

Task Order Request #25-015 - TO 25-015 SGR Grade Crossing Rehab

Status	Open	Assignees	Dean Hansen
Created Date	Jul 8, 2025	Issued Date	Jul 8, 2025

TASK ORDER IDENTIFICATION

Contract No	24-03814		
Contractor Name ("Contractor")	ROCKY MOUNTAIN SYSTEMS SERVICES	Contract Start Date	06/14/24
Account Code(s)	<div><div>2025</div><div>\$524,132 – TO 25-015 SGR Grade Crossing Rehab: Hardware – 20-7403.65000.5008</div><div>\$205,882 – TO 25-015 SGR Grade Crossing Rehab: Engineering – 20-7403.68000.8002</div><div>\$170,895.50 – TO 25-015 SGR Grade Crossing Rehab: PM for Design &amp; Construction – 20-7403.68000.8003</div></div> <div><div>2026</div><div>\$500,000 – TO 25-015 SGR Grade Crossing Rehab: Hardware – 20-7403.65000.5008</div><div>\$205,457 – TO 25-015 SGR Grade Crossing Rehab: Traffic Signals and Crossing Protection – 20-7403.65000.5002</div><div>\$53,378 – TO 25-015 SGR Grade Crossing Rehab: Surveys, Testing, Investigation – 20-7403.68000.8007</div><div>\$170,895.50 – TO 25-015 SGR Grade Crossing Rehab: PM for Design &amp; Construction – 20-7403.68000.8003</div></div>		

1.0 SCOPE OF SERVICES

The contractor's scope letter and price estimate is hereby attached and incorporated into this Task Order

[25-015\\_SGR Grade Crossing Rehab\\_Proposal 52720-042.pdf](#)

2.0 SCHEDULE

The Substantial Completion Date for this Task is	11/01/26	The Final Acceptance Date for this Task is	12/01/26
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3.0 PRICING

The pricing agreement for this item is one of the following:	Lump Sum	Invoices will be billed on a monthly basis for completed work to date. The price for this item is in the amount of	\$1,830,640.00
Provisional Sum Amount (if applicable). Note: Any unused amount of this provisional sum amount will be deducted from the contract upon closeout of the task order.	N/A	Independent Cost Estimate (ICE) link, if applicable	<a href="#">25-015_SGR Grade Crossing Rehab_ICE.xlsx</a>

**4.0 APPLICABILITY OF FEDERAL CLAUSES**

Does this Task  
Order include  
federal assistance  
funds which  
requires the  
application of the  
Federal Clauses  
appended as  
Exhibit D to the  
Contract?

Yes


If federal assistance 2%  
funds are  
anticipated, the UTA  
Civil Rights group  
has set a  
Disadvantaged  
Business  
Enterprises (DBE)  
participation goal  
for this Task Order  
of

**UTAH TRANSIT AUTHORITY:**

Required  
Signatures  
Explanation

**Project Manager** \$0 - 24,999  
**Legal Review** \$10k or greater  
**Dir. of Capital Projects** \$25k - 74,999  
**Chief Service Dev. Ofcr.** \$75k - 199,999  
**Executive Director** \$200,000+  
**Procurement/Contracts** (for all)

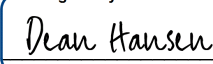
Signature (Legal)

DocuSigned by:  
By:   
70E33A415BA44F6...  
Name: Mike Bell  
Date: 7/10/2025

PM Approval

The costs associated with this item have been measured against the standard schedule of rates and the agreed contract pricing, (where applicable) and have been deemed consistent and appropriate for the proposed scope of work.

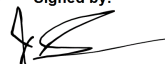
Signature (Project Manager)

Signed by:  
By:   
25AB79CEE8F4497...  
Name: Dean Hansen  
Date: 7/9/2025

Director Approval

I have evaluated the content of this task order and the scope of work described in the task ordering agreement and have made the determination that this Task Order is within the scope of work contemplated and described by the contracting parties when they executed the original task ordering agreement.

Signature (Director)

Signed by:  
By:   
91ABD751A0BD4BE...  
Name: Jared Scarbrough  
Date: 7/9/2025

Signature (Procurement)

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Date: \_\_\_\_\_

Signature (Chief Service Development Officer)

By: \_\_\_\_\_  
David Hancock, Chief Service Development Officer  
Date: \_\_\_\_\_

Signature (Executive Director)

By: \_\_\_\_\_  
Jay Fox, Executive Director  
Date: \_\_\_\_\_


COMPANY:

COMPANY: ROCKY MOUNTAIN SYSTEMS SERVICES

RMSS Required  
Signature  
Explanation

- Up to \$100K – Josh Lafleur (jlafleur@modrailsystems.com)
- \$100K - \$500K – Anthony Ortolani (aortolani@modrailsystems.com)
- \$500K – \$2.5M - Shon Tulik (stulik@modrailsystems.com)
- >\$2.5M or Contract Time Extensions – Paul Reiger (prieiger@modrailsystems.com)

