

IMPACT ATTENUATORS

LOCATION		IMPACT ATTENUATORS REQUIRED (EACH)	STAGE #	REMAINS THROUGH STAGE #	TEMPORARY IMPACT ATTENUATOR (EACH)†	RELOCATE IMPACT ATTENUATOR (EACH)†	ATTENUATOR REMAIN FROM STAGE-STAGE (EACH)	ATTENUATOR RELOCATED @ END STAGE (EACH)	ATTENUATOR REMOVED @ END STAGE (EACH)
ALIGNMENT	STATION								
NB I-57	189+33	1	1	1	1		1		
NB I-57	207+55	1	1	1	1			1	
NB I-57	231+68	1	1	1	1			1	
NB I-94(FORD)	1990+08	1	1	1	1		1		
WB CON	328+08	1	1	1	1		1		
WB CON	330+11	1	1	1	1		1		
NB I-94(RYAN)	2233+46	1	1	1	1		1		
NB I-94(RYAN)	2243+66	1	1	1	1		1		
NB I-94(RYAN)	2276+91	1	1	1C	1		1		
NB I-94(RYAN)	2289+90	1	1	1C	1		1		
NB I-94(RYAN)	2290+51	1	1	W	1		1		
NB I-94(RYAN)	2299+18	1	1	W	1		1		
NB I-57	188+56	1	1A	1A		1	1		
NB I-94(FORD)	2001+26	1	1A	1A		1	1		
WB CON	305+85	1	1A	1A		1	1		
WB CON	329+77	1	1A	1C		1	1		
NB I-57	250+97	1	1A	1A		1	1		
NB I-94(RYAN)	2251+59	1	1A	1A		1	1		
NB I-94(RYAN)	2276+91	1	1A	1C		1	1		
NB I-94(RYAN)	2289+90	1	1A	1C		1	1		
NB I-94(RYAN)	2290+51	1	1A	W		1	1		
NB I-94(RYAN)	2299+18	1	1A	W		1	1		
NB I-57	189+38	1	1B	1B		1	1		
WB CON	305+84	1	1B	1C		1	1		
WB CON	329+77	1	1B	1C		1	1		
NB I-94(RYAN)	2204+31	1	1B	1C		1	1		
NB I-94(RYAN)	2233+45	1	1B	W		1	1		
NB I-94(RYAN)	2251+59	1	1B	W		1	1		
NB I-94(RYAN)	2276+91	1	1B	1C		1	1		
NB I-94(RYAN)	2289+90	1	1B	1C		1	1		
NB I-94(RYAN)	2290+51	1	1B	W		1	1		
NB I-94(RYAN)	2299+18	1	1B	W		1	1		
NB I-57	206+44	1	1C	1C		1	1		
WB CON	305+84	1	1C	1C		1	1		
WB CON	329+77	1	1C	1C		1	1		
NB I-94(RYAN)	2233+45	1	1C	W		1	1		
NB I-94(RYAN)	2251+59	1	1C	W		1	1		
NB I-94(RYAN)	2251+59	1	1C	1C		1	1		
NB I-94(RYAN)	2276+91	1	1C	1C		1	1		
NB I-94(RYAN)	2289+90	1	1C	1C		1	1		
NB I-94(RYAN)	2290+51	1	1C	W		1	1		
NB I-94(RYAN)	2299+18	1	1C	W		1	1		
NB I-57	231+68	1	W	W		1	1		
WB CON	305+88	1	W	W		1	1		
WB CON	329+92	1	W	2		1	1		
NB I-94(RYAN)	2204+31	1	W	W		1	1		
NB I-94(RYAN)	2233+45	1	W	W		1	1		
NB I-94(RYAN)	2243+59	1	W	W		1	1		
NB I-94(RYAN)	2276+92	1	W	W		1	1		
NB I-94(RYAN)	2289+91	1	W	W		1	1		
NB I-94(RYAN)	2290+51	1	W	W		1	1		
NB I-94(RYAN)	2299+18	1	W	W		1	1		
NB I-57	217+06	1	2	3		1	1		
NB I-57	217+45	1	2	3		1	1		

† - DENOTES IDOT PAY ITEMS

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ALIGNMENT	STATION								
NB I-94(FORD)	2001+69	1	2	2		1		1	
NB I-94(FORD)	2004+45	1	2	2		1		1	
NB I-94(FORD)	2041+49	1	2	3		1		1	
WB CON	329+92	1	2	2			1		
NB I-94(RYAN)	2250+75	1	2	2		1		1	
STAGE 2 WORK ZONES		2	2	2		2		2	
NB I-57	217+06	1	3	3				1	
NB I-57	217+45	1	3	3			1		
WB CON	329+89	1	3	3		1		1	
WB CON	329+87	1	3	3		1		1	
STAGE 3 WORK ZONES		3	3	3A		3	3		
NB I-57	217+60	1	3A	3A		1		1	
NB I-57	235+41	1	3A	3A		1		1	
WB CON	329+38	1	3A	3A		1		1	
STAGE 3 WORK ZONES		3	3A	3A				3	
STAGE 1 TOTALS:		12			12	4	6	2	
STAGE 1A TOTALS:		10				6	5	5	
STAGE 1B TOTALS:		10				5	9	1	
STAGE 1C TOTALS:		10				1	4	6	
WINTER TOTALS:		10				6	1	8	
STAGE 2 TOTALS:		9				8	2	5	
STAGE 3 TOTALS:		7				5	3	3	
STAGE 3A TOTALS:		6				3		6	
FINAL TOTALS:		74			12	34	28	34	

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NOTE:
 "ALIGNMENT" REFERS TO PROPOSED ALIGNMENTS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)

SCHEDULE OF QUANTITIES
 TEMPORARY IMPACT ATTENUATOR
 QUANTITIES - SHEET 1

SCALE: NONE DRAWN BY: RTM
 DATE: MARCH 7, 2006 CHECKED BY: MPG

ADDENDUM 1 05/08/06