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| **WisDOT RAILROAD PREEMPTION INSPECTION FORM** |
|  |
| 1. **REVIEW TEAM**
 |
| TRAFFIC SIGNAL INSPECTION COMPLETED BY: |  | INSPECTION DATE: |  |
| RAILROAD INSPECTIONCOMPLETED BY: |  | DATE OF LAST INSPECTION: |  |
| 1. **LOCATION DATA**
 |
| HIGHWAY INTERSECTION: | MUNICIPALITY: | COUNTY: |
|  |  |  |
| TRAFFIC SIGNAL OPERATING AGENCY: | SIGNAL ID: (ex. S1056) | SIGNAL CONTACT: | SIGNAL CONTACT PHONE: |
|  |  |  |  |
| RAILROAD OPERATING COMPANY: | RR CROSSING ID: (ex. 391768X) | RR CONTACT: | RR CONTACT PHONE: |
|  |  |  |  |
| TRAFFIC SIGNAL EMERGENCY CONTACT NUMBER: | RAILROAD EMERGENCY CONTACT NUMBER: |
|  |  |
| 1. **RAILROAD DATA**
 | 1. **TRAFFIC SIGNAL DATA**
 |
| ACTIVE WARNING DEVICES: | CABINET TYPE: | CONTROLLER MAKE & MODEL: |
| [ ]  3 or 4-Quadrant Gates [ ]  2-Quadrant Gates [ ]  Flashers | [ ]  TS1 [ ]  TS2 |  |
| MAXIMUM TRAIN SPEED (MPH): | SPEED RANGE OVER XING (MPH): | TYPE OF SIGNAL PREEMPTION: | BLANKOUT SIGNS PRESENT? |
|  |  | [ ]  Advanced [ ] Simultaneous | [ ]  Yes [ ]  No |
| NUMBER OF TRAINS PER DAY: | NUMBER OF TRACKS: | OTHER TYPES OF PREEMPTION: | DOES RR PREEMPT HAVE PRIORITY? |
|  |  | [ ]  Emergency Vehicle [ ]  Bus/Transit | [ ]  Yes [ ]  No |
| AVAILABLE CIRCUITS: | BATTERY BACKUP PRESENT? | BATTERY BACKUP COMMUNICATION? |
| [ ]  APPT [ ]  APT [ ]  GD [ ]  HC [ ]  Sup [ ]  XR | [ ]  Yes [ ]  No | [ ]  Yes [ ]  No |
| USED CIRCUITS: | AVAILABLE CIRCUITS: |
| [ ]  APPT [ ]  APT [ ]  GD [ ]  HC [ ]  Sup [ ]  XR | [ ]  APPT [ ]  APT [ ]  GD [ ]  HC [ ]  Sup [ ]  XR |
| CIRCUIT NOTES: | USED CIRCUITS: |
| APPT = Advanced Pedestrian Preemption | XR = Island Circuit | [ ]  APPT [ ]  APT [ ]  GD [ ]  HC [ ]  Sup [ ]  XR |
| APT = Advance Preemption | VEHICULAR PHASES PRESENT: |
| GD = Gate Down | [ ]  1 [ ]  2 [ ]  3 [ ]  4 [ ]  5 [ ]  6 [ ]  7 [ ]  8  |
| HC = Health Circuit | PEDESTRIAN PHASES PRESENT: | OTHER PHASES PRESENT: |
| Sup = Supervisor | [ ]  2 [ ]  4 [ ]  6 [ ]  8  |  |
| 1. **RAILROAD EQUIPMENT TIMERS**
 |
| **RAILROAD SETTINGS** | **DESIGNED** | **MEASURED** | **NOTES** |
| Equipment Reaction Time (ERT): |  | **sec.** |  |  |
| Advanced Pedestrian Preemption Time (APPT): |  | **sec.** |  | **sec.** |  |
| Advanced Preemption Time (APT): |  | **sec.** |  | **sec.** |  |
| Minimum Warning Time (MWT): |  | **sec.** |  |  |
| Additional Clearance Time (CT):(overspeed tolerance, wide/angled crossings) |  | **sec.** |  |  |
| Buffer Time (BT): |  | **sec.** |  |  |
| Total Warning Time (MWT + CT + BT): |  | **sec.** |  |  |
| 1. **DESIGN RAILROAD PREEMPTION PHASING SEQUENCE**
 |
| WORST CASE CONFLICTING PHASES | TRACK CLEARANCE PHASE(S) | PREEMPT DWELL PHASES | PREEMPT CYCLE PHASES |
| Vehicle: |  | Pedestrian: |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| **7. TRAFFIC SIGNAL TIMINGS** |
| **CONTROLLER SETTINGS** | **DESIGNED** | **PROGRAMMED** | **MEASURED** | **NOTES** |
| Preempt Delay: |  | **sec.** |  | **sec.** |  |  |  |
| Entrance Min Green: |  | **sec.** |  | **sec.** |  | **sec.** |  |
| Entrance Walk + Ped Clear: |  | **sec.** |  | **sec.** |  | **sec.** |  |
| Entrance Yellow + Entrance Red: |  | **sec.** |  | **sec.** |  | **sec.** |  |
| Maximum RWTT (Delay + Min G + Y + R or Delay + Walk + Ped Clear + Y + R): |  | **sec.** |  | **sec.** |  |  |  |
| Track Clear Min Green: |  | **sec.** |  | **sec.** |  | **sec.** |  |
| Track Clear Ext Green: |  | **sec.** |  | **sec.** |  | **sec.** |  |
| Track Clear Max Green: |  |  |  | **sec.** |  |  |  |
| Min Dwell: |  |  |  | **sec.** |  | **sec.** |  |
| Dwell Preemption Ext: |  |  |  | **sec.** |  | **sec.** |  |
| **8. FIELD TESTING AND INSPECTION** |
|  |  |  |  | **NOTES** |
| DO THE RAILROAD FLASHERS OPERATE AS EXPECTED? | [ ]  Yes  | [ ]  No |  |  |
| DO THE RAILROAD GATES OPERATE AS EXPECTED? | [ ]  Yes  | [ ]  No |  |  |
| ARE THE BLANK OUT SIGNS WORKING PROPERLY? | [ ]  Yes  | [ ]  No | [ ]  NA |  |
| DOES A PREEMPT CALL TRIGGER RIGHT OF WAY TRANSFER? | [ ]  Yes  | [ ]  No |  |  |
| DOES A PROTECTED ARROW COME UP FOR TRACK CLEARANCE? | [ ]  Yes  | [ ]  No |  |  |
| DOES GATE DOWN RELEASE TRACK CLEAR PHASE? | [ ]  Yes  | [ ]  No | [ ]  NA |  |
| PROPER DWELL/CYCLE PHASES OPERATE? | [ ]  Yes  | [ ]  No | [ ]  NA |  |
| IS THE PREEMPT CALL RELEASED AT BEGINNING OF GATE ASCENT? | [ ]  Yes  | [ ]  No |  |  |
| DOES THE SIGNAL EXIT TO THE PROPER PHASE UPON RELEASE OF PREEMPT? | [ ]  Yes  | [ ]  No |  |  |
| DOES PREEMPT RESERVICE ACTIVATE? | [ ]  Yes  | [ ]  No |  |  |
| ARE EXEMPT SIGNS POSTED AT THE CROSSING? | [ ]  Yes  | [ ]  No |  |  |
| ARE EMERGENCY CONTACT STICKERS IN SIGNAL CABINET AND BUNGALOW? | [ ]  Yes  | [ ]  No |  |  |
| 9. OTHER INFORMATION / NOTES |
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