

# No Rail? No Problem.

## Case Study

### OmniTRAX Helps Customer Expand Market Reach Through Unit Train Transload Facility

#### Location

Ft. Collins, CO

#### Key Features

- (1) 100 car track
- (2) 50 car tracks
- 24x7 operation
- Dedicated staff and support

#### CUSTOMER

- One of the largest independent field and engineering services companies

#### CHALLENGE

- The customer wanted to enter the Northern Colorado market and needed a partner to develop a 24x7x365 rail-to-truck transload facility as quickly as possible.
- The facility had to be able accommodate single car and unit train deliveries.
- The operations had to be flexible and responsive in order to meet fluctuating demands for product.

#### SOLUTION

- OmniTRAX developed a solution after working closely with the customer to understand its business and logistics needs.
- Researched and found site served by a short line railroad with interchange with two Class I's and convenient access to major interstates and highways.
- Worked with BNSF, UP and OmniTRAX affiliate, Great Western Railroad of Colorado (GWR), to develop an efficient manifest and unit train operating plan.
- Leveraged in-house engineering department to design and complete site and track build-out.
- Sourced equipment including multiple truck scales, conveyors, portable light towers, truck platform, SafeRack units and utility vehicles to support the operation.
- Hired and trained staff including transload operators, maintenance coordinators, a supervisor and a clerk.

#### RESULT

- The customer's transload site was fully staffed and operational in less than 5 months.
- One mile of track was constructed, the land fully graded and all equipment was ordered, received and installed on time and on schedule.
- Since commencement of operations:
  - Unit train and manifest carloads have been effectively transloaded to truck without incident.
  - Customer has extended the operating agreement multiple times.
  - Additional capacity including 2 new tracks were brought on line to support market fluctuations and variability in demand for product.