Signature  
(Contractor)

DocuSigned by:  
  
By: 653432661D0847B...  
Name: Paul Reiger  
Date: 7/9/2025



July 7<sup>th</sup> 2025

RMSS-52720-042

Mr. Dean Hansen  
Manager of Systems Engineering  
2264 South 900 West  
Salt Lake City, UT 84119

Reference: Utah Transit Authority – Systems On-Call Services

Subject: SGR Grade crossing rehabilitation

Dean,

Rocky Mountain Systems Services (RMSS) is pleased to provide a proposal for grade crossing rehabilitation services, upgrading aging equipment to the siemens S-80 line of products.

Our lump sum price for this proposal is **\$1,830,640.00**

**Details of work to be completed:**

**Removal and replacement of Siemens S-80 gates**

The scope of work covered in this proposal is as follows:

RMSS will provide comprehensive, phased, removal, replacement, and installation for forty-two S-80 grade crossing mechanisms from site assessment through testing phases. Each phase will focus on replacing and upgrading existing crossing mechanisms, prioritizing high traffic and/or high-risk areas, with the most prioritized assets accounted for in phase 1, lesser prioritized in phase 2, and least prioritized in phase 3. This priority list (as provided by UTA) accounts for each crossing based upon condition, usage frequency, and safety. An additional five S-80 assemblies will be ordered as spares for unforeseen circumstances for a total of forty-seven complete assemblies.

All flashers, GCIs, crossbucks, # of track signs, counterweights, hardware (bolts, nuts, screws) will be replaced, to include the ones not directly mounted to the masts

Testing will be required for all assemblies and RMSS will provide documentation to support. RMSS will also provide documentation for all removed gates, serial and part numbers for UTA de-commissioning purposes.

All masts will be tested after installation to meet UTA's specifications and safety standards to ensure regulatory compliance

A pre-wired model S-80 gate assembly will typically include:



- (1) Mast and base assembly, 5"x16" w/GND
- (1) Bell. Electronic, loud/slow
- (1) Sign, RR crossing, high intensity
- (1) Sign, 2 tracks, high intensity
- (2) Hardware package, sign 5" MTG
- (1) FLX-4000 & X-arm 2-way S-40 5"
- (1) FLX-1000 assembly, 5" 2-way lunar
- (1) Gate, model S-80, W/HDW
- (1) Counterweight kit 21'-24' combo
- (1) Gate saver NEG
- (1) Arm, gate, 16'-32' EZ gate
- (1) Gate arm lights, LED, 4"

### **Capital assets**

Installations will occur in 3 phases prioritized by UTA in the following order:

#### **Phase 1:**

- 1700 S (4 assemblies)
- 3300 S (4 assemblies)
- 7200 S (4 assemblies)
- 9000 S (4 assemblies)
- 9400 S (2 assemblies)
- Central Ave. (2 assemblies) (additional one assembly added per UTAs update)

#### **Phase 2:**

- 2100 S (4 assemblies)
- 4800 S (2 assemblies)
- 7720 S (4 assemblies)
- 8000 S (2 assemblies)

#### **Phase 3:**

- 1300 S (4 assemblies)
- 2950 S (2 assemblies)
- Fireclay Ave. (2 assemblies)
- 5900 S (2 assemblies)

Depending on atypical masts, RMSS may postpone installation to ensure correct crossarm assemblies have been fabricated/installed. These postponements will not exceed past the install phase they were assigned to meaning, all phases will be completed prior to beginning install of next phase.

### **Details of work to be completed**

Safe and compliant replacement of existing grade crossings/assemblies. RMSS will coordinate safety procedures via:

- Work permits
- RWP certifications



- Roadway safety compliance
- Traffic Control Plans

During the removal/installation phase, RMSS will be documenting the old and new serial numbers, as well as part numbers, for all pertinent items as they are being replaced. This information will be provided to UTA in close-out documentation for asset tracking purposes.

Updating IFCs and circuit plans to reflect active wiring diagrams.

Removal and de-commissioning of current grade crossing assemblies.

### **Testing and commissioning**

Immediately after installation, RMSS will conduct quality testing to ensure safe operations of all assemblies. Once the quality/safety tests have been assured, RMSS will begin replacing AIS drawings. These tests will include but not be limited to:

- Signals
- Gates
- Calibrations
- Other relevant safety features

### **Documentation and reporting**

Documentation will be provided after confirmation of regulatory compliance and UTA operational standards. This will include IFCs prior to construction, redlines post installation, and AISs post safety/compliance standards final inspection reports. It will also include SIT procedures for the cutover phase.

