

2012

CUP FOR NEW RAIL SPUR



The Shaw Group Inc.  
Rocky Mountain Recycling  
7/7/2012

August 7, 2012

Subject: Rail Spur CUP

The purpose of this package is to apply for a Conditional Use Permit (CUP) for a new rail spur at Rocky Mountain Recycling's ferrous yard located at 6510 Brighton Boulevard. The rail spur will be an extension of the existing rail spur which is currently legal non-compliant. The new CUP will cover the proposed rail spur as well as the existing rail spur. As we are bringing a legal non-compliant rail spur into compliance, we are asking that the city grant a CUP with the maximum allowable renewal period.

Please find attached the necessary information for your review and approval. If any additional information is needed, please contact William Aronstein at 720-272-2557 or via email at [William.aronstein@shawgrp.com](mailto:William.aronstein@shawgrp.com).

## **Description**

Rocky Mountain Recycling is looking to install an additional rail spur at their facility at 6510 Brighton Boulevard. The rail spur will be completely contained within the property boundaries and will run parallel to the existing rail spur. The addition of this rail spur will require minor alterations to the existing rail spur.

## **Purpose**

**The purpose of the rail spur is to increase operational flexibility and reduce bottlenecks.** The addition of this rail spur will allow for the storage of more than one day worth of cars on site, which will increase the operational flexibility. It will also allow the cars to be split among two tracks allowing for shuttling of cars to the appropriate area in the yard. While Rocky Mountain Recycling will theoretically be able to increase the number of cars it ships every day, it is not the reason for the additional rail spur.

## **Effect to Neighborhood**

The addition of the rail spur will have no tangible effect on the neighborhood for the following reasons:

1. There is already an existing rail spur
2. The proposed rail spur is nearly identical to the existing rail spur
3. The proposed rail spur is collocated with the existing rail spur
4. The adjacent property is the Union Pacific Railroad ROW
5. The operations of the site will not change in any significant way
6. The area is already zoned industrial

## **Compatibility with Surrounding Area**

The addition of the rail spur is compatible with the surrounding area for the following reasons:

1. There is already an existing rail spur
2. The proposed rail spur is nearly identical to the existing rail spur
3. The proposed rail spur is collocated with the existing rail spur
4. The adjacent property is the Union Pacific Railroad ROW
5. The operations of the site will not change in any significant way
6. The area is already zoned industrial

## **Effects on Adjacent Properties**

The addition of the rail spur will have no tangible effect on adjacent properties for the following reasons:

1. There is already an existing rail spur
2. The proposed rail spur is nearly identical to the existing rail spur
3. The proposed rail spur is collocated with the existing rail spur
4. The adjacent property is the Union Pacific Railroad ROW
5. The operations of the site will not change in any significant way
6. The area is already zoned industrial

### **Effects on Public Improvements**

The addition will have no effect on Public Improvements because the project is entirely contained within the property boundaries and is interior to the existing rail spur.

### **Site Characteristics**

The 6510 Brighton Boulevard facility is a roughly 7.5 acre property. The area serves as the ferrous operations for Rocky Mountain Recycling. The property is fairly flat, with water generally flowing from south to north. There is a stormwater basin located in the north east corner of the property. There are several buildings located around the property, none of which will be effected by the proposed rail spur.

### **Landscaping and Screening**

The rail spur is properly screened and will not be visible from Brighton Boulevard and will only be partially visible from 64<sup>th</sup> Avenue. The rail spur will not be any more visible than the existing rail spur. A privacy fence already exists along the eastern boundary, completely screening the rail spur from the UP ROW.

