

**TASK ORDER NO. 22-038**

**TASK ORDER NAME: Fiber Optic – Construction**

**PROJECT CODE: SGR-410; 40-7410.68912**

This is Task Order No. 22-038 to the On Call Maintenance Contract entered into by and between Utah Transit Authority (UTA) and Rocky Mountain Systems Services, (Contractor) as of February 24<sup>th</sup>, 2021.

This Task Order is part of the On Call Maintenance Contract and is governed by the terms thereof.

The purpose of this Task Order is to specifically define the scope, schedule, lump sum price, and other terms applicable to the work identified herein.

UTA and Contractor hereby agree as follows:

**1.0 SCOPE OF SERVICES**

The scope of work for the Task Order #22-038 is hereby attached and incorporated into this Task Order.

**2.0 SCHEDULE**

The Substantial Completion Date for this Task is December 31, 2024. The Final Acceptance Date for this Task is December 31, 2024.

**3.0 LUMP SUM PRICE**

The price for this task order is a not to exceed \$3,243,374. Invoices will be billed on monthly basis for work completed to date.

**4.0 APPLICABILITY OF FEDERAL CLAUSES**

This Task Order does  does not  [Check Applicable] include federal assistance funds which requires the application of the Federal Clauses appended as Exhibit D to the On Call Maintenance Contract.

IN WITNESS WHEREOF, this Task Order has been executed by UTA and the Contractor or its appointed representative

UTAH TRANSIT AUTHORITY:

ROCKY MOUNTAIN SYSTEMS SERVICES:

By: \_\_\_\_\_  
Jay Fox, Executive Director Date  
> \$200,000

DocuSigned by:  
By: Dan Meservey  
EEBD0B44A1004CA...

By: \_\_\_\_\_  
Mary DeLoretto, Chief Service Development Ofc. Date  
< 200,000

Date: 11/30/2022

By: \_\_\_\_\_  
Jared Scarbrough, Director of Capital Construction Date  
< \$75,000

By: \_\_\_\_\_  
Dean Hansen, Systems Engineering Manager Date  
< \$25,000

DocuSigned by:  
Mike Bell 11/30/2022  
Legal Review Date

Procurement Review Date



October 31<sup>st</sup>, 2022

RMSS-52598-064

Mr. Jared Scarbrough  
Director of Capital Construction & Engineering  
2264 South 900 West  
Salt Lake City, UT 84119

Reference: Utah Transit Authority – Systems On-Call Services

- RMSS-52598-035 – TO#22 Fiber Optic Infrastructure Materials dated 04/01/2022
- RMSS-52598-040 – TO#23 Fiber Optic Infrastructure Design dated 04/18/2022
- RMSS-52598-057 – PTO#56 Fiber Optic Infrastructure Microduct and Networking Equipment dated 10/06/2022

Subject: TRAX Fiber Optic Backbone Upgrades - Installation

Jared,

Rocky Mountain Systems Services (RMSS) is pleased to provide a proposal for the replacement of Signal and IT fiber optic backbone cable for the TRAX Blue and Red Lines as well as associated improvements to the TRAX non-vital signal and traction power network architecture.

Our lump sum price for this proposal is:

- Signal Fiber Construction & Testing: \$2,470,892.02
- IT Fiber Construction & Testing: \$552,482.00
- Provisional Sum #1 – Unknown Fiber Raceway Issues: \$120,000.00
- Provisional Sum #2 – Manhole Cleanup: \$100,000.00
- **Total Base Scope & Provisional Sums: \$3,243,374.00**

### General

In support of coinciding infrastructure projects on the TRAX system, the backbone and architecture of the non-vital communication network requires a series of upgrades. UTA has procured fiber optic cable and other associated materials required to increase the capacity of the signal and traction power communication backbone for the TRAX Red and Blue lines. Additionally, UTA also procured fiber optic cable required to upgrade the existing IT fiber optic backbone that routes along the Blue and Red lines as well. This proposal covers the procurement of remaining materials, the installation of fiber and equipment, and commissioning of the new network.

The scope of work covered in this proposal includes the following items:

- procurement of all remaining standard lead time materials
- installation of micro-duct within project boundaries
- installation of 144-strand microfiber for the signaling backbone along the Red Line and Blue Line



- installation of 144-strand microfiber for the IT network backbone as defined in sections below
- installation of ancillary network material and equipment as defined in sections below
- configuration of network equipment for the new network architecture
- develop office configurations as needed to migrate from the existing non-vital signal and traction power network framework to the upgraded one
- migration from the current network to the new
- testing of new network backbone and fiber and connections

Procurement

Procurement of the following remaining material is included in this proposal:

DESCRIPTION	UNIT	SIGNAL	IT	SPARE	TOTAL
SM Fiber Optic Patch Cables (SC-ST – Signal) (SC-SC – Subs)	EA	436	116	48	600
Fusion Splice Protection Sleeves	EA	9,862	1,440	448	11,750
Single Mode Type SC Pigtales	EA	4,924	720	356	6,000
Labels (Includes an additional 25% waste factor) (Comes in rolls of 500)	EA	5,796	952	1,752	8,500
Coyote Box – Underground splice enclosure	EA	20	30	3	53

\*\*Note: Spare materials will be used as needed for commissioning. All remaining material will be turned over to UTA upon completion of the task order.

Construction

Installation limits are outlined in the attached document:

- *“TRAX FO Upgrade Communication Ductbank Schedule Rev3”*

Installation quantities are outlined by location in the attached document:

- *“TRAX FO Upgrades Location Matrix”*

System Preparation

RMSS will perform the following activities to prepare the system for the installation of a new Fiber optic backbone:

- Mandrel comm ductbank within project limits to verify path for the micro-duct installation
  - o Note: Only conduits intended for use will be validated. Mandrelling of spare conduits is outside of the scope of this proposal
- Mandrel logs will be provided to UTA once complete
- Identification of any fiber runs that require temporary bypass configurations. RMSS will clear conduit paths as needed for micro-duct installation
  - o Note: Fiber optic cable required for temporary bypass configurations to be provided by UTA
  - o Note: Any spans requiring temporary configuration will be tracked and billed against the provisional sum included in this proposal
- Install approximately 80,000 feet of hybrid HDPE micro-duct with two single 18mm ducts and one 1.25” duct



- Note: The hybrid micro-duct will primarily be installed on the N/S line in a spare 4" conduit. This microduct configuration will leave a spare 1.25" duct for future use
- Install approximately 70,000 of single HDPE 18mm micro-duct
  - Note: The single microduct will primarily be installed downtown and on the U-line inside of existing conduits or corrugated "smurf" tubes. This microduct will provide a path for installation of new fiber and facilitate a "blown-in" installation
- Install 142 type SC fiber distribution panels at various signal houses, traction power substations, and IT PCC cabinets
  - Note: Fiber distribution panels will be rack mounted style
  - Note: In locations without available rack space, FDP's will be wall mounted
- Install mule tape in lateral conduits at 142 locations
- In support of concurrent projects at 20 Impulse traction power substation locations, RMSS will perform the following tasks prior to installation:
  - Remove the existing fiber distribution panel
  - Pull back fiber optic cable to the nearest manhole
  - Splice all 24 fibers in an underground enclosure
- Manhole Clean-up
  - If directed by UTA, RMSS will vacuum out each manhole and wipe down the cables in each manhole/pull box

Fiber Installation

- RMSS will install a new, gel filled, single-mode, loose-buffer tube, Micro-144 strand cable with drops in each signal house, traction power substation (TPSS), and IT PCC in accordance with the attached documents and the table below:

BACKBONE	LINE	FROM	TO
SIGNAL	N/S MAIN LINE	SRD14 JORDAN TPSS	INTERMODAL INT.
SIGNAL	UNIVERSITY LINE	MAIN STREET INT.	E5 TPSS
SIGNAL	WEST VALLEY LINE	UNION JUNCTION	JRSC
SIGNAL	MID-JORDAN LINE	LOVENDAHL JUNCTION	MVSC
IT	N/S MAIN LINE	SRD14 JORDAN TPSS	INTERMODAL INT.
IT	UNIVERSITY LINE	MAIN STREET INT.	E5 TPSS
IT	WEST VALLEY LINE	UNION JUNCTION	JRSC COMM ROOM
IT	MID-JORDAN LINE	LOVENDAHL JUNCTION	MVSC COMM ROOM
IT	IT INFRASTRUCTURE	INTERMODAL INT.	FLHQ COMM ROOM
IT	IT INFRASTRUCTURE	3900S STATION	MEADOWBROOK

- For locations on the signal and traction power systems network
  - The fiber will enter and exit each signal house and TPSS
  - Both "IN" and "OUT" Fibers will be terminated and spliced according to the approved fiber layout drawings
  - Spare buffer tubes will be taped back at each location for future use
- For locations on the IT network
  - At PCC locations the fiber will be spliced in an underground rated splice enclosure (coyote box)
  - A lateral fiber will be run from the manhole splice enclosure to the PCC cabinet FDP. The blue buffer of this lateral fiber will be terminated and designated as the "IN" fiber, and the orange buffer of the lateral fiber will be terminated and designated as the "OUT" fiber. This will provide UTA's IT department with 12-strands of fiber that are immediately useable. Remaining fibers will remain un-touched and coiled up in the coyote box for future use as needed.



#### Fiber Termination

- This estimate assumes the quantities for terminations outlined in the attached document: *"TRAX FO Upgrades Location Matrix"*
  - RMSS will terminate fibers at each location according to the fiber layout drawings currently being developed for submittal, review, and approval by UTA
  - RMSS will terminate a certain number of spares as shown in the fiber layout drawings. Spare buffer tubes will be gently taped back at each location for future use

#### Head-end Development

- TDX V3.0 provides a cost saving feature which allows for a "back-up" IP address to be configured for each location. Once the IP Address list is developed and approved, RMSS will enter in the new network IP address and network configuration information for each location as the back-up configuration information. Once the existing network is taken offline in segments, each location will switch to the backup configuration information.
  - This feature will reduce the overall number of office configurations needed to migrate from the existing network to the new from 18 down to 2
  - This feature will reduce the overall risk and time associated with cutover activities

#### Testing & Commissioning

The following items are included in this proposal:

#### Signal and Traction Power Network Testing & Commissioning:

- Coordinate the cutover of each ring with UTA Operations, Systems Engineering, and the RMSS Office Development Team as needed
- All terminated fibers will be tested end to end with an OTDR to verify that the installation has not introduced excessive dB loss
  - Note: all links will be tested and verified to be within industry standard specifications for dB loss
- RMSS will make every effort to reduce the number of cutovers to the extent feasible
  - Note: currently the coordination and execution of eighteen (18) network migration cutovers are anticipated (one for each new ring of the network)
- Network migration cutovers will consist of:
  - updating IP addresses to wayside controllers and networking equipment for locations located in the ring to be migrated
  - reconfigure network patch cables as needed to route traffic through the new backbone and networking equipment

#### IT Network Testing

- All terminated fibers will be tested end to end with an OTDR to verify that the installation has not introduced excessive dB loss
  - Note: all links will be tested and verified to be within industry standard specifications for dB loss
  - Note: No reconfiguration, patching, or design of the IT network is included in this scope of work. RMSS is pleased to provide field labor on a T&M basis to support the migration of the IT network. All support efforts are to be directed by UTA IT.



### Warranty

A warranty of one-year (1-year) is provided with this scope of work. This warranty covers the following items:

- Correction of defects due to installation of fiber or networking equipment
- Replacement of hardware that fails because of manufacturing
- The warranty period will begin upon the final completion of network migration

The following items are not covered under this warranty and will be covered under the On-Call project as needed under direction from UTA:

- Correction of defects due to impacts from entities other than RMSS
- Correction of defects due to weather or other adverse events
- Replacement of hardware that fails due to weather or other adverse events

### Deliverables

RMSS will submit the following construction deliverables to UTA:

- Construction Work Plans
  - Mandrelling
  - Pull Box Cleanup
  - Micro-duct installation
  - Fiber Installation
  - Fiber Splicing & Termination
  - OTDR Testing
  - Network Migration
- Mandrel Logs
- OTDR Test Forms

### Clarifications

1. This scope of work for construction is based on design assumptions used for "RMSS-52598-040 Fiber Optic Backbone Upgrades - Design Proposal" dated 04/18/2022. RMSS will work with UTA to price out any changes to the final design that affect quantities or constructability and are not covered in this scope of work
2. This scope of this proposal currently does not include replacement of any PCC cabinets

### Assumptions

1. RMSS assumes that all existing ductbank conduits are free of obstruction and will pass mandrelling. Repair of existing conduits or the installation of new conduits will be billed against the provisional sum #2 as detailed below
2. This proposal assumes that all long lead materials have been approved and ordered under a separate task order

### Exclusions

1. Installation of fiber optic cable procured for the FrontRunner Sheppard Lane project
2. Re-configuration of the IT network is outside of the scope of this proposal
3. Configuration of IT networking equipment is outside of the scope of this proposal
4. Termination of more than 12-strands IN and 12-strands OUT at any PCC or IT location is outside of the scope of this proposal
5. Manhole labeling, stenciling, and conduit tagging/identification
6. Removal of existing fiber optic cable



Provisional Sum Pricing

1. Provisional Sum #1: Manhole Clean-up - \$100,000.00
  - a. quantity – approximately 420 manholes
  - b. vacuum out manholes
  - c. wipe down existing cables
2. Provisional Sum #2: Fiber Raceway Issues - \$120,000.00
  - a. Provisional sum amount intended to address unknown risks such as blocked or crushed conduits or temporary fiber configurations
  - b. While RMSS feels that the proposed provisional sum amount will be sufficient to address most issues that are found, we cannot make any guarantee that it is sufficient until issues and their associated solutions are known

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,

Anthony Ortolani  
Area Manager  
Rocky Mountain Systems Services

cc:

Marshall Wilson – RMSS  
Dan Meservey - RMSS  
Troy Nelson – RMSS

Attachments:

- *“TRAX FO Upgrade Communication Ductbank Schedule – SIGNAL”*
- *“TRAX FO Upgrade Communication Ductbank Schedule - IT”*
- *“TRAX FO Upgrade Scope & Quantities by Location”*

\*\*\*Procurement lead times may be affected by Covid-19 pandemic\*\*\*  
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

RMSS-52598-064 TRAX FO Upgrades - Signal

Task Order Estimate Summary



10/31/2022

**SIGNAL FIBER INSTALLATION, TESTING, & COMISSIONING**

Subcontractors	\$	377,160.00
Materials	\$	108,415.02
Administrative	\$	161,457.00
Design/Engineering	\$	104,781.00
Construction/Testing	\$	1,204,427.00
Travel & Perdiem	\$	18,000.00
Other Costs and Fee	\$	496,652.00
<b>Total:</b>	<b>\$</b>	<b>2,470,892.00</b>

**IT FIBER INSTALLATION**

Subcontractors	\$	188,278.80
Materials	\$	38,111.94
Administrative	\$	46,667.00
Design/Engineering	\$	3,362.00
Construction/Testing	\$	173,003.00
Travel & Perdiem	\$	-
Other Costs and Fee	\$	103,059.00
<b>Total:</b>	<b>\$</b>	<b>552,482.00</b>

**Grand Total \$ 3,023,374.00**

**PROVISIONAL SUMS**

Provisional Sum - FIBER RACEWAY ISSUES	\$	120,000.00
Provisional Sum - PULLBOX CLEANUP	\$	100,000.00

