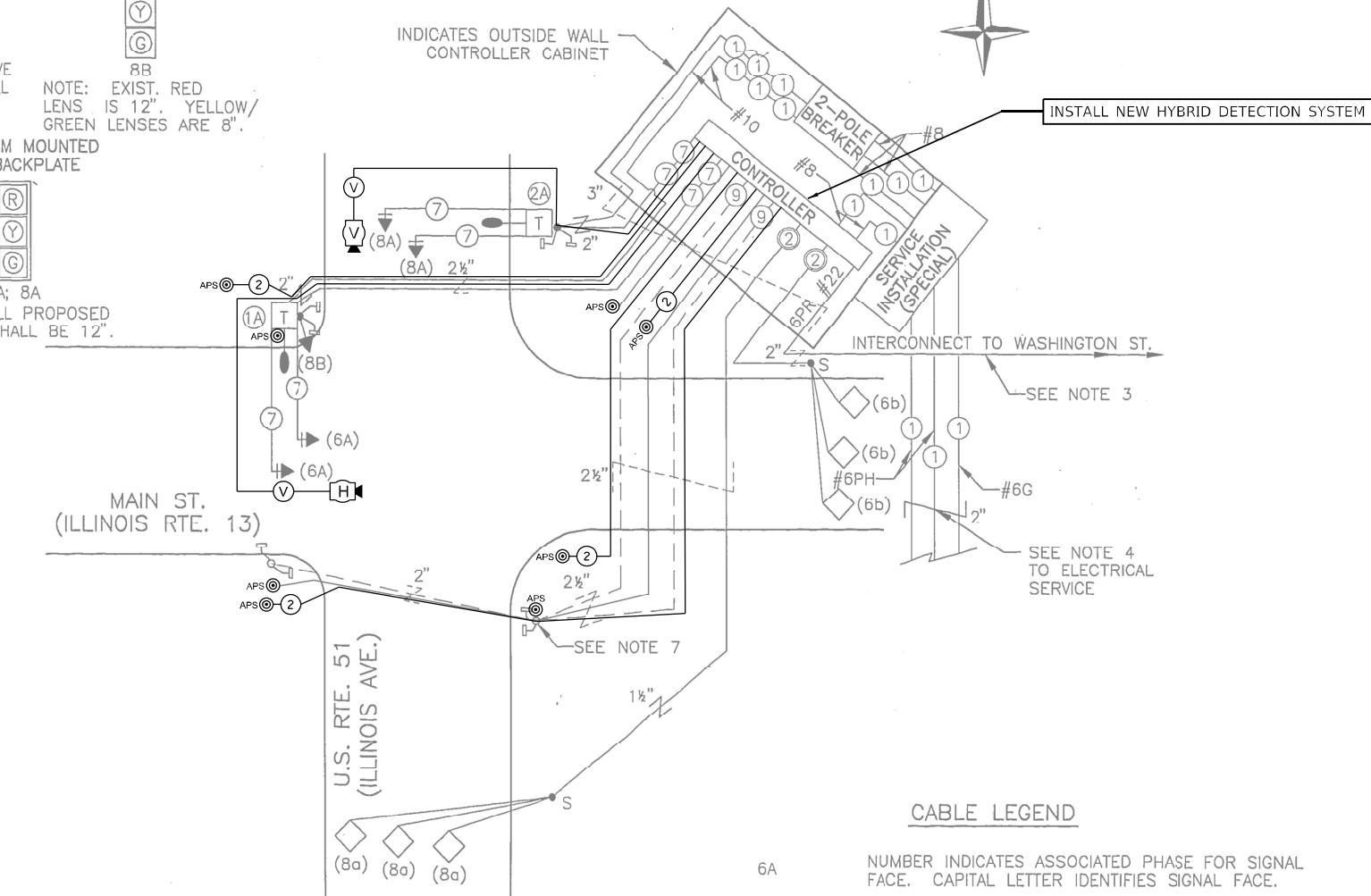


6A; 8A
NOTE: ALL PROPOSED
LENSES SHALL BE 12

• [View Details](#)

CABLE DIAGRAM

NOT TO SCALE



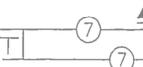
CABLE LEGEND

6A NUMBER INDICATES ASSOCIATED PHASE FOR SIGNAL FACE. CAPITAL LETTER IDENTIFIES SIGNAL FACE.

8a NUMBER INDICATES PHASE; LOWER CASE LETTER INDICATES AMPLIFIER

1A NUMBER INDICATES POSITION OF POLE IN WIRING DIAGRAM
LETTER DENOTES LUMINAIRE POSITION.

T TERMINAL BLOCK IN BASE OF MAST ARM POLE



MAST ARM ASSEMBLY NO. IN CIRCLE DENOTES AMOUNT OF CONDUCTORS



DETECTOR LOOP



EXISTING GALVANIZED STEEL CONDUIT AND SIZE



PROPOSED GALVANIZED STEEL CONDUIT AND SIZE

② NO. IN CIRCLE DENOTES AMOUNT OF CONDUCTORS IN THAT CABLE

② DENOTES TWISTED SHIELDED CABLE

S SPLICE POINTS FOR DETECTOR LOOPS

#6PH OR #6G INDICATES PHASE CONDUCTORS AND GROUND



PROPOSED HORIZONTAL MOUNTED, 250 WATT SODIUM VAPOR LUMINAIRE WITH PHOTOCELL CONTROL



REBUILT SIGNAL HEAD

REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF IDOT. THE CONTRACTOR SHALL SAFELY DELIVER THE EQUIPMENT TO IDOT CARBONDALE FACILITY AT THEIR EXPENSE. CONTACT IDOT ELECTRICAL MAINTENANCE FOR LOCATION AND TIME.

1 EACH TRAFFIC SIGNAL CABINET
1 EACH TRAFFIC SIGNAL CONTROLLER
1 EACH UNINTERRUPTABLE POWER SUPPLY AND CABINET
4 EACH PED PUSH BUTTON
1 EACH RADAR DETECTION SYSTEM (COMPLETE)

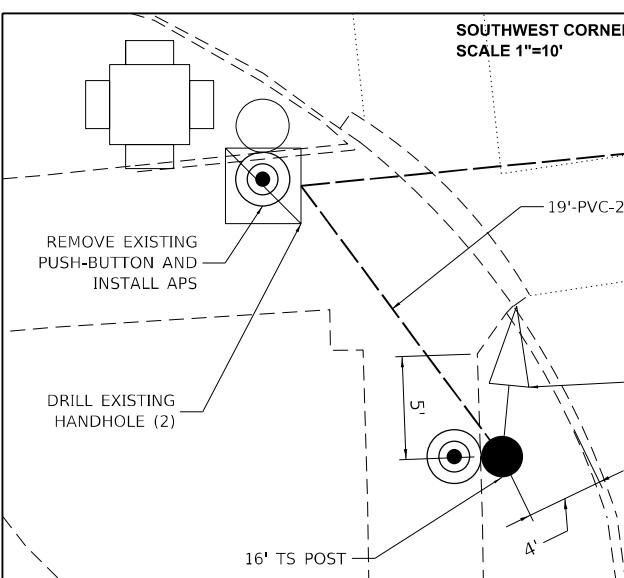
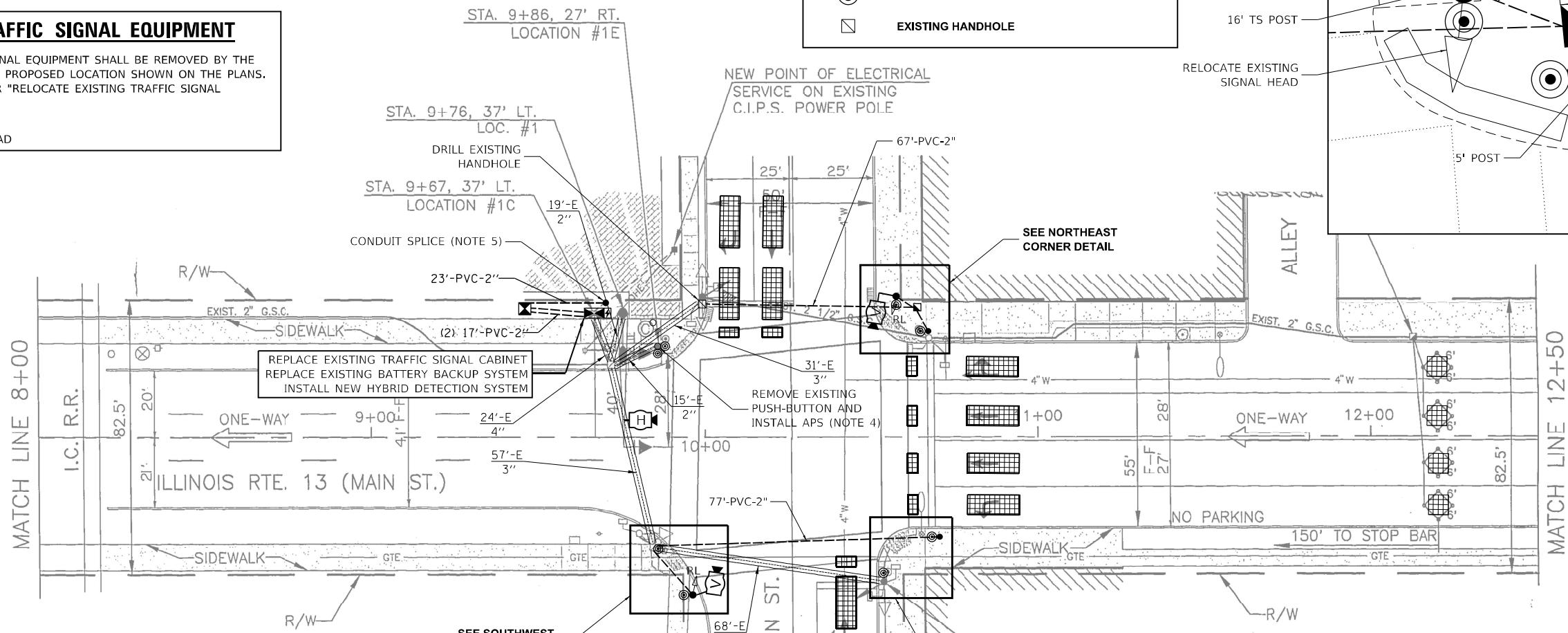
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RELOCATED TO THE PROPOSED LOCATION SHOWN ON THE PLANS. THIS WORK SHALL BE PAID FOR UNDER "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".

1 EACH NETWORK SWITCH
2 EACH 3-SECTION SIGNAL HEAD

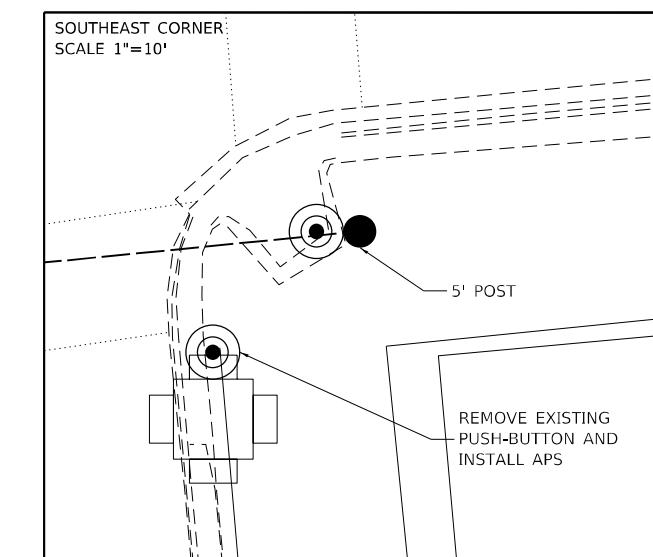
TRAFFIC SIGNAL LEGEND

-  HYBRID VIDEO/RADAR DETECTION UNIT
-  VIDEO DETECTION UNIT
-  VIDEO/RADAR DETECTION ZONE
-  PROPOSED TRAFFIC SIGNAL POST
-  PROPOSED APS PUSH-BUTTON
-  EXISTING HANDHOLE



NOTES:

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT. THE COST OF THE EXTENSION BRACKET SHALL BE INCIDENTAL TO THE COST OF THE APS PUSH BUTTON.
5. INTERCEPT EXISTING SERVICE CONDUIT. COUPLE EXISTING CONDUIT WITH PROPOSED CONDUIT TO NEW GROUND MOUNT SERVICE CABINET.



0 20 40 60
SCALE IN FEET

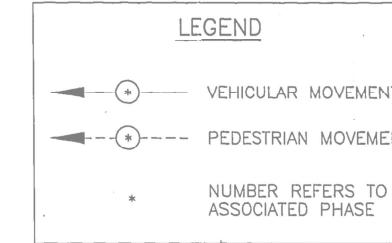
THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED AS SHOWN

THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED AS SHOWN

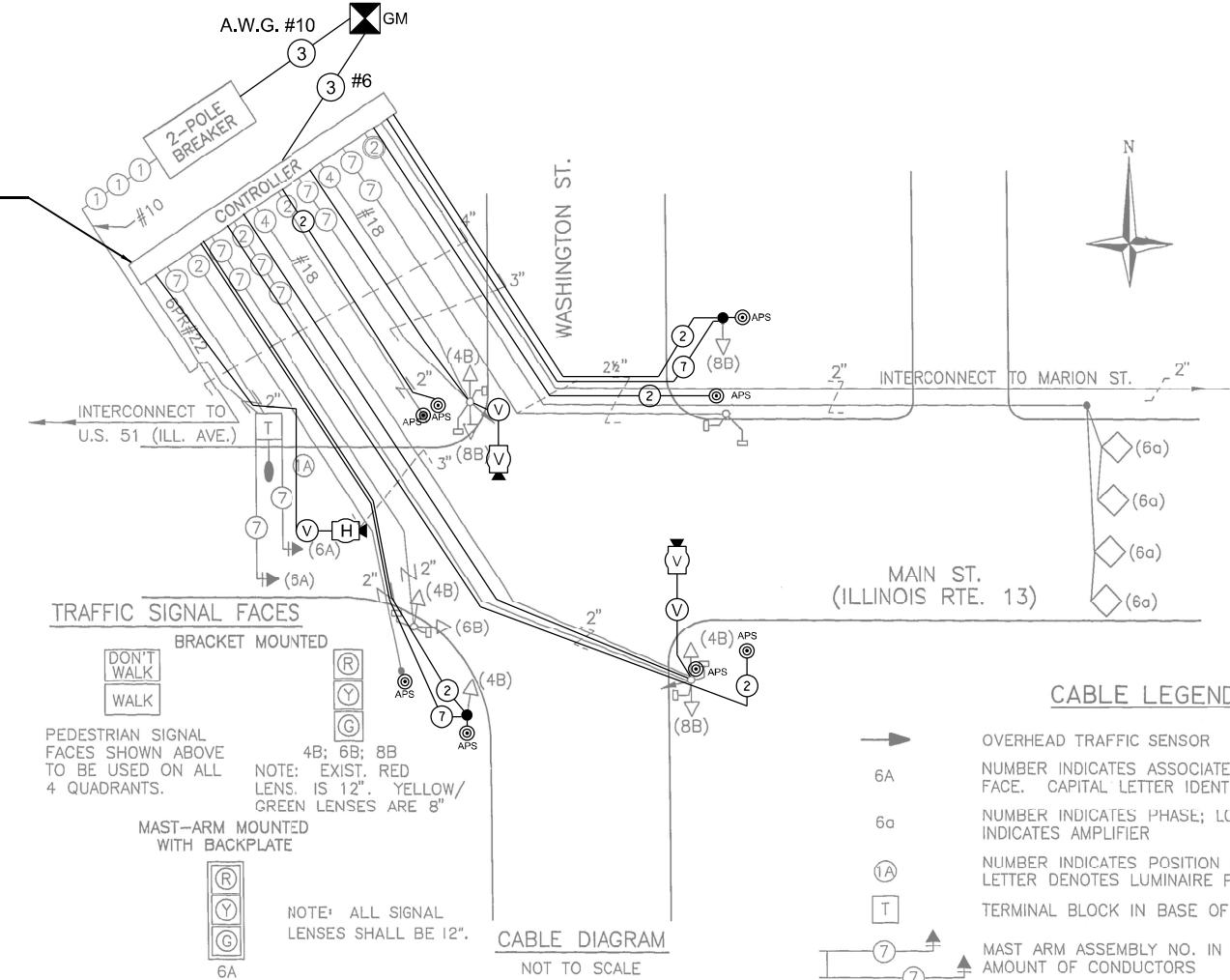
MAIN ST.
(ILLINOIS RTE. 13)

WASHINGTON ST.

REPLACE EXISTING TRAFFIC SIGNAL CABINET
REPLACE EXISTING BATTERY BACKUP SYSTEM
INSTALL NEW HYBRID DETECTION SYSTEM



PHASE DESIGNATION DIAGRAM



CABLE LEGEND

- OVERHEAD TRAFFIC SENSOR
- NUMBER INDICATES ASSOCIATED PHASE FOR SIGNAL FACE. CAPITAL LETTER IDENTIFIES SIGNAL FACE.
- NUMBER INDICATES PHASE; LOWER CASE LETTER INDICATES AMPLIFIER
- NUMBER INDICATES POSITION OF POLE IN WIRING DIAGRAM. LETTER DENOTES LUMINAIRE POSITION.
- TERMINAL BLOCK IN BASE OF MAST ARM POLE
- MAST ARM ASSEMBLY NO. IN CIRCLE DENOTES AMOUNT OF CONDUCTORS
- DETECTOR LOOP
- EXISTING GALVANIZED STEEL CONDUIT AND SIZE
- PROPOSED GALVANIZED STEEL CONDUIT AND SIZE
- NO. IN CIRCLE DENOTES AMOUNT OF CONDUCTORS IN THAT CABLE
- DENOTES TWISTED SHIELDED CABLE
- SPlice POINTS FOR DETECTOR LOOPS
- INDICATES PHASE CONDUCTORS AND GROUND
- PROPOSED HORIZONTAL MOUNTED, 250 WATT SODIUM VAPOR LUMINAIRE WITH PHOTOCELL CONTROL

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	261
HANDHOLE	EACH	1
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	33
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	704
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	309
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	94
TRAFFIC SIGNAL POST, 16 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	8
DRILL EXISTING FOUNDATION	EACH	2
DRILL EXISTING HANHOLE	EACH	3
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
POTHOLING	EACH	7
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
CONDUIT SPLICING	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1

TRAFFIC SIGNAL LEGEND

- GM PROP. GROUND MOUNT SERVICE CABINET
- H PROP. HYBRID VIDEO/RADAR DETECTION UNIT
- V PROP. VIDEO DETECTION UNIT
- 5 PROP. NO. OF CONDUCTORS IN CABLE
- APS PROP. PEDESTRIAN PUSH BUTTON
- PEDESTRIAN SIGNAL HEAD
- PROP. CABLE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL CABLE PLAN
IL ROUTE 13 (MAIN STREET) AND WASHINGTON STREET

iteris

USER NAME = bfunk
DESIGNED - BF
DRAWN - BF
REVISED -
PLOT SCALE = 100,000' / in.
CHECKED - ASG
REVISED -
PLOT DATE = 10/31/2025
DATE - 10/31/25
REVISED -

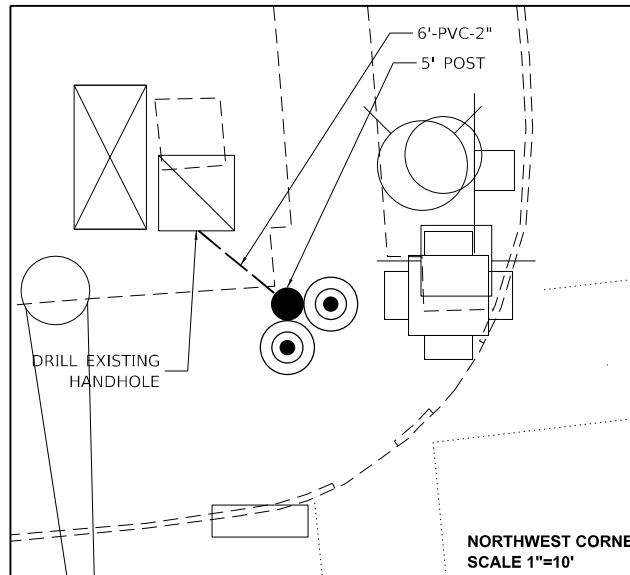
DESIGNED - BF
DRAWN - BF
REVISED -
CHECKED - ASG
REVISED -
DATE - 10/31/25
REVISED -

DESIGNED - BF
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DATE - 10/31/25
REVISED -

DESIGNED - BF
DRAWN - BF
REVISED -
CHECKED - ASG
REVISED -
DATE - 10/31/25
REVISED -

TRAFFIC SIGNAL CABLE PLAN
IL ROUTE 13 (MAIN STREET) AND WASHINGTON STREET

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331 D9 TRAFFIC SIGNAL 2026-1	JACKSON	43	19	CONTRACT NO. 78B00
	ILLINOIS	FED. AID PROJECT		

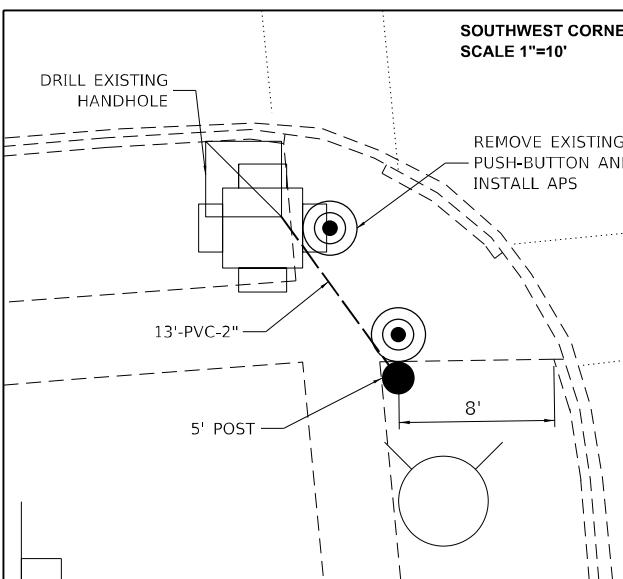
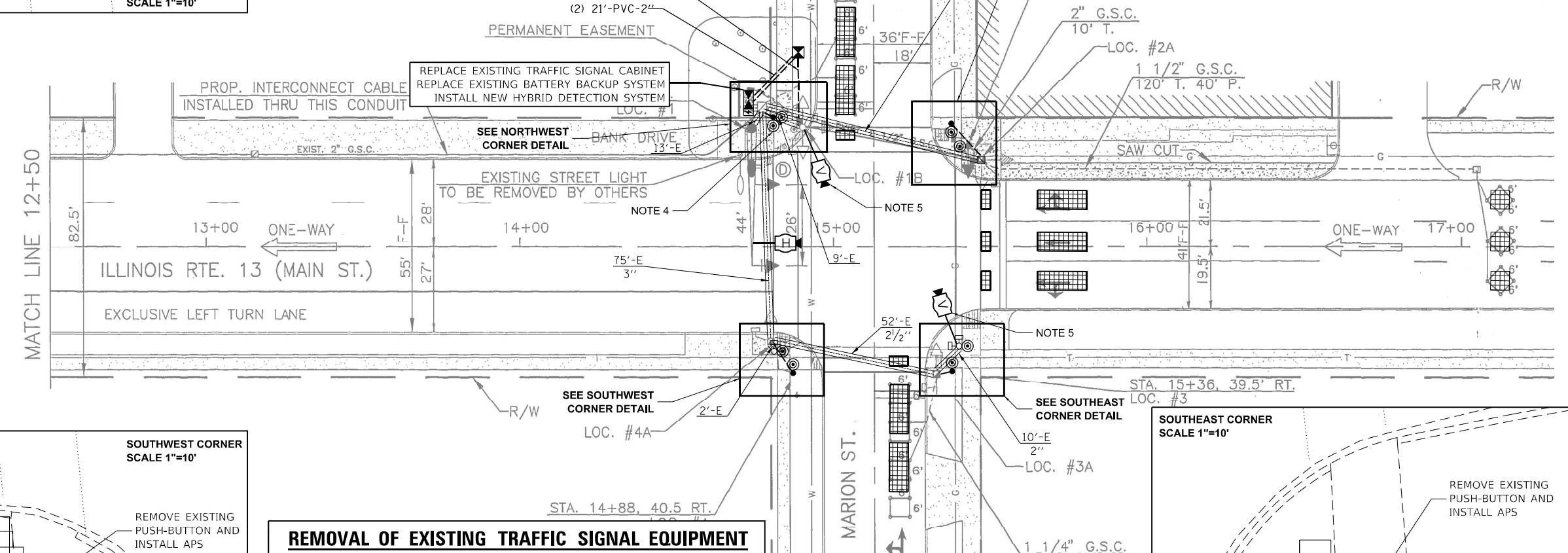
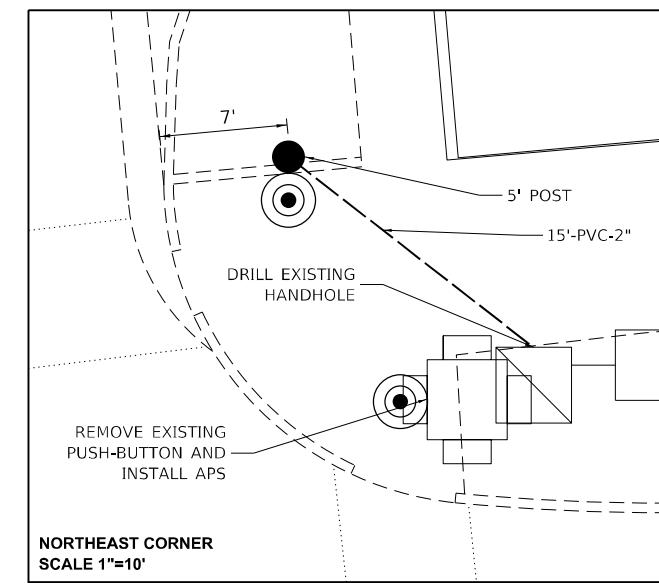


NOTES:

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT, THE COST OF THE EXTENSION BRACKET SHALL BE INCIDENTAL TO THE COST OF THE APS PUSH BUTTON.
5. AT LOCATIONS NOTED ON THE PLANS, VIDEO DETECTION CAMERA SHALL BE INSTALLED ON TOP OF 8' RISER POLE FOR IDEAL FIELD OF VIEW. THE COST OF THE RISER POLE SHALL BE INCIDENTAL TO THE COST OF THE VIDEO DETECTION SYSTEM.

