

TASK ORDER NO. 022**TASK ORDER NAME: Fiberoptic Infrastructure – Materials****PROJECT CODE: SGR-403; 40-7403.68912**

This is Task Order No. 022 to the On Call Maintenance Contract entered into by and between Utah Transit Authority (UTA) and Rocky Mountain Systems Services, (Contractor) as of February 24th, 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 #022 is hereby attached and incorporated into this Task Order.

2.0 SCHEDULE

The Substantial Completion Date for this Task is December 31st, 2022. The Final Acceptance Date for this Task is December 31st, 2022.

3.0 LUMP SUM PRICE

The price for this task order is a not to exceed \$534,438. 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:

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

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

By: _____
Jared Scarbrough, Acting Director of Capital Constr. Date
< \$75,000

By: _____
Jared Scarbrough, Project Manager Date
< \$25,000

DocuSigned by:
Mike Bell 4/21/2022
Legal Review 44F6... Date

ROCKY MOUNTAIN SYSTEMS SERVICES:

DocuSigned by:
By: **Anthony Ortolani**
1587B142E149430...

Date: 4/21/2022



April 1st, 2022

RMSS-52598-035

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

Reference: Utah Transit Authority – Systems On-Call Services

Subject: Fiber Optic Backbone Upgrades - Long Lead Material

Jared,

Rocky Mountain Systems Services (RMSS) is pleased to provide a proposal for the procurement of fiber optic cable required for upgrades to the TRAX North/South Mainline and University Line. Additionally, this proposal includes fiber optic cable required for infrastructure upgrades to the FrontRunner North system between Farmington Station and Old Mill Lane.

GENERAL OVERVIEW

Upgrades to the TRAX fiber optic infrastructure are required in support of other projects that are currently underway on the TRAX alignment. Additional fibers are needed to establish a network path for new traction power and signaling equipment to communicate throughout the system.

In certain portions of the existing communications network there are not enough spare fibers to support this need. In other areas where there may be enough available fibers, the use of them would leave UTA with no spare fiber strands to use as backup if needed. This could have significant undesirable effects on operations if a network path for signal or traction power equipment is not available at some point in the future.

As a means to ameliorate this situation, the UTA Systems Engineering Department is in the process of replacing the existing 24-strand fiber optic backbone of the North/South Mainline and the University Line with a 144-strand cable that will provide an adequate number of fiber strands for current needs as well as for future upgrades and expansion.

In addition to the fiber required for TRAX, UTA has requested that RMSS include the fiber optic cable needed to support an upcoming infrastructure project on FrontRunner North. This project will include replacing the current 54-strand IT fiber between Farmington Station and Old Mill Lane with a new 144-Strand fiber, but also to replace the existing 24-strand signal fiber, and the 24-strand WIFI fiber with new 24-strand fiber optic cables in a parallel ductbank. This is required to support the phasing of infrastructure projects near Farmington Station and Sheppard Lane.



The scope of work covered in this proposal is to procure the fiber optic cable required to support system wide upgrades as follows:

- RMSS will procure fiber optic cable in the amounts shown on the attached ductbank schedule and summary
- Manufacturer test reports will be provided for every reel
- RMSS will perform a random test of 10% of the fibers on each reel upon delivery to assure that the cable was not damaged in transit

PRICING

The price for the procurement of this material is as follows:

PROJECT DESCRIPTION	TOTAL PRICE
TRAX Red Line / Blue Line Signal Fiber Replacement	\$260,953.00
TRAX Red Line / Blue Line IT Fiber Replacement	\$227,334.00
FrontRunner Sheppard Lane Infrastructure Fiber Replacement	\$46,151.00
TOTAL:	\$534,438.00

CLARIFICATIONS

1. Any additional fiber optic cable remaining after the total installation is complete will be turned over to UTA
2. An additional 5% of length has been added to each reel to account for a manufacturing length tolerance of +/- 5%.
3. The fiber lengths provided in this proposal have been determined using the best and most recent documentation available and provided by UTA. RMSS has taken extensive actions to verify lengths in the field and include additional factors for inefficiencies. While we believe that adequate lengths have been presented, RMSS is not responsible to provide any additional cable beyond the amounts shown in this proposal. If additional cable of any type should be required, a change order must be issued for the procurement of that cable
4. The SM-24-strand fiber optic cable has a minimum order quantity of 16,500 feet.