**Grand Total Including Provisional Sums: \$ 3,243,374.00**

TRAX LOCATION MATRIX - ALL LINES

LOCATION	STATIONING	SYSTEM	TYPE	SUB-TYPE	RING	DESIGN		CONSTRUCTION								
						NEW 144-STRAND FIBER	NEW ROUTER	INSTALL FIBER DISTRIBUTION PANEL	TERMINATE PIGTAILS (40/SIGNAL; 36/TPSS)	FUSION SPLICING (28/SIGNAL; 30/TPSS)	INSTALL FIBER PATCH CABLE (4 PER LOCATION)	INSTALL LABELS	Fiber Splice Protectors	Fiber Patch Plates	Coyote Boxes	
Airport B Interlocking	1005+52	AIRPORT LINE	SIGNAL	INTERLOCKING	1B	NO	0	0	0	0	0	0	0	0	0	0
Airport A Interlocking	1013+06	AIRPORT LINE	SIGNAL	INTERLOCKING	1B	NO	0	0	0	0	0	0	0	0	0	0
AP6-TPSS	1013+60	AIRPORT LINE	TRACTION POWER	SUBSTATION	1A	NO	0	0	0	0	0	0	0	0	0	0
3700 W GC	1022+99	AIRPORT LINE	SIGNAL	GRADE CROSSING	1B	NO	0	0	0	0	0	0	0	0	0	0
East Interlocking	1034+78	AIRPORT LINE	SIGNAL	INTERLOCKING	1B	NO	0	0	0	0	0	0	0	0	0	0
AP5-TPSS	2043+60	AIRPORT LINE	TRACTION POWER	SUBSTATION	1A	NO	0	0	0	0	0	0	0	0	0	0
W3900	2065+85	AIRPORT LINE	SIGNAL	CUT SECTION	1B	NO	0	0	0	0	0	0	0	0	0	0
W3400	2101+72	AIRPORT LINE	SIGNAL	CUT SECTION	1B	NO	0	0	0	0	0	0	0	0	0	0
W2600	1136+92	AIRPORT LINE	SIGNAL	CUT SECTION	1B	NO	0	0	0	0	0	0	0	0	0	0
AP4-TPSS	2141+xx	AIRPORT LINE	TRACTION POWER	SUBSTATION	1A	NO	0	0	0	0	0	0	0	0	0	0
2400 West GC	1141+90	AIRPORT LINE	SIGNAL	GRADE CROSSING	1B	NO	0	0	0	0	0	0	0	0	0	0
Runway Interlocking	2145+00	AIRPORT LINE	SIGNAL	INTERLOCKING	1B	NO	0	0	0	0	0	0	0	0	0	0
AP3-TPSS	1166+85	AIRPORT LINE	TRACTION POWER	SUBSTATION	1A	NO	0	0	0	0	0	0	0	0	0	0
AP2-TPSS		AIRPORT LINE	TRACTION POWER	SUBSTATION	1A	NO	0	0	0	0	0	0	0	0	0	0
Freeway Interlocking	2275+32	AIRPORT LINE	SIGNAL	INTERLOCKING	1B	NO	0	0	0	0	0	0	0	0	0	0
600 West	1284+30	AIRPORT LINE	SIGNAL	GRADE CROSSING	1B	NO	0	0	0	0	0	0	0	0	0	0
AP1-TPSS	1288+48	AIRPORT LINE	TRACTION POWER	SUBSTATION	1A	NO	1	0	0	0	0	0	0	0	0	0
AIRPORT JUNCTION	23+30	AIRPORT LINE	SIGNAL	JUNCTION	1B	YES	1	2	56	44	4	64	100	5	0	0
FLHQ	???	N/S MAIN LINE	COMMUNICATION	COMM ROOM	0	NO	0	0	0	0	0	0	0	0	0	0
TPSS Intermodal	24+75	N/S MAIN LINE	TRACTION POWER	SUBSTATION	2A	YES	1	1	36	0	4	44	36	3	0	0
Intermodal PCC	25+20	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	0	24	48	2	1	0
Intermodal Interlocking	35+00	N/S MAIN LINE	SIGNAL	INTERLOCKING	2B	YES	1	1	36	36	4	44	72	3	0	0
Old Creektown	41+05	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
Planetarium PCC	56+40	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
TPSS Delta	59+10	N/S MAIN LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	48	48	4	56	96	4	1	0
400 W Interlocking	59+10	N/S MAIN LINE	SIGNAL	INTERLOCKING	2B	YES	0	1	48	48	4	56	96	4	0	0
Arena Station PCC	835+50	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
Delta Interlocking	826+00	N/S MAIN LINE	SIGNAL	INTERLOCKING	2B	YES	0	1	48	48	4	56	96	4	0	0
Temple Square PCC	819+20	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
City Center PCC	804+00	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
150 South Interlocking	799+00	N/S MAIN LINE	SIGNAL	INTERLOCKING	2B	YES	0	1	48	48	4	56	96	4	0	0
Galivan Station PCC	787+60	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
SRT2-TPSS 300 South	782+83	N/S MAIN LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	48	48	4	56	96	4	1	0
Main St PCC	773+05	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
Main St Interlocking	773+05	N/S MAIN LINE	SIGNAL	INTERLOCKING	2B	YES	0	1	48	48	4	56	96	4	0	0
Court House	772+40	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
Library Station	7+10	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
E1 TPSS	21+56	UNIVERSITY LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	48	32	4	56	80	4	1	0
Trolley Station	55+65	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
900 E Station	67+80	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
E2 TPSS	74+90	UNIVERSITY LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	48	32	4	56	80	4	1	0
E3 TPSS	114+67	UNIVERSITY LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	48	32	4	56	80	4	1	0
Rice/Eccles	114+69?	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
Rice Interlocking	114+67	UNIVERSITY LINE	SIGNAL	INTERLOCKING	2B	YES	0	1	48	32	4	56	80	4	0	0
N Stadium GC	123+25	UNIVERSITY LINE	SIGNAL	GRADE CROSSING	2B	YES	0	1	48	32	4	56	80	4	0	0
Round About GC	140+50	UNIVERSITY LINE	SIGNAL	GRADE CROSSING	2B	YES	0	1	48	32	4	56	80	4	0	0
Station (South Campus)	160+21	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
E4 TPSS	173+50	UNIVERSITY LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	48	32	4	56	80	4	1	0
300 South GC	174+45	UNIVERSITY LINE	SIGNAL	GRADE CROSSING	2B	YES	0	1	48	32	4	56	80	4	0	0
Mario Capecchi GC	173+50	UNIVERSITY LINE	SIGNAL	GRADE CROSSING	2B	YES	0	1	48	32	4	56	80	4	0	0
FT Douglas Station	180+90	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
Health Interlocking	198+60	UNIVERSITY LINE	SIGNAL	INTERLOCKING	2B	YES	0	1	28	28	4	36	56	3	0	0
E5 TPSS	207+15	UNIVERSITY LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	28	0	4	36	28	3	1	0
University Med Center	???	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
700 S Interlocking	754+00	N/S MAIN LINE	SIGNAL	INTERLOCKING	3B	YES	1	1	64	28	4	72	92	6	0	0
600/700S	754+00	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
900S PCC	726+30	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
SRN3-TPSS 900 South	714+08	N/S MAIN LINE	TRACTION POWER	SUBSTATION	3A	YES	1	1	48	44	4	56	92	4	1	0
Paxton Ave GC		N/S MAIN LINE	SIGNAL	GRADE CROSSING	3A	YES	0	1	48	48	4	56	96	4	0	0
Paxton Interlocking	696+05	N/S MAIN LINE	SIGNAL	INTERLOCKING	3B	YES	0	1	48	48	4	56	96	4	0	0
Ballpark PCC	693+90	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
1300 South GC	690+39	N/S MAIN LINE	SIGNAL	GRADE CROSSING	3B	YES	0	1	48	48	4	56	96	4	0	0
Ballpark Interlocking	683+00	N/S MAIN LINE	SIGNAL	INTERLOCKING	3B	YES	0	1	48	48	4	56	96	4	0	0
Ballpark Comm	679+64	N/S MAIN LINE	COMMUNICATION	COMM CABINET	0	YES	0	1	0	96	4	8	96	0	0	0
SRB4-TPSS Burton	663+00	N/S MAIN LINE	TRACTION POWER	SUBSTATION	3A	YES	0	1	48	48	4	56	96	4	1	0
1700 South GC	660+90	N/S MAIN LINE	SIGNAL	GRADE CROSSING	3B	YES	0	1	48	48	4	56	96	4	0	0
S1800	653+14	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	48	48	4	56	96	4	0	0
2100 South GC	632+15	N/S MAIN LINE	SIGNAL	GRADE CROSSING	3B	YES	0	1	48	48	4	56	96	4	0	0
S2100/2101	632+80	N/S MAIN LINE	SIGNAL	CUT SECTION	3B	YES	0	1	48	48	4	56	96	4	0	0
Central Point PCC	630+29	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
Union C		WEST VALLEY LINE	SIGNAL	JUNCTION	3B	YES	0	1	36	48	4	44	84	3	0	0
SH1 TPSS		SUGARHOUSE LINE	TRACTION POWER	SUBSTATION	3A	NO	0	0	0	0	0	0	0	0	0	0
Gamma Interlocking	142+75	SUGARHOUSE LINE	SIGNAL	INTERLOCKING	3B	NO	0	0	0	0	0	0	0	0	0	0
Alpha A Interlocking	157+44	SUGARHOUSE LINE	SIGNAL	INTERLOCKING	3B	NO	0	0	0	0	0	0	0	0	0	0
Alpha B Interlocking	162+35	SUGARHOUSE LINE	SIGNAL	INTERLOCKING	3B	NO	0	0	0	0	0	0	0	0	0	0
SH2 TPSS	201+30	SUGARHOUSE LINE	TRACTION POWER	SUBSTATION	3A	NO	0	0	0	0	0	0	0	0	0	0
Beta Interlocking	201+60	SUGARHOUSE LINE	SIGNAL	INTERLOCKING	3B	NO	0	0	0	0	0	0	0	0	0	0
UNION B	260+05	WEST VALLEY LINE	SIGNAL	INTERLOCKING	4B	YES	0	1	48	44	4	56	92	4	0	0
WV1 - TPSS	256+00	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	YES	1	1	36	64	4	44	100	3	0	0
E601	243+20	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	YES	0	1	64	32	4	72	96	6	0	0
WV2 - TPSS	219+50	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	YES	0	1	48	40	4	56	88	4	0	0
W800	219+00	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	YES	0	1	64	32	4	72	96	6	0	0
JRSC3M - TPSS	???	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	YES	0	1	48	40	4	56	88	4	0	0
JRSC.5M - TPSS	???	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	YES	0	1	48	40	4	56	88	4	0	0
JRSC HP Switch	204+55	WEST VALLEY LINE	SERVICE CENTER	SERVICE CENTER	4B	YES	0	1	56	16	4	64	72	5	0	0
ZCMI Interlocking	202+91	WEST VALLEY LINE	SIGNAL	INTERLOCKING	4B	YES	1	1	64	40	4	72	104	6	0	0
1070 WEST GC	188+44	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	NO	0	0	0	0	0	0	0	0	0	0
S2500/2501	172+40	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4A	NO	0	0	0	0	0	0	0	0	0	0
WV3 - TPSS	154+00	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	NO	0	0	0	0	0	0	0	0	0	0
Chesterfield St GC	152+80	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	NO	0	0	0	0	0	0	0	0	0	0
X-over Interlocking	142+53	WEST VALLEY LINE	SIGNAL	INTERLOCKING	4B	NO	0	0	0	0	0	0	0	0	0	0
Lester St GC	124+05	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	NO	0	0	0	0	0	0	0	0	0	0
Redwood Rd	117+66	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	NO	0	0	0	0	0	0	0	0	0	0
Research crossover	108+36	WEST VALLEY LINE	SIGNAL	INTERLOCKING	4B	NO	0	0	0	0	0	0	0	0	0	0
WV4 - TPSS	103+42	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	NO	0	0	0	0	0	0	0	0	0	0
E-Center GC	70+28	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	NO	0	0	0	0	0	0	0	0	0	0

