<table>
<thead>
<tr>
<th>Base Sheet</th>
<th>Modification Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>M-MOT-700</td>
<td>Temporary Concrete Barrier Y Connector Segment</td>
</tr>
<tr>
<td></td>
<td>Changed Impact Attenuators from FULLY REDIRECTIVE to SEVERE USE, WIDE and SEVERE USE, NARROW</td>
</tr>
</tbody>
</table>
NOTES:

- The barrier segment is used to split one run of temporary concrete barrier into two runs. This is done by attaching the segments at the locations suggested in the plan views.

- The lifting hook design is not to affect the crashworthiness of the barrier. The lifting hook should be designed and detailed in accordance with the standard specifications.

- The lifting hook should be designed with a lifting factor of safety of 4.

- Any protrusions from the barrier should be removed prior to insertion of the sheet into the plan set.

- The calculations shall be signed, sealed, and dated by a registered structural engineer in the state of Illinois.

- All “Note to Designer” boxes shall be removed prior to insertion of the sheet into the plan set.

- This sheet shows typical new construction but is not a standard drawing. It is required completion of the designer prior to insertion into a contract.

- The material specifications are available on the Illinois Tollway website.

- Additional methods of construction may be used in lieu of the TCB “Y” connecting system for handling segments.

- The calculations shall be made according to Articles 1042.03(C), (D), and (E) of the standard specifications.

- Rebars shall be Grade 60 and shall conform to the requirements of Article 1006.09 of the standard specifications.

- Packaging rapid hardening mortar or anchoring pins shall conform to Article 1006.10(A) of the standard specifications.

- Concrete used to refill anchoring holes after removal shall contain to the requirements of ASTM A36.