



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 13, 2026

SUBJECT Various Routes
Section D9 TRAFFIC SIGNAL 2026-2
Jackson and Union Counties
Contract No. 78B91

Item No. 139, February 27th, 2026, Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

1. Revised the Schedule of Prices.
2. Revised page i of the Table of Contents of the Special Provisions.
3. Revised page 10 of the Special Provisions.
4. Added pages 44-45 to the Special Provisions.
5. Revised sheets 4-5 and 8-9 of the Plans.

Prime contractors must utilize the enclosed material when preparing their bid and must include any changes to the Schedule of Prices in their bid.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Jack A. Elston'.

Jack A. Elston, P.E.
Bureau Chief, Design and Environment

MTS

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Contractor shall complete a cellular site survey and confirm 4G-LTE coverage at the DMS cabinet locations with the cellular provider prior to ordering materials. Contractor shall inform the Engineer of any discrepancies that may inhibit data transfer between the control center and the DMS/CCTV systems.

Basis of Payment: This work shall be paid for at the contract unit price per EACH for CELLULAR MODEM and shall include all labor, VPN programming, IP network programming, hardware, RF antenna, electrical connections, and any other material necessary for the complete working installation and communication of all components. No additional compensation will be allowed.

REMOVAL OF EXISTING TRAFFIC SIGNALS

This work shall consist of the removal of existing signal heads, pedestrian signals, push buttons, brackets, controller cabinets, traffic signal controller, video detection system, and existing wire that is no longer in use. The Contractor shall deliver the existing traffic items to Carbondale or Murphysboro Yards as directed. The Contractor shall notify the Bureau of Operations' Traffic Section 72 hours in advance of removal of the existing controller cabinets and controllers. This work shall be in conformance with the removal, relocation, and rebuilding of the existing signal and appurtenances in accordance with Section 895 of the Standard Specifications. This work shall include all traffic signal equipment removal for the intersections within the project.

Basis of Payment: This work will be paid for at the contract unit price per EACH for REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT. All items within an intersection will be included in the cost of this work per each intersection. Additional pieces not listed shall be included in the cost of Remove Existing Traffic Signal Equipment, and no additional compensation will be allowed

VIDEO AND RADAR HYBRID DETECTION SYSTEM

Description: This work shall include installation of vehicle detection system that detects vehicles on a roadway using a multi-sensor detection system. This work shall consist of furnishing and installing video cameras, cables, video processors, a controller interface unit, and a remote communication module to operate the video vehicle detection system.

The multi-sensor system shall utilize two different sensors of different technologies, video imaging and radar, to detect and track licensed and unlicensed vehicles at distances over 500 feet. The sensor system shall fuse vehicle information from the two sensors to provide highly accurate and precise detection for simultaneous stop bar presence detection, advanced detection, and special or advanced applications.

Detection Performance: The system shall use video imaging for stop bar detection and radar for advanced detection up to 500 ft. Advanced detection will only be required on the mainline approaches, as shown in the plans. The system features shall include vehicle volumes (including turning movements) on all four approaches and advanced detection on IL 13, US 51, IL 146 speed and dilemma zone detection on IL 13, US 51, and IL 146. The system shall have the capability of detecting and differentiating bicycles. The system shall be able to detect and count pedestrians in the crosswalk.

Revised 2-13-2026



ACCESSIBLE PEDESTRIAN SIGNALS (APS) (BDE)

Effective: April 1, 2003

Revised: January 1, 2022

Description. This work shall consist of furnishing and installing accessible pedestrian signals (APS). Each APS shall consist of an interactive vibrotactile pedestrian pushbutton with speaker, an informational sign, a light emitting diode (LED) indicator light, a solid-state electronic control board, a power supply, wiring, and mounting hardware. The APS shall meet the requirements of the MUTCD and Sections 801 and 888 of the Standard Specifications, except as modified herein.

Electrical Requirements. The APS shall operate with systems providing 95 to 130 VAC, 60 Hz and throughout an ambient air temperature range of -29 to +160 °F (-34 to +70 °C).

The APS shall contain a power protection circuit consisting of both fuse and transient protection.

Audible Indications. A pushbutton locator tone shall sound at each pushbutton and shall be deactivated during the associated walk indication and when associated traffic signals are in flashing mode. Pushbutton locator tones shall have a duration of 0.15 seconds or less and shall repeat at 1-second intervals. Each actuation of the pushbutton shall be accompanied by the speech message "Wait".

If two accessible pedestrian pushbuttons are placed less than 10 ft (3 m) apart or placed on the same pole, the audible walk indication shall be a speech walk message. This message shall sound throughout the WALK interval only. The verbal message shall be modeled after: "Street Name. Walk Sign is on to cross Street Name." For signalized intersections utilizing exclusive pedestrian phasing, the verbal message shall be "Walk sign is on for all crossings". In addition, a speech pushbutton information message shall be provided by actuating the APS pushbutton when the WALK interval is not timing. This verbal message shall be modeled after: "Wait. Wait to cross 'Street Name' at 'Street Name'".

Where two accessible pedestrian pushbuttons are separated by at least 10 ft (3 m), the walk indication shall be an audible percussive tone. It shall repeat at 8 to 10 ticks per second with a dominant frequency of 880 Hz.

Automatic volume adjustments in response to ambient traffic sound level shall be provided up to a maximum volume of 100 dBA. Locator tone and verbal messages shall be no more than 5 dB louder than ambient sound.

At locations with railroad interconnection, an additional speech message stating "Walk time shortened when train approaches" shall be used after the speech walk message. At locations with emergency vehicle preemption, an additional speech message "Walk time shortened when emergency vehicle approaches" shall be used after the speech walk message.

Pedestrian Pushbutton. Pedestrian pushbuttons shall be at least 2 in. (50 mm) in diameter or width. The force required to activate the pushbutton shall be no greater than 3.5 lb (15.5 N).

A red LED shall be located on or near the pushbutton which, when activated, acknowledges the pedestrians request to cross the street.



Signage. A sign shall be located immediately above the pedestrian pushbutton and parallel to the crosswalk controlled by the pushbutton. The sign shall conform to one of the following standard MUTCD designs: R10-3, R10-3a, R10-3e, R10-3i, R10-4, and R10-4a.

Tactile Arrow. A tactile arrow, pointing in the direction of travel controlled by a pushbutton, shall be provided on the pushbutton.

Vibrotactile Feature. The pushbutton shall pulse when depressed and shall vibrate continuously throughout the WALK interval.

Method of Measurement. This work will be measured for payment as each, per pushbutton.

Basis of Payment. This work will be paid for at the contract unit price per each for ACCESSIBLE PEDESTRIAN SIGNALS.