TRAX LOCATION MATRIX - ALL LINES

LOCATION	STATIONING	SYSTEM	TYPE	SUB-TYPE	RING	DESIGN		CONSTRUCTION								
						NEW 144-STRAND FIBER	NEW ROUTER	INSTALL FIBER DISTRIBUTION PANEL	TERMINATE PIGTAILS (40/SIGNAL; 36/TPSS)	FUSION SPlice (28/SIGNAL; 30/TPSS)	INSTALL FIBER PATCH CABLE (4 PER LOCATION)	INSTALL LABELS	Fiber Splice Protectors	Fiber Patch Plates	Coyote Boxes	
Maple Way GC	51+50	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	NO	0	0	0	0	0	0	0	0	0	0
WV5 - TPSS	48+80	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	NO	0	0	0	0	0	0	0	0	0	0
WV Interlocking	18+18	WEST VALLEY LINE	SIGNAL	INTERLOCKING	4B	NO	0	0	0	0	0	0	0	0	0	0
WV6 - TPSS	???	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	NO	0	0	0	0	0	0	0	0	0	0
UNION A	270+03	WEST VALLEY LINE	SIGNAL	JUNCTION	5B	YES	1	2	64	36	4	72	100	6	0	0
Haven Ave GC	615+56	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	40	4	56	88	4	0	0
I-80 Interlocking	597+26	N/S MAIN LINE	SIGNAL	INTERLOCKING	5B	YES	0	1	48	40	4	56	88	4	0	0
SRH5-TPSS Huslers	591+50	N/S MAIN LINE	TRACTION POWER	SUBSTATION	5A	YES	1	1	64	36	4	72	100	6	1	0
S2700/2701	586+77	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	48	48	4	56	96	4	0	0
2700 South GC	586+13	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0	0
2950 South GC	573+45	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0	0
Gregson Ave GC	566+60	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0	0
SRW6-TPSS Walton	551+14	N/S MAIN LINE	TRACTION POWER	SUBSTATION	5A	YES	0	1	48	48	4	56	96	4	1	0
S3200/3201	551+14	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	0	96	4	8	96	0	0	0
Mill Creek PCC	540+51	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
3300 South GC	538+95	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0	0
S3600/3601	517+76	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	0	96	4	8	96	0	0	0
Meadowbrook PCC	494+40	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
3900 South GC	490+59	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0	0
SR7-TPSS Central	487+00	N/S MAIN LINE	TRACTION POWER	SUBSTATION	5A	YES	0	1	48	48	4	56	96	4	1	0
Central Interlocking	486+00	N/S MAIN LINE	SIGNAL	INTERLOCKING	5B	YES	0	1	48	48	4	56	96	4	0	0
Central Ave GC	473+40	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0	0
Fireclay Ave GC	457+75	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0	0
Murray North PCC	454+41	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
4500 South GC	443+65	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0	0
S4600/4601	441+18	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	48	48	4	56	96	4	0	0
4800 South GC	419+00	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0	0
SRM8-TPSS Murray	414+14	N/S MAIN LINE	TRACTION POWER	SUBSTATION	5A	YES	0	1	44	44	4	52	88	4	1	0
Vine St GC	389+30	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	36	4	56	84	4	0	0
S5000/5001	397+30	N/S MAIN LINE	SIGNAL	CUT SECTION	5A	YES	0	1	0	96	4	8	96	0	0	0
Murray Central PCC	391+38	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
Ash Interlocking	388+81	N/S MAIN LINE	SIGNAL	INTERLOCKING	6B	YES	1	1	64	28	4	72	92	6	0	0
Murray Interlocking	364+32	N/S MAIN LINE	SIGNAL	INTERLOCKING	6B	YES	0	1	48	40	4	56	88	4	0	0
S5400/5401	363+50	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	0	96	4	8	96	0	0	0
SRP9-TPSS Pallas	362+43	N/S MAIN LINE	TRACTION POWER	SUBSTATION	6A	YES	0	1	48	44	4	56	92	4	1	0
S5810/5811	335+25	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	48	48	4	56	96	4	0	0
5813 South	333+75	N/S MAIN LINE	SIGNAL	GRADE CROSSING	6B	YES	0	1	48	48	4	56	96	4	0	0
5900 South	328+06	N/S MAIN LINE	SIGNAL	GRADE CROSSING	6B	YES	0	1	48	48	4	56	96	4	0	0
6100 South	312+00	N/S MAIN LINE	SIGNAL	GRADE CROSSING	6B	YES	0	1	48	48	4	56	96	4	0	0
Lovendahl B Interlocking	302+80	N/S Main Line	SIGNAL	JUNCTION	6B	YES	0	2	48	48	4	56	96	4	0	0
Lovendahl A Interlocking	296+95	N/S MAIN LINE	SIGNAL	INTERLOCKING	6B	YES	0	1	68	74	4	76	142	6	0	0
Fashion Place	292+40	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
Sugar Interlocking	284+50	N/S MAIN LINE	SIGNAL	INTERLOCKING	6B	YES	0	1	44	40	4	52	84	4	0	0
ATWOOD TPSS	290+25	N/S MAIN LINE	TRACTION POWER	SUBSTATION	6A	YES	0	1	48	44	4	56	92	4	0	0
Winchester St GC	2615+64	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	6B	YES	0	1	48	40	4	56	88	4	0	0
Ephraim B Interlocking	2615+45	MID-JORDAN LINE	SIGNAL	INTERLOCKING	6B	YES	0	1	48	40	4	56	88	4	0	0
Ephraim A Interlocking	2610+55	MID-JORDAN LINE	SIGNAL	INTERLOCKING	6B	YES	0	1	48	40	4	56	88	4	0	0
Cottonwood St GC	2610+55	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	6B	YES	0	1	48	40	4	56	88	4	0	0
Tunnel Interlocking	1604+45	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	6B	YES	0	1	48	40	4	56	88	4	0	0
Access Interlocking	2596+56	MID-JORDAN LINE	SIGNAL	INTERLOCKING	6B	YES	0	1	48	44	4	56	92	4	0	0
MRSC HP		MID-JORDAN LINE	SERVICE CENTER	SERVICE CENTER	7B	YES	1	1	56	8	4	64	64	5	0	0
YRY1 TPSS	1592+19	MID-JORDAN LINE	TRACTION POWER	SUBSTATION	8A	YES	1	0	0	0	0	0	0	0	0	1
YRY3 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	8A	YES	0	0	0	0	0	0	0	0	0	0
YRY2 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	8A	YES	0	0	0	0	0	0	0	0	0	0
Valley Interlocking	2578+20	MID-JORDAN LINE	SIGNAL	INTERLOCKING	8B	NO	0	0	0	0	0	0	0	0	0	0
6960 South GC	2573+40	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
Junction B Interlocking	2567+30	MID-JORDAN LINE	SIGNAL	INTERLOCKING	7B	NO	0	0	0	0	0	0	0	0	0	0
Junction A Interlocking	2556+48	MID-JORDAN LINE	SIGNAL	INTERLOCKING	7B	NO	0	0	0	0	0	0	0	0	0	0
East 9th Ave GC	1551+33	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
Freight Interlocking	2545+46	MID-JORDAN LINE	SIGNAL	INTERLOCKING	7B	NO	0	0	0	0	0	0	0	0	0	0
Bingham Junction GC	2526+05	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
SRJ1 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0	0
E1101	1512+63	MID-JORDAN LINE	SIGNAL	CUT SECTION	7B	NO	0	0	0	0	0	0	0	0	0	0
1300 West GC	1465+45	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
1500 West CS	1453+00	MID-JORDAN LINE	SIGNAL	CUT SECTION	7B	NO	0	0	0	0	0	0	0	0	0	0
SRJ2 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0	0
Redwood Rd GC	1436+90	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
Quick Interlocking	2431+12	MID-JORDAN LINE	SIGNAL	INTERLOCKING	7B	NO	0	0	0	0	0	0	0	0	0	0
2200 West GC	2410+93	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
SRJ3 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0	0
2700 West GC	2382+79	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
3200 West GC	2352+87	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
Jordan Valley Way GC	1325+13	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
SRJ4 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0	0
3800 West CS	1310+25	MID-JORDAN LINE	SIGNAL	CUT SECTION	7B	NO	0	0	0	0	0	0	0	0	0	0
4000 West GC	1294+95	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
North Interlocking	1286+50	MID-JORDAN LINE	SIGNAL	INTERLOCKING	7B	NO	0	0	0	0	0	0	0	0	0	0
9000 South GC	1279+23	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
Wasatch Meadows GC	1255+45	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
SRJ5 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0	0
4800 West GC	1233+73	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
5200 West GC	1201+65	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
5400 West Lock House	1189+00	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0	0
W5600	1177+00	MID-JORDAN LINE	SIGNAL	CUT SECTION	7B	NO	0	0	0	0	0	0	0	0	0	0
E5601	1164+24	MID-JORDAN LINE	SIGNAL	CUT SECTION	7B	NO	0	0	0	0	0	0	0	0	0	0
SRJ6 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0	0
SRJ7 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0	0
Kennecott Interlocking	2067+25	MID-JORDAN LINE	SIGNAL	INTERLOCKING	7B	NO	0	0	0	0	0	0	0	0	0	0
SRJ8 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0	0
S7100/7101	256+65	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	0	96	4	8	96	0	0	0
7200 South GC	246+15	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	1	1	72	32	4	80	104	6	0	0
Fort Union PCC	240+85	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1	0
SRS11-TPSS Sugar	236+59	N/S MAIN LINE	TRACTION POWER	SUBSTATION	8A	YES	1	1	48	40	4	56	88	4	1	0
S7500/7501	227+30	N/S MAIN LINE	SIGNAL	CUT SECTION	8A	YES	0	1	0	96	4	8	96	0	0	0
7500 South GC	227+28	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	48	4	56	96	4	0	0
7720 South GC	209+35	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	48	4	56	96	4	0	0
Midvale Center PCC	205+30	N/S MAIN LINE	IT	PCC	0	YES	0									

TRAX LOCATION MATRIX - ALL LINES

LOCATION	STATIONING	SYSTEM	TYPE	SUB-TYPE	RING	DESIGN		CONSTRUCTION									
						NEW 144-STRAND FIBER	NEW ROUTER	INSTALL FIBER DISTRIBUTION PANEL	TERMINATE PIGTAILS (40/SIGNAL; 36/TPSS)	FUSION SPLICE (28/SIGNAL; 30/TPSS)	INSTALL FIBER PATCH CABLE (4 PER LOCATION)	INSTALL LABELS	Fiber Splice Protectors	Fiber Patch Plates	Coyote Boxes		
Cushing A Interlocking	198+80	N/S MAIN LINE	SIGNAL	INTERLOCKING	8B	YES	0	1	48	48	4	56	96	4	0		
Cushing B Interlocking	190+80	N/S MAIN LINE	SIGNAL	INTERLOCKING	8B	YES	0	1	48	48	4	56	96	4	0		
8000 South GC	185+61	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	48	4	56	96	4	0		
8120 South GC	175+65	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	48	4	56	96	4	0		
SRR12-TPSS Rio Grande	171+20	N/S MAIN LINE	TRACTION POWER	SUBSTATION	8A	YES	0	1	48	44	4	56	92	4	1		
Pioneer B Interlocking	168+80	N/S MAIN LINE	SIGNAL	INTERLOCKING	8B	YES	0	1	48	40	4	56	88	4	0		
Pioneer A Interlocking	158+90	N/S MAIN LINE	SIGNAL	INTERLOCKING	8B	YES	0	1	48	40	4	56	88	4	0		
8530 South GC	148+90	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	40	4	56	88	4	0		
S8750/8751	139+00	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	48	40	4	56	88	4	0		
8720/8680 South GC	138+80	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	40	4	56	88	4	0		
8800 South GC	132+33	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	40	4	56	88	4	0		
Historic Sandy PCC	123+25	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1		
9000 South GC	120+15	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	36	4	56	84	4	0		
Sandy Expo PCC	97+50	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1		
SRN13-TPSS 9400 South	98+00	DRAPER LINE	TRACTION POWER	SUBSTATION	9A	YES	1	1	64	32	4	72	96	6	1		
S9301		DRAPER LINE	SIGNAL	CUT SECTION	0	YES	0	1	0	96	4	8	96	0	0		
9400 South GC	92+50	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	YES	1	1	48	44	4	56	92	4	0		
9800 South GC	63+70	DRAPER LINE	SIGNAL	GRADE CROSSING	0	YES	0	1	48	48	4	56	96	4	0		
Beetdigger Interlocking	63+70	DRAPER LINE	SIGNAL	INTERLOCKING	9B	YES	0	1	48	48	4	56	96	4	0		
Sandy Civic Center	???	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1		
Draper North Interlocking	2657+70	DRAPER LINE	SIGNAL	INTERLOCKING	9B	YES	0	1	48	48	4	56	96	4	0		
SRD14-TPSS Jordan	1654+61	DRAPER LINE	TRACTION POWER	SUBSTATION	9A	YES	0	1	24	20	4	32	44	2	1		
Draper So. Interlocking	2653+37	DRAPER LINE	SIGNAL	INTERLOCKING	9B	NO	0	0	0	0	0	0	0	0	0		
Drycreek Interlocking	2645+20	DRAPER LINE	SIGNAL	INTERLOCKING	9B	NO	0	0	0	0	0	0	0	0	0		
10600 South GC	1615+09	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0		
SRD15-TPSS DRP1		DRAPER LINE	TRACTION POWER	SUBSTATION	9A	NO	0	0	0	0	0	0	0	0	0		
11000 South GC	1588+53	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0		
11400 South GC	2563+49	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0		
700 East GC	2524+20	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0		
SRD16- TPSS DRP2		DRAPER LINE	TRACTION POWER	SUBSTATION	9A	NO	0	0	0	0	0	0	0	0	0		
12000 South GC	2512+92	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0		
Draper West Interlocking	2504+00	DRAPER LINE	SIGNAL	INTERLOCKING	9B	NO	0	0	0	0	0	0	0	0	0		
Draper East Interlocking	2500+26	DRAPER LINE	SIGNAL	INTERLOCKING	9B	NO	0	0	0	0	0	0	0	0	0		
Draper Parkway GC	1486+89	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0		
Draper Term Interlocking	1477+10	DRAPER LINE	SIGNAL	INTERLOCKING	9B	NO	0	0	0	0	0	0	0	0	0		
SRD17-TPSS DRP3	1475+00	DRAPER LINE	TRACTION POWER	SUBSTATION	9A	NO	0	0	0	0	0	0	0	0	0		
Pioneer Rd GC	1469+27	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0		
								142	17	142	5644	5658	552	6748	11302	479	49

ROCKY MOUNTAIN SYSTEMS SERVICES  
 TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House											3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
U-LINE	MAIN ST INT	SIGNAL	772+40	772+40	SH-PB	1	75	5	25	25	18.5%	154	
U-LINE	400S	SIGNAL	772+40	774+45	PB-PB	1	205	0	0	25	5%	242	
U-LINE	400S	SIGNAL	774+45	778+00	PB-PB	1	355	0	0	25	5%	399	
U-LINE	400S	SIGNAL	778+00	780+15	PB-PB	1	215	0	0	25	5%	252	
U-LINE	400S	SIGNAL	778+00	1+35	PB-PB	1	100	0	0	25	5%	131	
U-LINE	400S	SIGNAL	1+35	4+05	PB-PB	1	270	0	0	25	5%	310	
U-LINE	400S	SIGNAL	4+05	7+10	PB-PB	1	305	0	0	25	5%	347	
U-LINE	400S	SIGNAL	7+10	9+93	PB-PB	1	283	0	0	25	5%	323	
U-LINE	400S & STATE ST	SIGNAL	9+93	13+78	PB-PB	1	385	0	0	25	5%	431	
U-LINE		SIGNAL	13+78	16+10	PB-PB	1	232	0	0	25	5%	270	
U-LINE	400S & 200E	SIGNAL	16+10	17+36	PB-PB	1	126	0	0	25	5%	159	
U-LINE	400S & 200E	SIGNAL	17+36	21+56	PB-PB	1	420	0	0	25	5%	467	
U-LINE	E1 TPSS	SIGNAL	21+56	19+45	TPSS-PB	1	425	5	25	25	18.5%	569	
U-LINE	E1 TPSS	SIGNAL	19+45	21+56	TPSS-PB	2	425	5	25	25	18.5%	569	
U-LINE	400S	SIGNAL	21+56	25+74	PB-PB	2	418	0	0	25	5%	465	
U-LINE	400S	SIGNAL	25+74	28+51	PB-PB	2	277	0	0	25	5%	317	
U-LINE	400S & 400E	SIGNAL	28+51	31+80	PB-PB	2	329	0	0	25	5%	372	
U-LINE	400S & 400E	SIGNAL	31+80	35+70	PB-PB	2	390	0	0	25	5%	436	
U-LINE	400S & 400E	SIGNAL	35+70	39+50	PB-PB	2	380	0	0	25	5%	425	
U-LINE	400S	SIGNAL	39+50	42+97	PB-PB	2	347	0	0	25	5%	391	
U-LINE	400S & 500E	SIGNAL	42+97	46+13	PB-PB	2	316	0	0	25	5%	358	
U-LINE	400S & 500E	SIGNAL	42+97	49+06	PB-PB	2	609	0	0	25	5%	666	
U-LINE		SIGNAL	49+06	53+00	PB-PB	2	394	0	0	25	5%	440	
U-LINE	400S & 600E	SIGNAL	53+00	55+65	PB-PB	2	265	0	0	25	5%	305	
U-LINE	400S & 600E	SIGNAL	55+65	58+88	PB-PB	2	323	0	0	25	5%	365	
U-LINE	400S	SIGNAL	58+88	62+04	PB-PB	2	316	0	0	25	5%	358	
U-LINE	400S	SIGNAL	62+04	65+50	PB-PB	2	346	0	0	25	5%	390	
U-LINE	400S & 700E	SIGNAL	65+50	67+81	PB-PB	2	231	0	0	25	5%	269	
U-LINE	400S	SIGNAL	67+81	72+00	PB-PB	2	419	0	0	25	5%	466	
U-LINE	400S & 900E	SIGNAL	72+00	74+90	PB-PB	2	290	0	0	25	5%	331	
U-LINE	E2 TPSS	SIGNAL	74+90	75+44	TPSS-PB	2	200	5	25	25	18.5%	302	
U-LINE	E2 TPSS	SIGNAL	75+44	74+90	TPSS-PB	3	200	5	25	25	18.5%	302	
U-LINE	S-CURVE	SIGNAL	74+90	78+05	PB-PB	3	315	0	0	25	5%	357	
U-LINE	S-CURVE	SIGNAL	78+05	81+20	PB-PB	3	315	0	0	25	5%	357	
U-LINE	S-CURVE	SIGNAL	81+20	84+40	PB-PB	3	320	0	0	25	5%	362	
U-LINE	S-CURVE	SIGNAL	84+40	87+68	PB-PB	3	328	0	0	25	5%	371	
U-LINE	S-CURVE	SIGNAL	87+68	90+80	PB-PB	3	312	0	0	25	5%	354	
U-LINE	S-CURVE	SIGNAL	90+80	94+28	PB-PB	3	348	0	0	25	5%	392	
U-LINE	S-CURVE	SIGNAL	94+28	97+23	PB-PB	3	295	0	0	25	5%	336	
U-LINE	S-CURVE	SIGNAL	97+23	100+35	PB-PB	3	312	0	0	25	5%	354	