Assumptions

1. RMSS has assumed twenty-five (25) feet of maintenance slack in each pull-box
2. RMSS has assumed twenty-five (25) feet of house slack in each signal bungalow, substation, and PCC for routing of cable in each structure
3. RMSS has assumed a waste factor of 18.5% for each structure for waste and other unknowns
4. RMSS has assumed a distance of five hundred (500) feet each for routing of fiber optic cable from the nearest exterior pull-box to the comm-room of Jordan River Service Center, Midvale Service Center, Front Line Headquarters, and Meadowbrook

Exclusions

1. Procurement of standard lead material including but not limited to the following is excluded from this proposal and will be included in the construction proposal:
 - a. Fiber distribution panels
 - b. Fiber optic pigtails
 - c. Labels
 - d. Networking Equipment



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,

A handwritten signature in blue ink, appearing to read "Anthony Ortolani".

Anthony Ortolani
Area Manager
Rocky Mountain Systems Services

cc:

Marshall Wilson – RMSS
Dan Meservey - RMSS
Doug Jones – RMSS

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-52598-035 TRAX SIGNAL FIBER - LL Material****Task Order Estimate Summary****4/1/2022**

Subcontractors	\$	-
Materials	\$	225,732.61
Administrative	\$	297.00
Design/Engineering	\$	-
Construction/Testing	\$	3,131.00
Travel & Perdiem	\$	-
Other Costs and Fee	\$	31,792.00
Total:	\$	260,952.61

UTA - On Call**RMSS-52598-035 TRAX IT FIBER - LL Material****Task Order Estimate Summary****4/1/2022**

Subcontractors	\$	-
Materials	\$	197,319.57
Administrative	\$	297.00
Design/Engineering	\$	-
Construction/Testing	\$	1,957.00
Travel & Perdiem	\$	-
Other Costs and Fee	\$	27,760.00
Total:	\$	227,333.57

UTA - On Call**RMSS-52598-035 UDOT Sheppard Lane - LL Material****Task Order Estimate Summary****4/1/2022**

Subcontractors	\$	-
Materials	\$	39,733.39
Administrative	\$	297.00
Design/Engineering	\$	-
Construction/Testing	\$	587.00
Travel & Perdiem	\$	-
Other Costs and Fee	\$	5,534.00
Total:	\$	46,151.39

ROCKY MOUNTAIN SYSTEMS SERVICES
FIBER OPTIC REPLACEMENT PROGRAM SUMMARY

3/30/2022

TOTALS			
SUMMARY OF FOOTAGES BY FIBER TYPE			
Fiber Type	Total Feet	+/-5%	Total Miles
Micro-144	354,115	371,821	70.42
SM-24	13,954	14,652	2.78
	368,069	386,473	73.20

TOTAL SUMMARY OF FOOTAGES (Linear Only, Not Signal or IT Specific)			
Line	Total Feet	+/-5%	Total Miles
On-Call - SIGNAL	177,365	186,233	35.27
On-Call - IT	154,306	162,021	30.69
UDOT IT	22,444	23,567	4.46
UDOT Signal/WIFI	13,954	14,652	2.78
	368,069	386,473	73.20