TRAFFIC SIGNAL LEGEND

- HYBRID VIDEO/RADAR DETECTION UNIT
- VIDEO DETECTION UNIT
- VIDEO/RADAR DETECTION ZONE
- PROPOSED TRAFFIC SIGNAL POST
- PROPOSED APS PUSH-BUTTON
- EXISTING HANDHOLE



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

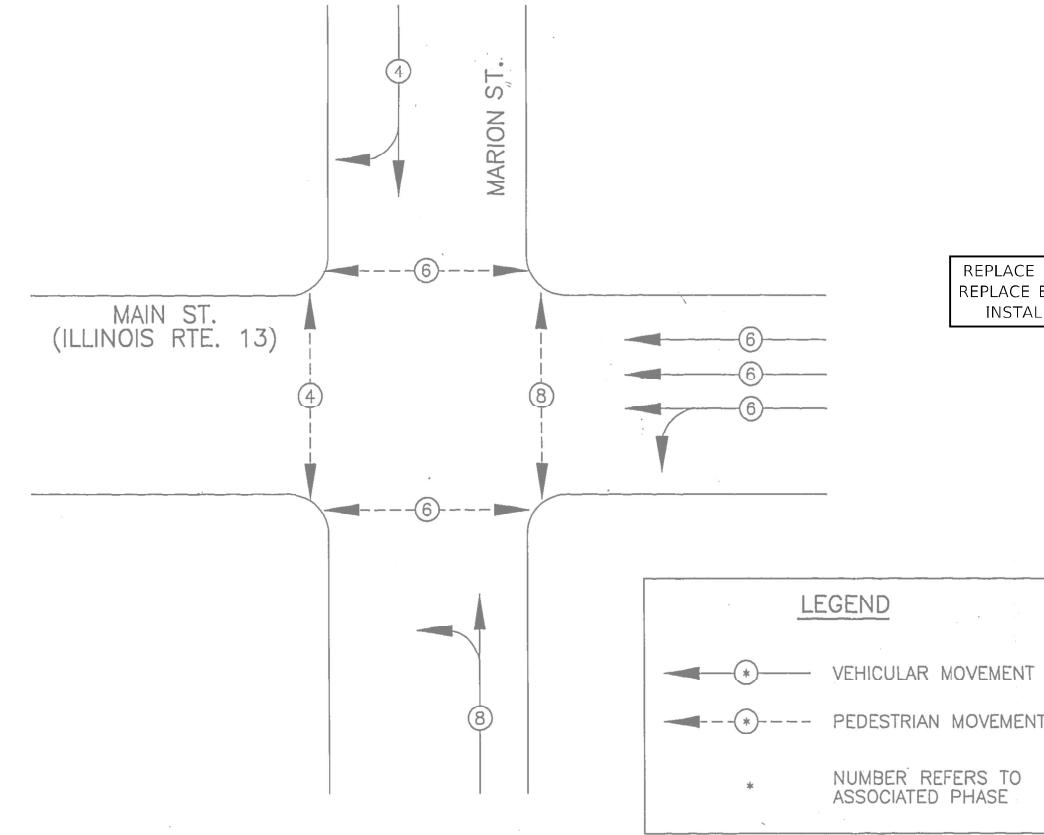
TRAFFIC SIGNAL MODIFICATION PLAN
IL ROUTE 13 (MAIN STREET) AND MARION STREET

SCALE: SHEET OF SHEETS STA. TO STA. F.A.P. SECTION COUNTY TOTAL SHEETS SHEET NO.

331 D9 TRAFFIC SIGNAL 2026-1 JACKSON 43 20

CONTRACT NO. 78B00

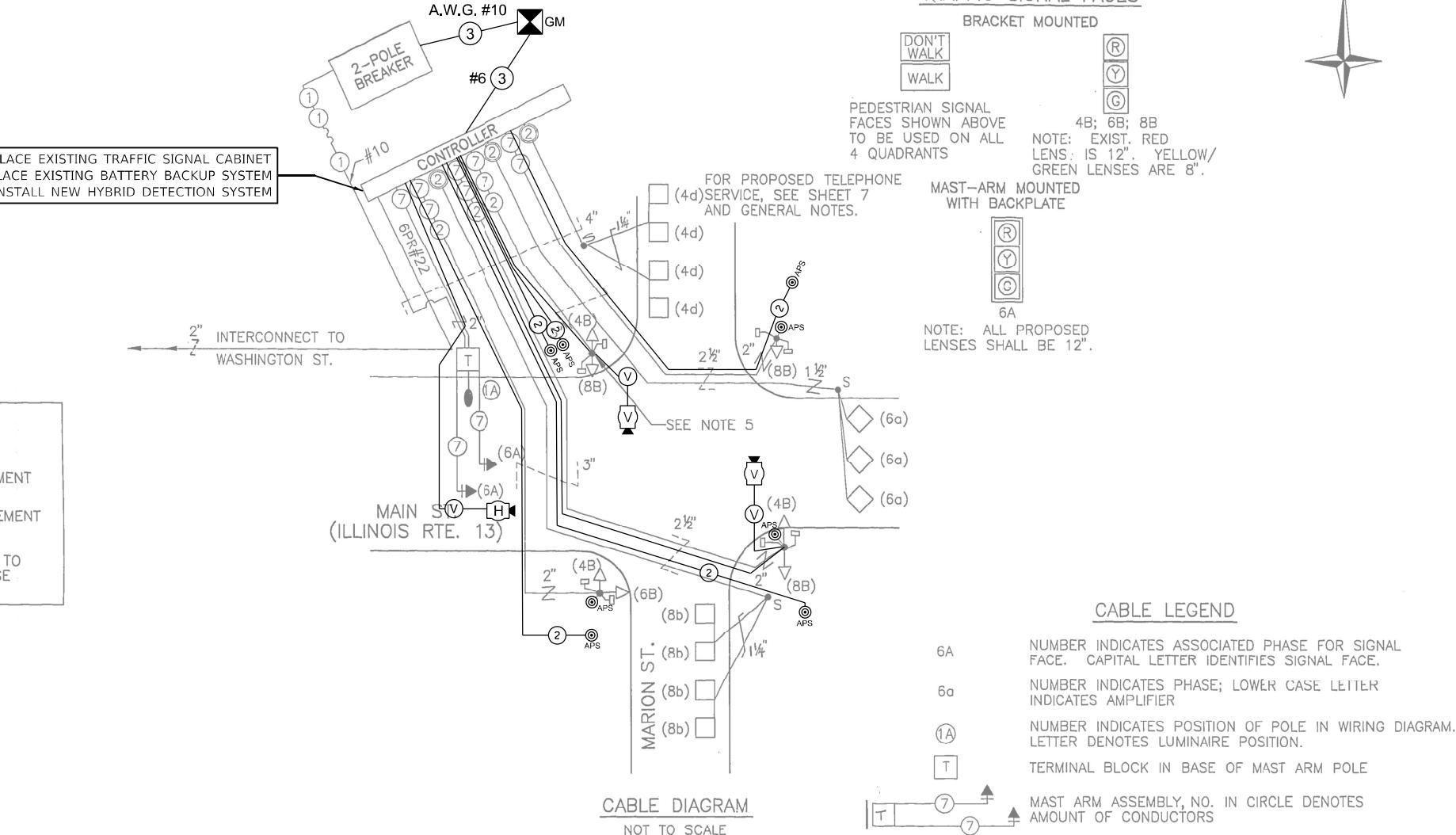
ILLINOIS FED. AID PROJECT



PHASE DESIGNATION DIAGRAM

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	156
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	37
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	469
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	95
DRILL EXISTING FOUNDATION	EACH	2
DRILL EXISTING HANHOLE	EACH	4
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	4
POTHOLING	EACH	6
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1
REMOVE CABLE FROM CONDUIT	FOOT	35



TRAFFIC SIGNAL LEGEND

- GM PROP. GROUND MOUNT SERVICE CABINET
- H PROP. HYBRID VIDEO/RADAR DETECTION UNIT
- V PROP. VIDEO DETECTION UNIT
- 5 PROP. NO. OF CONDUCTORS IN CABLE
- APS PROP. PEDESTRIAN PUSH BUTTON
- PEDESTRIAN SIGNAL HEAD PROP. PEDESTRIAN SIGNAL HEAD
- CABLE PROP. CABLE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

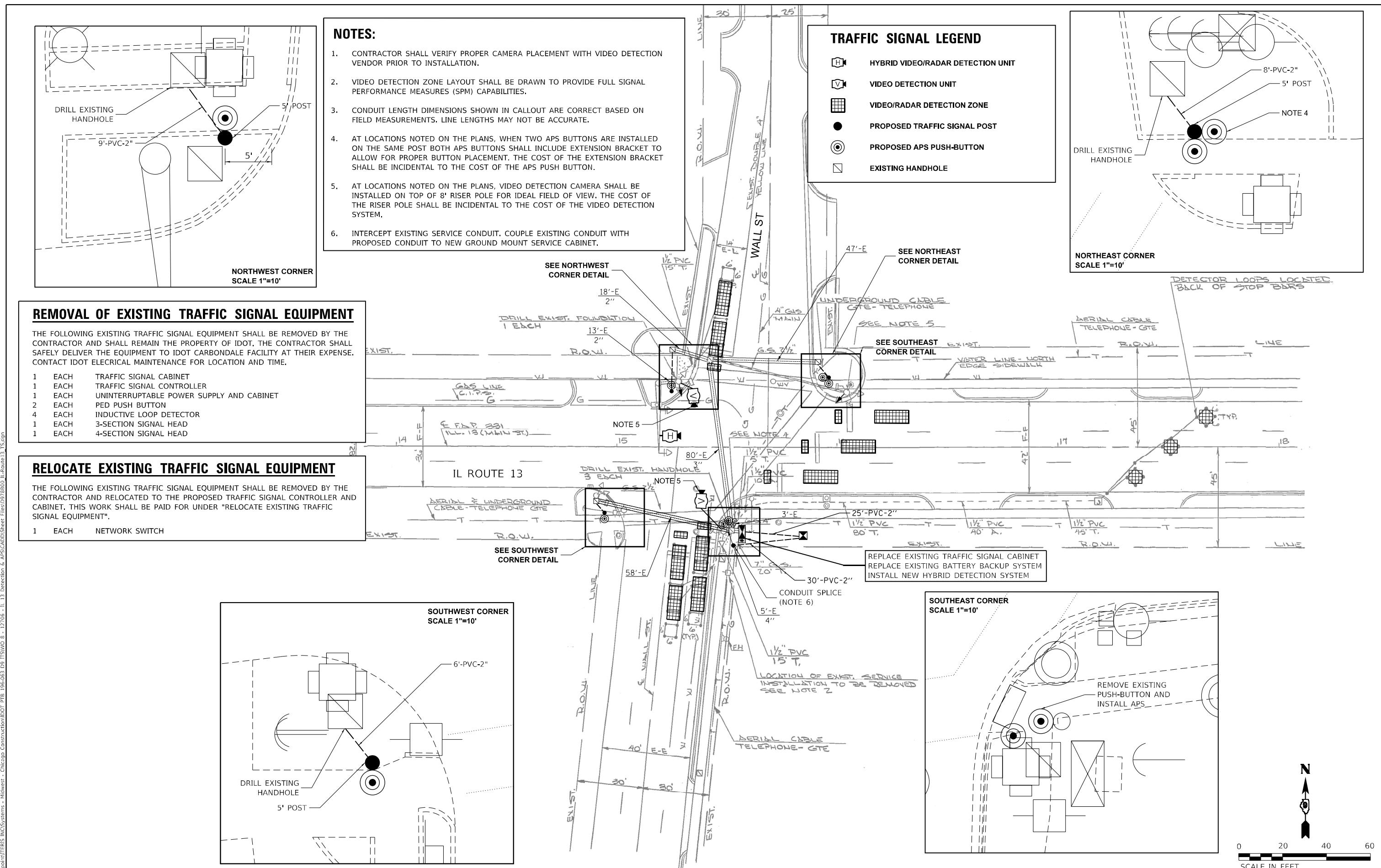
TRAFFIC SIGNAL CABLE PLAN
IL ROUTE 13 (MAIN STREET) AND MARION STREET

iteris®

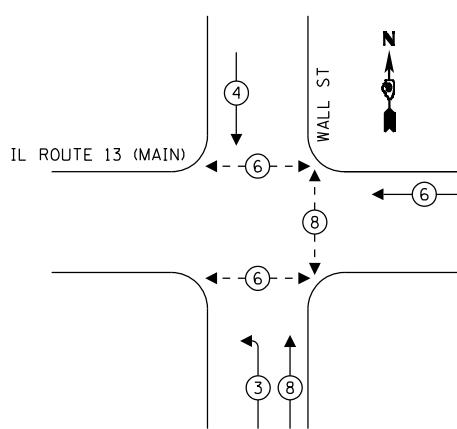
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DRAWN - BF	REVISED -	
PLOT SCALE = 100,000' / in.	CHECKED - ASG	REVISED -
PLOT DATE = 10/31/2025	DATE - 10/31/25	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331 D9 TRAFFIC SIGNAL 2026-1	JACKSON	43	21	
				CONTRACT NO. 78B00





PROPOSED CONTROLLER SEQUENCE



LEGEND:

- ← (●) PROTECTED PHASE
- ← (●) - PROTECTED/PERMITTED PHASE
- (●) PEDESTRIAN PHASE
- ↑ (◇) OL OVERLAP

TRAFFIC SIGNAL LEGEND

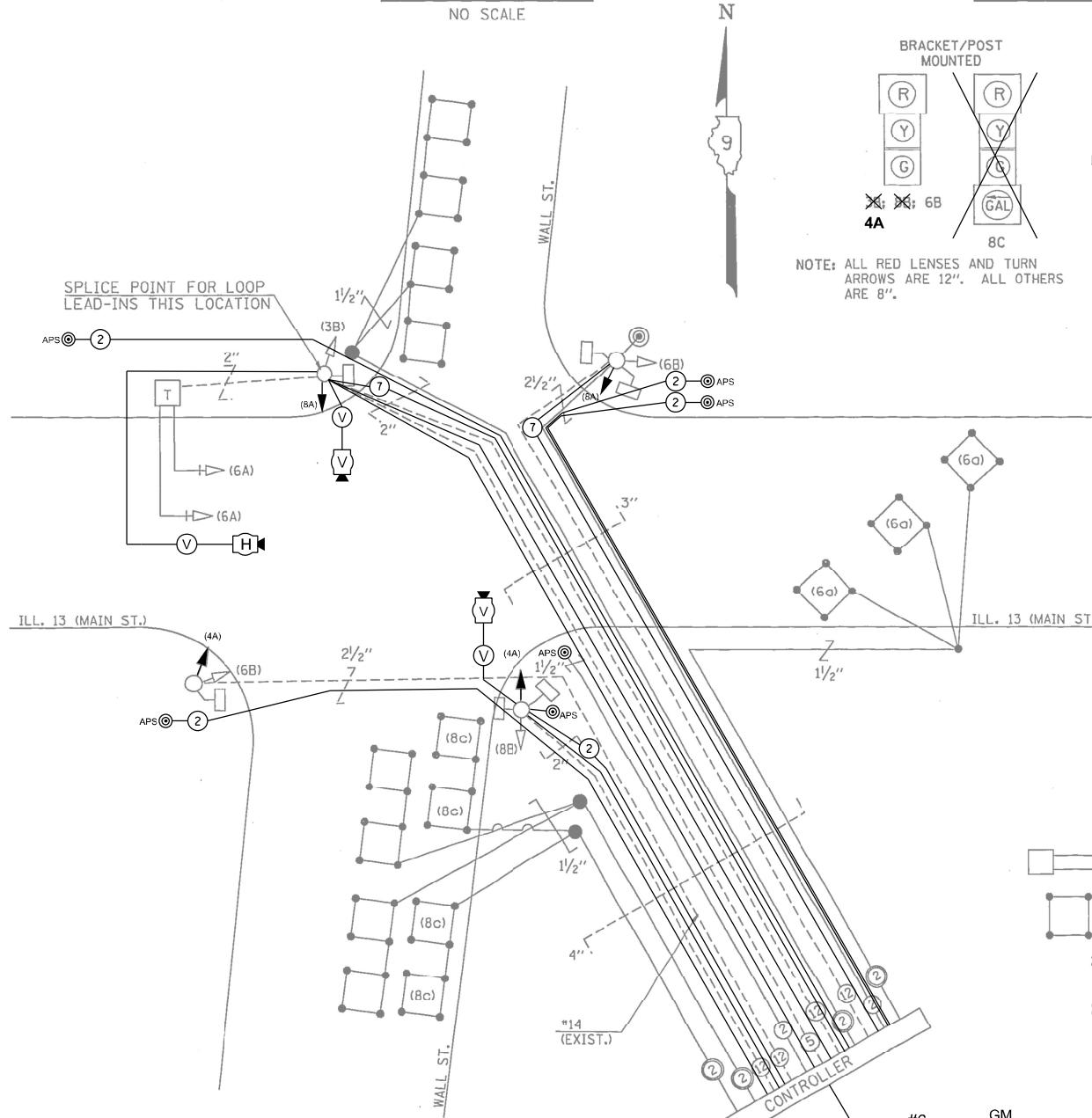
- PRO. GROUND MOUNT SERVICE CABINET
- PRO. HYBRID VIDEO/RADAR DETECTION UNIT
- PRO. VIDEO DETECTION UNIT
- PRO. NO. OF CONDUCTORS IN CABLE
- PRO. PEDESTRIAN PUSH BUTTON
- PRO. PEDESTRIAN SIGNAL HEAD
- PRO. CABLE

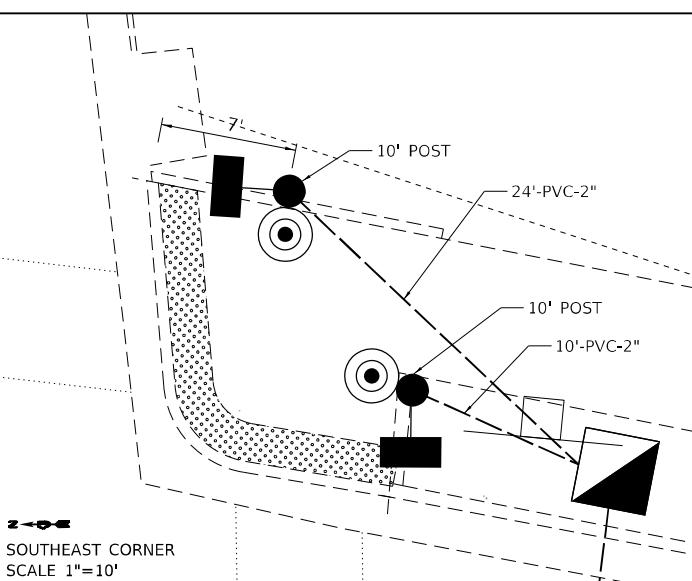
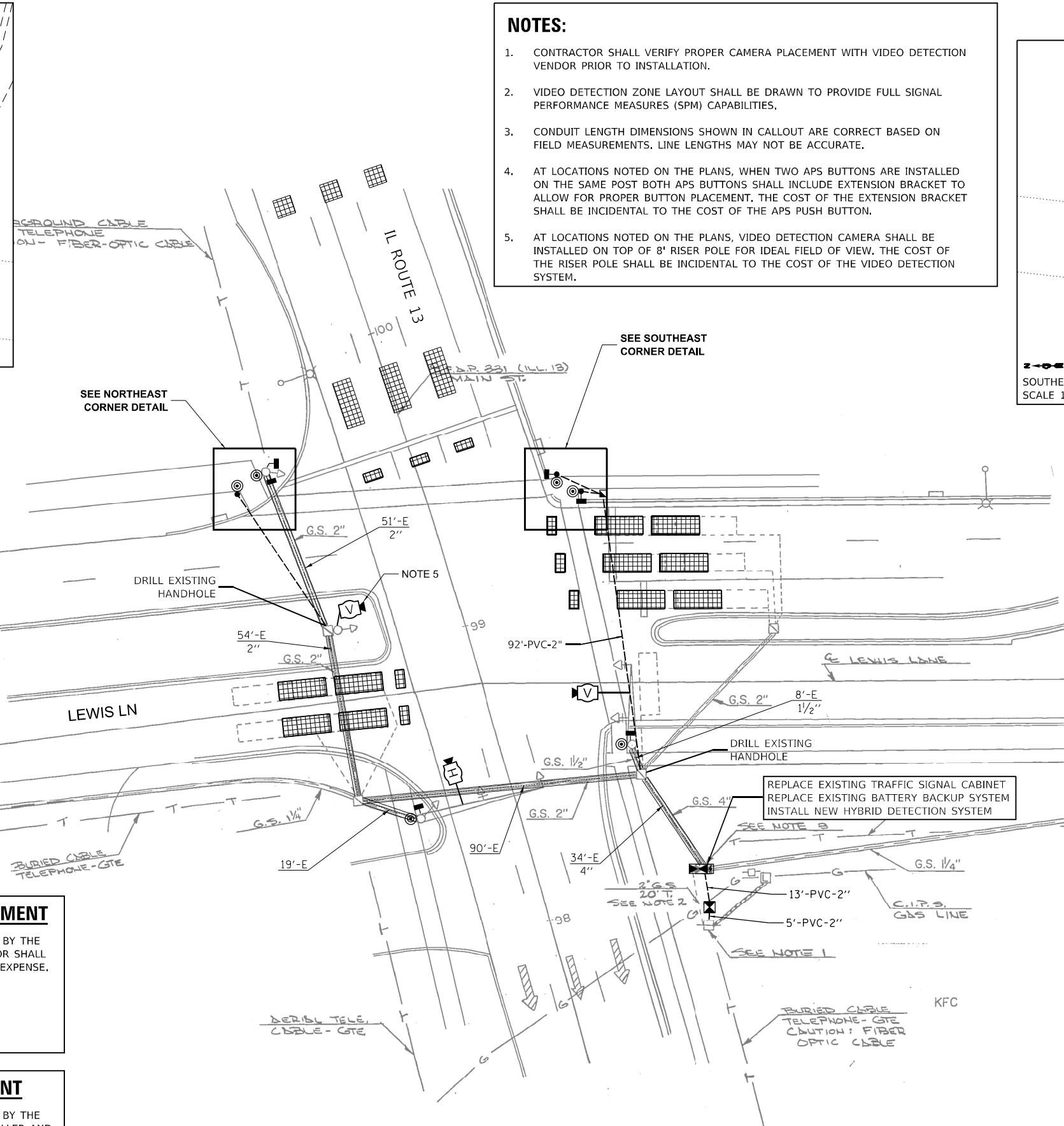
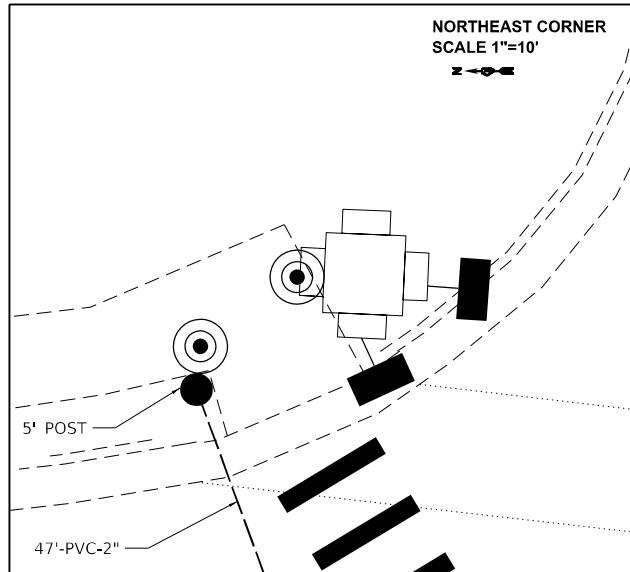
SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	96
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	619
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	350
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	109
DRILL EXISTING FOUNDATION	EACH	1
DRILL EXISTING HANHOLE	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	2
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	3
POTHOLING	EACH	5
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
CONDUIT SPLICING	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1
REMOVE CABLE FROM CONDUIT	FOOT	546

CABLE DIAGRAM

NO SCALE





REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF IDOT, THE CONTRACTOR SHALL SAFELY DELIVER THE EQUIPMENT TO IDOT CARBONDALE FACILITY AT THEIR EXPENSE. CONTACT IDOT ELECTRICAL MAINTENANCE FOR LOCATION AND TIME.