### **Training**

Training documentation and manuals will be provided by Siemens and passed along to relevant entities. RMSS will coordinate with Siemens about 40 hours of hands-on training as 2 instructors from siemens will be present for ~2-3 nights for initial installation.

### **Deliverables**

- A CDRL and submittal list will be developed upon execution of task order
- Detailed condition assessments and prioritization reports for each phase
- Updated location circuit plans to reflect new gate mechanisms
- Typical S-80 assembly with accompanying modifications (crossarms, extra flashers etc)
- Testing and final inspection reports for each crossing
- Final project summary report outlining phase by phase progress, with insights into any encountered challenges and outcomes

### **Clarifications**

1. A total of 47 S-80 assemblies will be ordered to include five assembled spares. In the initial scope, only 41 assemblies were requested along with the 5 spares. However, UTA



has identified an extra S-80 assembly required at Central Ave bringing the total to 42 S-80s and still 5 spares

2. All assumptions, clarifications and/or exclusions in MRS's contract remain in effect unless directly addressed in this proposal
3. The warranty period for all work done is 1 year after the date of final mast installation and passing of applicable safety criteria
4. The left turn signal attached to the flasher assembly at 9400S crossing will be replaced along with the flashers on the mast. The left turn signal will be replaced along with standard flashers as it ties into the same wiring as the flashers on the same mast
5. Electronic bells will also be assembled during installation due to bells being ~6' above the ground at all crossings within this scope
6. As discussed with UTA, the original masts, units, assemblies will be stored as spares and not be scrapped, taken to a dump or any other variance. UTA will take full ownership of assemblies after they are delivered to Beck yard by RMSS
7. Training will be provided by Siemens. Siemens has stated they intend to send 2 individuals out during the initial installs in order to complete training.
8. Siemens training will be 2 instructors that are sent out with the installation crews, during the installation period for ~2-3 nights depending on Siemens decision when Siemens decides proficiency/understanding has been achieved
9. For 9400S, the left turn signal will be replaced along with standard flashers as it ties into the same wiring as the flashers on the same mast
10. Prior to installation, a site assessment will take place for each mast at all locations. If/when it is identified that a foundation and or wiring/raceway/underground infrastructure is in a condition that warrants replacement, a separate task order will be issued

### **Assumptions**

1. Correction of any drawings currently in houses will be accommodated during the time location circuit plans are updated to reflect S-80 wiring. This will include extra flashers as found at some locations or differently labeled GCI or Flasher masts
2. Pricing assumes that installation and testing can be accomplished during revenue services during track and time windows with UTA signal maintenance support
3. All masts will be replaced as currently built, with as little variation as possible
4. All existing masts are within compliance
5. This proposal does not include any material escalation, or additional charges due to tariffs. RMSS reserves the right to recover any costs incurred as a result of material price changes.

### **Exclusions**

1. Mast brackets for 3300 S (gates 3&4), 7200 S (all gates), 7720 S (gate 5), fireclay (gate 2) may have mast brackets that are to be fabricated "in house" or re-used from prior gates due to their atypical nature.
2. No wireless configurations will be accounted for

### **Timeline**

The following is an approximate timeline for this task order



	2025							2026												2027							
	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	
Item	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	Notes
Approvals/Site assessments	1	1	1																								
Wiring/Raceway/Underground Infrastructure		1	1	1	1																						
Design				1	1	1	1	1																			
Procurement				1	1	1	1	1	1	1	1																
Assembly					1	1	1	1	1	1	1	1	1														
Install					1	1	1	1	1	1	1	1	1	1													
Testing					1	1	1	1	1	1	1	1	1	1	1	1											
AIS / Closeout						1	1	1	1	1	1	1	1	1	1	1	1										
		2	2	6	5	5	5	4	4	4	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	

This proposal is valid for 60 days, unless extended in writing by RMSS.

If you need any additional information, please don't hesitate to contact us.

Sincerely,

  
 Chris Pollnow  
 Field Engineer  
 Rocky Mountain Systems Services

cc:

Marshall Wilson – RMSS  
 Anthony Ortolani – RMSS  
 Josh LaFleur - RMSS  
 Shon Tulik - RMSS

Our pricing is in U.S. Dollars, F.O.B. Salt Lake City UT, and excludes all allowances, taxes, tariffs, licenses, and permits



**UTA - On Call**

**PTO - 042 SGR Grade Crossing Rehab**

**Task Order Estimate Summary**



7/7/2025

Materials	\$	1,024,132.00
Administrative	\$	41,962.00
Design/Engineering	\$	205,882.00
Construction/Testing	\$	258,835.00
Other Costs and Fee	\$	299,829.00
Total:	\$	1,830,640.00