SUMMARY OF FOOTAGES BY REEL #			
FIBER COUNT	Reel #	Total Feet	+5% Tolerance
144	1	27,176	28,535
144	2	28,080	29,484
144	3	26,835	28,177
144	4	25,861	27,154
144	5	26,892	28,236
144	6	26,826	28,168
144	7	15,694	16,479
144	8	26,528	27,854
144	9	27,342	28,710
144	10	25,827	27,118
144	11	24,144	25,352
144	12	26,532	27,859
144	13	24,033	25,234
144	14	22,344	23,461
24	15	6,977	7,326
24	16	6,977	7,326
		368,069	386,473

RED/BLUE LINE SIGNAL FIBER REPLACEMENT		
SUMMARY OF FOOTAGES (SIGNAL ONLY) (Micro-144)		
	Total Feet	Total Miles
PB-PB	134,587	25.49
SH-PB	28,991	5.49
TPSS-PB	11,945	2.26
PB-OTHER	1,843	0.35
	177,365	33.59

RED/BLUE LINE IT FIBER REPLACEMENT		
SUMMARY OF FOOTAGES (IT ONLY) (Micro-144)		
	Total Feet	Total Miles
PB-PB	137,275	26.00
PB-OTHER	5,274	1.00
PCC-PB	11,758	2.23
	154,306	29.22

FRONTRUNNER SHEPPARD LANE FIBER REPLACEMENT		
SUMMARY OF FOOTAGES (SIGNAL ONLY) SHEPPARD LANE (SM-24)		
	Total Feet	Total Miles
PB-PB	6876.45	1.30
SH-PB	100.73	0.02
TPSS-PB	0.00	0.00
PB-OTHER	0.00	0.00
	6,977	1.32

SUMMARY OF FOOTAGES (IT ONLY) SHEPPARD LANE (Micro-144)		
	Total Feet	Total Miles
PB-PB	20,568	3.90
PCC-PB	1,876	0.36
	22,444	4.25

SUMMARY OF FOOTAGES (WIFI ONLY) SHEPPARD LANE (SM-24)		
	Total Feet	Total Miles
PB-PB	6,876	1.30
SH-PB	101	0.02
TPSS-PB	0	0.00
PB-OTHER	0	0.00
	6,977	1.32

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

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
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

ROCKY MOUNTAIN SYSTEMS SERVICES

FRONTRUNNER SHEPPARD LANE 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
SHEPPARD LN	FARMINGTON STATION	IT	4258+00	4258+00	PCC-PB	31	50	10	25	0	18.5%	101
SHEPPARD LN	FARMINGTON STATION	IT	4258+00	4272+38	PCC-PB	32	1438	5	25	0	18.5%	1740
SHEPPARD LN		IT	4272+38	4293+18	PB-PB	32	2080	0	0	25	5.0%	2210
SHEPPARD LN		IT	4293+18	4308+08	PB-PB	32	1490	0	0	25	5.0%	1591
SHEPPARD LN	SHEPPARD LN	IT	4308+08	4322+08	PB-PB	32	1400	0	0	25	5.0%	1496

ROCKY MOUNTAIN SYSTEMS SERVICES**FRONTRUNNER SHEPPARD LANE SIGNAL/WIFI FIBER DUCTBANK TAKE-OFF****(FOOTAGES ARE FOR EACH FIBER; DOUBLE FOR TOTAL 24-STRAND FIBER AMOUNT)**

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
SHEPPARD LN	FARMINGTON N CP	SIGNAL	4272+38	4272+38	SH-PB	1B	30	5	25	25	18.5%	101
SHEPPARD LN		SIGNAL	4272+38	4293+18	PB-PB	1B	2080	0	0	25	5.0%	2210
SHEPPARD LN		SIGNAL	4293+18	4308+08	PB-PB	1B	1490	0	0	25	5.0%	1591
SHEPPARD LN	SHEPPARD LN	SIGNAL	4308+08	4322+08	PB-PB	1B	1400	0	0	25	5.0%	1496
SHEPPARD LN	C/S 4337	SIGNAL	4322+08	4336+87	PB-PB	1B	1479	0	0	25	5.0%	1579