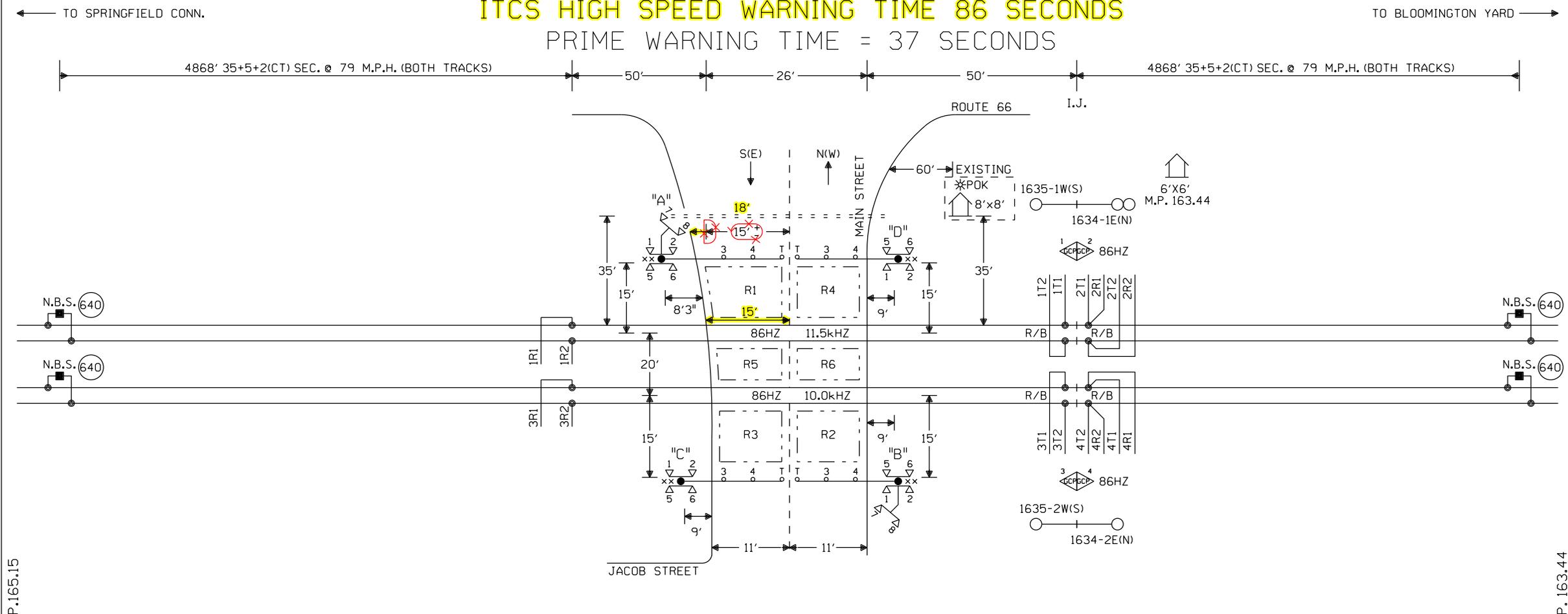


ITCS HIGH SPEED WARNING TIME 86 SECONDS

PRIME WARNING TIME = 37 SECONDS



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 MANUFACTURERS
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 100' CONDUIT (EXISTING)
- LIGHTS: LED LIGHTS
- GATE A: 26'
- 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

CONSTRUCTION NOTES:

1. RELOCATE EXISTING GATE "B", "C" AND "D"
15' FROM CENTER OF NEW TRACK
AND 9' FROM THE EDGE OF PAVEMENT.
2. RELOCATE EXISTING GATE "A"
8'3" FROM EDGE OF PAVEMENT.
3. REPLACE ALL VEHICLE DETECTION
LOOPS.

W(S) ← ○ → E(N)

— = IN
-x-x- = OUT

~~NEW SHEET~~

CONNECTS TO M.P. 165.15

CONNECTS TO M.P. 163.44

| | | | | | | | |
|---|--|---|---------------------|---|----------------|---|-------------|
| Designed: 08/21/12 TIER 3 PHASE 3 M.P. 177.00 TO M.P. 160.00 UPGRADE XINGS AND CP'S FOR HIGH SPEED RAIL Rec'd: W04:22820 /MWK /NST/MJF IS: /NST/JVJ | Designed: 2/25/15 TIER 3 PHASE 3 M.P. 177.00 TO M.P. 160.00 HSR SCOPE CHANGE Rec'd: W04:22820 /MWK /NST/JVJ IS: /NST/JVJ | MODIFICATION LEVEL | | CIRCUIT MODIFICATIONS ARE NOT TO BE MADE WITHOUT AUTHORITY FROM THE OFFICE OF SIGNAL DESIGN | Date: 08/21/12 | UNION PACIFIC RAILROAD BROADWELL, ILLINOIS MAIN STREET (OAK STREET) SPRINGFIELD SUBDIVISION Office of AVP Engineering - Signal Omaha, Nebraska | Sh.: 1 |
| | | O.A. LAST LEVEL CHECKED LAST LEVEL MOD THIS TYPICAL LAST LEVEL BY DESIGNER CHANGED FROM TYPICAL? | DU DU DU Y | | Des: NST | | DOT 294263A |
| REV 01.24.11 4K 2TKEGMS.1 | | Chk: MWK | MP: 163.45 | | | | |
| | | AFE: 22820 | ID: CSL16345.1X | | | | |