ROCKY MOUNTAIN SYSTEMS SERVICES  
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
U-LINE	S-CURVE	SIGNAL	100+35	103+68	PB-PB	3	333	0	0	25	5%	376	
U-LINE	500S	SIGNAL	103+68	107+43	PB-PB	3	375	0	0	25	5%	420	
U-LINE	500S	SIGNAL	107+43	111+06	PB-PB	3	363	0	0	25	5%	407	
U-LINE	500S	SIGNAL	111+06	114+23	PB-PB	3	317	0	0	25	5%	359	
U-LINE	500S	SIGNAL	114+23	114+67	PB-PB	3	44	0	0	25	5%	72	
U-LINE	RICE SH	SIGNAL	114+67	114+67	SH-PB	3	125	5	25	25	18.5%	213	
U-LINE	RICE SH	SIGNAL	114+67	114+67	SH-PB	4	125	5	25	25	18.5%	213	
U-LINE	E3 TPSS	SIGNAL	114+67	114+69	TPSS-PB	4	125	5	25	25	18.5%	213	
U-LINE	E3 TPSS	SIGNAL	114+69	114+69	TPSS-PB	5	125	5	25	25	18.5%	213	
U-LINE	RICE/ECCLES	SIGNAL	114+69	114+23	PB-PB	5	46	0	0	25	5%	75	
U-LINE	RICE/ECCLES	SIGNAL	114+23	116+80	PB-PB	5	257	0	0	25	5%	296	
U-LINE	RICE/ECCLES	SIGNAL	116+80	120+16	PB-PB	5	336	0	0	25	5%	379	
U-LINE	RICE/ECCLES	SIGNAL	120+16	122+64	PB-PB	5	248	0	0	25	5%	287	
U-LINE	RICE/ECCLES	SIGNAL	122+64	124+30	PB-PB	5	166	0	0	25	5%	201	
U-LINE	STADIUM	SIGNAL	124+30	124+30	SH-PB	5	115	5	25	25	18.5%	201	
U-LINE	STADIUM	SIGNAL	124+30	124+30	SH-PB	6	115	5	25	25	18.5%	201	
U-LINE	STADIUM	SIGNAL	124+30	127+70	PB-PB	6	340	0	0	25	5%	383	
U-LINE	FIELD HOUSE	SIGNAL	127+70	131+35	PB-PB	6	365	0	0	25	5%	410	
U-LINE	FIELD HOUSE	SIGNAL	131+35	134+60	PB-PB	6	325	0	0	25	5%	368	
U-LINE		SIGNAL	134+60	137+45	PB-PB	6	285	0	0	25	5%	326	
U-LINE		SIGNAL	137+45	140+50	PB-PB	6	305	0	0	25	5%	347	
U-LINE	ROUND-A-BOUNT	SIGNAL	140+50	140+50	SH-PB	6	125	5	25	25	18.5%	213	
U-LINE	ROUND-A-BOUNT	SIGNAL	140+50	140+50	SH-PB	7	125	5	25	25	18.5%	213	
U-LINE		SIGNAL	140+50	143+55	PB-PB	7	305	0	0	25	5%	347	
U-LINE		SIGNAL	143+55	146+70	PB-PB	7	315	0	0	25	5%	357	
U-LINE		SIGNAL	146+70	149+85	PB-PB	7	315	0	0	25	5%	357	
U-LINE		SIGNAL	149+85	153+25	PB-PB	7	340	0	0	25	5%	383	
U-LINE		SIGNAL	153+25	156+11	PB-PB	7	286	0	0	25	5%	327	
U-LINE		SIGNAL	156+11	160+21	PB-PB	7	410	0	0	25	5%	457	
U-LINE		SIGNAL	160+21	163+47	PB-PB	7	326	0	0	25	5%	369	
U-LINE		SIGNAL	163+47	166+90	PB-PB	7	343	0	0	25	5%	386	
U-LINE		SIGNAL	166+90	170+40	PB-PB	7	350	0	0	25	5%	394	
U-LINE		SIGNAL	170+40	173+50	PB-PB	7	310	0	0	25	5%	352	
U-LINE	E4 TPSS	SIGNAL	173+50	173+50	TPSS-PB	7	125	5	25	25	18.5%	213	
U-LINE	E4 TPSS	SIGNAL	173+50	173+50	TPSS-PB	8	125	5	25	25	18.5%	213	
U-LINE	MARIO CAPECCHI DR	SIGNAL	173+50	173+50	SH-PB	8	175	5	25	25	18.5%	273	
U-LINE	MARIO CAPECCHI DR	SIGNAL	173+50	173+50	SH-PB	9	175	5	25	25	18.5%	273	
U-LINE		SIGNAL	173+50	174+45	PB-PB	9	170	0	0	25	5%	205	
U-LINE		SIGNAL	173+50	176+86	PB-PB	9	336	0	0	25	5%	379	
U-LINE		SIGNAL	176+86	180+90	PB-PB	9	404	0	0	25	5%	450	

ROCKY MOUNTAIN SYSTEMS SERVICES  
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
U-LINE		SIGNAL	180+90	183+80	PB-PB	9	290	0	0	25	5%	331	
U-LINE		SIGNAL	183+80	185+00	PB-PB	9	120	0	0	25	5%	152	
U-LINE	WASATCH GC	SIGNAL	185+00	185+00	SH-PB	9	40	5	25	25	18.5%	113	
U-LINE	WASATCH GC	SIGNAL	185+00	185+00	SH-PB	10	40	5	25	25	18.5%	113	
U-LINE		SIGNAL	185+00	187+25	PB-PB	10	225	0	0	25	5%	263	
U-LINE		SIGNAL	187+25	190+85	PB-PB	10	360	0	0	25	5%	404	
U-LINE		SIGNAL	190+85	194+40	PB-PB	10	355	0	0	25	5%	399	
U-LINE		SIGNAL	194+40	197+85	PB-PB	10	345	0	0	25	5%	389	
U-LINE	HEALTH SCIENCES	SIGNAL	197+85	197+85	SH-PB	10	80	5	25	25	18.5%	160	
U-LINE	HEALTH SCIENCES	SIGNAL	197+85	197+85	SH-PB	11	80	5	25	25	18.5%	160	
U-LINE	UNIVERSITY MED CENTER	SIGNAL	197+85	200+85	PB-PB	11	300	0	0	25	5%	341	
U-LINE	UNIVERSITY MED CENTER	SIGNAL	200+85	203+85	PB-PB	11	300	0	0	25	5%	341	
U-LINE	UNIVERSITY MED CENTER	SIGNAL	203+85	207+15	PB-PB	11	330	0	0	25	5%	373	
U-LINE	E5 TPSS	SIGNAL	207+15	207+15	TPSS-PB	11	350	5	25	25	18.5%	480	
N/S MAIN	INTERMODAL TPSS	SIGNAL	24+75	24+75	TPSS-PB	12	50	5	25	25	18.5%	124	
N/S MAIN		SIGNAL	25+20	24+75	PB-PB	12	45	0	0	50	5%	100	
N/S MAIN		SIGNAL	34+24	25+20	PB-PB	12	904	0	0	75	5%	1028	
N/S MAIN	INTERMODAL INT	SIGNAL	34+24	34+24	SH-PB	12	125	5	25	25	18.5%	213	
N/S MAIN	INTERMODAL INT	SIGNAL	34+24	34+24	SH-PB	13	125	5	25	25	18.5%	213	
N/S MAIN		SIGNAL	38+61	34+24	PB-PB	13	437	0	0	50	5%	511	
N/S MAIN		SIGNAL	41+05	38+61	PB-PB	13	244	0	0	50	5%	309	
N/S MAIN		SIGNAL	46+08	41+05	PB-PB	13	503	0	0	50	5%	581	
N/S MAIN		SIGNAL	49+88	46+08	PB-PB	13	380	0	0	25	5%	425	
N/S MAIN		SIGNAL	52+76	49+88	PB-PB	13	288	0	0	25	5%	329	
N/S MAIN		SIGNAL	56+40	52+76	PB-PB	13	364	0	0	25	5%	408	
N/S MAIN		SIGNAL	59+10	56+40	PB-PB	13	270	0	0	25	5%	310	
N/S MAIN	DELTA TPSS	SIGNAL	59+10	59+10	TPSS-PB	13	225	5	25	25	18.5%	332	
N/S MAIN	DELTA TPSS	SIGNAL	59+10	59+10	TPSS-PB	14	225	5	25	25	18.5%	332	
N/S MAIN	400 W INT	SIGNAL	59+10	59+10	SH-PB	14	175	5	25	25	18.5%	273	
N/S MAIN	400 W INT	SIGNAL	59+10	59+10	SH-PB	15	175	5	25	25	18.5%	273	
N/S MAIN		SIGNAL	59+77	59+10	PB-PB	15	67	0	0	25	5%	97	
N/S MAIN		SIGNAL	61+60	59+77	PB-PB	15	183	0	0	25	5%	218	
N/S MAIN		SIGNAL	68+19	61+60	PB-PB	15	659	0	0	50	5%	744	
N/S MAIN		SIGNAL	836+00	68+19	PB-PB	15	250	0	0	25	5%	289	
N/S MAIN	AIRPORT JUNCTION	SIGNAL	836+00	836+00	SH-PB	15	125	5	25	25	18.5%	213	
N/S MAIN	AIRPORT JUNCTION	SIGNAL	836+00	836+00	SH-PB	16	125	5	25	25	18.5%	213	
N/S MAIN		SIGNAL	835+50	836+00	PB-PB	16	50	0	0	25	5%	79	
N/S MAIN		SIGNAL	831+07	835+50	PB-PB	16	443	0	0	50	5%	518	
N/S MAIN		SIGNAL	828+20	831+07	PB-PB	16	287	0	0	25	5%	328	
N/S MAIN		SIGNAL	826+00	828+20	PB-PB	16	220	0	0	25	5%	257	

ROCKY MOUNTAIN SYSTEMS SERVICES  
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN	DELTA INT	SIGNAL	826+00	826+00	SH-PB	16	280	5	25	25	18.5%	397
N/S MAIN	DELTA INT	SIGNAL	826+00	826+00	SH-PB	17	280	5	25	25	18.5%	397
N/S MAIN		SIGNAL	819+20	826+00	PB-PB	17	680	0	0	25	5%	740
N/S MAIN		SIGNAL	814+11	819+20	PB-PB	17	509	0	0	25	5%	561
N/S MAIN		SIGNAL	807+52	814+11	PB-PB	17	659	0	0	50	5%	744
N/S MAIN		SIGNAL	804+00	807+52	PB-PB	17	352	0	0	25	5%	396
N/S MAIN		SIGNAL	798+76	804+00	PB-PB	17	524	0	0	50	5%	603
N/S MAIN		SIGNAL	795+50	798+76	PB-PB	17	326	0	0	25	5%	369
N/S MAIN		SIGNAL	790+84	795+50	PB-PB	17	466	0	0	25	5%	516
N/S MAIN		SIGNAL	787+60	790+84	PB-PB	17	324	0	0	25	5%	366
N/S MAIN	150 S INT	SIGNAL	787+60	787+60	SH-PB	17	75	5	25	25	18.5%	154
N/S MAIN	150 S INT	SIGNAL	787+60	787+60	SH-PB	18	75	5	25	25	18.5%	154
N/S MAIN		SIGNAL	782+83	787+60	PB-PB	18	477	0	0	25	5%	527
N/S MAIN	SRT2 - 300S TPSS	SIGNAL	782+83	782+83	TPSS-PB	18	600	5	25	25	18.5%	776
N/S MAIN	SRT2 - 300S TPSS	SIGNAL	782+83	782+83	TPSS-PB	19	600	5	25	25	18.5%	776
N/S MAIN		SIGNAL	780+15	782+83	PB-PB	19	268	0	0	25	5%	308
N/S MAIN		SIGNAL	778+00	780+15	PB-PB	19	215	0	0	25	5%	252
N/S MAIN		SIGNAL	774+45	778+00	PB-PB	19	355	0	0	25	5%	399
N/S MAIN		SIGNAL	772+40	774+45	PB-PB	19	205	0	0	25	5%	242
N/S MAIN	MAIN ST INT	SIGNAL	772+40	772+40	SH-PB	19	75	5	25	25	18.5%	154
N/S MAIN	MAIN ST INT	SIGNAL	772+40	772+40	SH-PB	20	75	5	25	25	18.5%	154
N/S MAIN		SIGNAL	767+95	772+40	PB-PB	20	445	0	0	25	5%	494
N/S MAIN		SIGNAL	759+20	767+95	PB-PB	20	875	0	0	25	5%	945
N/S MAIN		SIGNAL	754+00	759+20	PB-PB	20	520	0	0	25	5%	572
N/S MAIN	700S INT	SIGNAL	754+00	754+00	SH-PB	20	20	5	25	25	18.5%	89
N/S MAIN	700S INT	SIGNAL	754+00	754+00	SH-PB	21	20	5	25	25	18.5%	89
N/S MAIN		SIGNAL	752+27	754+00	PB-PB	21	173	0	0	25	5%	208
N/S MAIN		SIGNAL	746+80	752+27	PB-PB	21	547	0	0	50	5%	627
N/S MAIN		SIGNAL	745+13	746+80	PB-PB	21	167	0	0	50	5%	228
N/S MAIN		SIGNAL	735+90	745+13	PB-PB	21	923	0	0	75	5%	1048
N/S MAIN		SIGNAL	728+20	735+90	PB-PB	21	770	0	0	50	5%	861
N/S MAIN		SIGNAL	726+30	728+20	PB-PB	21	190	0	0	25	5%	226
N/S MAIN		SIGNAL	714+08	726+30	PB-PB	21	1222	0	0	100	5%	1388
N/S MAIN	SRN3 - 900S TPSS	SIGNAL	714+08	714+08	TPSS-PB	21	100	5	25	25	18.5%	184
N/S MAIN	SRN3 - 900S TPSS	SIGNAL	714+08	714+08	TPSS-PB	22	100	5	25	25	18.5%	184
N/S MAIN		SIGNAL	696+34	714+08	PB-PB	22	1774	0	0	150	5%	2020
N/S MAIN	S1200/S1201	SIGNAL	696+34	696+34	SH-PB	22	30	5	25	25	18.5%	101
N/S MAIN	S1200/S1201	SIGNAL	696+34	696+34	SH-PB	23	30	5	25	25	18.5%	101
N/S MAIN		SIGNAL	696+05	696+34	PB-PB	23	29	0	0	25	5%	57
N/S MAIN	PAXTON INT	SIGNAL	696+05	696+05	SH-PB	23	175	5	25	25	18.5%	273

