PROJECT REFERENCE NO.	SHEET NO.
U-2408	SIG. 8

RAILROAD PREEMPTION PROGRAMMING DETAIL

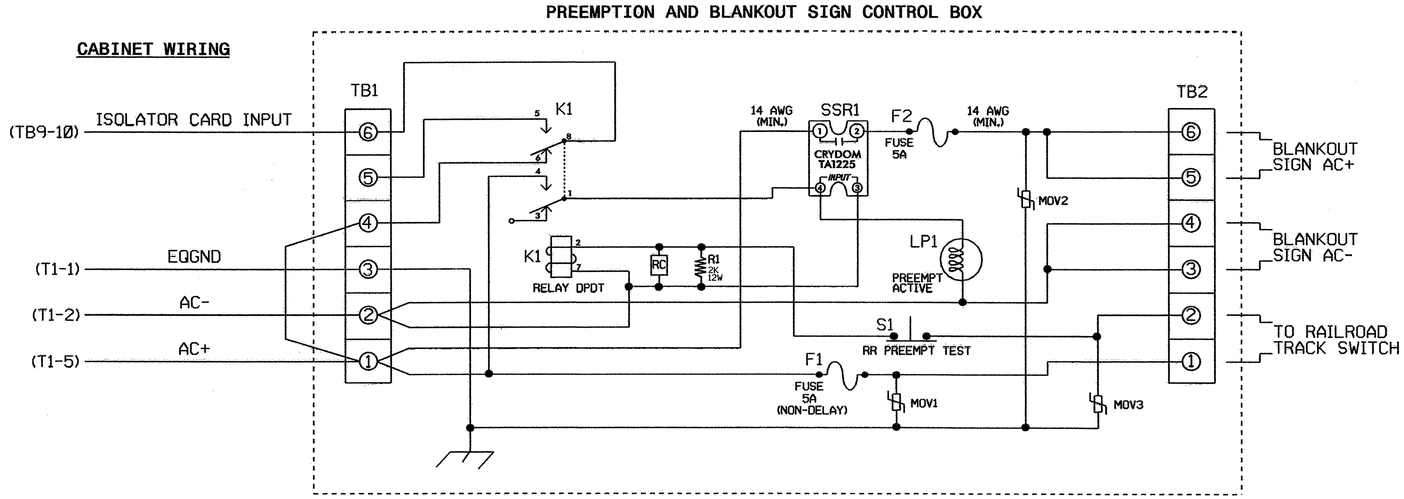
(program controller as shown below)

FROM MAIN MENU PRESS 'A' (PREEMPTION). THEN '1' (STANDARD PREEMPTIONS).

```
   PREEMPTION  #1   SETTINGS (NEXT:1-10)
INTERVAL/TIMING   |  CLEAR/DWELL PHASES
  GRN YEL  RED    |12345678910111213141516
1  18  4.0  2.0   |  X     X
2 255  0.0  0.0   |  X   X
3   0  0.0  0.0   |
4   0  0.0  0.0   |
5   0  0.0  0.0   |
EXIT CALLS        |
                OPTIONS
PRIORITY (Y/N TO SELECT) .............HIGH
DELAY TIMER (0-255 SEC) ..............0
MIN GREEN BEFORE PRE (0= DEFAULT)....1
PED CLEAR BEFORE PRE (0= DEFAULT)....0
YELLOW CLEAR BEFORE PRE (0= DEFAULT).4.7
RED CLEAR BEFORE PRE (0= DEFAULT)....2.5
DWELL MIN TIMER (0-255 SEC) .........10
DWELL MAX TIMER (0=OFF,1-255MIN) ....0
DWELL HOLD-OVER TIMER (0-255) .......0
LATCH CALL? ..........................N
LINK TO NEXT PREEMPT? ................N
ENABLE BACKUP PROTECTION? ............N
HOLD CLEAR 1 PHASES DURING DELAY? ...N
FAST GREEN FLASH DWELL PHASES? ......N
PED CLEARANCE THROUGH YELLOW? .......N
INHIBIT OVERLAP GREEN EXTENSION? ....N
SERVICE DURING SOFTWARE FLASH? ......N
REST IN RED DURING DWELL INTERVAL? ..N
FLASH DWELL INTERVAL? ................N
ALLOW PEDS IN DWELL INTERVAL? .......N
RE-TIME DWELL INTERVAL? ..............N
OVERLAPS:           | ABCDEFGHIJKLMNOP
DWELL INT FLASH YELLOW |
OMIT OVERLAPS:      |
```