1 EACH TRAFFIC SIGNAL CABINET
1 EACH TRAFFIC SIGNAL CONTROLLER
1 EACH UNINTERRUPTABLE POWER SUPPLY AND CABINET
4 EACH INDUCTIVE LOOP DETECTOR

RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RELOCATED TO THE PROPOSED TRAFFIC SIGNAL CONTROLLER AND CABINET, THIS WORK SHALL BE PAID FOR UNDER "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".

1 EACH NETWORK SWITCH

NOTES

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT, THE COST OF THE EXTENSION BRACKET SHALL BE INCIDENTAL TO THE COST OF THE APS PUSH BUTTON.
5. AT LOCATIONS NOTED ON THE PLANS, VIDEO DETECTION CAMERA SHALL BE INSTALLED ON TOP OF 8' RISER POLE FOR IDEAL FIELD OF VIEW, THE COST OF THE RISER POLE SHALL BE INCIDENTAL TO THE COST OF THE VIDEO DETECTION SYSTEM.

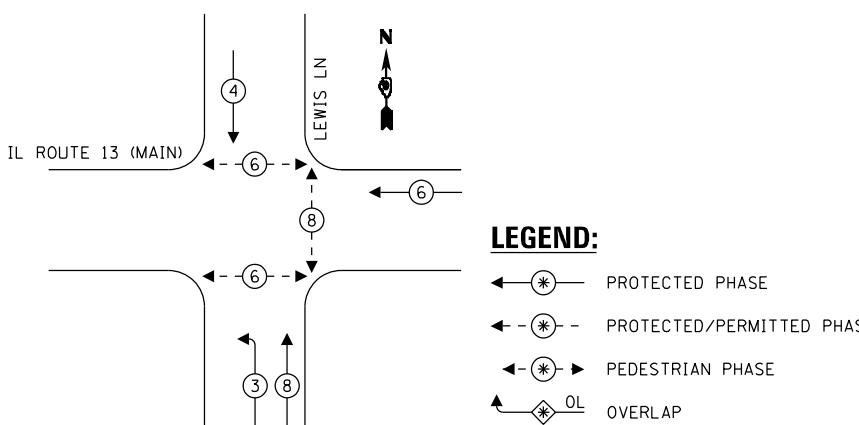
TRAFFIC SIGNAL LEGEND

-  HYBRID VIDEO/RADAR DETECTION UNIT
-  VIDEO DETECTION UNIT
-  VIDEO/RADAR DETECTION ZONE
-  PROPOSED TRAFFIC SIGNAL POST
-  PROPOSED APS PUSH-BUTTON
-  EXISTING HANDHOLE



A horizontal scale bar with tick marks at 0, 20, 40, and 60. The first 20 units are marked with a pattern of black and white squares, while the remaining 40 units are solid black.

PROPOSED CONTROLLER SEQUENCE

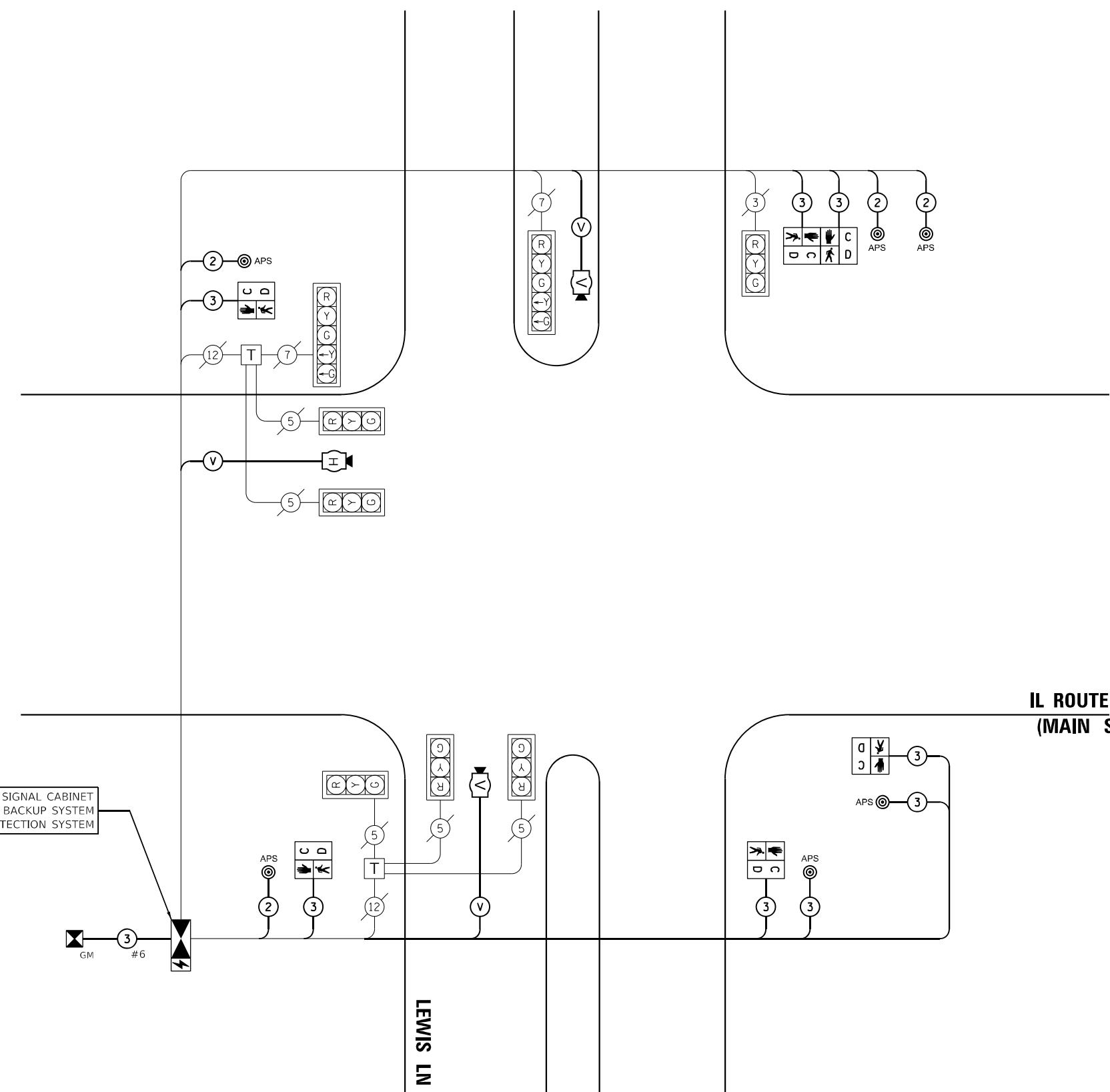


TRAFFIC SIGNAL LEGEND

- GM PROP. GROUND MOUNT SERVICE CABINET
- H PROP. HYBRID VIDEO/RADAR DETECTION UNIT
- V PROP. VIDEO DETECTION UNIT
- 5 PROP. NO. OF CONDUCTORS IN CABLE
- APS PROP. PEDESTRIAN PUSH BUTTON
- PEDESTRIAN SIGNAL HEAD
- CABLE PROP. CABLE

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	212
HANDHOLE	EACH	1
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1106
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1152
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	72
DRILL EXISTING FOUNDATION	EACH	1
DRILL EXISTING HANHOLE	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	2
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1
POTHOLING	EACH	5
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL CABLE PLAN IL ROUTE 13 (MAIN STREET) AND LEWIS STREET

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	D9 TRAFFIC SIGNAL 2026-1			JACKSON	43	25				
							CONTRACT NO. 78B00	ILLINOIS	FED. AID PROJECT	

NOTES:

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS, LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT. THE COST OF THE EXTENSION BRACKET SHALL BE INCIDENTAL TO THE COST OF THE APS PUSH BUTTON.

REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

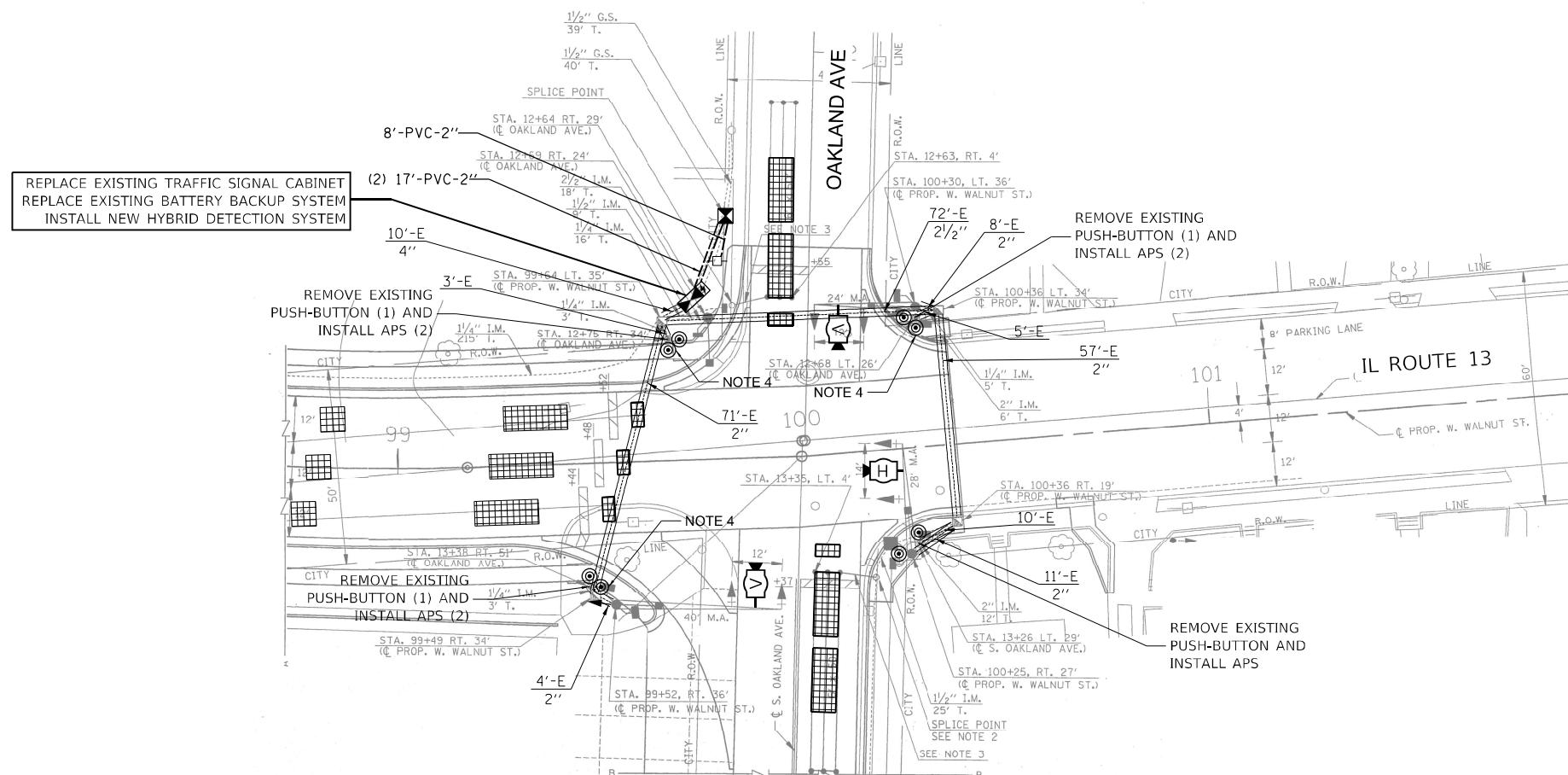
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF IDOT. THE CONTRACTOR SHALL SAFELY DELIVER THE EQUIPMENT TO IDOT CARBONDALE FACILITY AT THEIR EXPENSE. CONTACT IDOT ELECTRICAL MAINTENANCE FOR LOCATION AND TIME.

1	EACH	TRAFFIC SIGNAL CABINET
1	EACH	TRAFFIC SIGNAL CONTROLLER
1	EACH	UNINTERRUPTABLE POWER SUPPLY AND CABINET
4	EACH	PED PUSH BUTTON
6	EACH	INDUCTIVE LOOP DETECTOR

RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RELOCATED TO THE PROPOSED TRAFFIC SIGNAL CONTROLLER AND CABINET. THIS WORK SHALL BE PAID FOR UNDER "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".

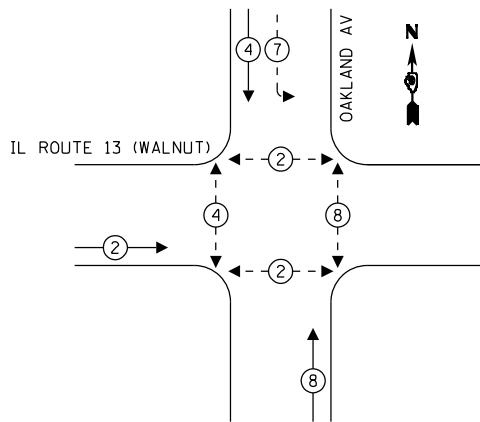
1	EACH	NETWORK SWITCH
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TRAFFIC SIGNAL LEGEND

- HYBRID VIDEO/RADAR DETECTION UNIT
- VIDEO DETECTION UNIT
- VIDEO/RADAR DETECTION ZONE
- PROPOSED TRAFFIC SIGNAL POST
- PROPOSED APS PUSH-BUTTON
- EXISTING HANDHOLE

PROPOSED CONTROLLER SEQUENCE



LEGEND:

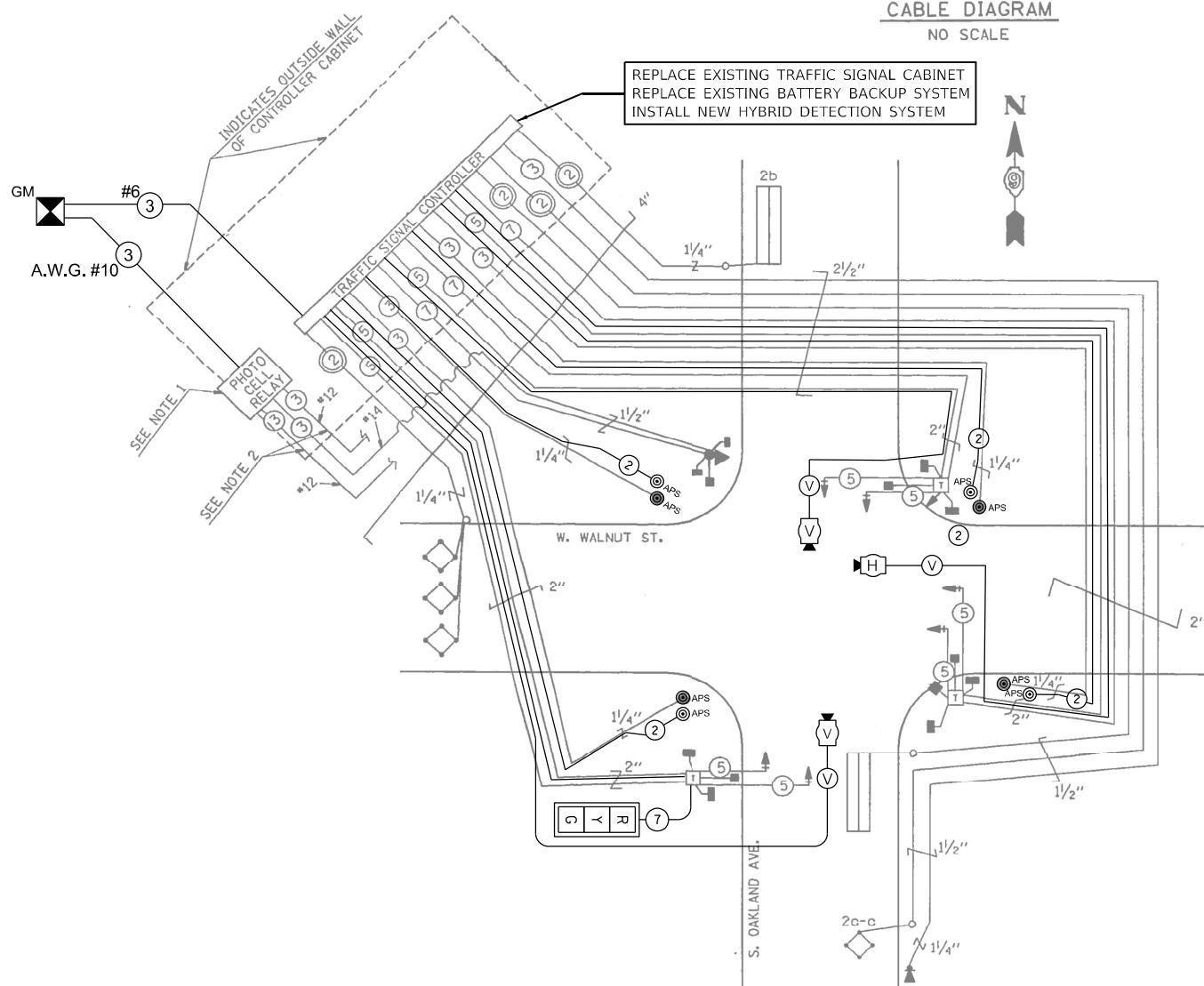
- ◀ * PROTECTED PHASE
- ◀ - * PROTECTED/PERMITTED PHASE
- ◀ - * ▶ PEDESTRIAN PHASE
- ◀ * OL OVERLAP

TRAFFIC SIGNAL LEGEND

- GM PROP. GROUND MOUNT SERVICE CABINET
- H PROP. HYBRID VIDEO/RADAR DETECTION UNIT
- V PROP. VIDEO DETECTION UNIT
- 5 PROP. NO. OF CONDUCTORS IN CABLE
- ◎ PROP. PEDESTRIAN PUSH BUTTON
- PROP. PEDESTRIAN SIGNAL HEAD
- PROP. CABLE

CABLE DIAGRAM

NO SCALE

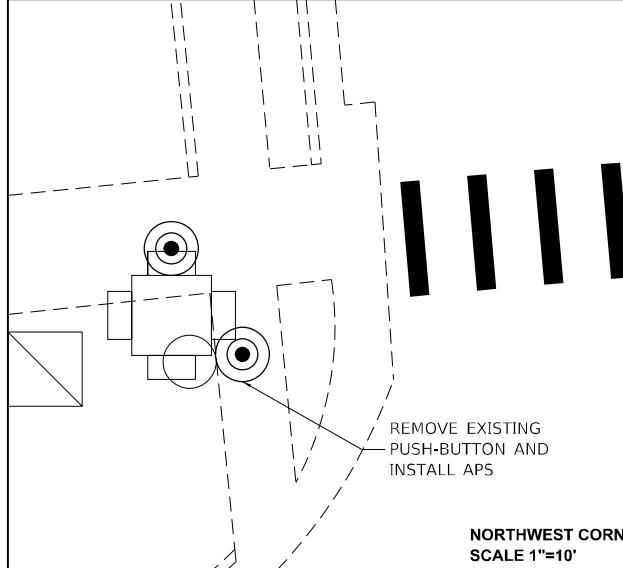


LEGEND

- PROPOSED SIGNAL HEAD, POLYCARBONATE, 1-FACE, 1-SECTION, POST MOUNTED. FLASHING RED BEACON TO BE ACTIVATED DURING FIRE PREEMPTION SEQUENCE ONLY. SEE SHEET NO. 6.
- PROPOSED LIGHT POLE, STEEL, 35 FT. M.H., 10 FT. MAST ARM (SPECIAL) WITH PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, 2-FACE, BRACKET MOUNTED (SPECIAL).
- PROPOSED SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, MAST ARM MOUNTED WITH BACKPLATE (SPECIAL).
- PROPOSED SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, BRACKET MOUNTED (SPECIAL) TO MAST ARM POLE.
- PROPOSED LUMINAIRE, SODIUM VAPOR, RECTILINEAR TYPE, 150 WATT. LUMINAIRE SHALL BE MOUNTED ON PROPOSED LIGHT POLE, STEEL, 35 FT. M.H., 10 FT. MAST ARM (SPECIAL) OR PROPOSED STEEL COMBINATION MAST ARM AND POLE 24 FT., 28 FT. OR 40 FT. (SPECIAL) WITH 35 FT. M.H.
- PROPOSED TERMINAL BLOCK IN BASE OF MAST ARM POLE. (SEE SPECIAL PROVISIONS).
- PROPOSED PEDESTRIAN PUSHBUTTON AND POST (SPECIAL).
- PROPOSED QUADRUPLE DETECTOR LOOP.
- PROPOSED DETECTOR LOOP.
- PROPOSED DETECTOR LOOP SPLICING POINT.
- PROPOSED ELECTRIC CABLE IN CONDUIT NO. 14, 2/C TWISTED, SHIELDED. NUMBER IN CIRCLE INDICATES AMOUNT OF CONDUCTORS IN THAT CABLE.
- PROPOSED ELECTRIC CABLE IN CONDUIT NO. 14. NUMBER IN CIRCLE INDICATES AMOUNT OF CONDUCTORS IN THAT CABLE.
- PROPOSED INTERMEDIATE METAL OR GALVANIZED STEEL CONDUIT. NUMBER INDICATES DIAMETER OF CONDUIT.
- 1C-a INDICATES INDUCTION LOOP DETECTOR AMPLIFIER WITH CALL DELAY AND CALL CARRY-OVER, DIGITAL DESIGN. NUMBER INDICATES ASSOCIATED PHASE. LETTER OR LETTERS INDICATES AMPLIFIER. SEE NOTE BELOW.
- NOTE: THE FOLLOWING LOOPS WITHIN BRACKETS SHALL CORRESPOND TO THE DESIGNATED AMPLIFIER: [1a, 1a-a, 1a-a-a]; [2b]; [2c, 2c-c].
- 2A NUMBER INDICATES ASSOCIATED PHASE FOR THAT SIGNAL FACE. LETTER DENOTES SIGNAL FACE.
- PROPOSED PHOTOCELL MOUNTED ON LIGHT POLE, STEEL, 35 FT. M.H., 10 FT. MAST ARM (SPECIAL).

