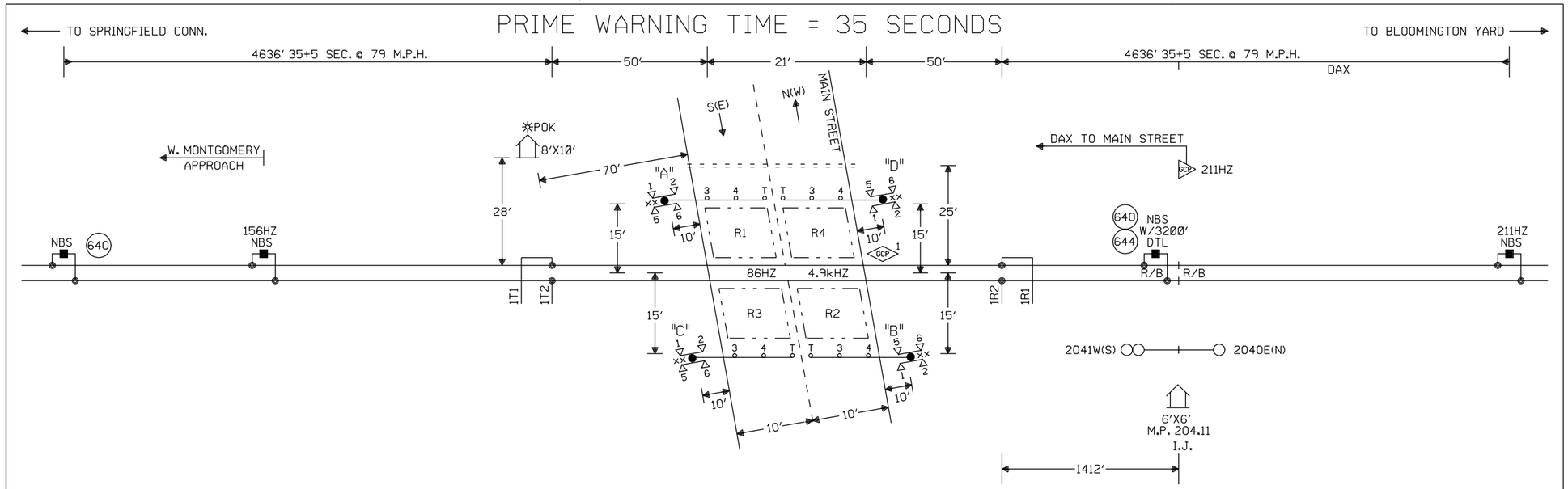
PRIME WARNING TIME = 35 SECONDS

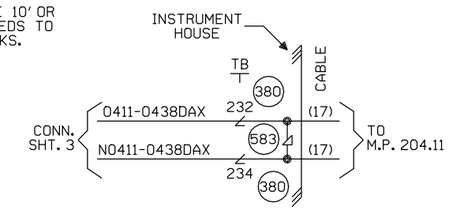


CONNECTS TO M.P. 205.42

CONNECTS TO M.P. 204.11

CONSTRUCTION NOTE:

1. CABIN LOCATION NEEDS TO BE VERIFIED BY ICC PERSONNEL
2. WHEN PLACING THE HOUSE THE 10' OR LONG SIDE OF THE HOUSE NEEDS TO BE PARALLEL WITH THE TRACKS.



NOTES:

⊗ = TWISTED WIRES
INSULATED 1 TWIST PER FT.
ALL TRACK WIRES 2C. #6

TRANSMITTER AND RECEIVER LEADS TO BE SEPARATED BY AT LEAST 12" IN TRENCH, LENGTHS SHOULD NOT EXCEED MANUFACTURES RECOMMENDATION.

TOP OF FOUNDATION TO BE AT SAME ELEVATION AS THE SURFACE OF THE TRAVELED WAY & NO MORE THAN 4" ABOVE THE SURFACE OF THE GROUND.

ALL BUNGALOW WIRING TO BE #16 AWG FLEX UNLESS OTHERWISE SPECIFIED EXCEPT ALL GROUND WIRE TO BE #6 AWG FLEX OR LARGER.

ALL WIRING IN GATE MECHANISM TO BE #10 "AWG FLEX".

REFER TO UP STANDARD DWG FOR BUNGALOW GROUNDING.

PORTABLE GENERATOR EXTENSION CORD FOR 240V TO 240V IS PROVIDED AS WELL AS A 120V TO 240V ADAPTER.

ALL LIGHTS TO BE 12" ROUNDELS.

= = = = = = 4" X 80' CONDUIT

LIGHTS: LED LIGHTS

GATE A: 20'
GATE B: 20'
GATE C: 20'
GATE D: 20'

xx = BELL

EXIT GATE MANAGEMENT SYSTEM (EGMS) LOOP LOCATION:

1.) 12" FROM CONCRETE CROSSING PANEL. MAY VARY FROM 6" TO 12" DEPENDING ON PAVEMENT QUALITY.
2.) 2' FROM CROSSING CENTERLINE.
3.) 3.5' FROM GATE ARM.
4.) 2' FROM THE EDGE OF THE TRAVELED WAY. MAY BE INCREASED UP TO A MAXIMUM OF 5' WHERE AN IMPROVED SHOULDER OR OTHER EXISTS.
5.) MAXIMUM LOOP WIDTH NOT TO EXCEED 8' AND MINIMUM WIDTH TYPICALLY NOT TO BE LESS THAN 5'. LOOPS BETWEEN TRACKS MUST NOT BE LESS THAN 3'. HOWEVER SMALLER LOOPS ARE ACCEPTABLE.
6.) DISTANCE BETWEEN ADJACENT LOOPS FOR ONE DIRECTION OF TRAFFIC MUST NOT EXCEED 13'.
7.) MAXIMUM LOOP AREA NOT TO EXCEED 144 SQUARE FEET.
8.) MAXIMUM LENGTH OF THE LONGEST SIDE OF A LOOP SHALL NOT EXCEED 28'6".

— — = EGMS LOOP

W(S) ←——○——→ E(N)

CABLE TABULATION

CABLE NO. 17 7C #14 U.G.B.T. HOUSE TO M.P. 204.11

NEW SHEET

Designed: 01/23/12 TIER 2 PHASE 2 M.P. 216.08 TO M.P. 202.35 UPGRADE XINGS TO 4 QUAD WITH EGMS, VARIOUS CP'S Rec#: WO#: 12774 IS: MWK / / /NST/MJF	MODIFICATION LEVEL		CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN	Date: 01/23/12	UNION PACIFIC RAILROAD
	Q. A. LAST LEVEL CHECKED	DU		Des: NST	THAYER, ILLINOIS MAIN STREET SPRINGFIELD SUBDIVISION
	LAST LEVEL MOD THIS TYPICAL	DU		Chk: MWK	
	LAST LEVEL BY DESIGNER	DU		AFE: 12774	Office of Sr AVP Engineering - Signal/TCO Omaha, Nebraska
	CHANGED FROM TYPICAL?	Y			
	REV 01.24.11 4K 2TKEGMS.1				

Sh.:	1
DOT	294358H
MP:	204.38
ID:	CSL20438.1X