



DEPARTMENT OF ADMINISTRATIVE SERVICES

PROPOSED CHANGE OF THE CONNECTICUT STATE BUILDING CODE AND FIRE SAFETY CODE

DATE SUBMITTED: _____

CODE INFORMATION

Proposed change to: Building Code Fire Safety Code

Code section(s): _____

PROPONENT INFORMATION

Name: _____ Representing: _____

Telephone: _____ Email: _____

Address: _____
Street Address Town State Zip Code

PROPOSAL INFORMATION

Description of change and reason for change (attach additional information as needed):

Proposed text change, addition or deletion (attach additional information as needed):

Supporting data and documents (attach additional information as needed)

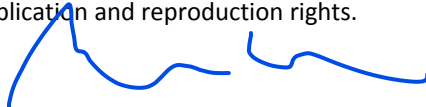
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This Comment is not original material, its source (if known) is as follows: (such as material / code development proposal from a prior development cycle or proposal submitted to model code committee etc.)

I would like to make an in-person presentation of my proposal.

Release

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Proponent's Signature

Printed Name

PLEASE EMAIL (PREFERRED) TO DAS.CodesStandards@CT.GOV OR MAIL OR FAX (SEE BELOW)

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Affirmative Action/Equal Opportunity Employer

March 14, 2024

Greetings, D.A.S. Codes and Standards Committee,

Outlined below are highlighted benefits for CT NFPA 130 adoption with regards to Rail Stations and Platforms:

- Occupant load calculation allows for less passengers in waiting, departure, and arrival.
- Dead ends are allowed for a greater distance, which lines up with number of rail cars and center or end sets of entry doors on rail car.
- Exit distances may be increased.
- Most modern stations are commuter stations without amenities such as restrooms, conditioned space, waiting areas, and are generally unused other than travel.
- Construction costs under the IBC are increased due to heavier construction. Many rail sites are constrictive due to topography (burrowed or raised), which affects the amount of work required for a greater amount of exits.
- Connecticut has seen an increase in the amount of rail station construction during the past 25 years and projected growth will continue.
- Most rail stations are constructed under CTDOT jurisdiction. Please note that I was the AHJ for CTDOT between 2009 and 2022, upon retirement.
- This was a source of frustration as an AHJ, but also for Architects and design firms, as the IBC does not clearly differentiate rail passenger platforms and stations as a whole.
- Neighboring states with a larger number of rail stations have adopted NFPA 130.
- The D.A.S. Division of Construction Services Office of State Fire Marshal has been supportive of the change, as they had jurisdiction over CTDOT property and had understood the nuances of station construction.
- Please refer to completed D.A.S. Code-Change Proposal Form for additional information.

Thank you in advance for your consideration and support.

Best regards,



Michael LeBlanc

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