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	60
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	33
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	449
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	121
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	79
DRILL EXISTING FOUNDATION	EACH	2
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	1
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
POTHOLING	EACH	2
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1

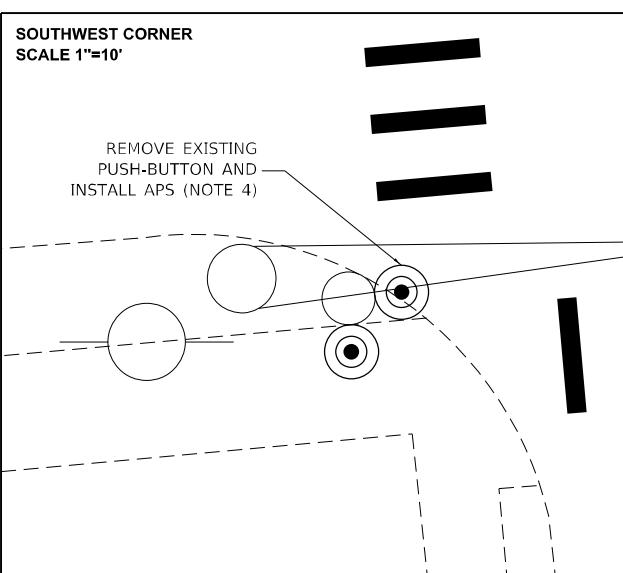
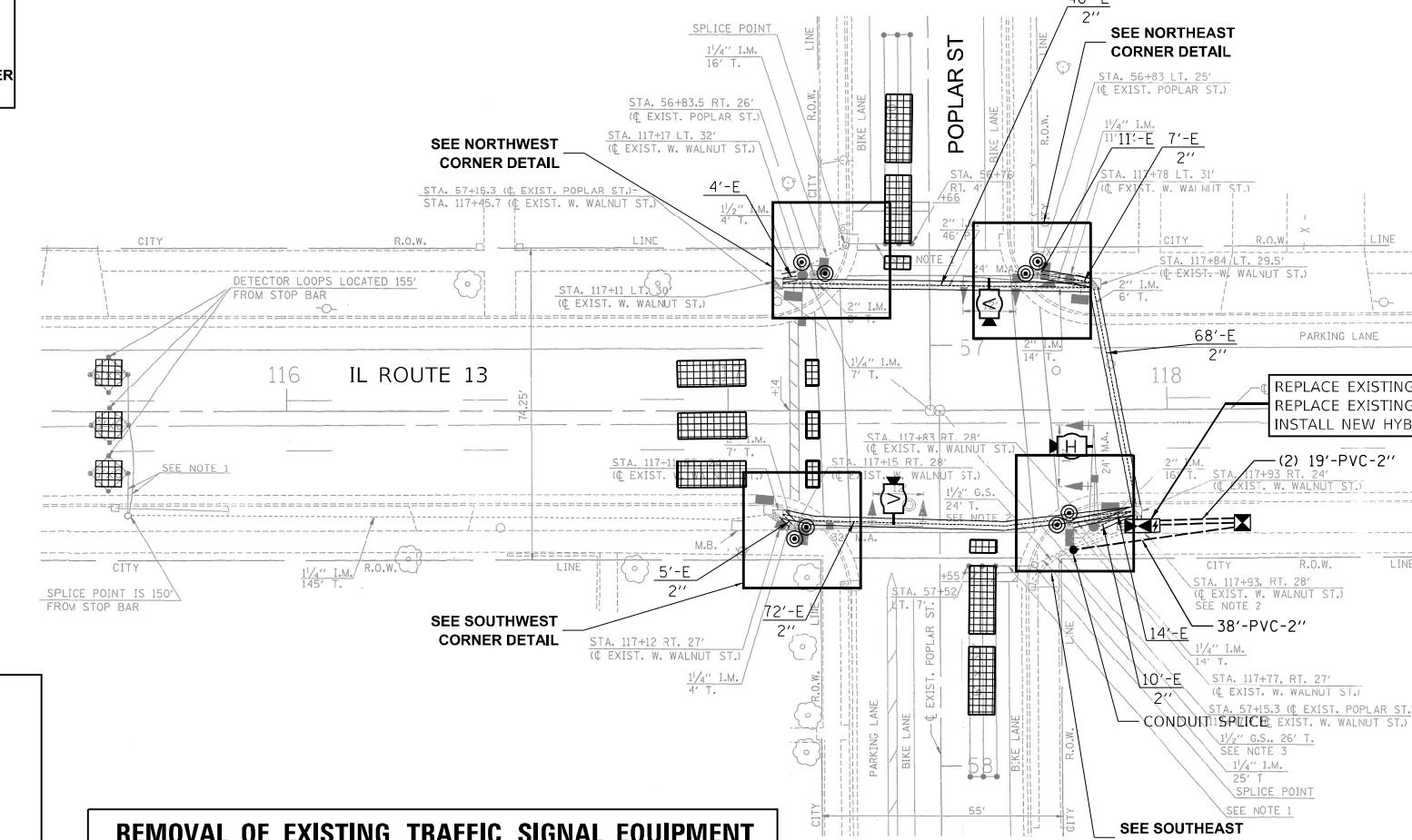
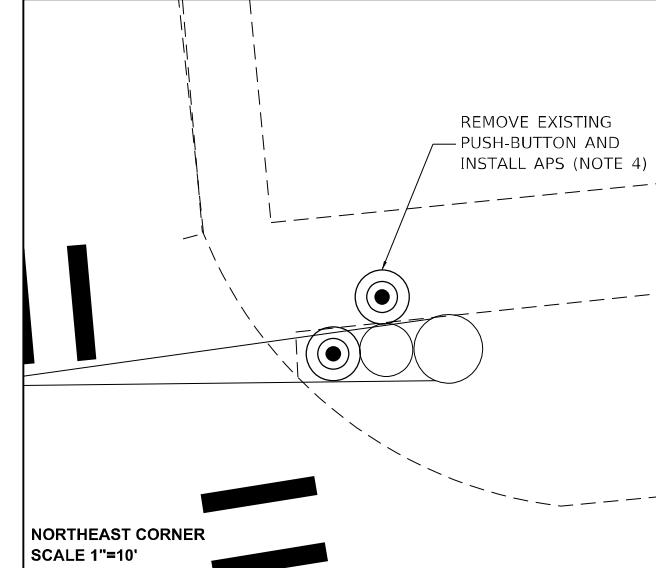


NOTES:

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT. THE COST OF THE EXTENSION BRACKET SHALL BE INCENTIVAL TO THE COST OF THE APS PUSH BUTTON.
5. INTERCEPT EXISTING SERVICE CONDUIT, COUPLE EXISTING CONDUIT WITH PROPOSED CONDUIT TO NEW GROUND MOUNT SERVICE CABINET.

TRAFFIC SIGNAL LEGEND

- HYBRID VIDEO/RADAR DETECTION UNIT
- VIDEO DETECTION UNIT
- VIDEO/RADAR DETECTION ZONE
- PROPOSED TRAFFIC SIGNAL POST
- PROPOSED APS PUSH-BUTTON
- EXISTING HANDHOLE



REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

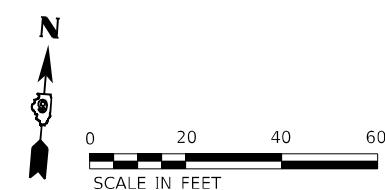
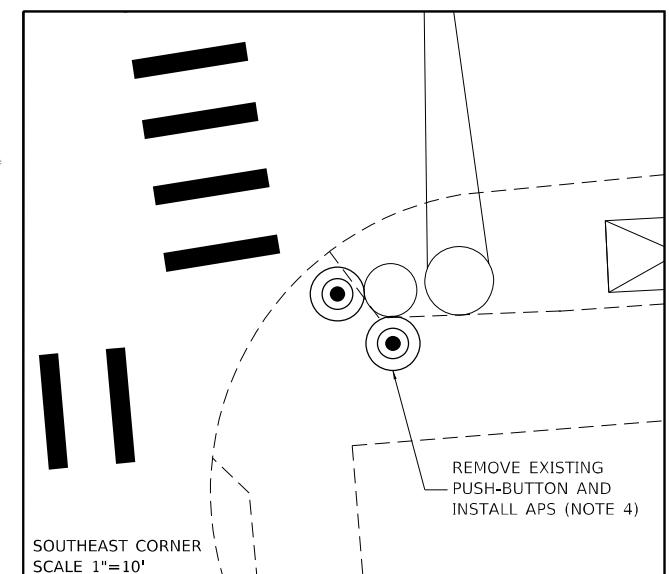
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF IDOT. THE CONTRACTOR SHALL SAFELY DELIVER THE EQUIPMENT TO IDOT CARBONDALE FACILITY AT THEIR EXPENSE. CONTACT IDOT ELECTRICAL MAINTENANCE FOR LOCATION AND TIME.

- 1 EACH TRAFFIC SIGNAL CABINET
- 1 EACH TRAFFIC SIGNAL CONTROLLER
- 1 EACH UNINTERRUPTABLE POWER SUPPLY AND CABINET
- 4 EACH PED PUSH BUTTON
- 4 EACH INDUCTIVE LOOP DETECTOR

RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RELOCATED TO THE PROPOSED TRAFFIC SIGNAL CONTROLLER AND CABINET. THIS WORK SHALL BE PAID FOR UNDER "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".

- 1 EACH NETWORK SWITCH



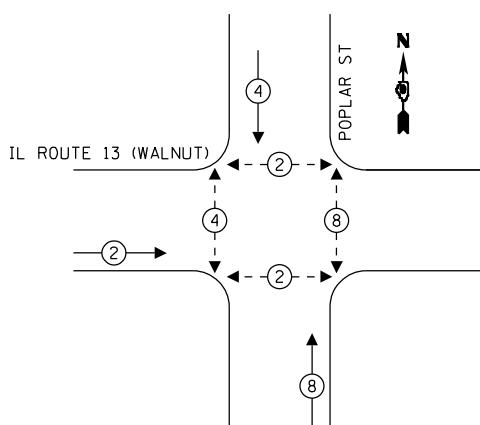
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN IL ROUTE 13 (WALNUT STREET) AND POPLAR STREET

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331 D9 TRAFFIC SIGNAL 2026-1	JACKSON	43	28	
				CONTRACT NO. 78B00

EXISTING & PROPOSED CONTROLLER SEQUENCE



LEGEND:

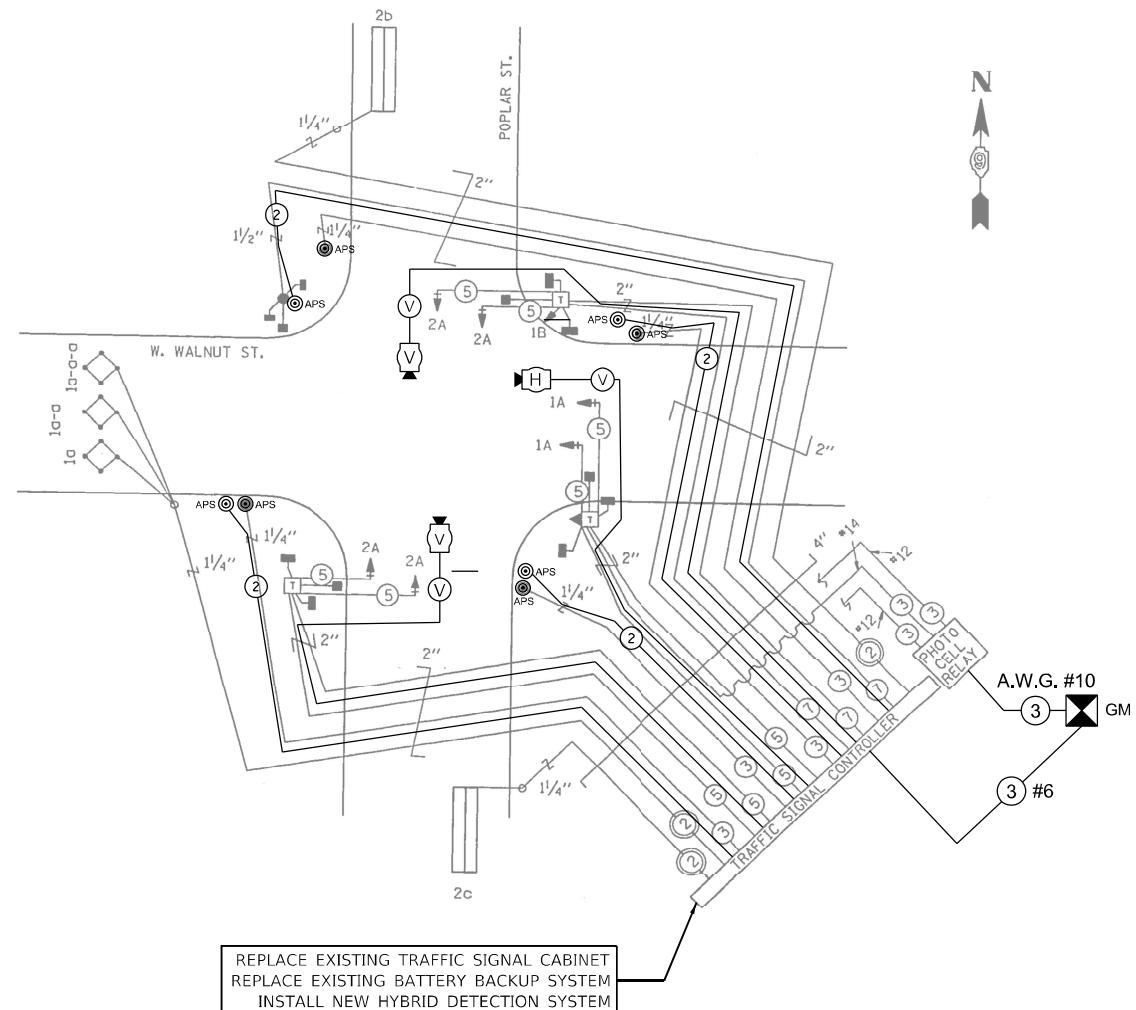
- ◀ * PROTECTED PHASE
- ◀ - * PROTECTED/PERMITTED PHASE
- ◀ * ▶ PEDESTRIAN PHASE
- ◀ * OL OVERLAP

TRAFFIC SIGNAL LEGEND

- CM PROP. GROUND MOUNT SERVICE CABINET
- H PROP. HYBRID VIDEO/RADAR DETECTION UNIT
- V PROP. VIDEO DETECTION UNIT
- 5 PROP. NO. OF CONDUCTORS IN CABLE
- () PROP. PEDESTRIAN PUSH BUTTON
- () PROP. PEDESTRIAN SIGNAL HEAD
- PROP. CABLE

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	94
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	35
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	412
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	111
DRILL EXISTING FOUNDATION	EACH	2
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
POTHOLING	EACH	3
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
CONDUIT SPLICING	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1



LEGEND

- PROPOSED SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, BRACKET MOUNTED (SPECIAL) TO MAST ARM POLE.
- PROPOSED LIGHT POLE, STEEL, 35 FT. M.H. 10 FT. MAST ARM (SPECIAL) WITH PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, 2-FACE, BRACKET MOUNTED (SPECIAL).
- PROPOSED SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, MAST ARM MOUNTED (SPECIAL) WITH BACKPLATE.
- PROPOSED LUMINAIRE, SODIUM VAPOR, RECTILINEAR TYPE, 150 WATT. LUMINAIRE SHALL BE MOUNTED ON PROPOSED LIGHT POLE, STEEL, 35 FT. M.H., 10 FT. MAST ARM (SPECIAL) OR STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 24 OR 32 FT. (SPECIAL) WITH 35 FT. M.H.
- PROPOSED TERMINAL BLOCK IN BASE OF MAST ARM POLE. (SEE SPECIAL PROVISIONS).
- ◎ PROPOSED PEDESTRIAN PUSHBUTTON AND POST (SPECIAL).
- PROPOSED QUADRUPLE DETECTOR LOOP.
- △ PROPOSED DETECTOR LOOP.
- PROPOSED DETECTOR LOOP SPLICING POINT.
- PROPOSED ELECTRIC CABLE IN CONDUIT NO. 14, 2/C TWISTED, SHIELDED. NUMBER IN CIRCLE INDICATES AMOUNT OF CONDUCTORS IN THAT CABLE.
- PROPOSED ELECTRIC CABLE IN CONDUIT NO. 14. NUMBER IN CIRCLE INDICATES AMOUNT OF CONDUCTORS IN THAT CABLE.
- 2" PROPOSED INTERMEDIATE METAL OR GALVANIZED STEEL CONDUIT. NUMBER INDICATES DIAMETER OF CONDUIT.

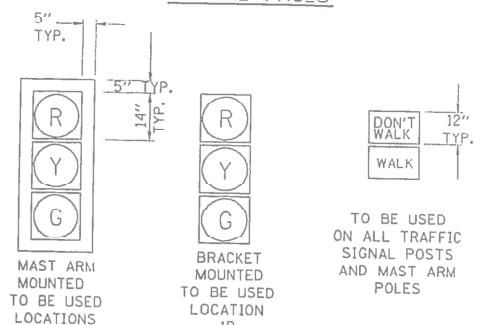
1a-a INDICATES INDUCTION LOOP DETECTOR AMPLIFIER WITH CALL DELAY AND CALL CARRY-OVER, DIGITAL DESIGN. NUMBER INDICATES ASSOCIATED PHASE. LETTER OR LETTERS INDICATES AMPLIFIER. SEE NOTE BELOW.

NOTE: THE FOLLOWING LOOPS WITHIN BRACKETS SHALL CORRESPOND TO THE DESIGNED AMPLIFIERS 1a, 1a-a, 1a-a-a; [2b]; [2c].

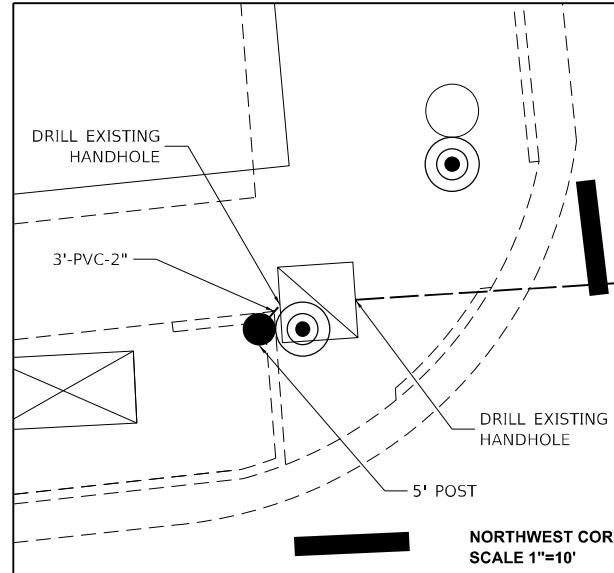
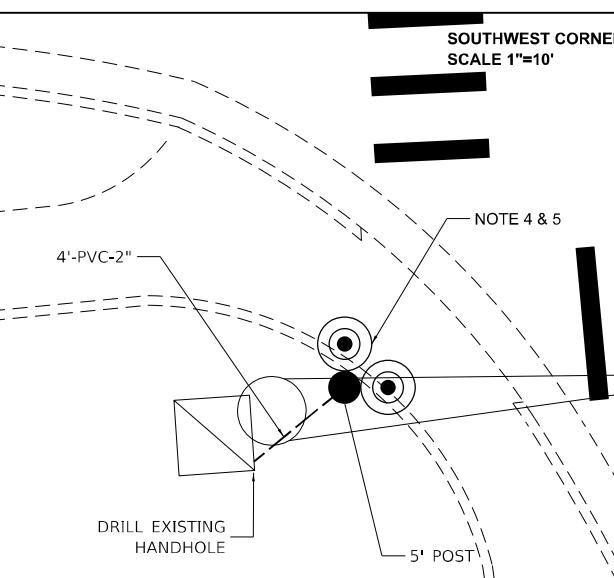
2A NUMBER INDICATES ASSOCIATED PHASE FOR THAT SIGNAL FACE. LETTER DENOTES SIGNAL FACE.

→ PROPOSED PHOTOCELL MOUNTED ON STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 24 FT. (SPECIAL) WITH 35 FT. M.H. PHOTOCELL SHALL BE LOCATED ON MAST ARM POLE IN SOUTHEAST QUADRANT.

PROPOSED SIGNAL FACES



NOTE: ALL SIGNAL LENSES SHALL BE 12"



REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF IDOT. THE CONTRACTOR SHALL SAFELY DELIVER THE EQUIPMENT TO IDOT CARBONDALE FACILITY AT THEIR EXPENSE. CONTACT IDOT ELECTRICAL MAINTENANCE FOR LOCATION AND TIME.

- 1 EACH TRAFFIC SIGNAL CABINET
- 1 EACH TRAFFIC SIGNAL CONTROLLER
- 1 EACH UNINTERRUPTABLE POWER SUPPLY AND CABINET
- 2 EACH INDUCTIVE LOOP DETECTOR

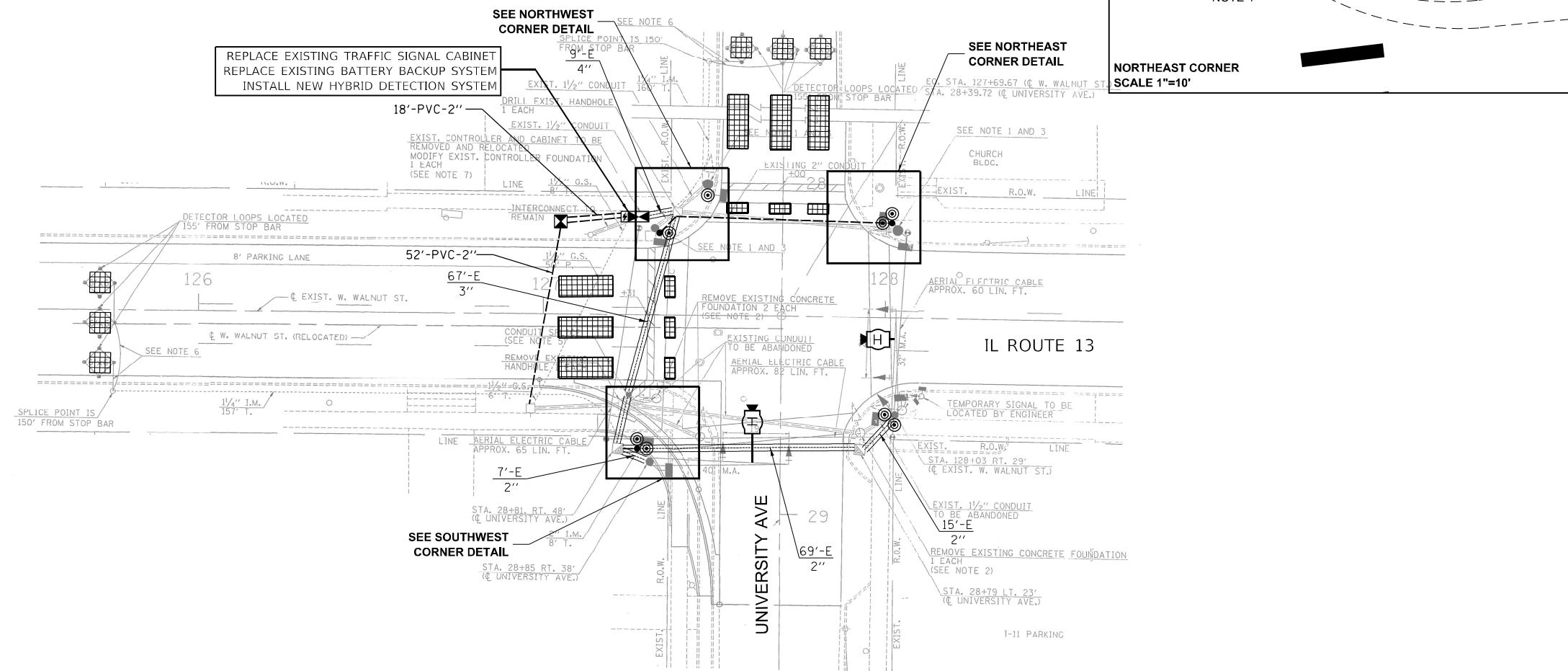
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RELOCATED TO THE PROPOSED TRAFFIC SIGNAL CONTROLLER AND CABINET. THIS WORK SHALL BE PAID FOR UNDER "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".

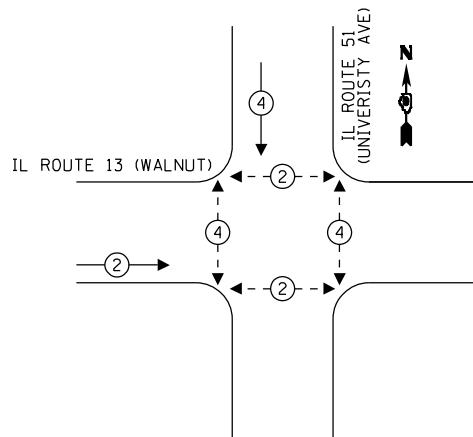
- 1 EACH NETWORK SWITCH

NOTES:

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT. THE COST OF THE EXTENSION BRACKET SHALL BE INCIDENTAL TO THE COST OF THE APS PUSH BUTTON.
5. POST INSTALLED AT HIGHER ELEVATION THAN SIDEWALK. CONTRACTOR SHALL ENSURE APS BUTTONS ARE MOUNTED AT ADA/PROWAG COMPLIANT HEIGHT.