ROCKY MOUNTAIN SYSTEMS SERVICES  
 TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
N/S MAIN	PAXTON INT	SIGNAL	696+05	696+05	SH-PB	24	175	5	25	25	18.5%	273	
N/S MAIN		SIGNAL	693+90	696+05	PB-PB	24	215	0	0	25	5%	252	
N/S MAIN		SIGNAL	690+39	693+90	PB-PB	24	351	0	0	50	5%	421	
N/S MAIN	1300S G/C	SIGNAL	690+39	690+39	SH-PB	24	60	5	25	25	18.5%	136	
N/S MAIN	1300S G/C	SIGNAL	690+39	690+39	SH-PB	25	60	5	25	25	18.5%	136	
N/S MAIN		SIGNAL	683+00	690+39	PB-PB	25	739	0	0	75	5%	855	
N/S MAIN	BALLPARK INT	SIGNAL	683+00	683+00	SH-PB	25	200	5	25	25	18.5%	302	
N/S MAIN	BALLPARK INT	SIGNAL	683+00	683+00	SH-PB	26	200	5	25	25	18.5%	302	
N/S MAIN		SIGNAL	679+64	683+00	PB-PB	26	336	0	0	50	5%	405	
N/S MAIN	BALLPARK COMM	SIGNAL	679+64	679+64	SH-PB	26	75	5	25	25	18.5%	154	
N/S MAIN	BALLPARK COMM	SIGNAL	679+64	679+64	SH-PB	27	75	5	25	25	18.5%	154	
N/S MAIN		SIGNAL	663+00	679+64	PB-PB	27	1664	0	0	125	5%	1878	
N/S MAIN	SRB4 - BURTON TPSS	SIGNAL	663+00	663+00	TPSS-PB	27	100	5	25	25	18.5%	184	
N/S MAIN	SRB4 - BURTON TPSS	SIGNAL	663+00	663+00	TPSS-PB	28	100	5	25	25	18.5%	184	
N/S MAIN		SIGNAL	661+50	663+00	PB-PB	28	150	0	0	25	5%	184	
N/S MAIN	1700S G/C	SIGNAL	661+50	661+50	SH-PB	28	60	5	25	25	18.5%	136	
N/S MAIN	1700S G/C	SIGNAL	661+50	661+50	SH-PB	29	60	5	25	25	18.5%	136	
N/S MAIN		SIGNAL	653+14	661+50	PB-PB	29	836	0	0	100	5%	983	
N/S MAIN	S1800	SIGNAL	653+14	653+14	SH-PB	29	75	5	25	25	18.5%	154	
N/S MAIN	S1800	SIGNAL	653+14	653+14	SH-PB	30	75	5	25	25	18.5%	154	
N/S MAIN		SIGNAL	632+80	653+14	PB-PB	30	2034	0	0	150	5%	2293	
N/S MAIN	S2100/2101	SIGNAL	632+80	632+80	SH-PB	30	15	5	25	25	18.5%	83	
N/S MAIN	S2100/2101	SIGNAL	632+80	632+80	SH-PB	31	15	5	25	25	18.5%	83	
N/S MAIN	2100S G/C	SIGNAL	632+80	632+80	SH-PB	31	100	5	25	25	18.5%	184	
N/S MAIN	2100S G/C	SIGNAL	632+80	632+80	SH-PB	32	100	5	25	25	18.5%	184	
N/S MAIN		SIGNAL	626+80	632+80	PB-PB	32	600	5	25	25	18.5%	776	
N/S MAIN		SIGNAL	620+60	626+80	PB-PB	32	620	0	0	50	5%	704	
N/S MAIN		SIGNAL	620+60	631+33	PB-PB	32	1073	0	0	100	5%	1232	
N/S MAIN	UNION A	SIGNAL	620+60	620+60	SH-PB	32	50	5	25	25	18.5%	124	
N/S MAIN	UNION A	SIGNAL	620+60	620+60	SH-PB	33	50	5	25	25	18.5%	124	
N/S MAIN		SIGNAL	615+56	620+60	PB-PB	33	504	0	0	50	5%	582	
N/S MAIN	HAVEN AVE G/C	SIGNAL	615+56	615+56	SH-PB	33	125	5	25	25	18.5%	213	
N/S MAIN	HAVEN AVE G/C	SIGNAL	615+56	615+56	SH-PB	34	125	5	25	25	18.5%	213	
N/S MAIN		SIGNAL	597+26	615+56	PB-PB	34	1830	0	0	150	5%	2079	
N/S MAIN	I-80 INT	SIGNAL	597+26	597+26	SH-PB	34	50	5	25	25	18.5%	124	
N/S MAIN	I-80 INT	SIGNAL	597+26	597+26	SH-PB	35	50	5	25	25	18.5%	124	
N/S MAIN		SIGNAL	591+50	597+26	PB-PB	35	576	0	0	50	5%	657	
N/S MAIN	SRH5 - HUSLERS TPSS	SIGNAL	591+50	591+50	TPSS-PB	35	150	5	25	25	18.5%	243	
N/S MAIN	SRH5 - HUSLERS TPSS	SIGNAL	591+50	591+50	TPSS-PB	36	150	5	25	25	18.5%	243	
N/S MAIN		SIGNAL	586+77	591+50	PB-PB	36	473	0	0	25	5%	523	

ROCKY MOUNTAIN SYSTEMS SERVICES  
 TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
N/S MAIN	S2700/2701	SIGNAL	586+77	586+77	SH-PB	36	50	5	25	25	18.5%	124	
N/S MAIN	S2700/2701	SIGNAL	586+77	586+77	SH-PB	37	50	5	25	25	18.5%	124	
N/S MAIN		SIGNAL	586+13	586+77	PB-PB	37	64	0	0	25	5%	93	
N/S MAIN	2700S G/C	SIGNAL	586+13	586+13	SH-PB	37	70	5	25	25	18.5%	148	
N/S MAIN	2700S G/C	SIGNAL	586+13	586+13	SH-PB	38	70	5	25	25	18.5%	148	
N/S MAIN		SIGNAL	566+60	586+13	PB-PB	38	1953	0	0	125	5%	2182	
N/S MAIN	2950S G/C	SIGNAL	566+60	566+60	SH-PB	38	110	5	25	25	18.5%	196	
N/S MAIN	2950S G/C	SIGNAL	566+60	566+60	SH-PB	39	110	5	25	25	18.5%	196	
N/S MAIN		SIGNAL	554+09	566+60	PB-PB	39	1251	0	0	125	5%	1445	
N/S MAIN	GREGSON AVE G/C	SIGNAL	554+09	554+09	SH-PB	39	100	5	25	25	18.5%	184	
N/S MAIN	GREGSON AVE G/C	SIGNAL	554+09	554+09	SH-PB	40	100	5	25	25	18.5%	184	
N/S MAIN		SIGNAL	551+14	554+09	PB-PB	40	295	0	0	25	5%	336	
N/S MAIN	SRW6 - WALTON TPSS	SIGNAL	551+14	551+14	TPSS-PB	40	120	5	25	25	18.5%	207	
N/S MAIN	SRW6 - WALTON TPSS	SIGNAL	551+14	551+14	TPSS-PB	41	120	5	25	25	18.5%	207	
N/S MAIN	S3200/3201	SIGNAL	551+14	551+14	SH-PB	41	75	5	25	25	18.5%	154	
N/S MAIN	S3200/3201	SIGNAL	551+14	551+14	SH-PB	42	75	5	25	25	18.5%	154	
N/S MAIN		SIGNAL	540+51	551+14	PB-PB	42	1063	0	0	125	5%	1247	
N/S MAIN		SIGNAL	538+14	540+51	PB-PB	42	237	0	0	25	5%	275	
N/S MAIN	3300S G/C	SIGNAL	538+14	538+14	SH-PB	42	80	5	25	25	18.5%	160	
N/S MAIN	3300S G/C	SIGNAL	538+14	538+14	SH-PB	43	80	5	25	25	18.5%	160	
N/S MAIN		SIGNAL	517+76	538+14	PB-PB	43	2038	0	0	100	5%	2245	
N/S MAIN	S3600/3601	SIGNAL	517+76	517+76	SH-PB	43	80	5	25	25	18.5%	160	
N/S MAIN	S3600/3601	SIGNAL	517+76	517+76	SH-PB	44	80	5	25	25	18.5%	160	
N/S MAIN		SIGNAL	494+40	517+76	PB-PB	44	2336	0	0	200	5%	2663	
N/S MAIN		SIGNAL	490+70	494+40	PB-PB	44	370	0	0	50	5%	441	
N/S MAIN	3900S G/C	SIGNAL	490+70	490+70	SH-PB	44	30	5	25	25	18.5%	101	
N/S MAIN	3900S G/C	SIGNAL	490+70	490+70	SH-PB	45	30	5	25	25	18.5%	101	
N/S MAIN		SIGNAL	487+00	490+70	PB-PB	45	370	0	0	50	5%	441	
N/S MAIN	SRC7 TPSS CENTRAL	SIGNAL	487+00	487+00	TPSS-PB	45	50	5	25	25	18.5%	124	
N/S MAIN	SRC7 TPSS CENTRAL	SIGNAL	487+00	487+00	TPSS-PB	46	50	5	25	25	18.5%	124	
N/S MAIN		SIGNAL	486+00	487+00	PB-PB	46	100	0	0	25	5%	131	
N/S MAIN	CENTRAL INT	SIGNAL	486+00	486+00	SH-PB	46	30	5	25	25	18.5%	101	
N/S MAIN	CENTRAL INT	SIGNAL	486+00	486+00	SH-PB	47	30	5	25	25	18.5%	101	
N/S MAIN		SIGNAL	473+40	486+00	PB-PB	47	1260	0	0	75	5%	1402	
N/S MAIN	CENTRAL AVE G/C	SIGNAL	473+40	473+40	SH-PB	47	80	5	25	25	18.5%	160	
N/S MAIN	CENTRAL AVE G/C	SIGNAL	473+40	473+40	SH-PB	48	80	5	25	25	18.5%	160	
N/S MAIN		SIGNAL	457+80	473+40	PB-PB	48	1560	0	0	150	5%	1796	
N/S MAIN	FIRECLAY AVE GC	SIGNAL	457+80	457+80	SH-PB	48	90	5	25	25	18.5%	172	
N/S MAIN	FIRECLAY AVE GC	SIGNAL	457+80	457+80	SH-PB	49	90	5	25	25	18.5%	172	
N/S MAIN		SIGNAL	454+41	457+80	PB-PB	49	339	0	0	50	5%	408	

ROCKY MOUNTAIN SYSTEMS SERVICES  
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House											3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
N/S MAIN		SIGNAL	444+73	454+41	PB-PB	49	968	0	0	75	5%	1095	
N/S MAIN	4500S G/C	SIGNAL	444+73	444+73	SH-PB	49	70	5	25	25	18.5%	148	
N/S MAIN	4500S G/C	SIGNAL	444+73	444+73	SH-PB	50	70	5	25	25	18.5%	148	
N/S MAIN		SIGNAL	441+18	444+73	PB-PB	50	355	0	0	50	5%	425	
N/S MAIN	S4600/4601	SIGNAL	441+18	441+18	SH-PB	50	20	5	25	25	18.5%	89	
N/S MAIN	S4600/4601	SIGNAL	441+18	441+18	SH-PB	51	20	5	25	25	18.5%	89	
N/S MAIN		SIGNAL	419+00	441+18	PB-PB	51	2218	0	0	175	5%	2513	
N/S MAIN	4800S G/C	SIGNAL	419+00	419+00	SH-PB	51	75	5	25	25	18.5%	154	
N/S MAIN	4800S G/C	SIGNAL	419+00	419+00	SH-PB	52	75	5	25	25	18.5%	154	
N/S MAIN		SIGNAL	414+14	419+00	PB-PB	52	486	0	0	50	5%	563	
N/S MAIN	SRM8 - MURRAY TPSS	SIGNAL	414+14	414+14	TPSS-PB	52	150	5	25	25	18.5%	243	
N/S MAIN	SRM8 - MURRAY TPSS	SIGNAL	414+14	414+14	TPSS-PB	53	150	5	25	25	18.5%	243	
N/S MAIN		SIGNAL	398+30	414+14	PB-PB	53	1584	0	0	125	5%	1794	
N/S MAIN	VINE ST	SIGNAL	398+30	398+30	SH-PB	53	75	5	25	25	18.5%	154	
N/S MAIN	VINE ST	SIGNAL	398+30	398+30	SH-PB	54	75	5	25	25	18.5%	154	
N/S MAIN		SIGNAL	397+30	398+30	PB-PB	54	100	0	0	25	5%	131	
N/S MAIN	S5000/5001	SIGNAL	397+30	397+30	SH-PB	54	20	5	25	25	18.5%	89	
N/S MAIN	S5000/5001	SIGNAL	397+30	397+30	SH-PB	55	20	5	25	25	18.5%	89	
N/S MAIN		SIGNAL	391+38	397+30	PB-PB	55	592	0	0	50	5%	674	
N/S MAIN		SIGNAL	363+50	391+38	PB-PB	55	2788	0	0	175	5%	3111	
N/S MAIN	S5400/5401	SIGNAL	363+50	363+50	SH-PB	55	30	5	25	25	18.5%	101	
N/S MAIN	S5400/5401	SIGNAL	363+50	363+50	SH-PB	56	30	5	25	25	18.5%	101	
N/S MAIN		SIGNAL	362+43	363+50	PB-PB	56	107	0	0	25	5%	139	
N/S MAIN	SRP9 - PALLAS TPSS	SIGNAL	362+43	362+43	TPSS-PB	56	200	5	25	25	18.5%	302	
N/S MAIN	SRP9 - PALLAS TPSS	SIGNAL	362+43	362+43	TPSS-PB	57	200	5	25	25	18.5%	302	
N/S MAIN		SIGNAL	335+25	362+43	PB-PB	57	2718	0	0	175	5%	3038	
N/S MAIN	S5810/5811	SIGNAL	335+25	335+25	SH-PB	57	70	5	25	25	18.5%	148	
N/S MAIN	S5810/5811	SIGNAL	335+25	335+25	SH-PB	58	70	5	25	25	18.5%	148	
N/S MAIN		SIGNAL	333+75	335+25	PB-PB	58	150	0	0	25	5%	184	
N/S MAIN	5813S G/C	SIGNAL	333+75	333+75	SH-PB	58	40	5	25	25	18.5%	113	
N/S MAIN	5813S G/C	SIGNAL	333+75	333+75	SH-PB	59	40	5	25	25	18.5%	113	
N/S MAIN		SIGNAL	327+84	333+75	PB-PB	59	591	0	0	75	5%	699	
N/S MAIN	5900S G/C	SIGNAL	327+84	327+84	SH-PB	59	30	5	25	25	18.5%	101	
N/S MAIN	5900S G/C	SIGNAL	327+84	327+84	SH-PB	60	30	5	25	25	18.5%	101	
N/S MAIN		SIGNAL	312+80	327+84	PB-PB	60	1504	0	0	200	5%	1789	
N/S MAIN	6100S G/C	SIGNAL	312+80	312+80	SH-PB	60	6	5	25	25	18.5%	72	
N/S MAIN	6100S G/C	SIGNAL	312+80	312+80	SH-PB	61	6	5	25	25	18.5%	72	
N/S MAIN		SIGNAL	302+80	312+80	PB-PB	61	1000	0	0	50	5%	1103	
N/S MAIN	LOVENDAHL B	SIGNAL	302+80	302+80	SH-PB	61	35	5	25	25	18.5%	107	
N/S MAIN	LOVENDAHL B	SIGNAL	302+80	302+80	SH-PB	62	35	5	25	25	18.5%	107	