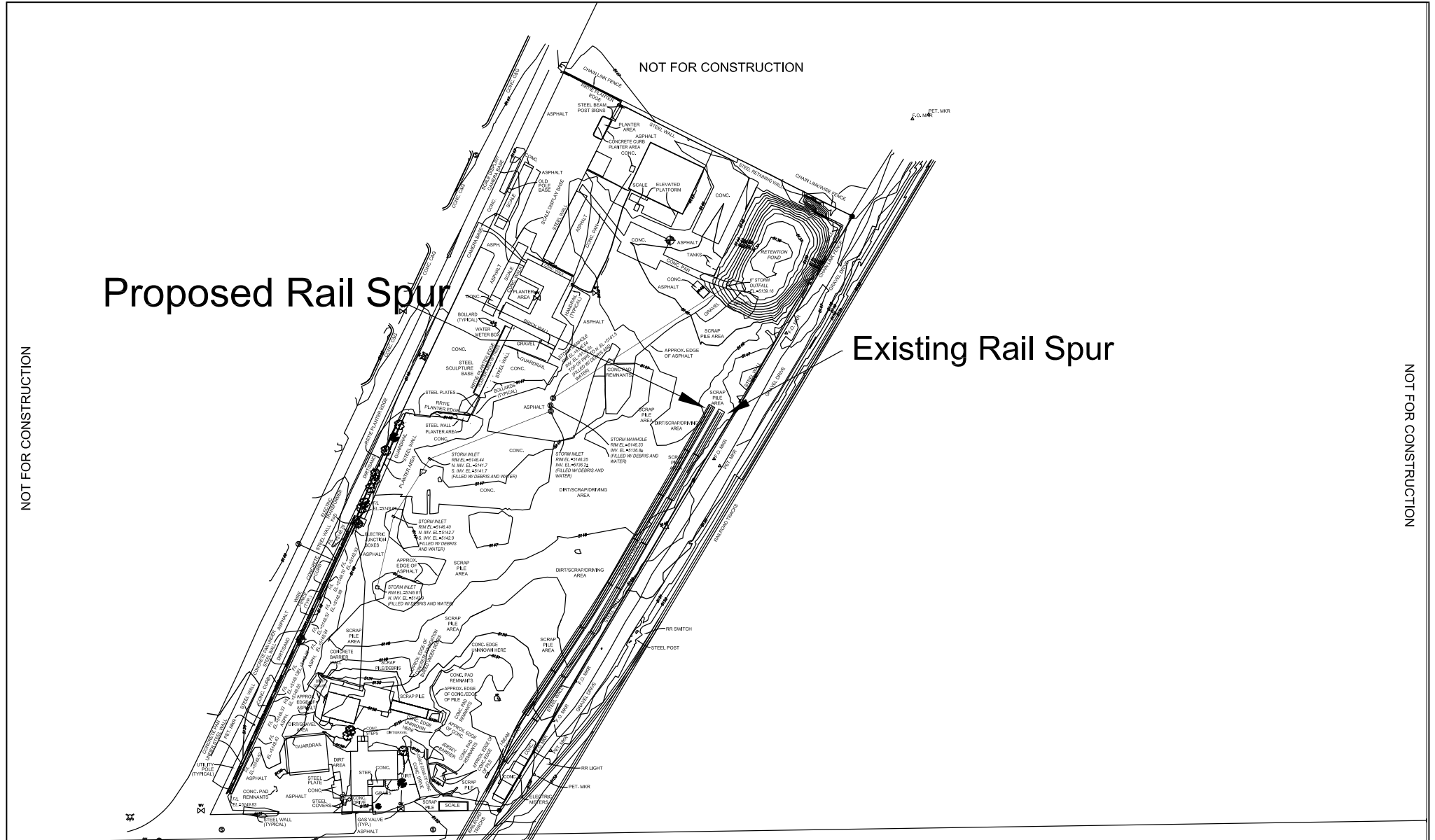
### **Nuisances**

The addition of the rail spur will not produce any additional nuisances such as noise, dust, vibrations, or odor for the following reasons:

1. There is already an existing rail spur
2. The proposed rail spur is nearly identical to the existing rail spur
3. The proposed rail spur is collocated with the existing rail spur
4. The adjacent property is the Union Pacific Railroad ROW
5. The operations of the site will not change in any significant way
6. The area is already zoned industrial

# Proposed Rail Spur

# Existing Rail Spur



NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION	OWN BY	DES BY	CHK BY	APP BY

THE DRAWINGS ARE PROPERTY OF SHAW AND ARE NOT TO BE REVISED OR REPRODUCED WITHOUT WRITTEN PERMISSION.

**ROCKY MOUNTAIN RECYCLING**  
 6510 BRIGHTON BLVD.  
 COMMERCE CITY, COLORADO  
 80022

Rail Spur

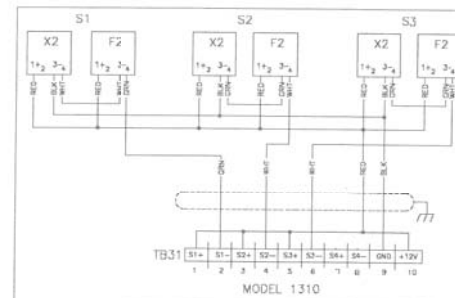


**SHAW ENVIRONMENTAL & INFRASTRUCTURE**  
 9201 East Dry Creek Road  
 Centennial, Colorado 80112

DESIGN BY: CL  
 DRAWN BY: CL  
 CHECKED BY: WA  
 JOB NO.: 142416

DRAWING NO. F-1  
 SHEET NO. 1 of 1  
 DATE: 8/9/2012

Avery Weigh-Tronix



Avery Weigh-Tronix LLC 1000 Armstrong Drive Farmington, MN 56031, USA Voice (507)238-4461 Fax (507)238-4195 www.wtrwb.com

**OPERATION PLAN - MAINFEST TRAIN**

UPRR WILL ARRIVE ON SITE USING THE EXISTING TRACK ZTS# 737. UPRR WILL THEN SHOVE EMPTY CARS DOWN BOTH THE PROPOSED TRACK A AND THE EXISTING TRACK ZTS# 738 FOR INDUSTRY TO PROCESS. ONCE PROCESSED, UPRR WILL ARRIVE BACK ON SITE AND WILL PULL LOADED CARS FROM BOTH THE PROPOSED TRACK A AND THE EXISTING TRACK ZTS# 738, AND EXIT THE SITE USING TRACK ZTS# 737.