EXISTING & PROPOSED CONTROLLER SEQUENCE



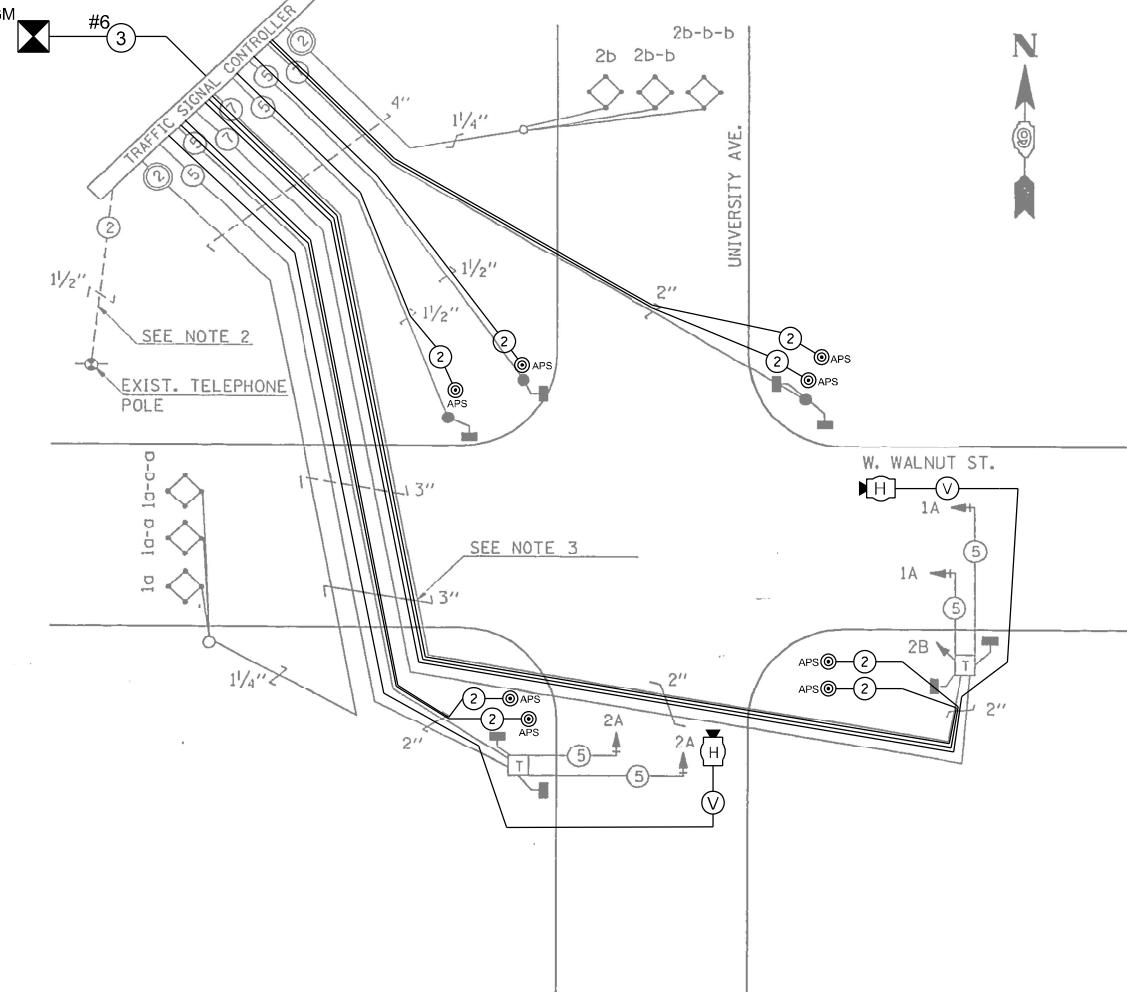
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OVERLAP

REPLACE EXISTING TRAFFIC SIGNAL CABINET
REPLACE EXISTING BATTERY BACKUP SYSTEM
INSTALL NEW HYBRID DETECTION SYSTEM

CABLE DIAGRAM

NO SCALE



LEGEND

- PROPOSED PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, 1-FACE OR 2-FACE, BRACKET MOUNTED.
- PROPOSED SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, MAST ARM MOUNTED.
- PROPOSED SIGNAL HEAD, POLYCARBONATE, 1-FACE, 3-SECTION, BRACKET MOUNTED.
- PROPOSED TERMINAL BLOCK IN BASE OF MAST ARM POLE. (SEE SPECIAL PROVISIONS).
- PROPOSED DETECTOR LOOP.
- PROPOSED DETECTOR LOOP SPLICING POINT.
- PROPOSED ELECTRIC CABLE IN CONDUIT NO. 14 2/C TWISTED, SHIELDED. NUMBER IN CIRCLE INDICATES AMOUNT OF CONDUCTORS IN THAT CABLE.
- PROPOSED ELECTRIC CABLE IN CONDUIT NO. 14. NUMBER IN CIRCLE INDICATES AMOUNT OF CONDUCTORS IN THAT CABLE.
- EXISTING GALVANIZED STEEL CONDUIT. NUMBER INDICATES DIAMETER OF CONDUIT.
- PROPOSED INTERMEDIATE METAL OR GALVANIZED STEEL CONDUIT. NUMBER INDICATES DIAMETER OF CONDUIT.
- 2b-b: INDICATES INDUCTION LOOP DETECTOR AMPLIFIER WITH CALL DELAY AND CALL CARRY-OVER, DIGITAL DESIGN. NUMBER INDICATES ASSOCIATED PHASE. LETTER OR LETTERS INDICATES AMPLIFIER. SEE NOTE BELOW.
- NOTE: THE FOLLOWING LOOPS WITHIN BRACKETS SHALL SHARE THE SAME AMPLIFIER: [1a, 1a-a]; [2b, 2b-b]; [2b-b-b].
- 2A: NUMBER INDICATES ASSOCIATED PHASE FOR THAT SIGNAL FACE. LETTER DENOTES SIGNAL FACE.

TRAFFIC SIGNAL LEGEND

- GM: PROP. GROUND MOUNT SERVICE CABINET
- H: PROP. HYBRID VIDEO/RADAR DETECTION UNIT
- V: PROP. VIDEO DETECTION UNIT
- 5: PROP. NO. OF CONDUCTORS IN CABLE
- APS: PROP. PEDESTRIAN PUSH BUTTON
- PSH: PROP. PEDESTRIAN SIGNAL HEAD
- : PROP. CABLE

SCHEDULE OF QUANTITIES

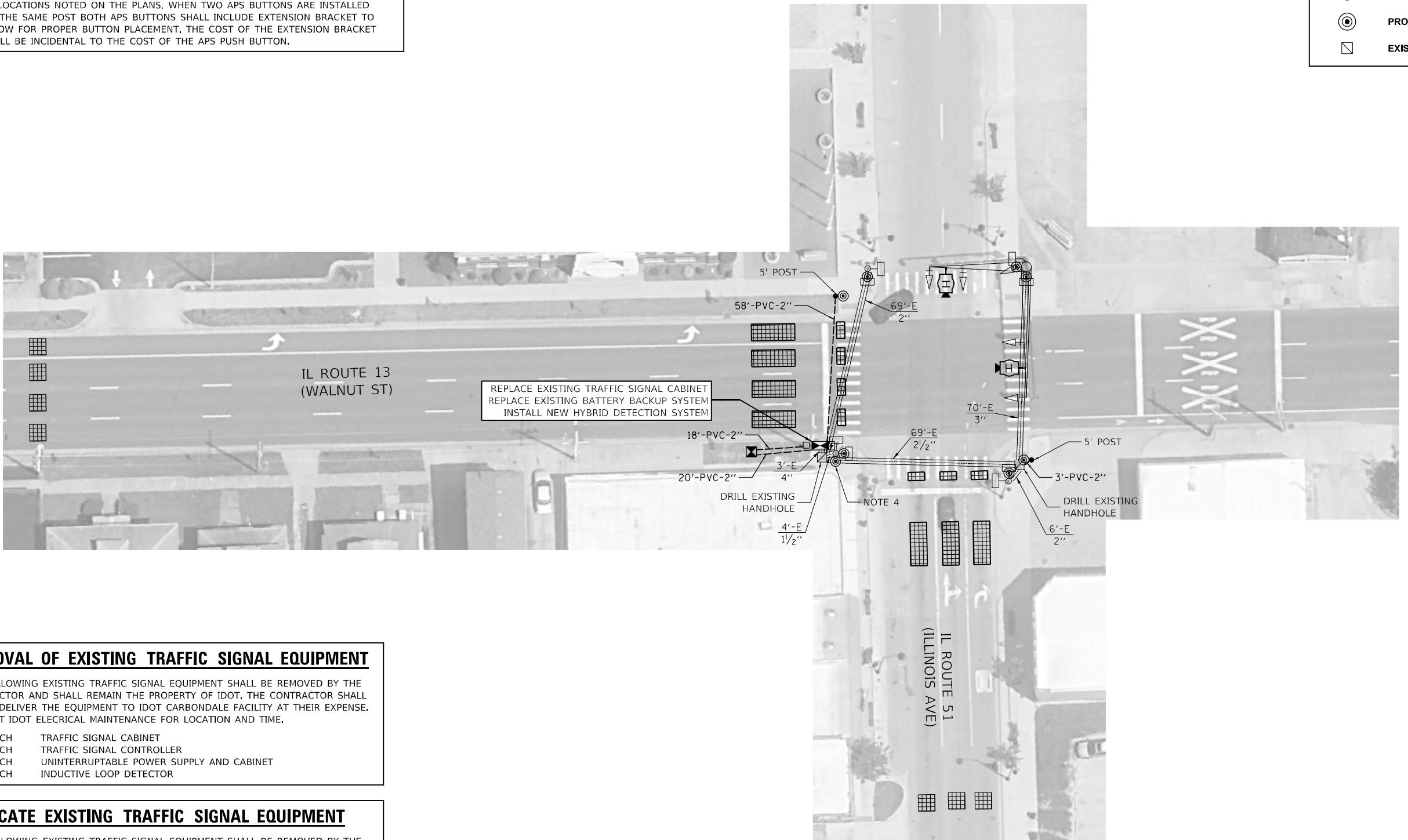
ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	163
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	641
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	124
DRILL EXISTING FOUNDATION	EACH	1
DRILL EXISTING HOLE	EACH	2
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	3
POTHOLING	EACH	5
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1

NOTES:

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT. THE COST OF THE EXTENSION BRACKET SHALL BE INCIDENTAL TO THE COST OF THE APS PUSH BUTTON.

TRAFFIC SIGNAL LEGEND

	HYBRID VIDEO/RADAR DETECTION UNIT
	VIDEO DETECTION UNIT
	VIDEO/RADAR DETECTION ZONE
	PROPOSED TRAFFIC SIGNAL POST
	PROPOSED APS PUSH-BUTTON
	EXISTING HANDHOLE



REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF IDOT. THE CONTRACTOR SHALL SAFELY DELIVER THE EQUIPMENT TO IDOT CARBONDALE FACILITY AT THEIR EXPENSE. CONTACT IDOT ELECTRICAL MAINTENANCE FOR LOCATION AND TIME.

1 EACH TRAFFIC SIGNAL CABINET
1 EACH TRAFFIC SIGNAL CONTROLLER
1 EACH UNINTERRUPTABLE POWER SUPPLY AND CABINET
2 EACH INDUCTIVE LOOP DETECTOR

RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RELOCATED TO THE PROPOSED TRAFFIC SIGNAL CONTROLLER AND CABINET. THIS WORK SHALL BE PAID FOR UNDER "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".

1 EACH NETWORK SWITCH

0 20 40 60
SCALE IN FEET

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
IL ROUTE 13 (WALNUT STREET) AND IL ROUTE 51 (ILLINOIS AVENUE)

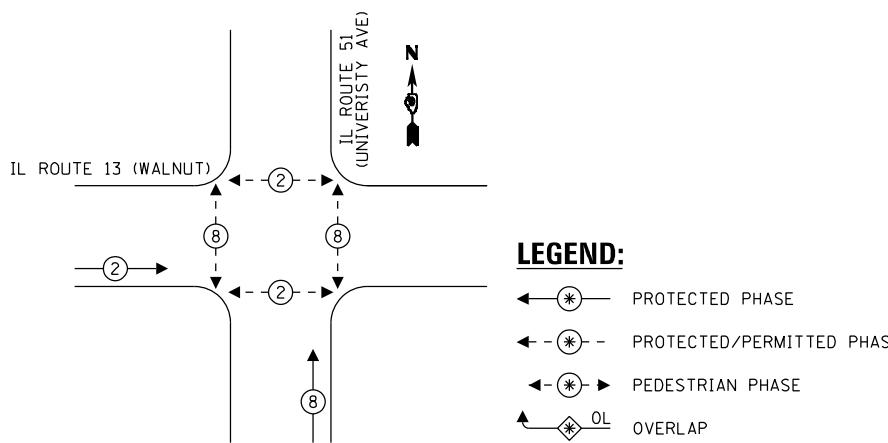
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331 D9 TRAFFIC SIGNAL 2026-1	JACKSON	43	32	CONTRACT NO. 78B00
				ILLINOIS FED. AID PROJECT

iteris

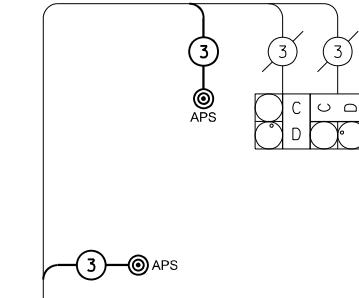
USER NAME = bfunk	DESIGNED - BF	REVISED -
DRAWN - BF	REVISED -	
PLOT SCALE = 100,000' / in.	CHECKED - ASG	REVISED -
PLOT DATE = 10/31/2025	DATE - 10/31/25	REVISED -

PROPOSED CONTROLLER SEQUENCE



LEGEND:

- Protected Phase
- Protected/Permitted Phase
- Pedestrian Phase
- Overlap



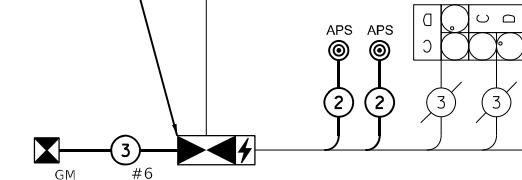
TRAFFIC SIGNAL LEGEND

- GM: Prop. Ground Mount Service Cabinet
- H: Prop. Hybrid Video/Radar Detection Unit
- V: Prop. Video Detection Unit
- 5: Prop. No. of Conductors in Cable
- ◎: Prop. Pedestrian Push Button
- Prop. Pedestrian Signal Head
- : Prop. Cable

SCHEDULE OF QUANTITIES

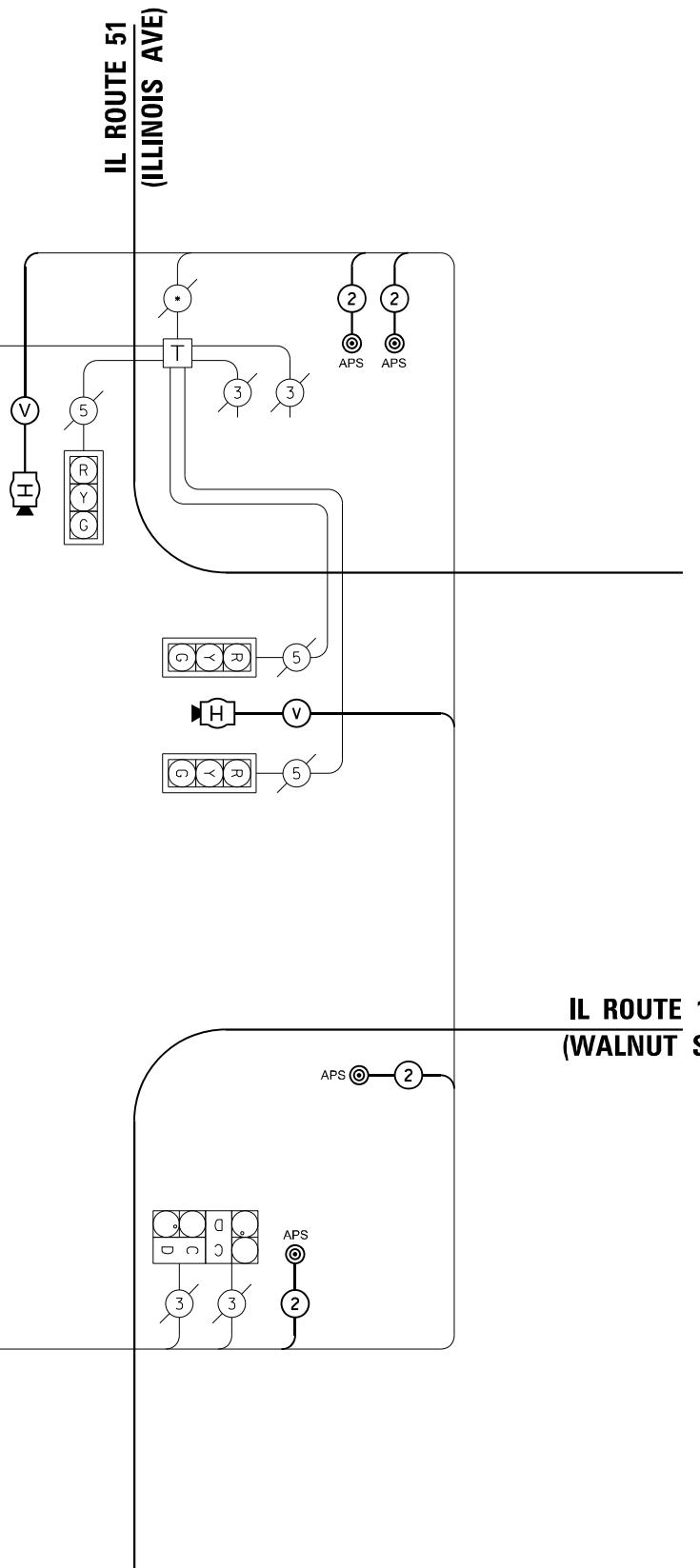
ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	117
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	790
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	92
DRILL EXISTING FOUNDATION	EACH	2
DRILL EXISTING HANDBOLES	EACH	2
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
POTHOLING	EACH	3
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1

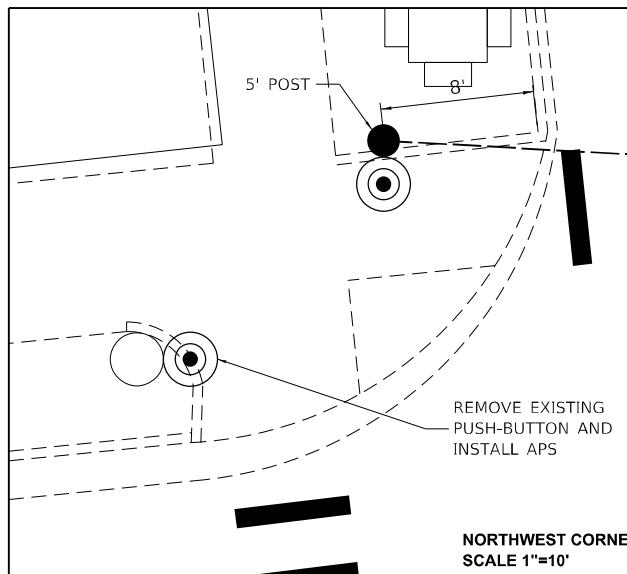
REPLACE EXISTING TRAFFIC SIGNAL CABINET
REPLACE EXISTING BATTERY BACKUP SYSTEM
INSTALL NEW HYBRID DETECTION SYSTEM



CABLE PLAN

(NOT TO SCALE)





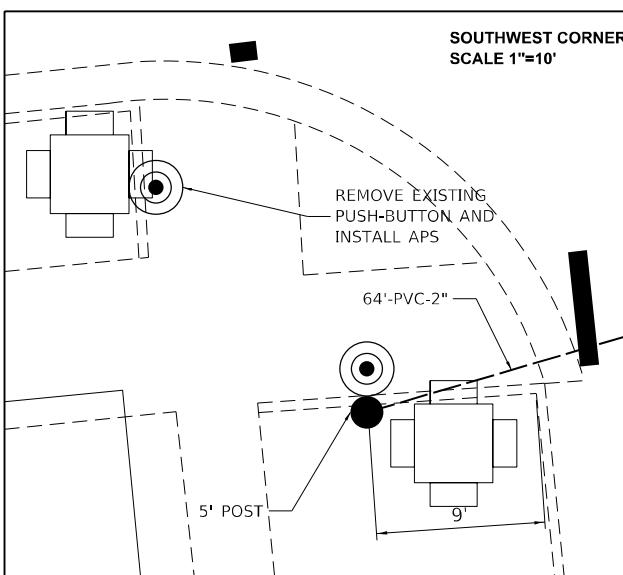
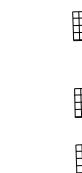
TRAFFIC SIGNAL LEGEND

- HYBRID VIDEO/RADAR DETECTION UNIT
- VIDEO DETECTION UNIT
- VIDEO/RADAR DETECTION ZONE
- PROPOSED TRAFFIC SIGNAL POST
- PROPOSED APS PUSH-BUTTON
- EXISTING HANDHOLE

REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

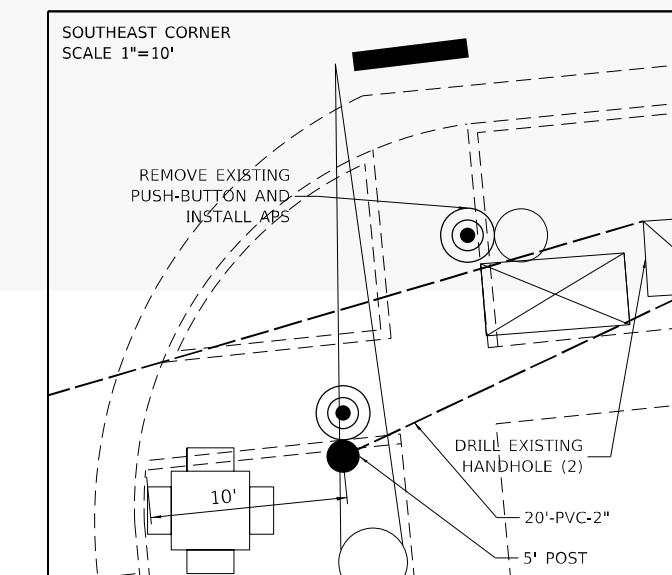
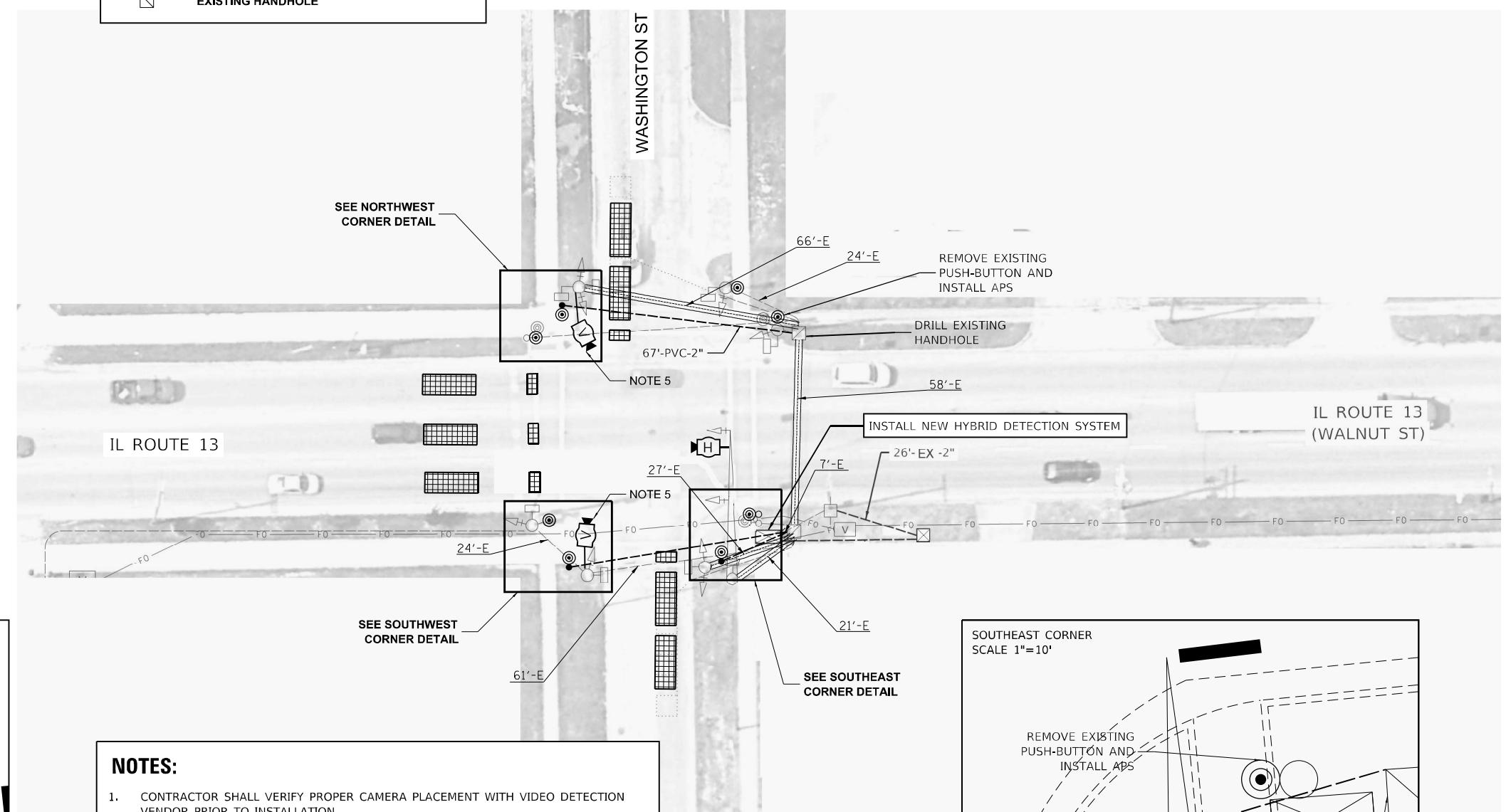
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF IDOT. THE CONTRACTOR SHALL SAFELY DELIVER THE EQUIPMENT TO IDOT CARBONDALE FACILITY AT THEIR EXPENSE. CONTACT IDOT ELECTRICAL MAINTENANCE FOR LOCATION AND TIME.

