

Willimantic Waste Paper Co.
Willimantic

Ships rail C&D and recyclables; significantly expanded its operations after a devastating fire in February 2018
Construction and Demolition Debris; Wastepaper and Cullet

C.C. Lounsbury, Inc.
South Windham

Distributes building materials and electrical; new to this larger location
Lumber, Plywood, Utility Poles, OSB

Freeport-McMoran Norwich Rod Mill
Yantic-Fitchville

Inbound copper cathode from southwest US and Canada, manufactured into coiled copper rod then shipped to manufacturers located as far as Chicago and Virginia
Copper Cathode

Ferti-Tech c/o D.W.Transport
Yantic-Fitchville

A new start-up business handling rail to new Ferti-Tech fertilizer mill at Wallingford.
Crushed Limestone

Hillandale Farms CT LLC
Yantic-Fitchville

Egg laying production
Corn, Soy, DDG's, Canola Meal, Beet Pulp, Limestone

Rivers Head Building Supply
Montville

Just purchased from UBS, supplies a private CT/RI chain of bldg. supply stores
Lumber and Building Supplies

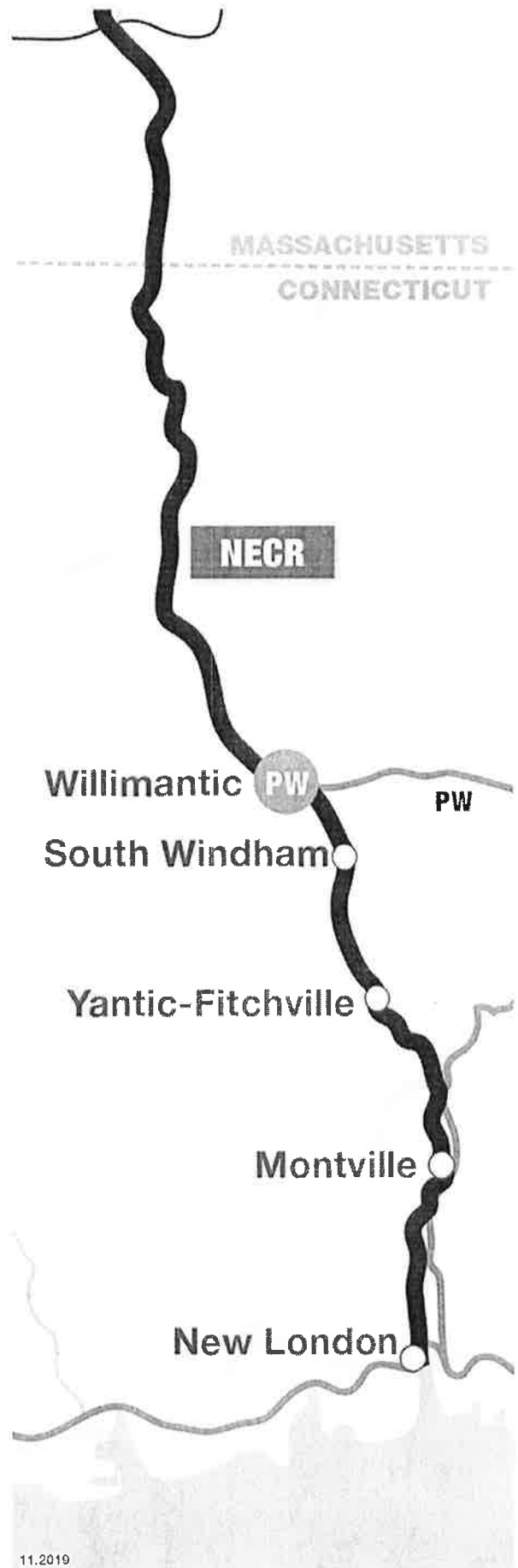
CWPM – Connecticut Waste Processing
New London

New start-up; C&D by rail to landfills in Ohio
Construction and Demolition Debris

Port of New London

Operator now Gateway Terminals (New Haven), formally Logistec (Montreal)
Salt treatment chemicals; building materials; steel coil and rolled paperboard

Potential: Rail to Barge Aggregates



“Connecting Connecticut”

USDOT TIGER VI Connecticut Department of Transportation Project

Background: The New England Central Railroad (NECR) corridor runs from the deep-water port of New London, CT to the Vermont-Canadian border. The NECR connects Connecticut businesses with shipping options for raw materials and finished products via freight rail to all four eastern Class I railroads as well as providing on-dock connections at New London to ocean and barge vessels.

Over several years the NECR has engaged in a series of public-private partnerships to upgrade the rail infrastructure to the current North American rail freight carload standard of 286,000 lbs. gross weight. These partnerships include the Federal Railroad Administration, Federal Highway Administration, and the states of Vermont, Massachusetts and Connecticut. Through these projects, the track, bridges and grade crossings along the 325- mile corridor have been transformed into a safe and efficient modern rail freight corridor through Vermont and New Hampshire with some work completed in Massachusetts and Connecticut. In order to complete the upgrade of the route and allow Connecticut businesses to take full advantage of shipping fully loaded freight cars, this project was needed. In addition, the upgraded route will see an increase in train operating speeds to 40 MPH where possible, allowing for more efficient service to businesses and decreasing time that grade crossings are occupied by trains, thus lessening motor vehicle wait times. When completed, the marketability of future business growth along the route, such as in New London and Norwich, will be enhanced.

This project replaced 19 miles of older jointed rail in track that was not designed for these heavy loads. In its place, new 115# per yard continuous welded rail was installed. The project also upgraded the route with the installation of over 41,900 new ties, 15,000 tons of ballast, 56 miles of track surfacing, as well as upgrading warning devices at 4 locations and replacing grade crossing surfaces at 8 locations.

Project Cost: \$12,874,218 NECR Private Match: \$4,690,655 FRA Grant Award: \$8,183,563

Public Benefits include:

- Increased access and marketability for underutilized State-owned New London Pier
- Complements CTDOT-NECR R.F.I.P. \$5.1M corridor bridge and grade crossing upgrade project
- Supports the goal of the Town of Norwich, CT to establish a rail served industrial park
- Existing CT businesses achieve shipping efficiencies using fully loaded railcars
- Connects CT businesses to a safer and modern rail corridor
- The project is supported by all states along the route – VT, NH, MA & CT
- Compliments investments being made along the route and multiplies those benefits
- The route can relieve congestion along the Northeast Corridor