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| **WisDOT RAILROAD PREEMPTION INSPECTION FORM** | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | |
| 1. **REVIEW TEAM** | | | | | | | | | | | | | | | | | | | | |
| TRAFFIC SIGNAL INSPECTION  COMPLETED BY: | | | |  | | | | | | | | | | | | INSPECTION DATE: | | | |  |
| RAILROAD INSPECTION  COMPLETED 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: |  | |  | | | | | | |  | | | | | | |  | |
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| **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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