**SCOPE OF WORK**

RAILROAD:  
NONE

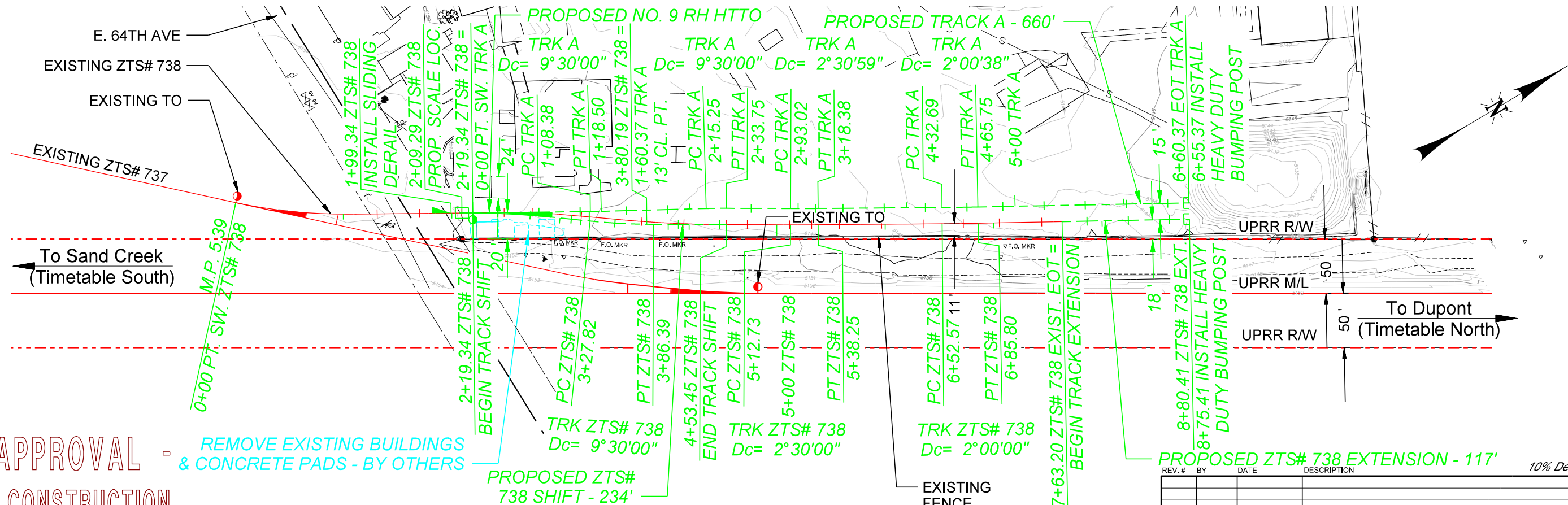
CONTRACTOR:  
INSTALL 777 TF  
INSTALL 1 EA. NO. 9 RH HTTO  
INSTALL 1 EA. SLIDING DERAIL  
INSTALL PROPOSED SCALE  
INSTALL 2 EA. HEAVY DUTY BUMPING POSTS  
SHIFT 234 TF (EXISTING ZTS# 738)

BY OTHERS:  
REMOVE EXISTING BUILDING (3) & CONCRETE PADS

**CAR CAPACITIES**

TRACK A - 500' = 7 CARS @ 65' (13' CL PT - EOT)  
EXISTING ZTS# 738 - 500' = 7 CARS @ 65' (13' CL. PT. - EOT)

NOTE:  
THE PROPOSED SCALE IS MANUFACTURED BY AVERY WEIGH-TRONIX.  
THE MODEL # OF THE SCALE IS: WLS-TD-115 RE GENERAL ARRANGEMENT  
STATIC TWO DRAFT SCALE



- FOR APPROVAL -  
NOT FOR CONSTRUCTION

REMOVE EXISTING BUILDINGS  
& CONCRETE PADS - BY OTHERS

PROPOSED ZTS# 738  
SHIFT - 234'

10% Design

UPRR.tb1  
RRSpec\_Trk\_Plot.tb1  
P001.dgn  
\$#\*0061\$\$  
6/22/2012

**WARNING !**  
FIBER OPTIC CABLE  
ON RAILROAD R-O-W  
CALL BEFORE YOU DIG  
1-800-336-9193



EXISTING UPRR M/L  
EXISTING INDUSTRY TRACK  
PROPOSED INDUSTRY TRACK  
UPRR R/W

REV. #	BY	DATE	DESCRIPTION

DRAWN BY:	JDG	For Use In Agreement With: <b>UNION PACIFIC RAILROAD</b> & ROCKY MOUNTAIN RECYCLING
CHECKED BY:	MLS	
DATE:	06/22/2012	
SHEET NUMBER:	P001 of 001	
LOCATION & DESCRIPTION: M.P. 5.39, GREELEY SUBDIVISION COMMERCE CITY, ADAMS COUNTY, COLORADO TRACKAGE TO SERVE ROCKY MOUNTAIN RECYCLING		