4	EACH	PED PUSH BUTTON
1	EACH	INDUCTIVE LOOP DETECTOR

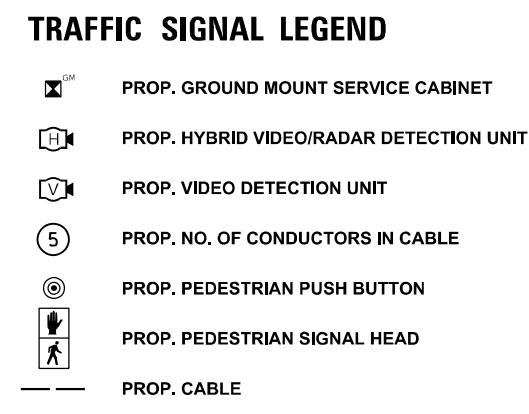


NOTES:

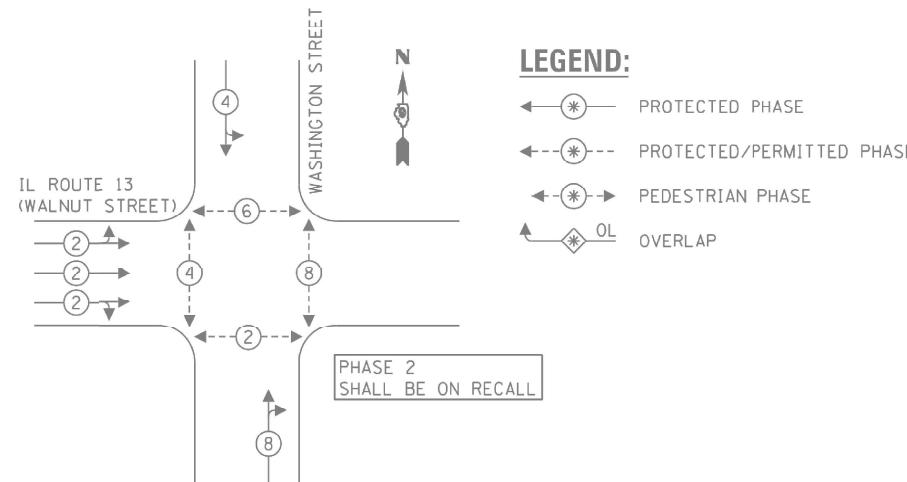
1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT, THE COST OF THE EXTENSION BRACKET SHALL BE INCIDENTAL TO THE COST OF THE APS PUSH BUTTON.
5. AT LOCATIONS NOTED ON THE PLANS, VIDEO DETECTION CAMERA SHALL BE INSTALLED ON TOP OF 8' RISER POLE FOR IDEAL FIELD OF VIEW. THE COST OF THE RISER POLE SHALL BE INCIDENTAL TO THE COST OF THE VIDEO DETECTION SYSTEM.



0 20 40 60
SCALE IN FEET



EXISTING CONTROLLER SEQUENCE



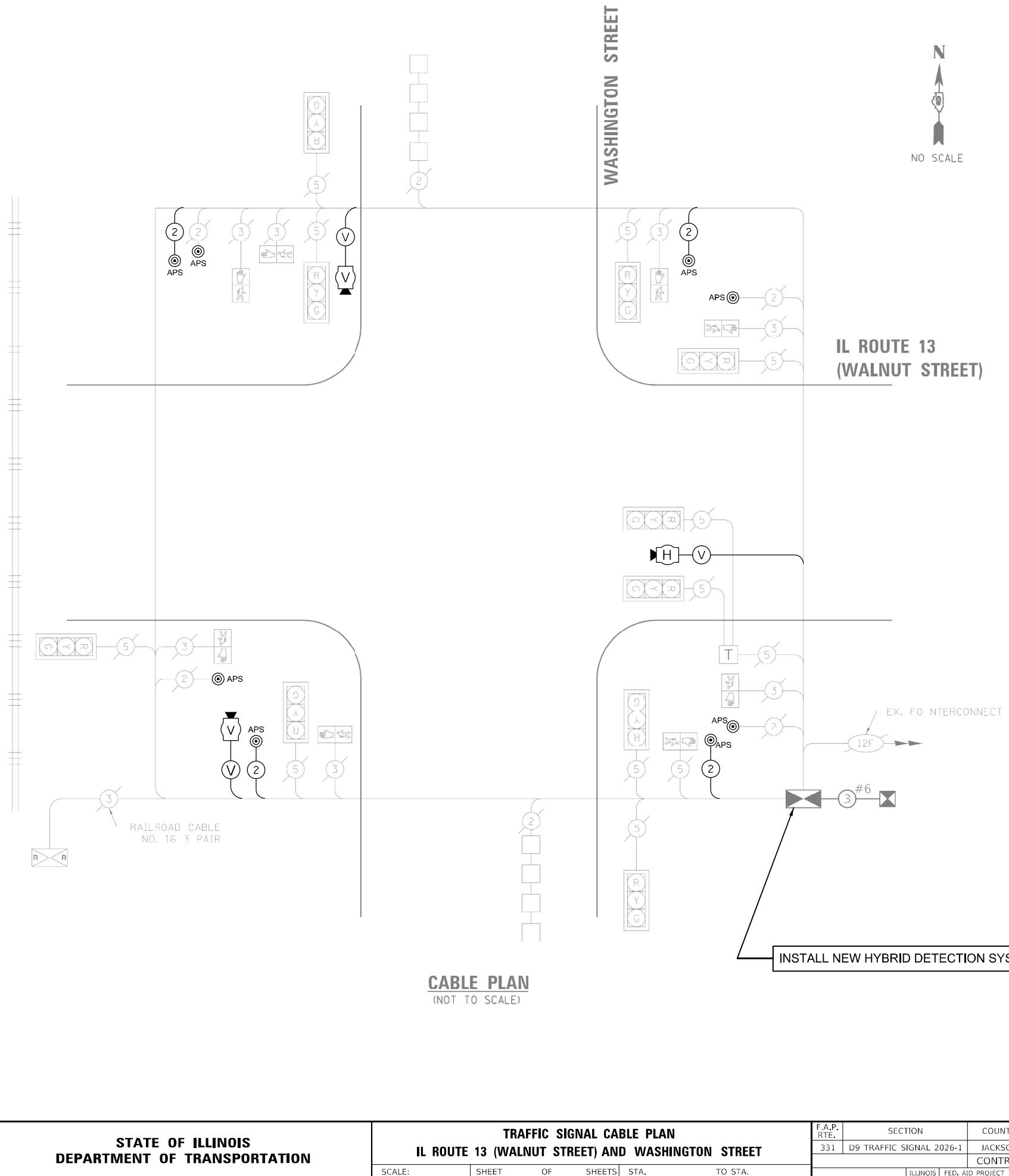
RAILROAD PREEMPTION SEQUENCE:

TRACK CI FAR PHASE: 2
DWELL PHASE: 4 + 8
EXIT PHASE: 2

UPON A DEMAND FOR RR PREEMPTION, ANY ACTIVE NON-TRACK CLEAR PHASES SHALL TERMINATE. PEDESTRIAN CLEARANCE SHALL BE LIMITED TO THROUGH THE ASSOCIATED VEHICULAR YELLOW CLEARANCE INTERVAL ONLY.

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	159
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	416
DRILL EXISTING HANHOLE	EACH	3
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	3
POTHOLING	EACH	3
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1

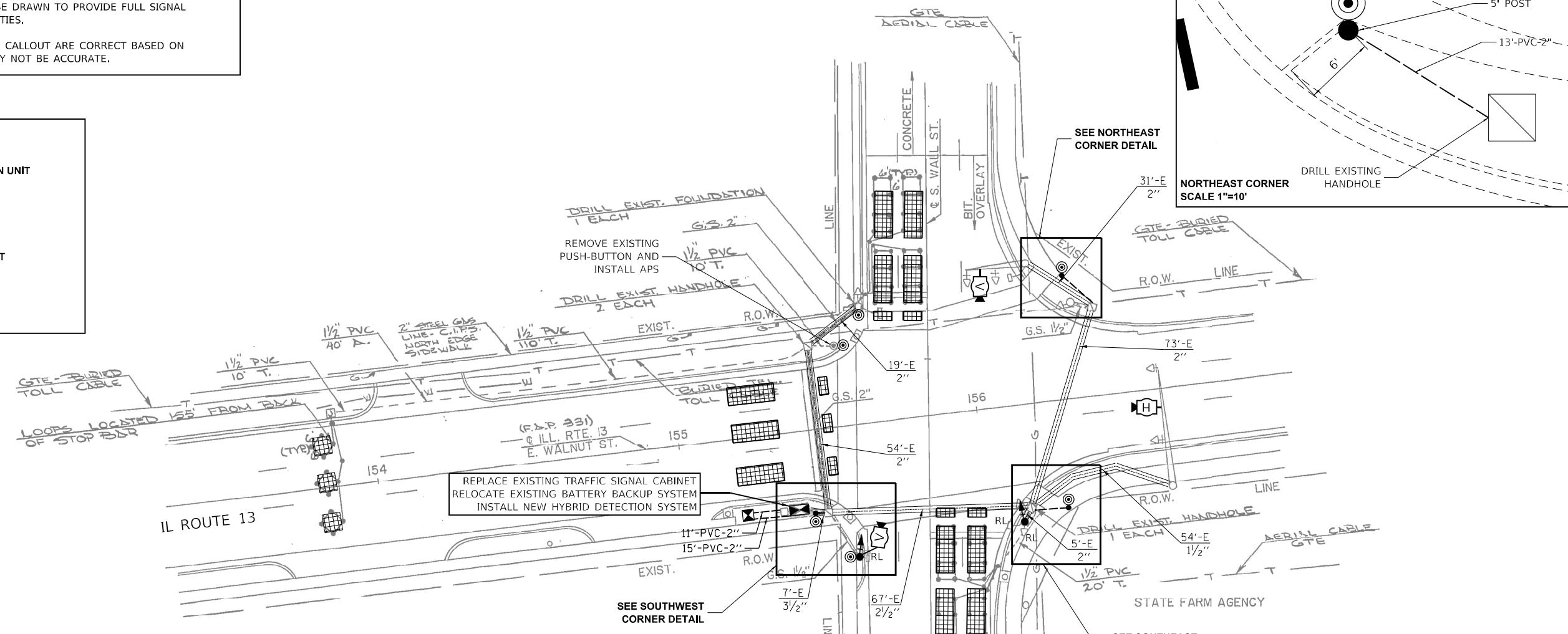


NOTES:

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.

TRAFFIC SIGNAL LEGEND

- HYBRID VIDEO/RADAR DETECTION UNIT
- VIDEO DETECTION UNIT
- VIDEO/RADAR DETECTION ZONE
- PROPOSED TRAFFIC SIGNAL POST
- PROPOSED APS PUSH-BUTTON
- EXISTING HANDHOLE



REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

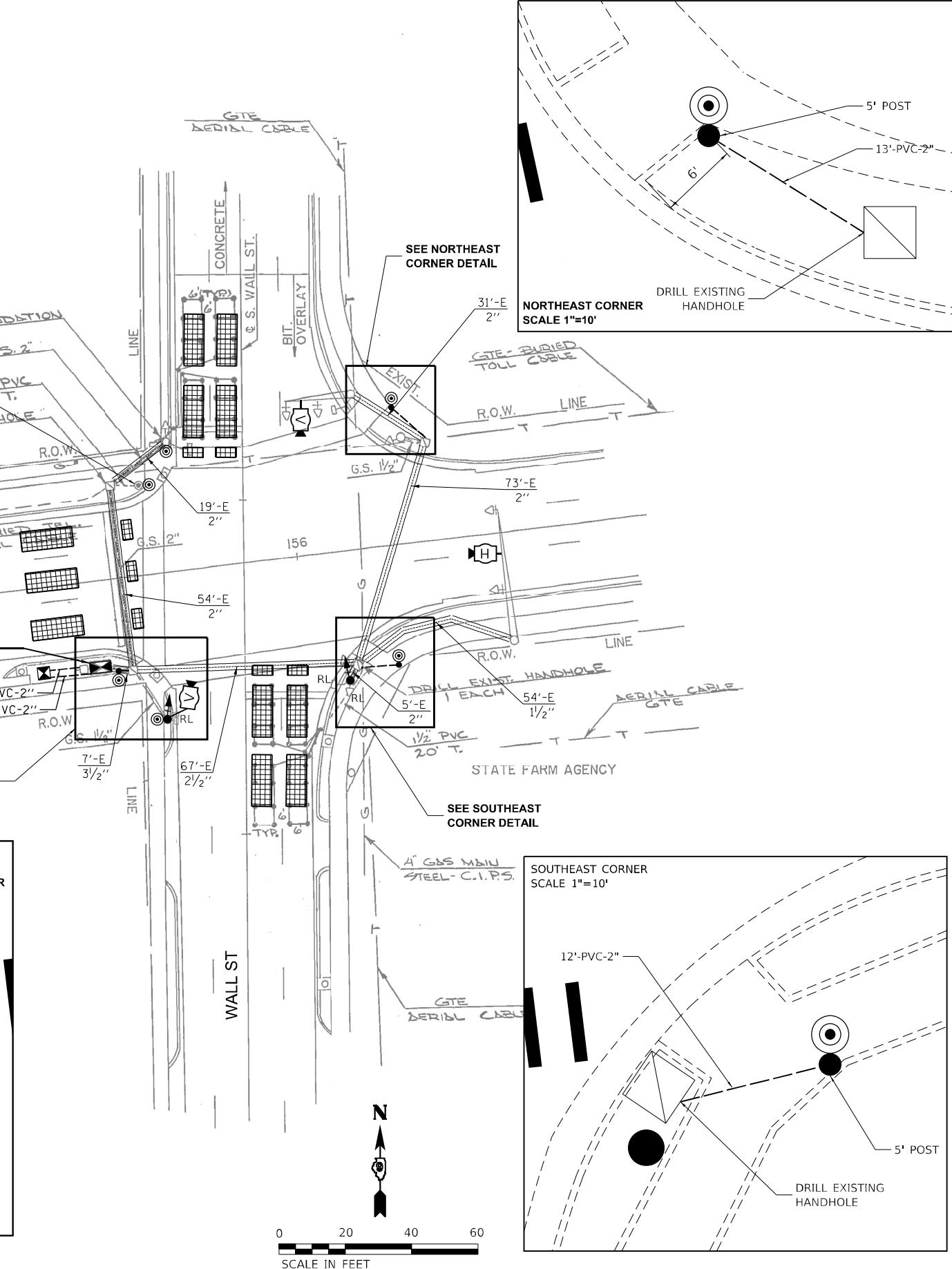
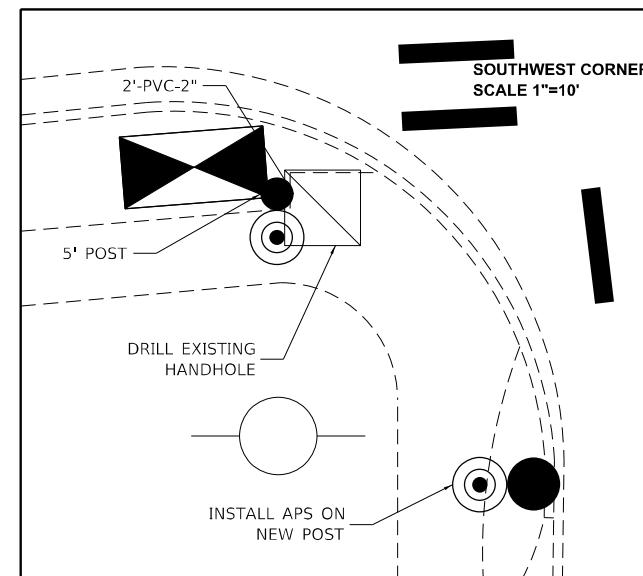
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF IDOT. THE CONTRACTOR SHALL SAFELY DELIVER THE EQUIPMENT TO IDOT CARBONDALE FACILITY AT THEIR EXPENSE. CONTACT IDOT ELECTRICAL MAINTENANCE FOR LOCATION AND TIME.

- 1 EACH TRAFFIC SIGNAL CABINET
- 1 EACH TRAFFIC SIGNAL CONTROLLER
- 2 EACH TRAFFIC SIGNAL POST
- 2 EACH PED PUSH BUTTON
- 1 EACH INDUCTIVE LOOP DETECTOR
- 1 EACH RADAR DETECTION SYSTEM (COMPLETE)
- 1 EACH 3-SECTION TRAFFIC SIGNAL HEAD
- 1 EACH 4-SECITON TRAFFIC SIGNAL HEAD

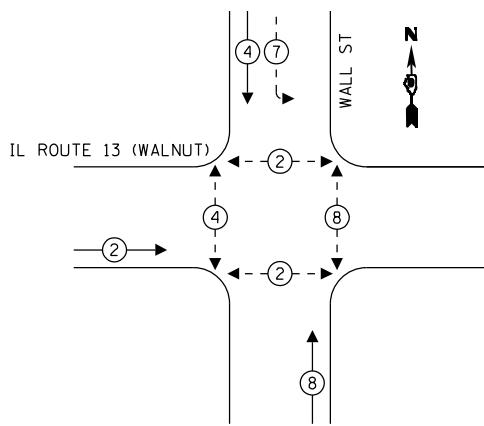
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RELOCATED TO THE PROPOSED LOCATION SHOWN ON THE PLANS. THIS WORK SHALL BE PAID FOR UNDER "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".

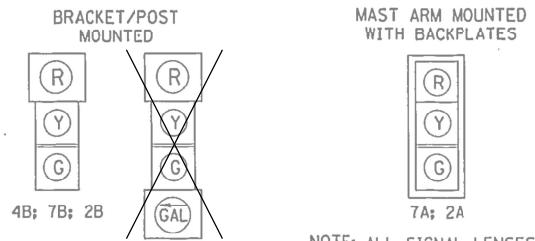
- 1 EACH UNINTERRUPTABLE POWER SUPPLY AND CABINET
- 1 EACH NETWORK SWITCH
- 1 EACH 3-SECTION TRAFFIC SIGNAL HEAD
- 3 EACH PEDESTRIAN SIGNAL HEAD



PROPOSED CONTROLLER SEQUENCE



EXISTING SIGNAL FACE CONFIGURATION



LEGEND:

- Protected Phase
- Protected/Permitted Phase
- Pedestrian Phase
- Overlap

NOTE: ALL RED LENSES AND TURN ARROWS ARE 12". ALL OTHERS ARE 8".

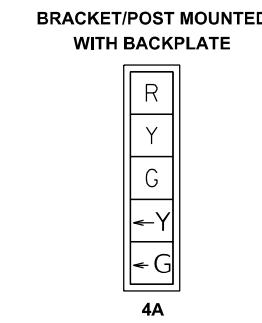
TRAFFIC SIGNAL LEGEND

- Prop. Ground Mount Service Cabinet
- Prop. Hybrid Video/Radar Detection Unit
- Prop. Video Detection Unit
- Prop. No. of Conductors in Cable
- Prop. Pedestrian Push Button
- Prop. Pedestrian Signal Head
- Prop. Cable

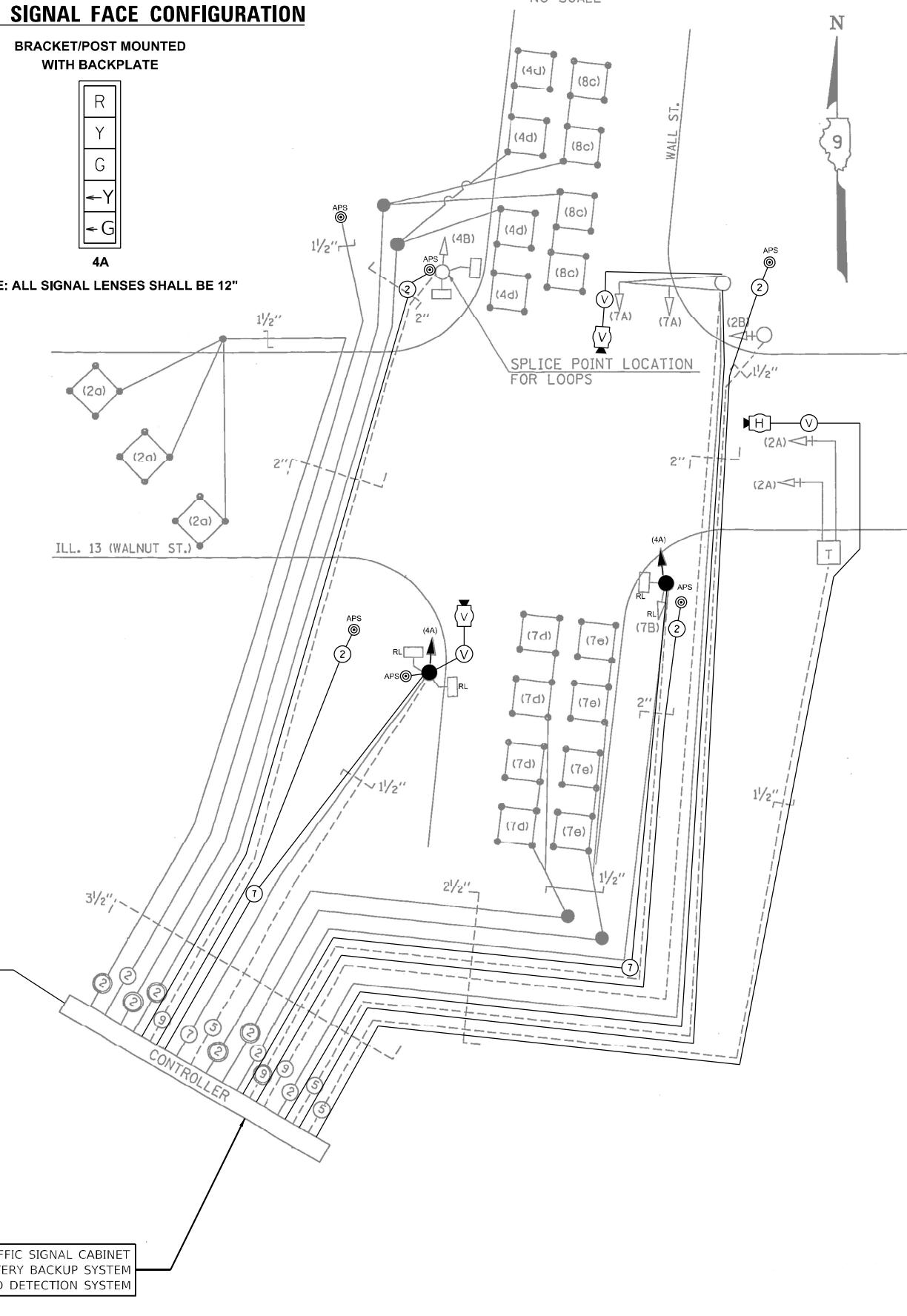
SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	74
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	451
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	168
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	64
TRAFFIC SIGNAL POST, 16 FT.	EACH	2
DRILL EXISTING FOUNDATION	EACH	1
DRILL EXISTING HANHOLE	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	2
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	3
POTHOLING	EACH	4
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1
REMOVE CABLE FROM CONDUIT	FOOT	168

PROPOSED SIGNAL FACE CONFIGURATION



NOTE: ALL SIGNAL LENSES SHALL BE 12"



REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

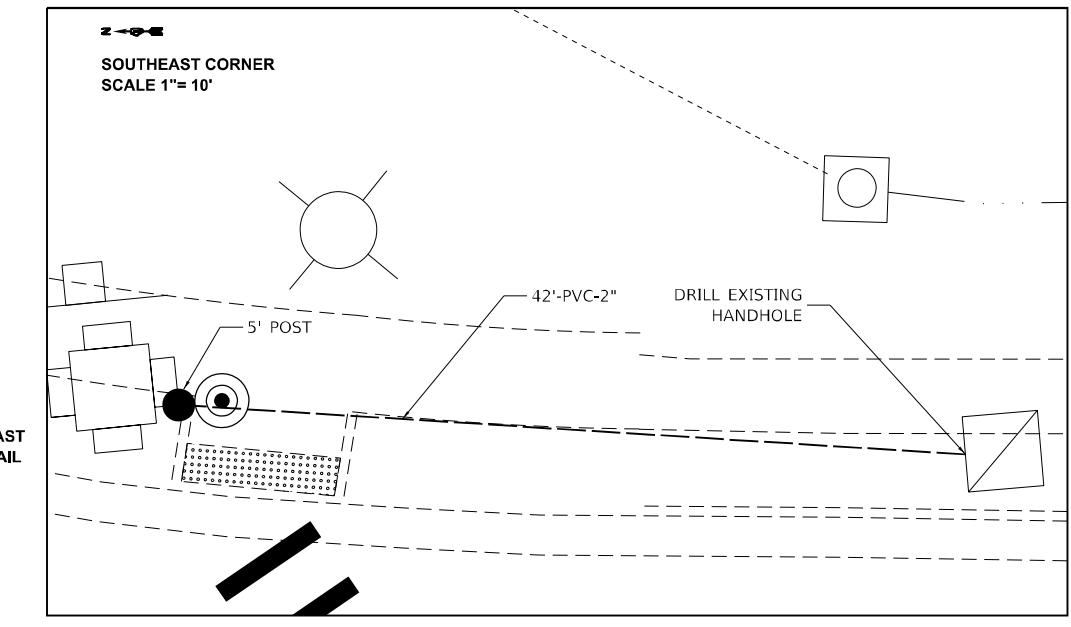
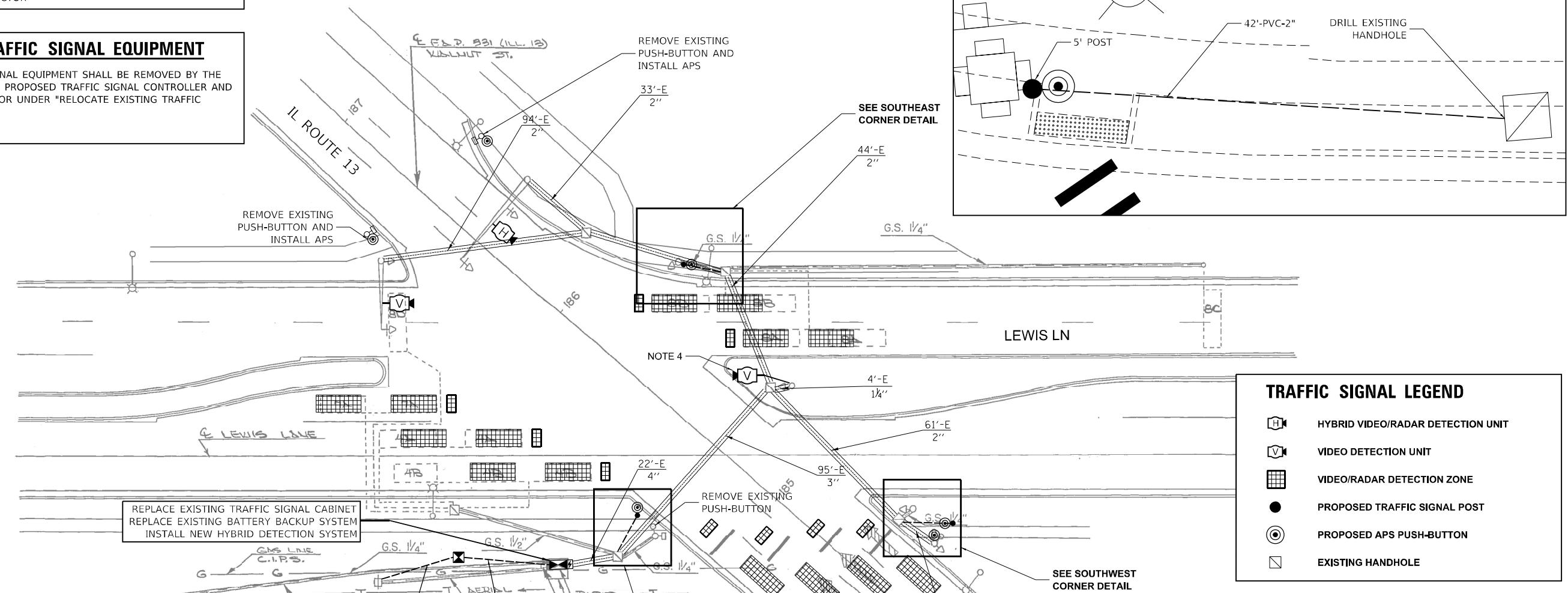
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF IDOT. THE CONTRACTOR SHALL SAFELY DELIVER THE EQUIPMENT TO IDOT CARBONDALE FACILITY AT THEIR EXPENSE. CONTACT IDOT ELECTRICAL MAINTENANCE FOR LOCATION AND TIME.

1 EACH TRAFFIC SIGNAL CABINET
1 EACH TRAFFIC SIGNAL CONTROLLER
1 EACH UNINTERRUPTABLE POWER SUPPLY AND CABINET
4 EACH PED PUSH BUTTON
4 EACH INDUCTIVE LOOP DETECTOR

RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT

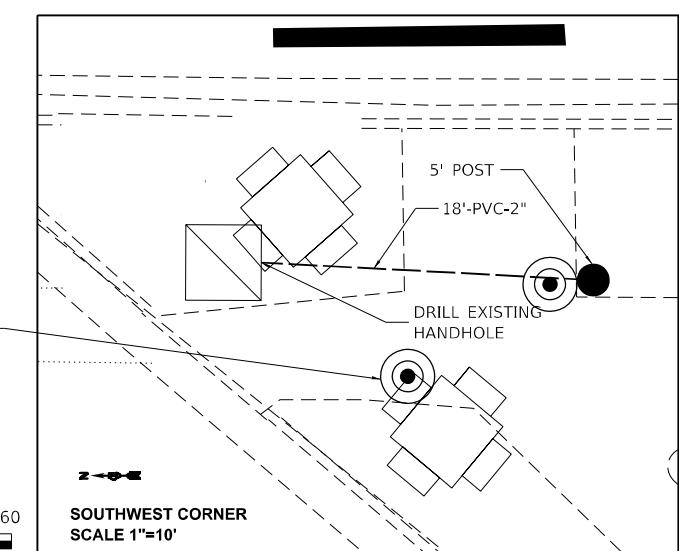
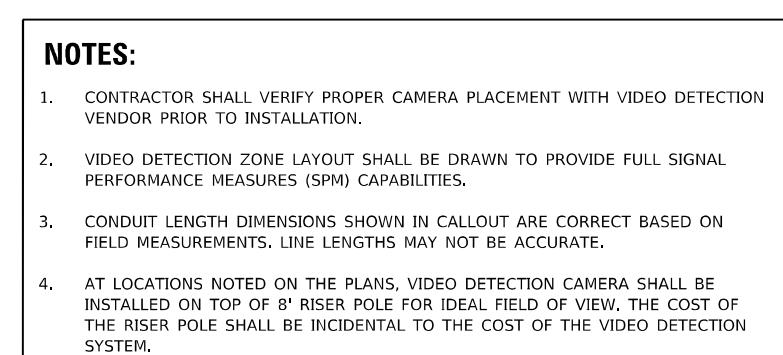
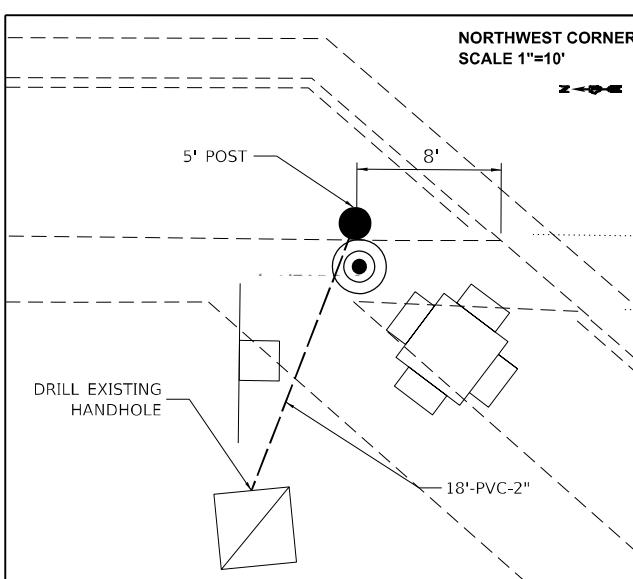
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RELOCATED TO THE PROPOSED TRAFFIC SIGNAL CONTROLLER AN CABINET. THIS WORK SHALL BE PAID FOR UNDER "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".

1 EACH NETWORK SWITCH



TRAFFIC SIGNAL LEGEND

- HYBRID VIDEO/RADAR DETECTION UNIT
- VIDEO DETECTION UNIT
- VIDEO/RADAR DETECTION ZONE
- PROPOSED TRAFFIC SIGNAL POST
- PROPOSED APS PUSH-BUTTON
- EXISTING HANDHOLE



NOTES

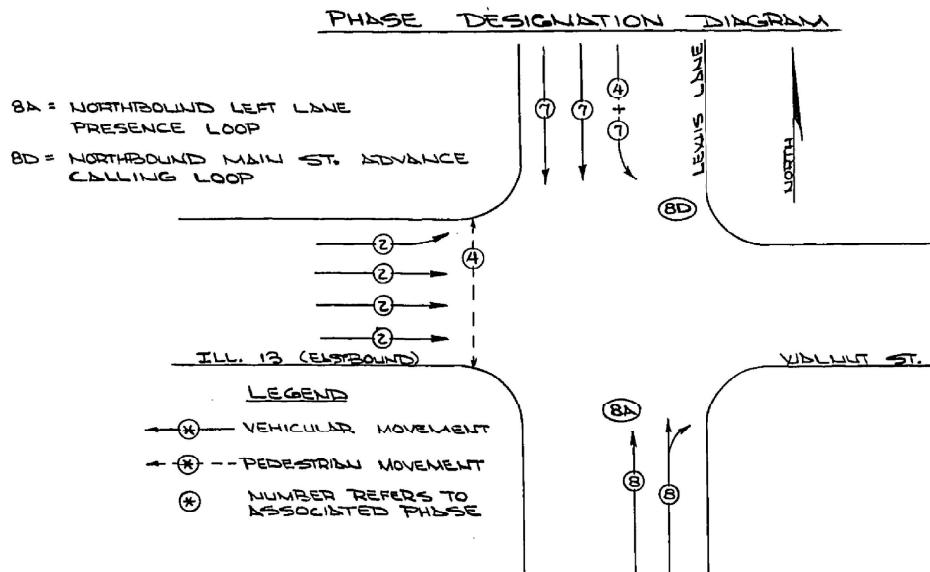
1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, VIDEO DETECTION CAMERA SHALL BE INSTALLED ON TOP OF 8' RISER POLE FOR IDEAL FIELD OF VIEW. THE COST OF THE RISER POLE SHALL BE INCIDENTAL TO THE COST OF THE VIDEO DETECTION SYSTEM.

A scale bar with markings at 0, 20, 40, and 60. The distance between 0 and 20 is filled with a black and white checkered pattern. The distance between 20 and 40 is filled with a solid black pattern. The distance between 40 and 60 is filled with a solid black pattern.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC SIGNAL MODIFICATION PLAN IL ROUTE 13 (WALNUT STREET) AND LEWIS LANE

				TRAFFIC SIGNAL MODIFICATION PLAN IL ROUTE 13 (WALNUT STREET) AND LEWIS LANE								
USER NAME = bfunk		DESIGNED - BF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		F.A.P. RTE.		SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN - BF		REVISED -			331 D9 TRAFFIC SIGNAL 2026-1				JACKSON	43	38	
PLOT SCALE = 100,0000 ' / in.		CHECKED - ASG	REVISED -							CONTRACT NO. 78B00		
PLOT DATE = 10/31/2025		DATE - 10/31/25	REVISED -	SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

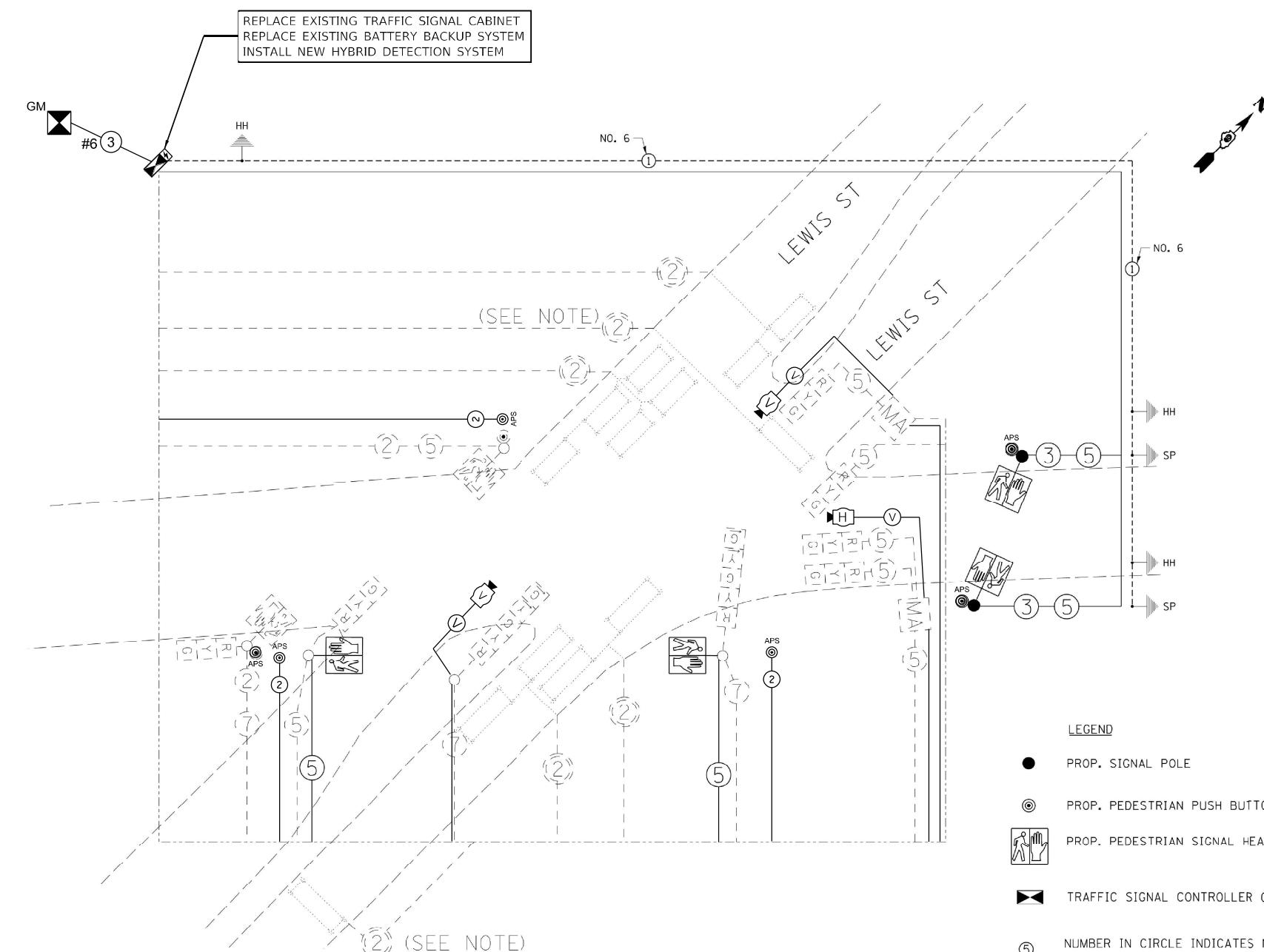


TRAFFIC SIGNAL LEGEND

-  PROP. GROUND MOUNT SERVICE CABINET
-  PROP. HYBRID VIDEO/RADAR DETECTION UNIT
-  PROP. VIDEO DETECTION UNIT
-  PROP. NO. OF CONDUCTORS IN CABLE
-  PROP. PEDESTRIAN PUSH BUTTON
-  PROP. PEDESTRIAN SIGNAL HEAD
-  PROP. CABLE

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	154
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	533
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	109
DRILL EXISTING FOUNDATION	EACH	1
DRILL EXISTING HANHOLE	EACH	3
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	3
POTHOLING	EACH	5
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC SIGNAL CABLE PLAN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SEE NO.
331	D9 TRAFFIC SIGNAL 2026-1	JACKSON	43	39
			CONTRACT NO.	78B00
		ILLINOIS	FED. AID PROJECT	

NOTES:

1. CONTRACTOR SHALL VERIFY PROPER CAMERA PLACEMENT WITH VIDEO DETECTION VENDOR PRIOR TO INSTALLATION.
2. VIDEO DETECTION ZONE LAYOUT SHALL BE DRAWN TO PROVIDE FULL SIGNAL PERFORMANCE MEASURES (SPM) CAPABILITIES.
3. CONDUIT LENGTH DIMENSIONS SHOWN IN CALLOUT ARE CORRECT BASED ON FIELD MEASUREMENTS. LINE LENGTHS MAY NOT BE ACCURATE.
4. AT LOCATIONS NOTED ON THE PLANS, WHEN TWO APS BUTTONS ARE INSTALLED ON THE SAME POST BOTH APS BUTTONS SHALL INCLUDE EXTENSION BRACKET TO ALLOW FOR PROPER BUTTON PLACEMENT. THE COST OF THE EXTENSION BRACKET SHALL BE INCIDENTAL TO THE COST OF THE APS PUSH BUTTON.
5. AT LOCATIONS NOTED ON THE PLANS, VIDEO DETECTION CAMERA SHALL BE INSTALLED ON TOP OF 8' RISER POLE FOR IDEAL FIELD OF VIEW. THE COST OF THE RISER POLE SHALL BE INCIDENTAL TO THE COST OF THE VIDEO DETECTION SYSTEM.

REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

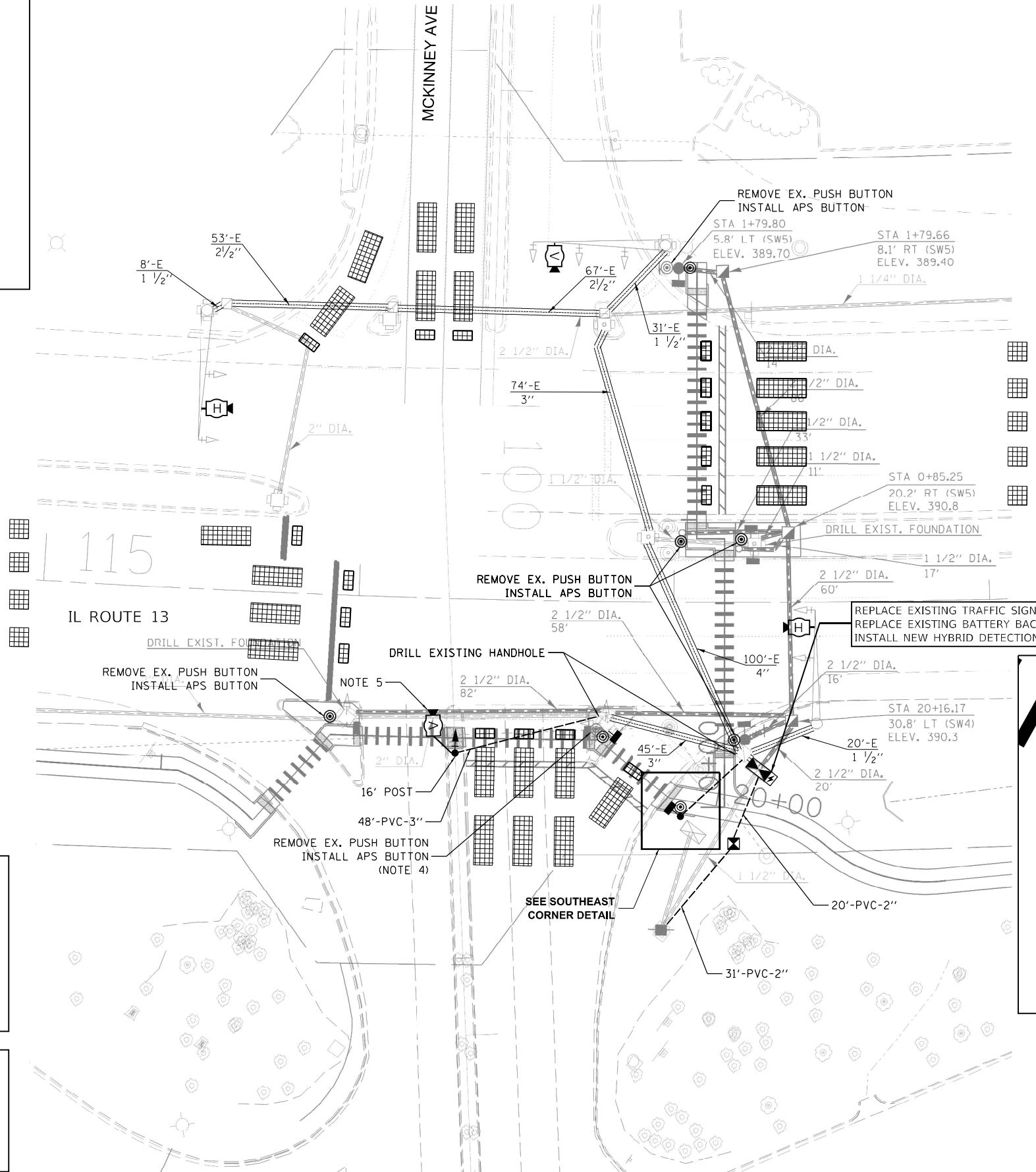
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF IDOT. THE CONTRACTOR SHALL SAFELY DELIVER THE EQUIPMENT TO IDOT CARBONDALE FACILITY AT THEIR EXPENSE. CONTACT IDOT ELECTRICAL MAINTENANCE FOR LOCATION AND TIME.

1 EACH TRAFFIC SIGNAL CABINET
1 EACH TRAFFIC SIGNAL CONTROLLER
1 EACH UNINTERRUPTABLE POWER SUPPLY AND CABINET
6 EACH PED PUSH BUTTON
6 EACH INDUCTIVE LOOP DETECTOR

RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT

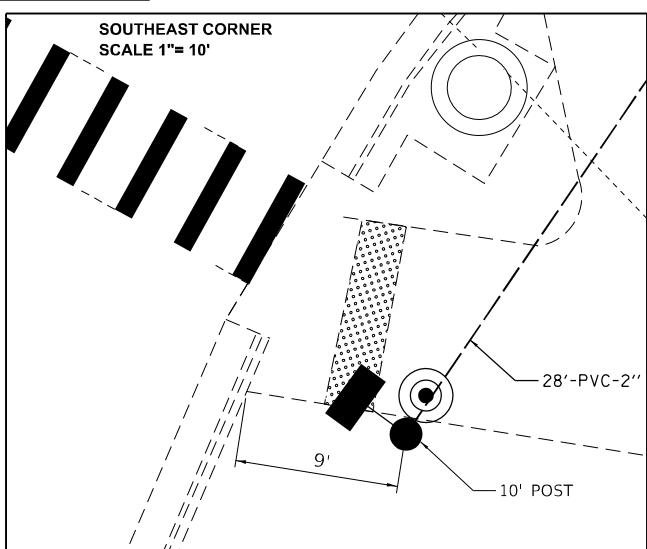
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RELOCATED TO THE PROPOSED TRAFFIC SIGNAL CONTROLLER AND CABINET. THIS WORK SHALL BE PAID FOR UNDER "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT".

