

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

January 3, 2017

DESIGN BULLETIN No. 17-01


SUBJECT: Policy on the Selection of Temporary Impact Attenuators

The following revisions to the Illinois Tollway Roadway Traffic Control and Communications (MOT) Manual have been implemented on the selection of temporary impact attenuators on the Illinois Tollway system.

- Page 68 Article 6.7.1 Attenuators, delete the following bullet points:
 - “• IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW).
This category of impact attenuators is for locations where narrow hazards are present and errant vehicles must not encroach behind the device.
 - IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, WIDE).
This category of impact attenuators is for locations where wide hazards are present and where space does not allow development of width transitions from other impact attenuators.
 - IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, RESETTABLE).
This category of impact attenuators includes those crash cushions that either suffer very little, if any damage, upon impact and are easily pulled back into their full operating condition, or they partially rebound after an impact and may only need an inspection to ensure that no parts have been damaged, misaligned, etc.“

Due to temporary impact attenuators being placed next to traffic and the frequency of impacts, only temporary impact attenuator severe use systems will be allowed on Illinois Tollway contracts.

Design Section Engineers (DSE) are expected to incorporate this Design Bulletin into all contracts currently under design and future contracts. Exceptions to this directive shall be coordinated with the project manager and documented as a design deviation.



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01/03/17
Date