ROCKY MOUNTAIN SYSTEMS SERVICES  
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
N/S MAIN		SIGNAL	302+80	292+40	PB-PB	62	1040	0	0	25	5.0%	1118	
N/S MAIN		SIGNAL	292+40	296+95	PB-PB	62	455	0	0	25	5.0%	504	
N/S MAIN	LOVENDAHL A	SIGNAL	296+95	296+95	SH-PB	62	100	5	25	25	18.5%	184	
N/S MAIN	LOVENDAHL A	SIGNAL	296+95	296+95	SH-PB	63	100	5	25	25	18.5%	184	
N/S MAIN		SIGNAL	290+25	296+95	PB-PB	63	670	0	0	100	5%	809	
N/S MAIN	ATWOOD TPSS	SIGNAL	290+25	290+25	TPSS-PB	63	150	5	25	25	18.5%	243	
N/S MAIN	ATWOOD TPSS	SIGNAL	290+25	290+25	TPSS-PB	64	150	5	25	25	18.5%	243	
N/S MAIN		SIGNAL	283+17	290+25	PB-PB	64	708	0	0	75	5%	822	
N/S MAIN	SUGAR INT	SIGNAL	283+17	283+17	SH-PB	64	225	5	25	100	18.5%	421	
N/S MAIN	SUGAR INT	SIGNAL	283+17	283+17	SH-PB	65	225	5	25	100	18.5%	421	
N/S MAIN		SIGNAL	256+65	283+17	PB-PB	65	2652	0	0	75	5%	2863	
N/S MAIN	S7100/7101	SIGNAL	256+65	256+65	SH-PB	65	25	5	25	25	18.5%	95	
N/S MAIN	S7100/7101	SIGNAL	256+65	256+65	SH-PB	66	25	5	25	25	18.5%	95	
N/S MAIN		SIGNAL	246+50	256+65	PB-PB	66	1015	0	0	75	5%	1145	
N/S MAIN	7200S G/C	SIGNAL	246+50	246+50	SH-PB	66	100	5	25	25	18.5%	184	
N/S MAIN	7200S G/C	SIGNAL	246+50	246+50	SH-PB	67	100	5	25	25	18.5%	184	
N/S MAIN		SIGNAL	240+85	246+50	PB-PB	67	565	0	0	25	5%	620	
N/S MAIN		SIGNAL	236+59	240+85	PB-PB	67	426	0	0	75	5%	526	
N/S MAIN	SRS11 - SUGAR TPSS	SIGNAL	236+59	236+59	TPSS-PB	67	75	5	25	25	18.5%	154	
N/S MAIN	SRS11 - SUGAR TPSS	SIGNAL	236+59	236+59	TPSS-PB	68	75	5	25	25	18.5%	154	
N/S MAIN		SIGNAL	227+30	236+59	PB-PB	68	929	0	0	100	5%	1080	
N/S MAIN	S7500/S7501	SIGNAL	227+30	227+30	SH-PB	68	150	5	25	25	18.5%	243	
N/S MAIN	S7500/S7501	SIGNAL	227+30	227+30	SH-PB	69	150	5	25	25	18.5%	243	
N/S MAIN		SIGNAL	227+20	227+30	PB-PB	69	10	0	0	25	5%	37	
N/S MAIN	7500S G/C	SIGNAL	227+20	227+20	SH-PB	69	100	5	25	25	18.5%	184	
N/S MAIN	7500S G/C	SIGNAL	227+20	227+20	SH-PB	70	100	5	25	25	18.5%	184	
N/S MAIN		SIGNAL	209+30	227+20	PB-PB	70	1790	0	0	150	5%	2037	
N/S MAIN	7720S G/C	SIGNAL	209+30	209+30	SH-PB	70	40	5	25	25	18.5%	113	
N/S MAIN	7720S G/C	SIGNAL	209+30	209+30	SH-PB	71	40	5	25	25	18.5%	113	
N/S MAIN		SIGNAL	205+30	209+30	PB-PB	71	400	0	0	50	5%	473	
N/S MAIN		SIGNAL	198+80	205+30	PB-PB	71	650	0	0	50	5%	735	
N/S MAIN	CUSHING A INT	SIGNAL	198+80	198+80	SH-PB	71	50	5	25	25	18.5%	124	
N/S MAIN	CUSHING A INT	SIGNAL	198+80	198+80	SH-PB	72	50	5	25	25	18.5%	124	
N/S MAIN		SIGNAL	190+80	198+80	PB-PB	72	800	0	0	100	5%	945	
N/S MAIN	CUSHING B INT	SIGNAL	190+80	190+80	SH-PB	72	20	5	25	25	18.5%	89	
N/S MAIN	CUSHING B INT	SIGNAL	190+80	190+80	SH-PB	73	20	5	25	25	18.5%	89	
N/S MAIN		SIGNAL	184+55	190+80	PB-PB	73	625	0	0	75	5%	735	
N/S MAIN	8000S G/C	SIGNAL	184+55	184+55	SH-PB	73	100	5	25	25	18.5%	184	
N/S MAIN	8000S G/C	SIGNAL	184+55	184+55	SH-PB	74	100	5	25	25	18.5%	184	
N/S MAIN		SIGNAL	178+30	184+55	PB-PB	74	625	0	0	75	5%	735	

ROCKY MOUNTAIN SYSTEMS SERVICES  
 TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
N/S MAIN	8120S G/C	SIGNAL	178+30	178+30	SH-PB	74	1100	5	25	25	18.5%	1369	
N/S MAIN	8120S G/C	SIGNAL	178+30	178+30	SH-PB	75	1100	5	25	25	18.5%	1369	
N/S MAIN		SIGNAL	171+20	178+30	PB-PB	75	710	0	0	50	5%	798	
N/S MAIN	RIO GRANDE TPSS	SIGNAL	171+20	171+20	TPSS-PB	75	300	5	25	25	18.5%	421	
N/S MAIN	RIO GRANDE TPSS	SIGNAL	171+20	171+20	TPSS-PB	76	300	5	25	25	18.5%	421	
N/S MAIN		SIGNAL	169+58	171+20	PB-PB	76	162	0	0	100	5%	275	
N/S MAIN	PIONEER B INT	SIGNAL	169+58	169+58	SH-PB	76	125	5	25	25	18.5%	213	
N/S MAIN	PIONEER B INT	SIGNAL	169+58	169+58	SH-PB	77	125	5	25	25	18.5%	213	
N/S MAIN		SIGNAL	158+90	169+58	PB-PB	77	1068	0	0	100	5%	1226	
N/S MAIN	PIONEER A INT	SIGNAL	158+90	158+90	SH-PB	77	150	5	25	25	18.5%	243	
N/S MAIN	PIONEER A INT	SIGNAL	158+90	158+90	SH-PB	78	150	5	25	25	18.5%	243	
N/S MAIN		SIGNAL	148+95	158+90	PB-PB	78	995	0	0	75	5%	1124	
N/S MAIN	PIONEER AVE	SIGNAL	148+95	148+95	SH-PB	78	75	5	25	25	18.5%	154	
N/S MAIN	PIONEER AVE	SIGNAL	148+95	148+95	SH-PB	79	75	5	25	25	18.5%	154	
N/S MAIN		SIGNAL	139+00	148+95	PB-PB	79	995	0	0	75	5%	1124	
N/S MAIN	S8750/8751	SIGNAL	139+00	139+00	SH-PB	79	20	5	25	25	18.5%	89	
N/S MAIN	S8750/8751	SIGNAL	139+00	139+00	SH-PB	80	20	5	25	25	18.5%	89	
N/S MAIN	8720S G/C	SIGNAL	139+00	139+00	SH-PB	80	60	5	25	25	18.5%	136	
N/S MAIN	8720S G/C	SIGNAL	139+00	139+00	SH-PB	81	60	5	25	25	18.5%	136	
N/S MAIN		SIGNAL	131+95	139+00	PB-PB	81	705	0	0	75	5%	819	
N/S MAIN	8800S G/C	SIGNAL	131+95	131+95	SH-PB	81	75	5	25	25	18.5%	154	
N/S MAIN	8800S G/C	SIGNAL	131+95	131+95	SH-PB	82	75	5	25	25	18.5%	154	
N/S MAIN		SIGNAL	123+25	131+95	PB-PB	82	870	0	0	100	5%	1019	
N/S MAIN		SIGNAL	120+15	123+25	PB-PB	82	310	0	0	25	5%	352	
N/S MAIN	9000S G/C	SIGNAL	120+15	120+15	SH-PB	82	200	5	25	25	18.5%	302	
N/S MAIN	9000S G/C	SIGNAL	120+15	120+15	SH-PB	83	200	5	25	25	18.5%	302	
N/S MAIN		SIGNAL	97+50	120+15	PB-PB	83	2265	0	0	175	5%	2562	
N/S MAIN	SRN13	SIGNAL	98+00	97+50	TPSS-PB	83	125	5	25	25	18.5%	213	
N/S MAIN	SRN13	SIGNAL	97+50	98+00	TPSS-PB	84	125	5	25	25	18.5%	213	
N/S MAIN		SIGNAL	97+50	98+00	PB-PB	84	50	0	0	25	5%	79	
N/S MAIN	S9400/S9401	SIGNAL	97+50	97+50	SH-PB	84	50	5	25	25	18.5%	124	
N/S MAIN	S9400/S9401	SIGNAL	97+50	97+50	SH-PB	85	30	5	25	25	18.5%	101	
N/S MAIN		SIGNAL	92+50	97+50	PB-PB	85	500	0	0	50	5%	578	
N/S MAIN	9400S G/C	SIGNAL	92+50	92+50	SH-PB	85	80	5	25	25	18.5%	160	
N/S MAIN	9400S G/C	SIGNAL	92+50	92+50	SH-PB	86	80	5	25	25	18.5%	160	
N/S MAIN		SIGNAL	63+70	92+50	PB-PB	86	2880	0	0	175	5%	3208	
N/S MAIN	9800S G/C	SIGNAL	63+70	63+70	SH-PB	86	20	5	25	25	18.5%	89	
N/S MAIN	9800S G/C	SIGNAL	63+70	63+70	SH-PB	87	20	5	25	25	18.5%	89	
N/S MAIN	BEETDIGGER INT	SIGNAL	63+70	63+70	SH-PB	87	15	5	25	25	18.5%	83	
N/S MAIN	BEETDIGGER INT	SIGNAL	63+70	63+70	SH-PB	88	15	5	25	25	18.5%	83	

ROCKY MOUNTAIN SYSTEMS SERVICES  
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House									3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN		SIGNAL			PB-PB	88	329	0	0	25	5.0%	372
N/S MAIN	DRAPER NORTH INT	SIGNAL	2657+70		SH-PB	88	50	5	25	0	18.5%	95
N/S MAIN	DRAPER NORTH INT	SIGNAL	2657+70		SH-PB	89	223	5	25	0	18.5%	300
N/S MAIN		SIGNAL			PB-PB	89	120	0	0	25	5.0%	152
N/S MAIN	SRD14 - JORDAN TPSS	SIGNAL	1654+61	1654+61	TPSS-PB	89	75	5	25	25	18.5%	154
MIDVALE	LOVENDAHL A	SIGNAL	296+95	296+95	SH-PB	97	50	5	25	0	19%	95
MIDVALE		SIGNAL	302+80	296+95	PB-PB	97	585	0	25	100	5%	746
MIDVALE		SIGNAL	296+95	290+25	PB-PB	97	670	0	0	25	5%	730
MIDVALE		SIGNAL	290+25	290+90	PB-PB	97	65	0	0	25	5%	95
MIDVALE		SIGNAL	290+90	2615+17	PB-PB	97	65	0	25	25	5%	121
MIDVALE	WINCHESTER G/C	SIGNAL	2615+17	2615+17	SH-PB	97	30	5	25	25	18.5%	101
MIDVALE	WINCHESTER G/C	SIGNAL	2615+17	2615+17	SH-PB	98	30	5	0	25	18.5%	71
MIDVALE		SIGNAL	2615+17	2615+22	PB-PB	98	5	0	0	25	5%	32
MIDVALE	EPHRAIM B	SIGNAL	2615+22	2615+22	SH-PB	98	50	5	25	25	18.5%	124
MIDVALE	EPHRAIM B	SIGNAL	2615+22	2615+22	SH-PB	99	50	5	25	25	18.5%	124
MIDVALE		SIGNAL	2615+22	2613+47	PB-PB	99	175	0	0	25	5%	210
MIDVALE		SIGNAL	2613+47	2611+81	PB-PB	99	166	0	0	25	5%	201
MIDVALE		SIGNAL	2611+81	2610+64	PB-PB	99	117	0	0	25	5%	149
MIDVALE	COTTONWOOD G/C	SIGNAL	2610+64	2610+64	SH-PB	99	25	5	25	25	18.5%	95
MIDVALE	COTTONWOOD G/C	SIGNAL	2610+64	2610+64	SH-PB	100	25	5	25	25	18.5%	95
MIDVALE	EPHRAIM A	SIGNAL	2610+64	2610+64	SH-PB	100	25	5	25	25	18.5%	95
MIDVALE	EPHRAIM A	SIGNAL	2610+64	2610+64	SH-PB	101	25	5	25	25	18.5%	95
MIDVALE		SIGNAL	2610+64	2606+71	PB-PB	101	393	0	0	25	5%	439
MIDVALE		SIGNAL	2606+71	2604+72	PB-PB	101	199	0	0	25	5%	235
MIDVALE	TUNNEL INT	SIGNAL	2604+72	2604+72	SH-PB	101	75	5	25	25	18.5%	154
MIDVALE	TUNNEL INT	SIGNAL	2604+72	2604+72	SH-PB	102	75	5	25	25	18.5%	154
MIDVALE		SIGNAL	2604+72	2602+90	PB-PB	102	182	0	0	25	5%	217
MIDVALE		SIGNAL	2602+90	2601+65	PB-PB	102	125	0	0	25	5%	158
MIDVALE		SIGNAL	2601+65	2601+06	PB-PB	102	59	0	0	25	5%	88
MIDVALE		SIGNAL	2601+06	2599+64	PB-PB	102	142	0	0	25	5%	175
MIDVALE		SIGNAL	2599+64	1595+75	PB-PB	102	368	0	0	25	5%	413
MIDVALE	ACCESS INT	SIGNAL	1595+75	1595+75	SH-PB	102	50	5	25	25	18.5%	124
MIDVALE	ACCESS INT	SIGNAL	1595+75	1595+75	SH-PB	103	50	5	25	25	18.5%	124
MIDVALE		SIGNAL	1595+75	1593+36	PB-PB	103	239	0	0	25	5%	277
MIDVALE		SIGNAL	1593+36	1592+03	PB-PB	103	133	0	0	25	5%	166
MIDVALE		SIGNAL	1592+03	1592+19	PB-PB	103	50	0	0	25	5%	79
MIDVALE	YRY1	SIGNAL	1592+19	1592+19	TPSS-PB	103	50	5	25	25	18.5%	124
MIDVALE	YRY1	SIGNAL	1592+19	1592+19	TPSS-PB	104	50	5	25	25	18.5%	124
MIDVALE		SIGNAL	1592+19	1594+19	PB-PB	104	200	0	0	25	5%	236
MIDVALE		SIGNAL	1594+19	1597+69	PB-PB	104	350	0	0	25	5%	394

ROCKY MOUNTAIN SYSTEMS SERVICES  
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House											3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
MIDVALE		SIGNAL	1597+69	MRSC	PB-PB	104	100	0	0	25	5%	131	
MIDVALE	MVSC	SIGNAL	MRSC	MRSC	PB-OTHER	104	0	5	500	25	18.5%	628	
JRSC	UNION A	SIGNAL	270+03	270+03	SH-PB	90	120	5	25	25	18.5%	207	
JRSC		SIGNAL	270+03	264+45	PB-PB	90	558	0	25	25	5%	638	
JRSC		SIGNAL	264+45	261+60	PB-PB	90	285	0	0	25	5%	326	
JRSC		SIGNAL	261+60	259+45	PB-PB	90	215	0	0	25	5%	252	
JRSC	UNION B	SIGNAL	259+45	259+45	SH-PB	90	75	5	25	25	18.5%	154	
JRSC	UNION B	SIGNAL	259+45	259+45	SH-PB	90	75	5	25	25	18.5%	154	
JRSC		SIGNAL	259+45	256+00	PB-PB	90	345	0	0	25	5%	389	
JRSC	WV1	SIGNAL	256+00	256+00	TPSS-PB	90	150	5	25	25	18.5%	243	
JRSC	WV1	SIGNAL	256+00	256+00	TPSS-PB	91	150	5	25	25	18.5%	243	
JRSC		SIGNAL	256+00	252+05	PB-PB	91	395	0	0	25	5%	441	
JRSC		SIGNAL	252+05	246+90	PB-PB	91	515	0	0	25	5%	567	
JRSC		SIGNAL	246+90	244+20	PB-PB	91	270	0	0	25	5%	310	
JRSC	E601	SIGNAL	244+20	244+20	SH-PB	91	175	5	25	25	18.5%	273	
JRSC	E601	SIGNAL	244+20	244+20	SH-PB	92	175	5	25	25	18.5%	273	
JRSC		SIGNAL	244+20	239+40	PB-PB	92	480	0	0	25	55%	783	
JRSC		SIGNAL	239+40	236+24	PB-PB	92	316	0	0	25	5%	358	
JRSC		SIGNAL	236+24	232+95	PB-PB	92	329	0	0	25	5%	372	
JRSC		SIGNAL	232+95	226+75	PB-PB	92	620	0	0	25	5%	677	
JRSC		SIGNAL	226+75	223+00	PB-PB	92	375	0	0	25	5%	420	
JRSC		SIGNAL	223+00	219+50	PB-PB	92	350	0	0	25	5%	394	
JRSC	WV2	SIGNAL	219+50	219+50	TPSS-PB	92	200	5	25	25	18.5%	302	
JRSC	WV2	SIGNAL	219+50	219+50	TPSS-PB	93	200	5	25	25	18.5%	302	
JRSC	800W	SIGNAL	219+50	219+50	SH-PB	93	250	5	25	25	18.5%	361	
JRSC	800W	SIGNAL	219+50	219+50	SH-PB	94	250	5	25	25	18.5%	361	
JRSC		SIGNAL	219+50	215+20	PB-PB	94	430	0	0	25	5%	478	
JRSC		SIGNAL	215+20	211+59	PB-PB	94	361	0	0	25	5%	405	
JRSC		SIGNAL	211+59	210+56	PB-PB	94	103	0	0	25	5%	134	
JRSC		SIGNAL	210+56	207+26	PB-PB	94	330	0	0	25	5%	373	
JRSC		SIGNAL	207+26	203+05	PB-PB	94	421	0	0	25	5%	468	
JRSC		SIGNAL	203+05	203+55	PB-PB	94	50	0	0	25	5%	79	
JRSC	ZCMI INT	SIGNAL	203+55	203+55	SH-PB	94	25	5	25	25	18.5%	95	
JRSC	ZCMI INT	SIGNAL	203+55	203+55	SH-PB	95	25	5	25	25	18.5%	95	
JRSC		SIGNAL	203+55	204+55	PB-PB	95	100	0	0	25	5%	131	
JRSC	JRSC	SIGNAL	204+55	204+55	PB-OTHER	95	500	0	0	25	18.5%	622	
JRSC	JRSC	SIGNAL	PB	JRSC	PB-OTHER	96	0	0	500	0	18.5%	593	

