PROJECT REFERENCE NO.	SHEET NO.
U-5757	Sig. 15.2

PREEMPTION PROGRAMMING

Front Panel
Main Menu >Controller >Preemption >Preempt Phasing/Preempt Parameters

Web Interface
Home >Controller >Preempt Configuration >Preempts

Preempt Configuration

Preempt	1
Enabled	Enabled
Type	Rail Road
Track Phases	4,39
Track Overlaps	-
Dwell Phases	2,6
Dwell Overlaps	-
Cycling Phases	-
Cycling Overlaps	-
Exit Phases	4
Exit Overlaps	4
Delay	0
Max Presence	0
Max Pres Act	Terminate
Enter Min Green	1
Enter Walk	0
Enter Ped Clear	0
Enter Yellow Change	3.3
Enter Red Clear	1.7
Track Green	22
Track Yellow Change	3.4
Track Red Clear	2.7
Dwell Green	0
Exit Min Green	255
Exit Yellow Change	25.5
Exit Red Clear	25.5
Dwell Ext Time	1.0
Exit Type	Exit Phases
Non Locking Memory	-
Not Ovrd Flash	X
Not Ovrd Nxt Pre	-
Require All Red Entry	-
Track Clear Ovrd	X
Ped Clear During Yellow	-

LOGIC PROCESSOR PROGRAMMING

Front Panel
Main Menu >Controller >More >User Programs >Definition

Web Interface
Home >Controller >User Programs Configuration >User Programs Definition

Program 1

Statement	Result	Index	Operation	Parameter A	Index	Parameter B	Index	Delay	Ext
1	Phase Min 2 Recall	4	Result=Latch(A,B)	Preempt Status	1	Phase Green	2	0.0	0.0

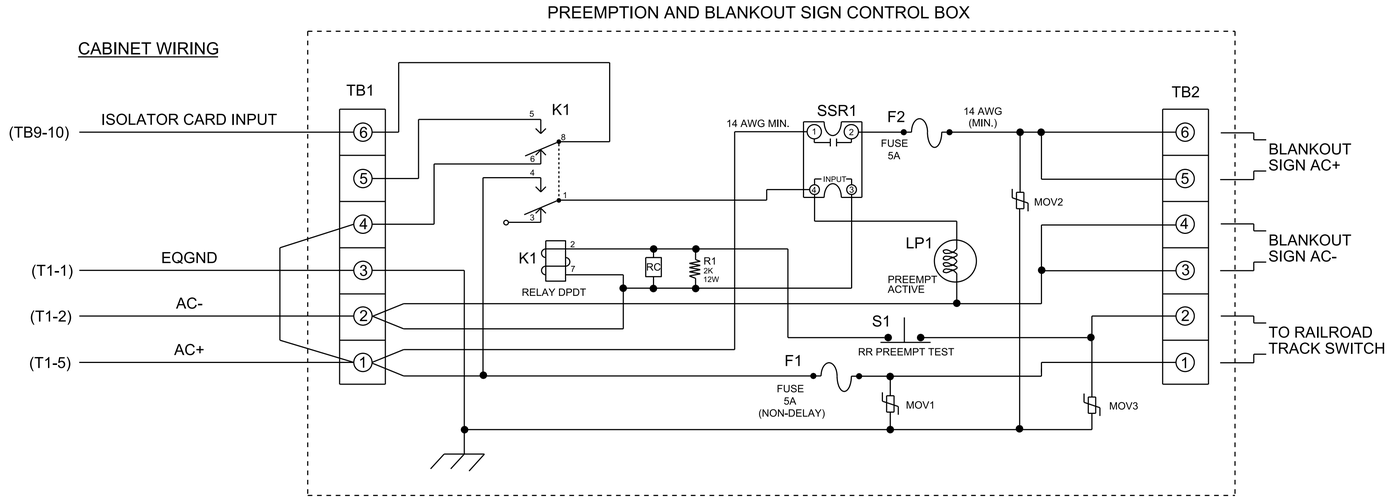
LOGIC STATEMENT DESCRIPTION

Statement 1 Description: If Preempt 1 is on the statement is true (latch on). Min Green 2 time will be used for phase 4 when exiting preemption while the statement is latched. It remains latched until phase 2 is green after exiting preemption.

When the controller advances to the preempt exit phase 4, the min green time will be held for 12 seconds instead of 7 seconds to keep the phase from prematurely gapping out after a preempt event. Thus allowing vehicles queued behind the tracks to move up to occupy loops 4A and/or 4B for normal extension.

RAILROAD PREEMPTION WIRING DETAIL

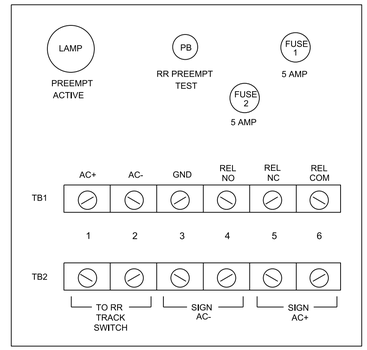
(wire as shown below)



NOTES

1. Relay K1 is shown in the energized (Preempt not active) normal operation state.
2. Relay K1 is a DPDT with 120VAC coil with octal base.
3. Relay SSR1 is a SPST (normally open) Solid State Relay with AC input and AC (25 amp) output.
4. AC Isolator Card shall activate preemption upon removal of AC+ from the input (as shown above). To accomplish this set invert dip switch on AC Isolator Card.
5. 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: 09-1325
DESIGNED: January 2024
SEALED: 02/29/2024
REVISED: N/A

Electrical Detail - Sheet 2 of 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Electrical and Programming Details For:

NC 8 (Old US 52)
at
SR 1412 (Walser Road)

Prepared in the Offices of:
NC DEPARTMENT OF TRANSPORTATION Transportation Mobility and Safety Division Signals Management Section
750 N. Greenfield Pkwy, Garner, NC 27529

Division 9 | Davidson County | Lexington

PLAN DATE: February 2024 | REVIEWED BY:
PREPARED BY: Sarah Kirkpatrick | REVIEWED BY:

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 036833 ENGINEER RYAN W. HOUGH

DocuSigned by: Ryan W. Hough 03/01/2024
430320FAA2654C3... DATE

SIG. INVENTORY NO. 09-1325