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| **WisDOT RAILROAD PREEMPTION INSPECTION FORM 1a**  **(to be completed by the TRAFFIC SIGNAL OPERATING AGENCY)** | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. **REVIEW TEAM** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRAFFIC SIGNAL INSPECTION COMPLETED BY: | | | | | | |  | | | | | | | | | | | | | | | | INSPECTION DATE: | |  | |
| SIGNATURE: | | |  | | | | | | | | | | | | | | | | | | | | DATE OF LAST INSPECTION: | | |  | |
| 1. **LOCATION DATA** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HIGHWAY INTERSECTION: | | | | | | | | | | | | | | | | MUNICIPALITY: | | | | | | | | COUNTY: | | |
|  | | | | | | | | | | | | | | | |  | | | | | | | |  | | |
| TRAFFIC SIGNAL OPERATING AGENCY: | | | | | | | | | | SIGNAL ID: | | | | | | SIGNAL CONTACT: | | | | | | | SIGNAL CONTACT PHONE: | | | |
|  | | | | | | | | | |  | | | | | |  | | | | | | |  | | | |
| RAILROAD OPERATING COMPANY: | | | | | | | | RR CROSSING ID: | | | | | | | | RAILROAD CONTACT: | | | | | | | RR CONTACT PHONE: | | | |
|  | | | | | | | |  | | | | | | | |  | | | | | | |  | | | |
| TRAFFIC SIGNAL EMERGENCY CONTACT NUMBER: | | | | | | | | | | | | | | | | | RAILROAD EMERGENCY CONTACT NUMBER: | | | | | | | | | |
|  | | | | | | | | | | | | | | | | |  | | | | | | | | | |
| 1. **TRAFFIC SIGNAL DATA** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CABINET TYPE: | | | | CONTROLLER MAKE & MODEL: | | | | | | | | | TYPE OF PREEMPTION: | | | | | | | | | OTHER TYPE OF PREEMPTION: | | | | |
| TS1  TS2 | | | |  | | | | | | | | | Advanced Simultaneous | | | | | | | | | Emergency  Bus/Transit | | | | |
| AVAILABLE CIRCUITS: | | | | | | | | | | | | | | | | USED CIRCUITS: | | | | | | | | | | |
| APP  AP  GD  HC  SIM  SUP  XR | | | | | | | | | | | | | | | | APP  AP  GD  HC  SIM  SUP  XR | | | | | | | | | | |
| VEHICULAR PHASES PRESENT: | | | | | | | | | | | | PEDESTRIAN PHASES PRESENT: | | | | | | | | | | | OTHER PHASES PRESENT: | | | |
| 1  2  3  4  5  6  7  8 | | | | | | | | | | | | 2  4  6  8 | | | | | | | | | | |  | | | |
| DOES RR PREEMPT HAVE PRIORITY? | | | | | | | | | BLANKOUT SIGNS PRESENT? | | | | | | | | | | | | BATTERY BACKUP PRESENT? | | | | | |
| Yes  No  N/A | | | | | | | | | Yes  No | | | | | | | | | | | | Yes  No | | | | | |
| 1. **DESIGN RAILROAD PREEMPTION PHASING SEQUENCE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WORST CASE PHASES: | | | | | | TRACK CLEAR PHASE(S): | | | | | | | | | PREEMPT DWELL PHASES: | | | | | | | | PREEMPT CYCLE PHASES: | | | |
| Veh: |  | Ped: | | |  |  | | | | | | | | |  | | | | | | | |  | | | |
| 1. **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 + Red: | | | | | | |  | | sec. | |  | | | | | sec. | |  | | sec. | |  | | | | |
| Max Right of Way Transfer Time: | | | | | | |  | | sec. | |  | | | | | sec. | |  | | | |  | | | | |
| Track Clear Min Green: | | | | | | |  | | sec. | |  | | | | | sec. | |  | | sec. | |  | | | | |
| Track Clear Ext Green: | | | | | | |  | | | |  | | | | | sec. | |  | | sec. | |  | | | | |
| Track Clear Max Green: | | | | | | |  | | | |  | | | | | sec. | |  | | | |  | | | | |
| Min Dwell: | | | | | | |  | | | |  | | | | | sec. | |  | | sec. | |  | | | | |
| Dwell Preemption Ext: | | | | | | |  | | | |  | | | | | sec. | |  | | sec. | |  | | | | |
| 1. **FIELD TESTING AND INSPECTION** | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | **NOTES** | | | | | | | |
| Are the blankout signs working properly? | | | | | | | | | | | | | | Yes  No  N/A | | | | |  | | | | | | | |
| Does a preempt call trigger a right-of-way transfer? | | | | | | | | | | | | | | Yes  No | | | | |  | | | | | | | |
| Does a protected arrow come up for track clearance? | | | | | | | | | | | | | | Yes  No | | | | |  | | | | | | | |
| Does gate down release the track clearance phase? | | | | | | | | | | | | | | Yes  No  N/A | | | | |  | | | | | | | |
| Do the proper cycle & dwell phases operate? | | | | | | | | | | | | | | Yes  No  N/A | | | | |  | | | | | | | |
| Is the preempt call released as expected? | | | | | | | | | | | | | | Yes  No | | | | |  | | | | | | | |
| Does the signal exit to the proper phase(s) after preempt? | | | | | | | | | | | | | | Yes  No | | | | |  | | | | | | | |
| Does preempt reservice activate? | | | | | | | | | | | | | | Yes  No | | | | |  | | | | | | | |
| Is emergency contact information posted in the cabinet? | | | | | | | | | | | | | | Yes  No | | | | |  | | | | | | | |
| 1. **OTHER INFORMATION/NOTES** | | | | | | | | | | | | | | | | | | | | | | | | | | |
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