RAILROAD PREEMPTION WIRING DETAIL

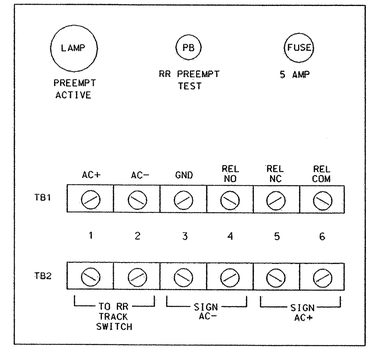
(wire as shown below)



NOTES

1. RELAY K1 IS SHOWN IN THE ENERGIZED (PREEMPT NOT ACTIVE) NORMAL OPERATION STATE.
2. RELAY K1 IS A DPDT WITH 120VAC COIL. POTTER & BRUMFIELD KRP11AG WITH OCTAL BASE OR APPROVED EQUIVALENT.
3. RELAY SSR1 IS A SPST (NORMALLY OPEN) SOLID STATE RELAY WITH AC INPUT AND AC (25 AMP) OUTPUT. CRYDOM TA1225 OR APPROVED EQUIVALENT.
4. AC ISOLATOR CARD SHALL ACTIVATE PREEMPTION UPON REMOVAL OF AC+ FROM THE INPUT (AS SHOWN ABOVE).
5. RESISTOR IS VALUED AT 2K OHM, 12 WATT. CLAROSTAT PART NO. VPR10F-2K OR APPROVED EQUIVALENT.
6. RC NETWORK IS VALUED AT .1 MICROFARAD, 100 OHM.
7. IF REPLACEMENT MOVS ARE NEEDED, GE PART NO. V150LA20A MAY BE USED.
8. PREEMPTION AND BLANKOUT SIGN CONTROL BOX IS A CONTROL TECHNOLOGIES PART NO. 2299-101 OR APPROVED EQUIVALENT.
9. IMPORTANT!! A JUMPER MUST BE ADDED BETWEEN INPUT FILE TERMINALS J14-E AND J14-K IF NOT ALREADY PRESENT. ALSO, TERMINAL TB9-12 (ON INPUT PANEL) SHALL BE CONNECTED TO AC NEUTRAL (JUMPER MAY HAVE TO BE ADDED).

FRONT VIEW



THIS ELECTRICAL DETAIL IS FOR
THE SIGNAL DESIGN: 12-0012T3
DESIGNED: 10/30/03
SEALED: 08/09/04
REVISED:

SIGNAL UPGRADE - TEMPORARY DESIGN 3 - SHEET 2 OF 2

ELECTRICAL AND PROGRAMMING DETAILS FOR:

NC 274 (BESSEMER CITY ROAD)
AT
NC 275 (DALLAS-BESSEMER CITY ROAD)
AND SR 1312 (OATES ROAD)

DIVISION 12 GASTON COUNTY GASTONIA

PLAN DATE: JULY 2004 REVIEWED BY: TJM

PREPARED BY: WILLIAM HAIRSTON REVIEWED BY:

REVISIONS	INIT.	DATE

Prepared in the Offices of:
Traffic Engineering and Safety Systems Branch
Traffic Management Section
DEPARTMENT OF TRANSPORTATION
STATE OF NORTH CAROLINA
122 N. McDowell St., Raleigh, NC 27603

SEAL
NORTH CAROLINA
PROFESSIONAL
SEAL 022013
ENGINEER
GEORGE C. BROWN

SIGNATURE DATE

SIG. INVENTORY NO. 12-0012T3

11-AUG-2004 07:51
S:#S1gMgmt#Joyce#U2408#12012_2004xxxx.dgn
tjoyce