1 EACH NETWORK SWITCH

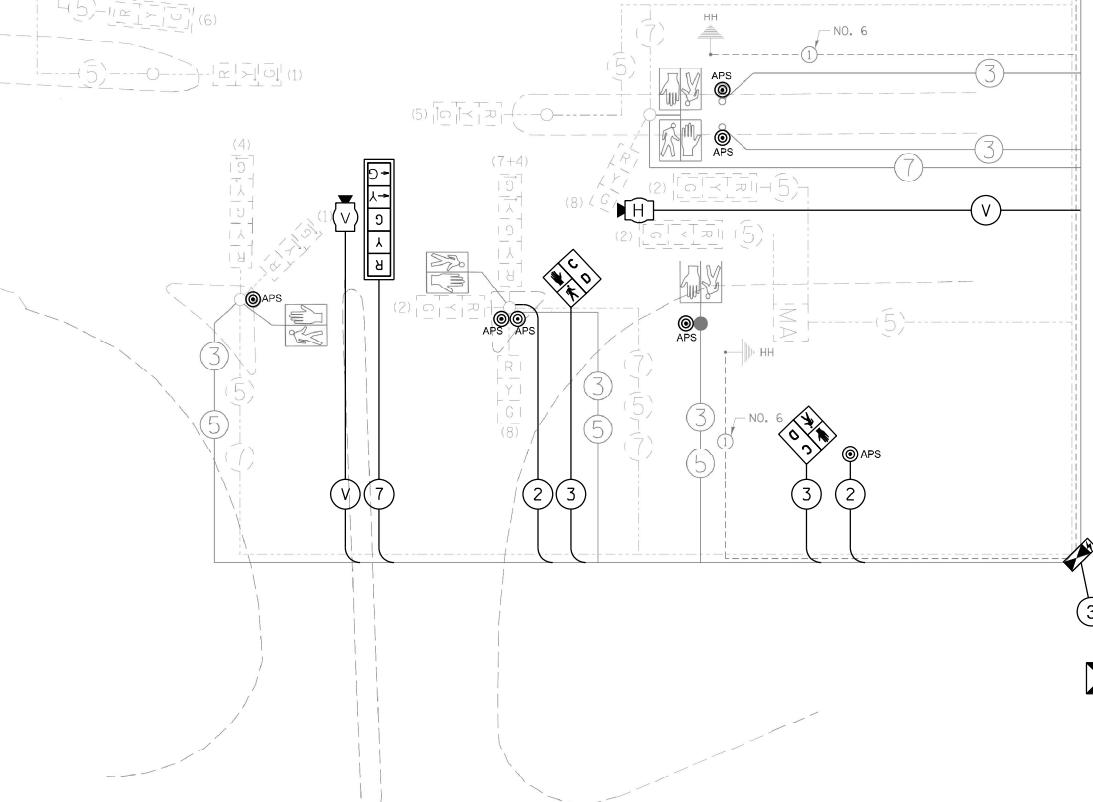
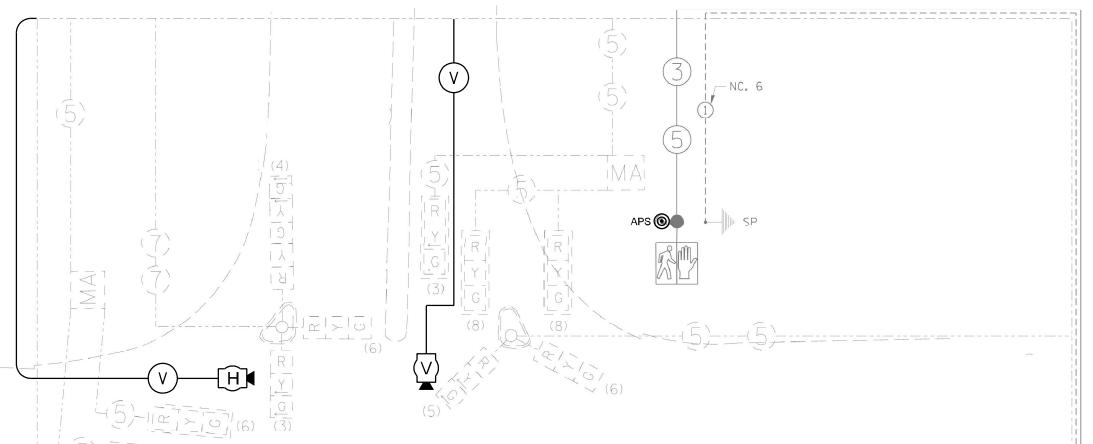
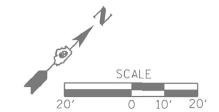
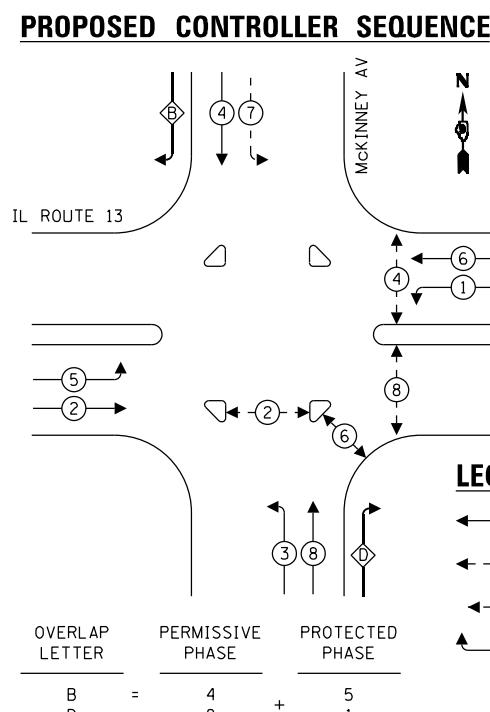


TRAFFIC SIGNAL LEGEND

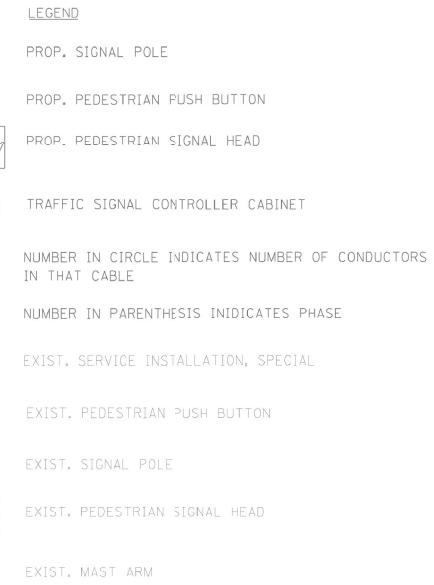
-  HYBRID VIDEO/RADAR DETECTION UNIT
-  VIDEO DETECTION UNIT
-  VIDEO/RADAR DETECTION ZONE
-  PROPOSED TRAFFIC SIGNAL POST
-  PROPOSED APS PUSH-BUTTON
-  EXISTING HANDHOLE



A horizontal scale bar with tick marks at 0, 20, 40, and 60. The first 20 units are marked with a pattern of black and white squares, while the remaining 40 units are solid black.



REPLACE EXISTING TRAFFIC SIGNAL CABINET
REPLACE EXISTING BATTERY BACKUP SYSTEM
INSTALL NEW HYBRID DETECTION SYSTEM



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QTY.
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	94
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	51
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	138
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	152
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	134
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3 C	FOOT	105
TRAFFIC SIGNAL POST, 16 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	4
DRILL EXISTING FOUNDATION	EACH	1
DRILL EXISTING HANHOLE	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	1
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	1
POTHOLING	EACH	4
CONCRETE FOUNDATIONS, GROUND MOUNT	CU YD	0.5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	4
VIDEO AND RADAR HYBRID DETECTION SYSTEM	EACH	1

TRAFFIC SIGNAL LEGEND

- GM Prop. Ground Mount Service Cabinet
- H Prop. Hybrid Video/Radar Detection Unit
- V Prop. Video Detection Unit
- 5 Prop. No. of Conductors in Cable
- Prop. Pedestrian Push Button
- Prop. Pedestrian Signal Head
- Prop. Cable

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

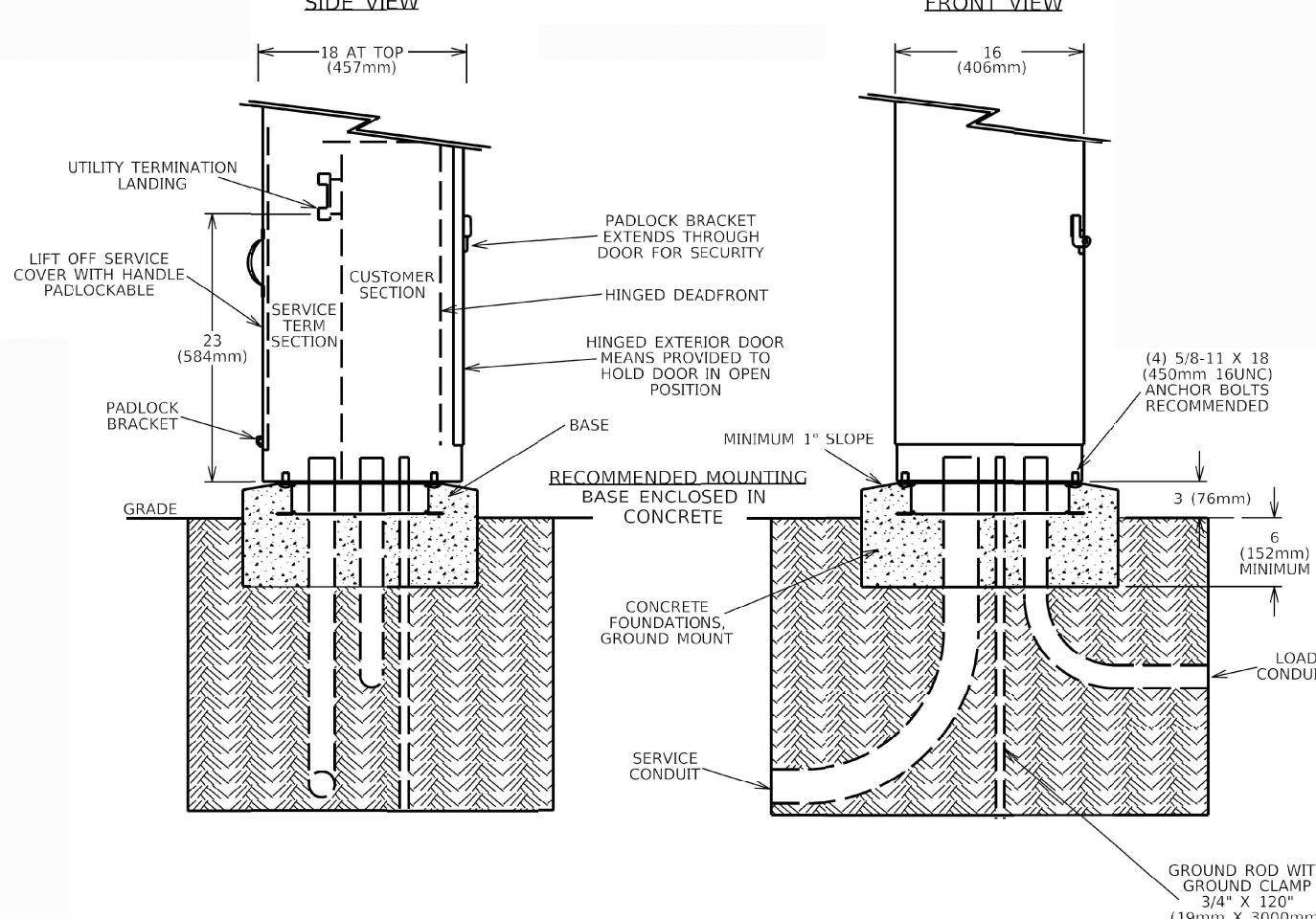
TRAFFIC SIGNAL CABLE PLAN
IL ROUTE 13 & MCKINNEY AVENUE

SCALE: SHEET OF SHEETS STA. TO STA.

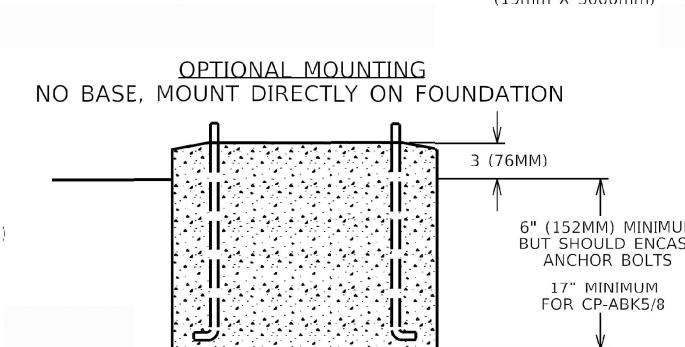
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331 D9 TRAFFIC SIGNAL 2026-1	JACKSON	43	41	
				CONTRACT NO. 78B00

CABINET FOR SERVICE INSTALLATION GROUND MOUNT
AND CONCRETE FOUNDATIONS, GROUND MOUNT

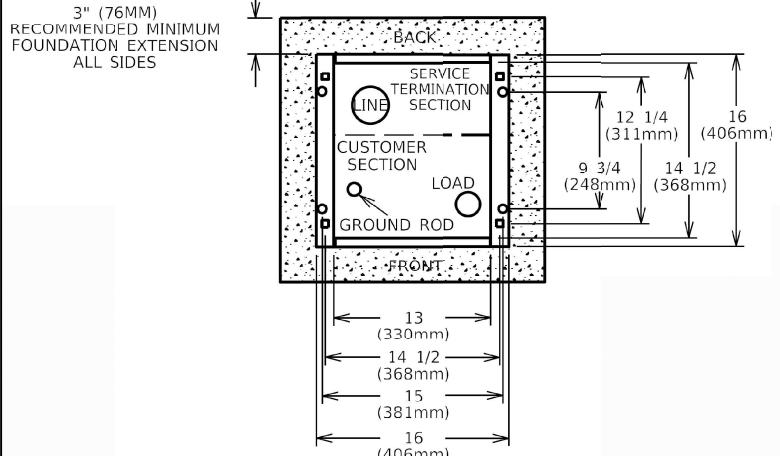
SIDE VIEW



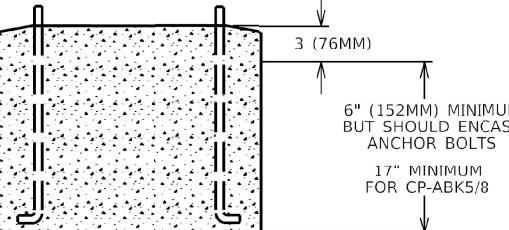
FRONT VIEW



MOUNTING BASE DETAIL
(TOP VIEW)



OPTIONAL MOUNTING
NO BASE, MOUNT DIRECTLY ON FOUNDATION



● PEDESTAL MOUNTING HOLES
■ ANCHOR BOLT MOUNTING HOLES

REVISIONS
DRAWN C3-02-22
REVISED
REVISED
REVISED
STD. 9-51

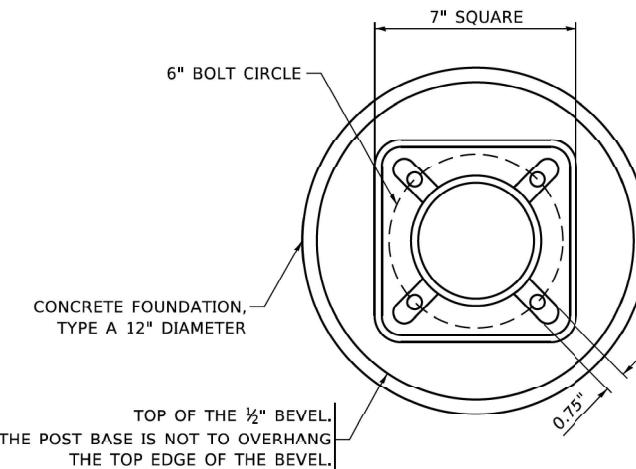
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GROUND MOUNT SERVICE DETAIL

iteris®

USER NAME = bfunk	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/15/2025	DATE - 10/15/25	REVISED -

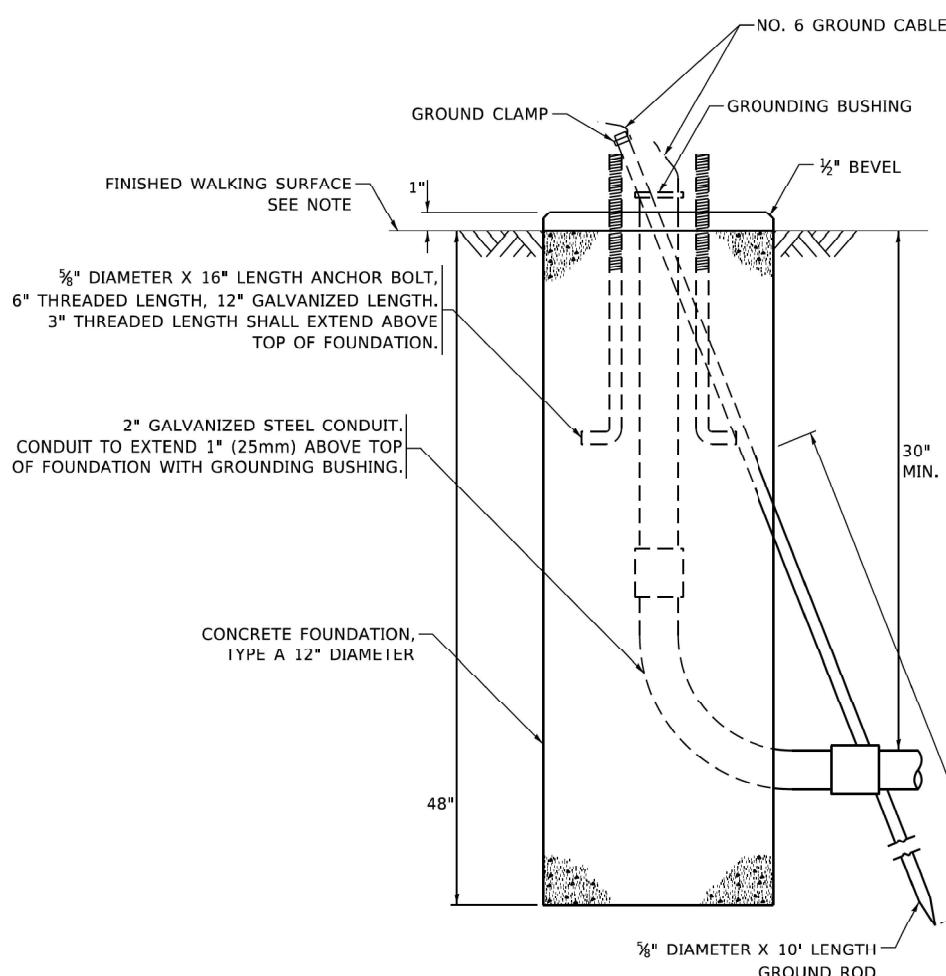
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	D9 TRAFFIC SIGNAL 2026-1	JACKSON	43	42
			CONTRACT NO. 78B00	ILLINOIS FED. AID PROJECT



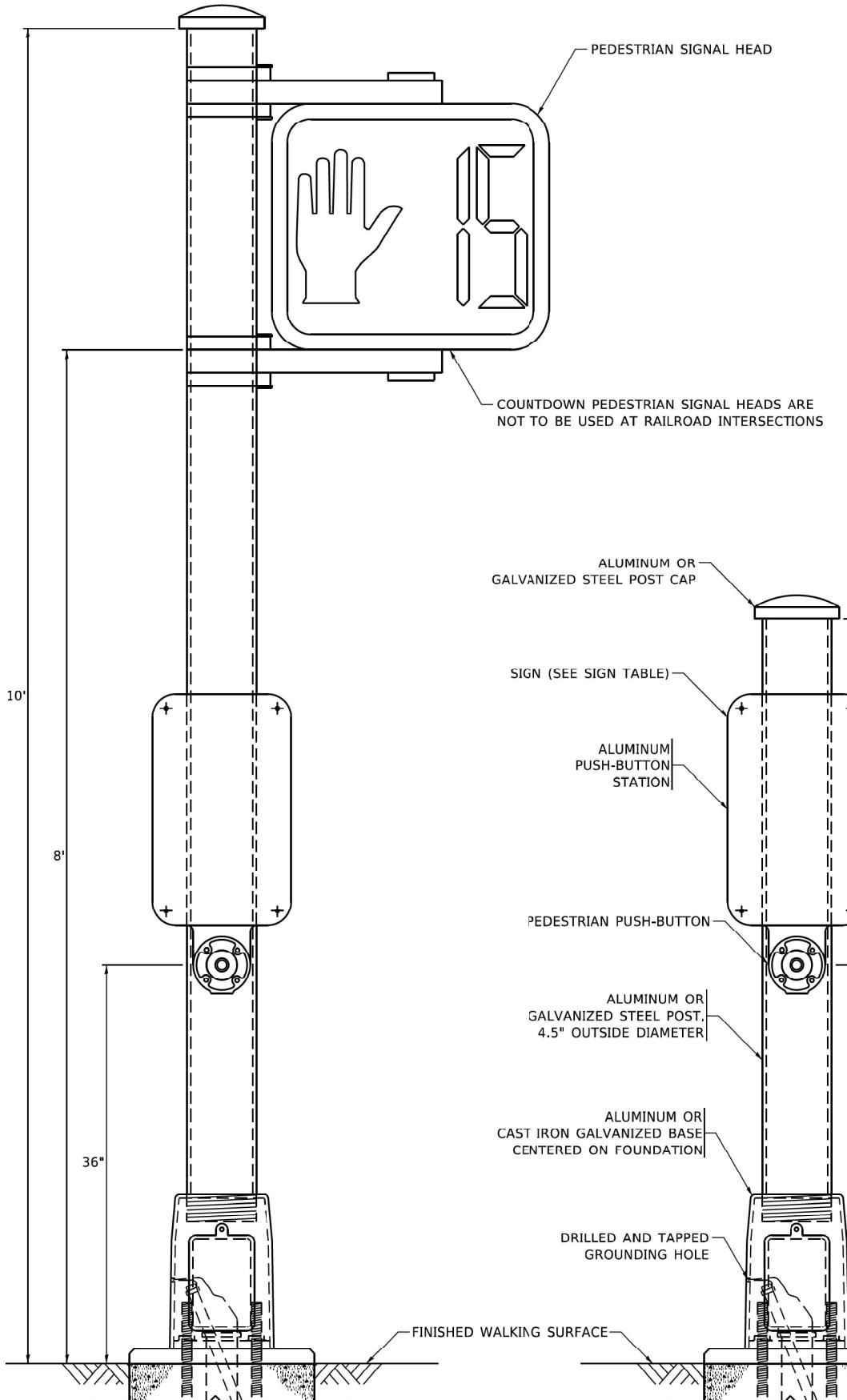
BOLT PATTERN

NOTE:

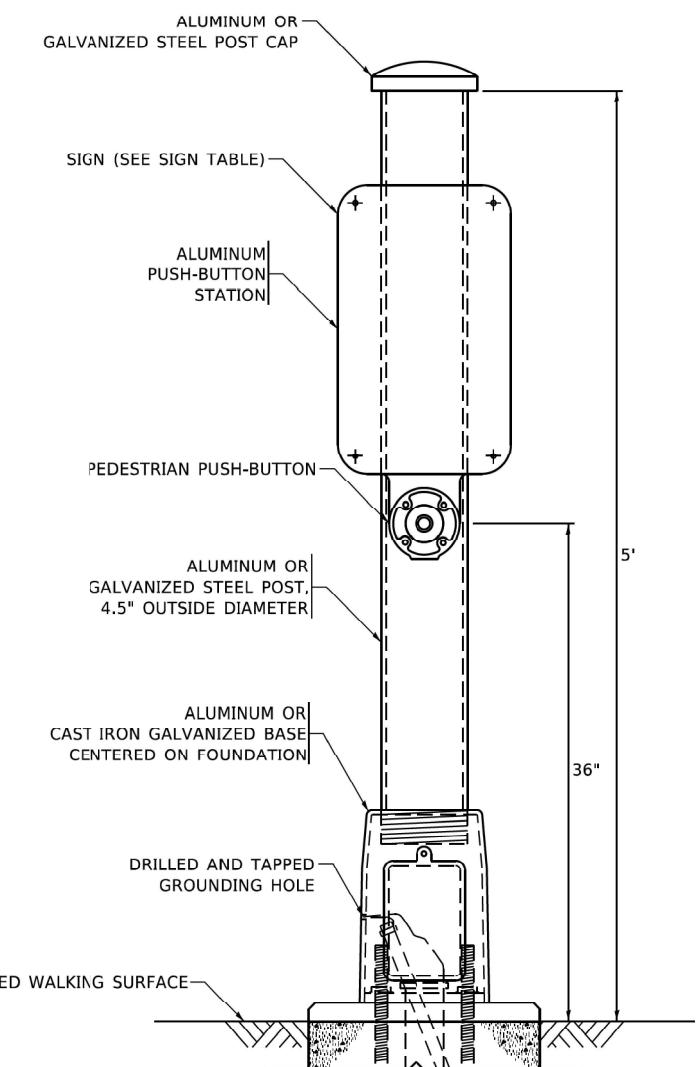
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



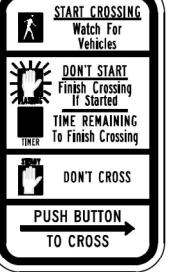
**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**



PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.



SIGN TABLE

SIGN	DIMNSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 12"

NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. THE ARROW ON SIGNS FOR PUSH-BUTTONS SERVING TWO DIRECTIONS ON THE SAME PHASE SHALL BE BI-DIRECTIONAL.
3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.