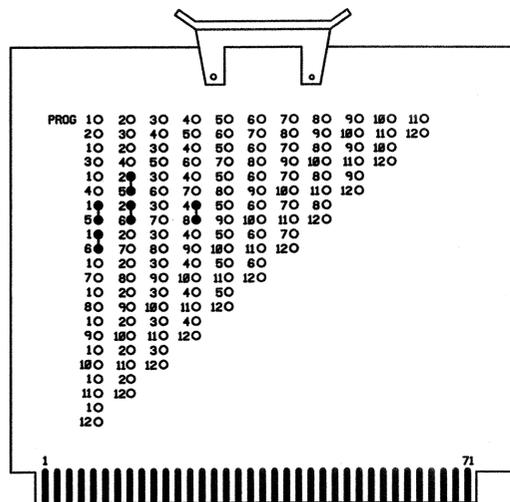


**NEMA\* CONFLICT MONITOR PROGRAMMING CARD**

(install jumpers as shown below)

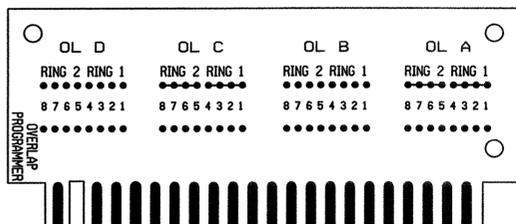


\* NOTE: MONITOR SHALL BE PROGRAMMED FOR FULL SIGNAL SEQUENCE MONITORING. (NEMA+)

**EQUIPMENT INFORMATION**

CONTROLLER.....PEEK TRAFFIC 3000  
 CABINET.....PEEK TRAFFIC [TS-1] DWG #3603  
 CABINET MOUNT.....BASE  
 LOADBAY POSITIONS.....16  
 LOAD SWITCHES USED.....1,2,4,5,6,8  
 PHASES USED.....1,2,4,5,6,8  
 OVERLAP A.....NOT USED  
 OVERLAP B.....NOT USED  
 OVERLAP C.....NOT USED  
 OVERLAP D.....NOT USED

**NEMA OVERLAP CARD**



OVERLAP CARD SHALL BE COMPLETELY BLANK (NO OVERLAPS)

**NOTES**

1. TO PREVENT "FLASH-CONFLICT" PROBLEMS, WIRE ALL UNUSED PHASES AND OVERLAPS TO FLASH RED. VERIFY THAT SIGNAL HEADS FLASH IN ACCORDANCE WITH THE SIGNAL PLANS.
2. TO PREVENT RED FAILURES ON UNUSED MONITOR CHANNELS, TIE UNUSED LOAD SWITCH RED OUTPUTS 3,7,9,10,11 AND 12 TO LOAD SWITCH AC+ BY INSERTING A JUMPER PLUG IN THE UNUSED LOAD SWITCH SOCKET FROM PIN 1 (LS AC+) TO PIN 3 (RED OUT). MAKE SURE ALL FLASH TRANSFER RELAYS ARE IN PLACE.
3. PROGRAM CONTROLLER TO START UP IN PHASES 2 AND 6 GREEN.
4. SET POWER-UP FLASH TIME TO 10 SECONDS AND IMPLEMENT ON THE CONFLICT MONITOR. SET CONTROLLER POWER-UP FLASH TIME TO 0 SECONDS.
5. ENABLE SIMULTANEOUS GAP-OUT FEATURE, ON CONTROLLER UNIT, FOR ALL PHASES.
6. WIRE DETECTORS IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS TO ACCOMPLISH THE DETECTION SCHEMES SHOWN ON THE SIGNAL DESIGN PLANS.
7. SET ALL DETECTOR UNIT CHANNELS TO "PRESENCE" MODE.
8. PROGRAM PHASES 2 AND 6, ON CONTROLLER UNIT, FOR VOLUME DENSITY OPERATION.
9. PROGRAM PHASES 4 AND 8, ON CONTROLLER UNIT, FOR DUAL ENTRY.
10. THIS CABINET AND CONTROLLER ARE PART OF THE ROCKY MOUNT SIGNAL SYSTEM. THE 'OPTICOM' DETECTOR UNIT IS EXISTING AND IS USED TO INITIALIZE EMERGENCY VEHICLE PREEMPTION PHASING.
11. SEE SHEET 2 OF 2 FOR EMERGENCY VEHICLE PREEMPTION CONTROLLER PROGRAMMING AND WIRING.

**TYPICAL CONNECTION CHART FOR DETECTORS**

PIN FUNCTION	LOOP PANEL TERMINATION
AC+	AC+
AC-	AC-
CHASSIS GROUND	CHASSIS GROUND
LOOP INPUT	LOOP
LOOP INPUT	LOOP
RELAY NORMALLY OPEN	VEHICLE CALL INPUT
RELAY COMMON	LOGIC GROUND
TIMER INHIBIT	ASSOCIATED PHASE GREEN

NOTE: THE TIMER INHIBIT WIRE SHALL BE CONNECTED TO THE ASSOCIATED PHASE GREEN LOAD SWITCH OUTPUT WHEN ONLY DELAY OPERATION IS REQUIRED UNLESS OTHERWISE SPECIFIED BY THE LOOP AND DETECTOR UNIT INSTALLATION CHART.

**FIELD CONNECTION HOOK-UP CHART**

CHANNEL	8	6	4	2	12	11	10	9	8	7	6	5	4	3	2	1
PHASE	8 PED	6 PED	4 PED	2 PED	OLD	OLC	OLB	OLA	8	7	6	5	4	3	2	1
SIGNAL HEAD NO.	NU	NU	NU	NU	51	NU	NU	NU	81,82	NU	61,62	51	41,42	NU	21,22	11
TERMINAL STRIP									TB12		TB12	TB12	TB9		TB9	TB9
GREEN									3		9		3		9	
YELLOW									2		8		2		8	
RED									1		7		1		7	
RED ARROW												10				10
YELLOW ARROW													11			11
GREEN ARROW												12				12

NU = NOT USED

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 04-0107  
 DESIGNED: 02-05  
 SEALED: 04-12-05  
 REVISED:

Signal Upgrade - Final (Sheet 1 of 2)

	ELECTRICAL AND PROGRAMMING DETAILS FOR:		US 301 Business (Centura Hwy) at SR 1542 (Airport Rd)/SR 1555		
	Division 04 Nash County Rocky Mount		PREPARED BY: T.R. Terrell REVIEWED BY: S.T. Franklin		
PREPARED BY: T.R. Terrell REVIEWED BY: H.L. Winstead		REVISIONS		INIT. DATE	
122 N. McDowell St., Raleigh, NC 27603		HNTB NORTH CAROLINA, P.C. 343 E. Six Forks Road, Suite 200 Raleigh, North Carolina 27609		H.L. Winstead 4/26/05	
SEAL INVENTORY NO. 04-0107					