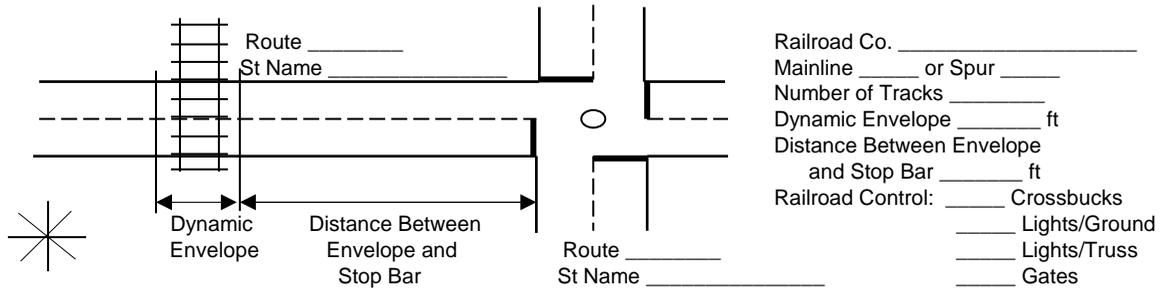


**LaDOTD TRAFFIC OPERATIONS AND ENGINEERING  
FIELD OBSERVATION METHOD  
RAILROAD PREEMPTION WORKSHEET**

**General Information**

Analyst \_\_\_\_\_ Date \_\_\_\_\_  
 District \_\_\_\_\_ Time \_\_\_\_\_  
 Parish \_\_\_\_\_ Area Type: \_\_\_ rural, or \_\_\_ urban  
 TSI No. \_\_\_\_\_

**Geometric Input**



**Input Field Measurement**

Cycle	Queue at start of Green				Last Vehicle in Envelope		
	Total Number of Vehicles	Number of Passenger Vehicles	Number of Single Unit Vehicles	Number of Tractor Trlr Vehicles	Is a Vehicle stopped in envelope?	N th Vehicle	Time to Clear Envelope
1					Yes No		
2					Yes No		
3					Yes No		
4					Yes No		
5					Yes No		
6					Yes No		
7					Yes No		
8					Yes No		
9					Yes No		
10					Yes No		
11					Yes No		
12					Yes No		
13					Yes No		
14					Yes No		
15					Yes No		
Maximum							
Minimum							
Average							

**Glossary and Notes**

Dynamic Envelope = Typically 18 ft for 90 deg crossing, 6 ft track width plus 6 ft clearance on either side.  
 Single Unit Vehicles = Delivery Trucks and Busses  
 Tractor Trlr = Tractor Trailer Vehicles  
 N th Vehicle = The last vehicle that stops for the signal and is in (or just before) the Dynamic Envelope.  
 Time to Clear = Time from start of green until back of Nth Vehicle clears Dynamic Envelope.