ROCKY MOUNTAIN SYSTEMS SERVICES  
 TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
U-LINE	MAIN ST PCC	IT	772+40	772+40	PCC-PB	1	30	5	25	25	18.5%	101	
U-LINE	400S	IT	772+40	774+45	PB-PB	1	205	0	0	25	5%	242	
U-LINE	400S	IT	774+45	778+00	PB-PB	1	355	0	0	25	5%	399	
U-LINE	400S	IT	778+00	780+15	PB-PB	1	215	0	0	25	5%	252	
U-LINE	400S	IT	778+00	1+35	PB-PB	1	100	0	0	25	5%	131	
U-LINE	400S	IT	1+35	4+05	PB-PB	1	270	0	0	25	5%	310	
U-LINE	400S	IT	4+05	7+10	PB-PB	1	305	0	0	25	5%	347	
U-LINE	LIBRARY STATION	IT	7+10	7+10	PCC-PB	1	30	5	25	25	18.5%	101	
U-LINE	LIBRARY STATION	IT	7+10	7+10	PCC-PB	2	30	5	25	25	18.5%	101	
U-LINE	400S	IT	7+10	9+93	PB-PB	2	283	0	0	25	5%	323	
U-LINE	400S & STATE ST	IT	9+93	13+78	PB-PB	2	385	0	0	25	5%	431	
U-LINE		IT	13+78	16+10	PB-PB	2	232	0	0	25	5%	270	
U-LINE	400S & 200E	IT	16+10	17+36	PB-PB	2	126	0	0	25	5%	159	
U-LINE	400S & 200E	IT	17+36	21+56	PB-PB	2	420	0	0	25	5%	467	
U-LINE	400S	IT	21+56	25+74	PB-PB	2	418	0	0	25	5%	465	
U-LINE	400S	IT	25+74	28+51	PB-PB	2	277	0	0	25	5%	317	
U-LINE	400S & 400E	IT	28+51	31+80	PB-PB	2	329	0	0	25	5%	372	
U-LINE	400S & 400E	IT	31+80	35+70	PB-PB	2	390	0	0	25	5%	436	
U-LINE	400S & 400E	IT	35+70	39+50	PB-PB	2	380	0	0	25	5%	425	
U-LINE	400S	IT	39+50	42+97	PB-PB	2	347	0	0	25	5%	391	
U-LINE	400S & 500E	IT	42+97	46+13	PB-PB	2	316	0	0	25	5%	358	
U-LINE	400S & 500E	IT	42+97	49+06	PB-PB	2	609	0	0	25	5%	666	
U-LINE		IT	49+06	53+00	PB-PB	2	394	0	0	25	5%	440	
U-LINE	400S & 600E	IT	53+00	55+65	PB-PB	2	265	0	0	25	5%	305	
U-LINE	TROLLEY STATION	IT	55+65	55+65	PCC-PB	2	45	5	25	25	18.5%	119	
U-LINE	TROLLEY STATION	IT	55+65	55+65	PCC-PB	3	45	5	25	25	18.5%	119	
U-LINE	400S & 600E	IT	55+65	58+88	PB-PB	3	323	0	0	25	5%	365	
U-LINE	400S	IT	58+88	62+04	PB-PB	3	316	0	0	25	5%	358	
U-LINE	400S	IT	62+04	65+50	PB-PB	3	346	0	0	25	5%	390	
U-LINE	400S & 700E	IT	65+50	67+81	PB-PB	3	231	0	0	25	5%	269	
U-LINE	900 E STATION	IT	67+81	67+81	PCC-PB	3	20	5	25	25	18.5%	89	
U-LINE	900 E STATION	IT	67+81	67+81	PCC-PB	4	20	5	25	25	18.5%	89	
U-LINE	400S	IT	67+81	72+00	PB-PB	4	419	0	0	25	5%	466	
U-LINE	400S & 900E	IT	72+00	74+90	PB-PB	4	290	0	0	25	5%	331	
U-LINE	S-CURVE	IT	74+90	78+05	PB-PB	4	315	0	0	25	5%	357	
U-LINE	S-CURVE	IT	78+05	81+20	PB-PB	4	315	0	0	25	5%	357	
U-LINE	S-CURVE	IT	81+20	84+40	PB-PB	4	320	0	0	25	5%	362	
U-LINE	S-CURVE	IT	84+40	87+68	PB-PB	4	328	0	0	25	5%	371	
U-LINE	S-CURVE	IT	87+68	90+80	PB-PB	4	312	0	0	25	5%	354	
U-LINE	S-CURVE	IT	90+80	94+28	PB-PB	4	348	0	0	25	5%	392	

ROCKY MOUNTAIN SYSTEMS SERVICES  
 TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
U-LINE	S-CURVE	IT	94+28	97+23	PB-PB	4	295	0	0	25	5%	336	
U-LINE	S-CURVE	IT	97+23	100+35	PB-PB	4	312	0	0	25	5%	354	
U-LINE	S-CURVE	IT	100+35	103+68	PB-PB	4	333	0	0	25	5%	376	
U-LINE	500S	IT	103+68	107+43	PB-PB	4	375	0	0	25	5%	420	
U-LINE	500S	IT	107+43	111+06	PB-PB	4	363	0	0	25	5%	407	
U-LINE	500S	IT	111+06	114+23	PB-PB	4	317	0	0	25	5%	359	
U-LINE	500S	IT	114+23	114+67	PB-PB	4	44	0	0	25	5%	72	
U-LINE	RICE/ECCLES	IT	114+69	114+23	PB-PB	4	46	0	0	25	5%	75	
U-LINE	RICE/ECCLES	IT			PCC-PB	4	30	5	25	0	18.5%	71	
U-LINE	RICE/ECCLES	IT			PCC-PB	5	30	5	25	0	18.5%	71	
U-LINE	RICE/ECCLES	IT	114+23	116+80	PB-PB	5	257	0	0	25	5%	296	
U-LINE	RICE/ECCLES	IT	116+80	120+16	PB-PB	5	336	0	0	25	5%	379	
U-LINE	RICE/ECCLES	IT	120+16	122+64	PB-PB	5	248	0	0	25	5%	287	
U-LINE	RICE/ECCLES	IT	122+64	124+30	PB-PB	5	166	0	0	25	5%	201	
U-LINE	STADIUM	IT	124+30	127+70	PB-PB	5	340	0	0	25	5%	383	
U-LINE	FIELD HOUSE	IT	127+70	131+35	PB-PB	5	365	0	0	25	5%	410	
U-LINE	FIELD HOUSE	IT	131+35	134+60	PB-PB	5	325	0	0	25	5%	368	
U-LINE		IT	134+60	137+45	PB-PB	5	285	0	0	25	5%	326	
U-LINE		IT	137+45	140+50	PB-PB	5	305	0	0	25	5%	347	
U-LINE		IT	140+50	143+55	PB-PB	5	305	0	0	25	5%	347	
U-LINE		IT	143+55	146+70	PB-PB	5	315	0	0	25	5%	357	
U-LINE		IT	146+70	149+85	PB-PB	5	315	0	0	25	5%	357	
U-LINE		IT	149+85	153+25	PB-PB	5	340	0	0	25	5%	383	
U-LINE		IT	153+25	156+11	PB-PB	5	286	0	0	25	5%	327	
U-LINE		IT	156+11	160+21	PB-PB	5	410	0	0	25	5%	457	
U-LINE	S CAMPUS DRIVE	IT	160+21	160+21	PCC-PB	5	40	5	25	25	18.5%	113	
U-LINE	S CAMPUS DRIVE	IT	160+21	160+21	PCC-PB	6	40	5	25	25	18.5%	113	
U-LINE		IT	160+21	163+47	PB-PB	6	326	0	0	25	5%	369	
U-LINE		IT	163+47	166+90	PB-PB	6	343	0	0	25	5%	386	
U-LINE		IT	166+90	170+40	PB-PB	6	350	0	0	25	5%	394	
U-LINE		IT	170+40	173+50	PB-PB	6	310	0	0	25	5%	352	
U-LINE		IT	173+50	174+45	PB-PB	6	170	0	0	25	5%	205	
U-LINE		IT	173+50	176+86	PB-PB	6	336	0	0	25	5%	379	
U-LINE		IT	176+86	180+90	PB-PB	6	404	0	0	25	5%	450	
U-LINE	FT DOUGLAS STATION	IT	180+90	180+90	PCC-PB	6	40	5	25	25	18.5%	113	
U-LINE	FT DOUGLAS STATION	IT	180+90	180+90	PCC-PB	7	40	5	25	25	18.5%	113	
U-LINE		IT	180+90	183+80	PB-PB	7	290	0	0	25	5%	331	
U-LINE		IT	183+80	185+00	PB-PB	7	120	0	0	25	5%	152	
U-LINE		IT	185+00	187+25	PB-PB	7	225	0	0	25	5%	263	
U-LINE		IT	187+25	190+85	PB-PB	7	360	0	0	25	5%	404	

ROCKY MOUNTAIN SYSTEMS SERVICES  
 TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
U-LINE		IT	190+85	194+40	PB-PB	7	355	0	0	25	5%	399	
U-LINE		IT	194+40	197+85	PB-PB	7	345	0	0	25	5%	389	
U-LINE	UNIVERSITY MED CENTER	IT	197+85	200+85	PB-PB	7	300	0	0	25	5%	341	
U-LINE	UNIVERSITY MED CENTER	IT	200+85	203+85	PB-PB	7	300	0	0	25	5%	341	
U-LINE	UNIVERSITY MED CENTER	IT	203+85	207+15	PB-PB	7	330	0	0	25	5%	373	
U-LINE	UNIVERSITY MED CENTER	IT			PCC-PB	7	110	5	25	25	18.5%	196	
FLHQ	FLHQ	IT			PB-OTHER	8	2600	5	25	25	18.5%	3146	
N/S MAIN		IT	25+20	24+75	PB-PB	8	45	0	0	50	5%	100	
N/S MAIN	INTERMODAL PCC	IT	25+20	25+20	PCC-PB	8	50	5	25	25	18.5%	124	
N/S MAIN	INTERMODAL PCC	IT	25+20	25+20	PCC-PB	9	50	5	25	25	18.5%	124	
N/S MAIN		IT	34+24	25+20	PB-PB	9	904	0	0	75	5%	1028	
N/S MAIN		IT	38+61	34+24	PB-PB	9	437	0	0	50	5%	511	
N/S MAIN		IT	41+05	38+61	PB-PB	9	244	0	0	50	5%	309	
N/S MAIN	OLD CREEKTOWN	IT	41+05	41+05	PCC-PB	9	5	5	25	25	18.5%	71	
N/S MAIN	OLD CREEKTOWN	IT	41+05	41+05	PCC-PB	10	5	5	25	25	18.5%	71	
N/S MAIN		IT	46+08	41+05	PB-PB	10	503	0	0	50	5%	581	
N/S MAIN		IT	49+88	46+08	PB-PB	10	380	0	0	25	5%	425	
N/S MAIN		IT	52+76	49+88	PB-PB	10	288	0	0	25	5%	329	
N/S MAIN		IT	56+40	52+76	PB-PB	10	364	0	0	25	5%	408	
N/S MAIN	PLANETARIUM PCC	IT	56+40	56+40	PCC-PB	10	175	5	25	25	18.5%	273	
N/S MAIN	PLANETARIUM PCC	IT	56+40	56+40	PCC-PB	11	175	5	25	25	18.5%	273	
N/S MAIN		IT	59+10	56+40	PB-PB	11	270	0	0	25	5%	310	
N/S MAIN		IT	59+77	59+10	PB-PB	11	67	0	0	25	5%	97	
N/S MAIN		IT	61+60	59+77	PB-PB	11	183	0	0	25	5%	218	
N/S MAIN		IT	68+19	61+60	PB-PB	11	659	0	0	50	5%	744	
N/S MAIN		IT	836+00	68+19	PB-PB	11	250	0	0	25	5%	289	
N/S MAIN		IT	835+50	836+00	PB-PB	11	50	0	0	25	5%	79	
N/S MAIN	ARENA STATION PCC	IT	835+50	835+50	PCC-PB	11	5	5	25	25	18.5%	71	
N/S MAIN	ARENA STATION PCC	IT	835+50	835+50	PCC-PB	12	5	5	25	25	18.5%	71	
N/S MAIN		IT	831+07	835+50	PB-PB	12	443	0	0	50	5%	518	
N/S MAIN		IT	828+20	831+07	PB-PB	12	287	0	0	25	5%	328	
N/S MAIN		IT	826+00	828+20	PB-PB	12	220	0	0	25	5%	257	
N/S MAIN		IT	819+20	826+00	PB-PB	12	680	0	0	25	5%	740	
N/S MAIN	TEMPLE SQUARE PCC	IT	819+20	819+20	PCC-PB	12	50	5	25	25	18.5%	124	
N/S MAIN	TEMPLE SQUARE PCC	IT	819+20	819+20	PCC-PB	13	50	5	25	25	18.5%	124	
N/S MAIN		IT	814+11	819+20	PB-PB	13	509	0	0	25	5%	561	
N/S MAIN		IT	807+52	814+11	PB-PB	13	659	0	0	50	5%	744	
N/S MAIN		IT	804+00	807+52	PB-PB	13	352	0	0	25	5%	396	
N/S MAIN	City Center PCC	IT	804+00	804+00	PCC-PB	13	30	5	25	25	18.5%	101	

ROCKY MOUNTAIN SYSTEMS SERVICES  
 TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
N/S MAIN	City Center PCC	IT	804+00	804+00	PCC-PB	14	30	5	25	25	18.5%	101	
N/S MAIN		IT	798+76	804+00	PB-PB	14	524	0	0	50	5%	603	
N/S MAIN		IT	795+50	798+76	PB-PB	14	326	0	0	25	5%	369	
N/S MAIN		IT	790+84	795+50	PB-PB	14	466	0	0	25	5%	516	
N/S MAIN		IT	787+60	790+84	PB-PB	14	324	0	0	25	5%	366	
N/S MAIN	GALIVAN STATION PCC	IT	787+60	787+60	PCC-PB	14	25	5	25	25	18.5%	95	
N/S MAIN	GALIVAN STATION PCC	IT	787+60	787+60	PCC-PB	15	25	5	25	25	18.5%	95	
N/S MAIN		IT	782+83	787+60	PB-PB	15	477	0	0	25	5%	527	
N/S MAIN		IT	780+15	782+83	PB-PB	15	268	0	0	25	5%	308	
N/S MAIN		IT	778+00	780+15	PB-PB	15	215	0	0	25	5%	252	
N/S MAIN		IT	774+45	778+00	PB-PB	15	355	0	0	25	5%	399	
N/S MAIN		IT	772+40	774+45	PB-PB	15	205	0	0	25	5%	242	
N/S MAIN	MAIN ST PCC	IT	772+40	772+40	PCC-PB	15	30	5	25	25	18.5%	101	
N/S MAIN	MAIN ST PCC	IT	772+40	772+40	PCC-PB	16	30	5	25	25	18.5%	101	
N/S MAIN		IT	767+95	772+40	PB-PB	16	445	0	0	25	5%	494	
N/S MAIN		IT	759+20	767+95	PB-PB	16	875	0	0	25	5%	945	
N/S MAIN		IT	754+00	759+20	PB-PB	16	520	0	0	25	5%	572	
N/S MAIN	FUTURE PCC	IT	754+00	754+00	PCC-PB	16	80	5	25	25	18.5%	160	
N/S MAIN	FUTURE PCC	IT	754+00	754+00	PCC-PB	17	80	5	25	25	18.5%	160	
N/S MAIN		IT	752+27	754+00	PB-PB	17	173	0	0	25	5%	208	
N/S MAIN		IT	746+80	752+27	PB-PB	17	547	0	0	50	5%	627	
N/S MAIN		IT	745+13	746+80	PB-PB	17	167	0	0	50	5%	228	
N/S MAIN		IT	735+90	745+13	PB-PB	17	923	0	0	75	5%	1048	
N/S MAIN		IT	728+20	735+90	PB-PB	17	770	0	0	50	5%	861	
N/S MAIN		IT	726+30	728+20	PB-PB	17	190	0	0	25	5%	226	
N/S MAIN	900S PCC	IT	726+30	726+30	PCC-PB	17	45	5	25	25	18.5%	119	
N/S MAIN	900S PCC	IT	726+30	726+30	PCC-PB	18	45	5	25	25	18.5%	119	
N/S MAIN		IT	714+08	726+30	PB-PB	18	1222	0	0	100	5%	1388	
N/S MAIN		IT	696+34	714+08	PB-PB	18	1774	0	0	150	5%	2020	
N/S MAIN		IT	696+05	696+34	PB-PB	18	29	0	0	25	5%	57	
N/S MAIN		IT	693+90	696+05	PB-PB	18	215	0	0	25	5%	252	
N/S MAIN	BALLPARK PCC	IT	693+90	693+90	PCC-PB	18	150	5	25	25	18.5%	243	
N/S MAIN	BALLPARK PCC	IT	693+90	693+90	PCC-PB	19	150	5	25	25	18.5%	243	
N/S MAIN		IT	690+39	693+90	PB-PB	19	351	0	0	50	5%	421	
N/S MAIN		IT	683+00	690+39	PB-PB	19	739	0	0	75	5%	855	
N/S MAIN		IT	679+64	683+00	PB-PB	19	336	0	0	50	5%	405	
N/S MAIN		IT	663+00	679+64	PB-PB	19	1664	0	0	125	5%	1878	
N/S MAIN		IT	661+50	663+00	PB-PB	19	150	0	0	25	5%	184	
N/S MAIN		IT	653+14	661+50	PB-PB	19	836	0	0	100	5%	983	
N/S MAIN		IT	632+80	653+14	PB-PB	19	2034	0	0	150	5%	2293	

ROCKY MOUNTAIN SYSTEMS SERVICES  
 TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House											3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet		
N/S MAIN		IT	626+80	632+80	PB-PB	19	600	5	25	25	18.5%	776		
N/S MAIN	CENTRAL POINT PCC	IT	630+29	626+80	PCC-PB	19	349	5	25	25	18.5%	479		
N/S MAIN	CENTRAL POINT PCC	IT	626+80	630+29	PCC-PB	20	349	5	25	25	18.5%	479		
N/S MAIN		IT	620+60	626+80	PB-PB	20	620	0	0	50	5%	704		
N/S MAIN		IT	620+60	631+33	PB-PB	20	1073	0	0	100	5%	1232		
N/S MAIN		IT	615+56	620+60	PB-PB	20	504	0	0	50	5%	582		
N/S MAIN		IT	597+26	615+56	PB-PB	20	1830	0	0	150	5%	2079		
N/S MAIN		IT	591+50	597+26	PB-PB	20	576	0	0	50	5%	657		
N/S MAIN		IT	586+77	591+50	PB-PB	20	473	0	0	25	5%	523		
N/S MAIN		IT	586+13	586+77	PB-PB	20	64	0	0	25	5%	93		
N/S MAIN		IT	566+60	586+13	PB-PB	20	1953	0	0	125	5%	2182		
N/S MAIN		IT	554+09	566+60	PB-PB	20	1251	0	0	125	5%	1445		
N/S MAIN		IT	551+14	554+09	PB-PB	20	295	0	0	25	5%	336		
N/S MAIN		IT	540+51	551+14	PB-PB	20	1063	0	0	125	5%	1247		
N/S MAIN	MILL CREEK PCC	IT	540+51	540+51	PCC-PB	20	70	5	25	25	18.5%	148		
N/S MAIN	MILL CREEK PCC	IT	540+51	540+51	PCC-PB	21	70	5	25	25	18.5%	148		
N/S MAIN		IT	538+14	540+51	PB-PB	21	237	0	0	25	5%	275		
N/S MAIN		IT	517+76	538+14	PB-PB	21	2038	0	0	100	5%	2245		
N/S MAIN		IT	494+40	517+76	PB-PB	21	2336	0	0	200	5%	2663		
N/S MAIN	MEADOWBROOK PCC	IT	494+40	494+40	PCC-PB	21	175	5	25	25	18.5%	273		
N/S MAIN	MEADOWBROOK PCC	IT	494+40	494+40	PCC-PB	22	175	5	25	25	18.5%	273		
N/S MAIN		IT	490+70	494+40	PB-PB	22	370	0	0	50	5%	441		
N/S MAIN		IT	487+00	490+70	PB-PB	22	370	0	0	50	5%	441		
N/S MAIN		IT	486+00	487+00	PB-PB	22	100	0	0	25	5%	131		
N/S MAIN		IT	473+40	486+00	PB-PB	22	1260	0	0	75	5%	1402		
N/S MAIN		IT	457+80	473+40	PB-PB	22	1560	0	0	150	5%	1796		
N/S MAIN		IT	454+41	457+80	PB-PB	22	339	0	0	50	5%	408		
N/S MAIN	MURRAY NORTH PCC	IT	454+41	454+41	PCC-PB	22	75	5	25	25	18.5%	154		
N/S MAIN	MURRAY NORTH PCC	IT	454+41	454+41	PCC-PB	23	75	5	25	25	18.5%	154		
N/S MAIN		IT	444+73	454+41	PB-PB	23	968	0	0	75	5%	1095		
N/S MAIN		IT	441+18	444+73	PB-PB	23	355	0	0	50	5%	425		
N/S MAIN		IT	419+00	441+18	PB-PB	23	2218	0	0	175	5%	2513		
N/S MAIN		IT	414+14	419+00	PB-PB	23	486	0	0	50	5%	563		
N/S MAIN		IT	398+30	414+14	PB-PB	23	1584	0	0	125	5%	1794		
N/S MAIN		IT	397+30	398+30	PB-PB	23	100	0	0	25	5%	131		
N/S MAIN		IT	391+38	397+30	PB-PB	23	592	0	0	50	5%	674		
N/S MAIN	MURRAY CENTRAL PCC	IT	391+38	391+38	PCC-PB	23	120	5	25	25	18.5%	207		
N/S MAIN	MURRAY CENTRAL PCC	IT	391+38	391+38	PCC-PB	24	120	5	25	25	18.5%	207		
N/S MAIN		IT	363+50	391+38	PB-PB	24	2788	0	0	175	5%	3111		
N/S MAIN		IT	362+43	363+50	PB-PB	24	107	0	0	25	5%	139		

ROCKY MOUNTAIN SYSTEMS SERVICES  
 TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
N/S MAIN		IT	335+25	362+43	PB-PB	24	2718	0	0	175	5%	3038	
N/S MAIN		IT	333+75	335+25	PB-PB	24	150	0	0	25	5%	184	
N/S MAIN		IT	327+84	333+75	PB-PB	24	591	0	0	75	5%	699	
N/S MAIN		IT	312+80	327+84	PB-PB	24	1504	0	0	200	5%	1789	
N/S MAIN		IT	302+80	312+80	PB-PB	24	1000	0	0	50	5%	1103	
N/S MAIN		IT	302+80	292+40	PB-PB	24	1040	0	0	25	5.0%	1118	
N/S MAIN	FASHION PLACE	IT	292+40	292+40	PCC-PB	24	75	5	25	25	18.5%	154	
N/S MAIN	FASHION PLACE	IT	292+40	292+40	PCC-PB	25	75	5	25	25	18.5%	154	
N/S MAIN		IT	292+40	296+95	PB-PB	25	455	0	0	25	5.0%	504	
N/S MAIN		IT	290+25	296+95	PB-PB	25	670	0	0	100	5%	809	
N/S MAIN		IT	283+17	290+25	PB-PB	25	708	0	0	75	5%	822	
N/S MAIN		IT	256+65	283+17	PB-PB	25	2652	0	0	75	5%	2863	
N/S MAIN		IT	246+50	256+65	PB-PB	25	1015	0	0	75	5%	1145	
N/S MAIN		IT	240+85	246+50	PB-PB	25	565	0	0	25	5%	620	
N/S MAIN	FORT UNION PCC	IT	240+85	240+85	PCC-PB	25	100	5	25	25	18.5%	184	
N/S MAIN	FORT UNION PCC	IT	240+85	240+85	PCC-PB	26	100	5	25	25	18.5%	184	
N/S MAIN		IT	236+59	240+85	PB-PB	26	426	0	0	75	5%	526	
N/S MAIN		IT	227+30	236+59	PB-PB	26	929	0	0	100	5%	1080	
N/S MAIN		IT	227+20	227+30	PB-PB	26	10	0	0	25	5%	37	
N/S MAIN		IT	209+30	227+20	PB-PB	26	1790	0	0	150	5%	2037	
N/S MAIN		IT	205+30	209+30	PB-PB	26	400	0	0	50	5%	473	
N/S MAIN	MIDVALE CENTER PCC	IT	205+30	205+30	PCC-PB	26	500	5	25	25	18.5%	658	
N/S MAIN	MIDVALE CENTER PCC	IT	205+30	205+30	PCC-PB	27	500	5	25	25	18.5%	658	
N/S MAIN		IT	198+80	205+30	PB-PB	27	650	0	0	50	5%	735	
N/S MAIN		IT	190+80	198+80	PB-PB	27	800	0	0	100	5%	945	
N/S MAIN		IT	184+55	190+80	PB-PB	27	625	0	0	75	5%	735	
N/S MAIN		IT	178+30	184+55	PB-PB	27	625	0	0	75	5%	735	
N/S MAIN		IT	171+20	178+30	PB-PB	27	710	0	0	50	5%	798	
N/S MAIN		IT	169+58	171+20	PB-PB	27	162	0	0	100	5%	275	
N/S MAIN		IT	158+90	169+58	PB-PB	27	1068	0	0	100	5%	1226	
N/S MAIN		IT	148+95	158+90	PB-PB	27	995	0	0	75	5%	1124	
N/S MAIN		IT	139+00	148+95	PB-PB	27	995	0	0	75	5%	1124	
N/S MAIN		IT	131+95	139+00	PB-PB	27	705	0	0	75	5%	819	
N/S MAIN		IT	123+25	131+95	PB-PB	27	870	0	0	100	5%	1019	
N/S MAIN	HISTORIC SANDY PCC	IT	123+25	123+25	PCC-PB	27	430	5	25	25	18.5%	575	
N/S MAIN	HISTORIC SANDY PCC	IT	123+25	123+25	PCC-PB	28	430	5	25	25	18.5%	575	
N/S MAIN		IT	120+15	123+25	PB-PB	28	310	0	0	25	5%	352	
N/S MAIN		IT	97+50	120+15	PB-PB	28	2265	0	0	175	5%	2562	
N/S MAIN	SANDY EXPO PCC	IT	97+50	98+50	PCC-PB	28	100	5	25	25	18.5%	184	
N/S MAIN	SANDY EXPO PCC	IT	97+50	98+50	PCC-PB	29	100	5	25	25	18.5%	184	

ROCKY MOUNTAIN SYSTEMS SERVICES  
 TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box		SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet	
N/S MAIN		IT	97+50	98+00	PB-PB	29	50	0	0	25	5%	79	
N/S MAIN		IT	92+50	97+50	PB-PB	29	500	0	0	50	5%	578	
N/S MAIN		IT	63+70	92+50	PB-PB	29	2880	0	0	175	5%	3208	
N/S MAIN		IT			PB-PB	29	329	0	0	25	5.0%	372	
N/S MAIN	SANDY CIVIC CENTER	IT			PCC-PB	29	75	5	25	25	18.5%	154	
JRSC	CENTRAL POINT PCC	IT	626+80	630+29	PCC-PB	30	349	5	25	25	18.5%	479	
JRSC		IT	620+60	626+80	PB-PB	30	620	0	0	50	5%	704	
JRSC		IT	620+60	631+33	PB-PB	30	1073	0	0	50	5%	1179	
JRSC	N/S TO WV JUNCTION	IT	631+33	270+03	PB-PB	30	125	0	0	50	5%	184	
JRSC		IT	270+03	264+45	PB-PB	30	558	0	25	25	5%	638	
JRSC		IT	264+45	261+60	PB-PB	30	285	0	0	25	5%	326	
JRSC		IT	261+60	259+45	PB-PB	30	215	0	0	25	5%	252	
JRSC		IT	259+45	256+00	PB-PB	30	345	0	0	25	5%	389	
JRSC		IT	256+00	252+05	PB-PB	30	395	0	0	25	5%	441	
JRSC		IT	252+05	246+90	PB-PB	30	515	0	0	25	5%	567	
JRSC		IT	246+90	244+20	PB-PB	30	270	0	0	25	5%	310	
JRSC		IT	244+20	239+40	PB-PB	30	480	0	0	25	55%	783	
JRSC		IT	239+40	236+24	PB-PB	30	316	0	0	25	5%	358	
JRSC		IT	236+24	232+95	PB-PB	30	329	0	0	25	5%	372	
JRSC		IT	232+95	226+75	PB-PB	30	620	0	0	25	5%	677	
JRSC		IT	226+75	223+00	PB-PB	30	375	0	0	25	5%	420	
JRSC		IT	223+00	219+50	PB-PB	30	350	0	0	25	5%	394	
JRSC		IT	219+50	215+20	PB-PB	30	430	0	0	25	5%	478	
JRSC		IT	215+20	211+59	PB-PB	30	361	0	0	25	5%	405	
JRSC		IT	211+59	210+56	PB-PB	30	103	0	0	25	5%	134	
JRSC		IT	210+56	207+26	PB-PB	30	330	0	0	25	5%	373	
JRSC		IT	207+26	203+05	PB-PB	30	421	0	0	25	5%	468	
JRSC		IT	203+05	203+55	PB-PB	30	50	0	0	25	5%	79	
JRSC		IT	203+55	204+55	PB-PB	30	100	0	0	25	5%	131	
JRSC	JRSC	IT	204+55	204+55	PB-OTHER	30	500	0	0	25	18.5%	622	
JRSC	JRSC	IT	PB	JRSC	PB-OTHER	30	0	0	500	0	18.5%	593	
MEADOWBROOK	3900S STATION	IT			PCC-PB	31	500	5	25	0	18.5%	628	
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551	
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551	
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551	
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551	
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551	
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551	
MEADOWBROOK	700E & 3900S	IT			PB-PB	31	500	0	0	25	5.0%	551	

ROCKY MOUNTAIN SYSTEMS SERVICES  
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TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet		
MEADOWBROOK	700E & 3900S	IT			PB-PB	31	500	0	0	25	5.0%	551		
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551		
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551		
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551		
MEADOWBROOK		IT			PB-OTHER	31	280	0	0	25	5.0%	320		
MEADOWBROOK	MEADOWBROOK	IT			PB-OTHER	31	0	0	500	0	18.5%	593		