



NEW BRITAIN-HARTFORD BUS RAPID TRANSIT

Briefing

June 14, 2011



How Did We Get Here?

- Joint study: ConnDOT, CRCOG, CCRPA, Towns
- I-84 Corridor West of Hartford
- Alternatives Studied; Modes and Corridors
 - Commuter Rail
 - Light Rail
 - Bus Rapid Transit
 - High-Occupancy Vehicle Lanes
 - Highway Widening
 - No Build



How Did We Get Here?

Locally Preferred Alternative: Busway and Package of Other Improvements

Why Was the Busway the Preferred Option?

- Highest Ridership
- Best Congestion Management Outcomes
- Cost-Effectiveness
- Development Opportunities



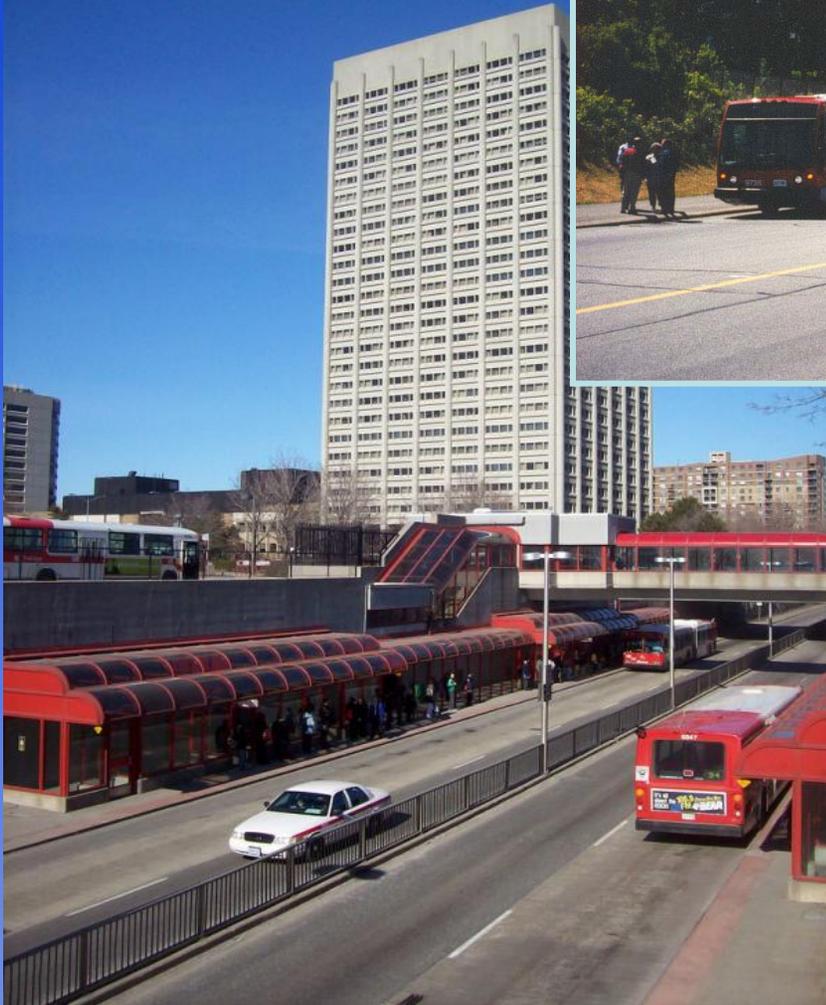
What is a Busway?

"Think Rail; Use Bus"

Bus Rapid Transit (BRT)



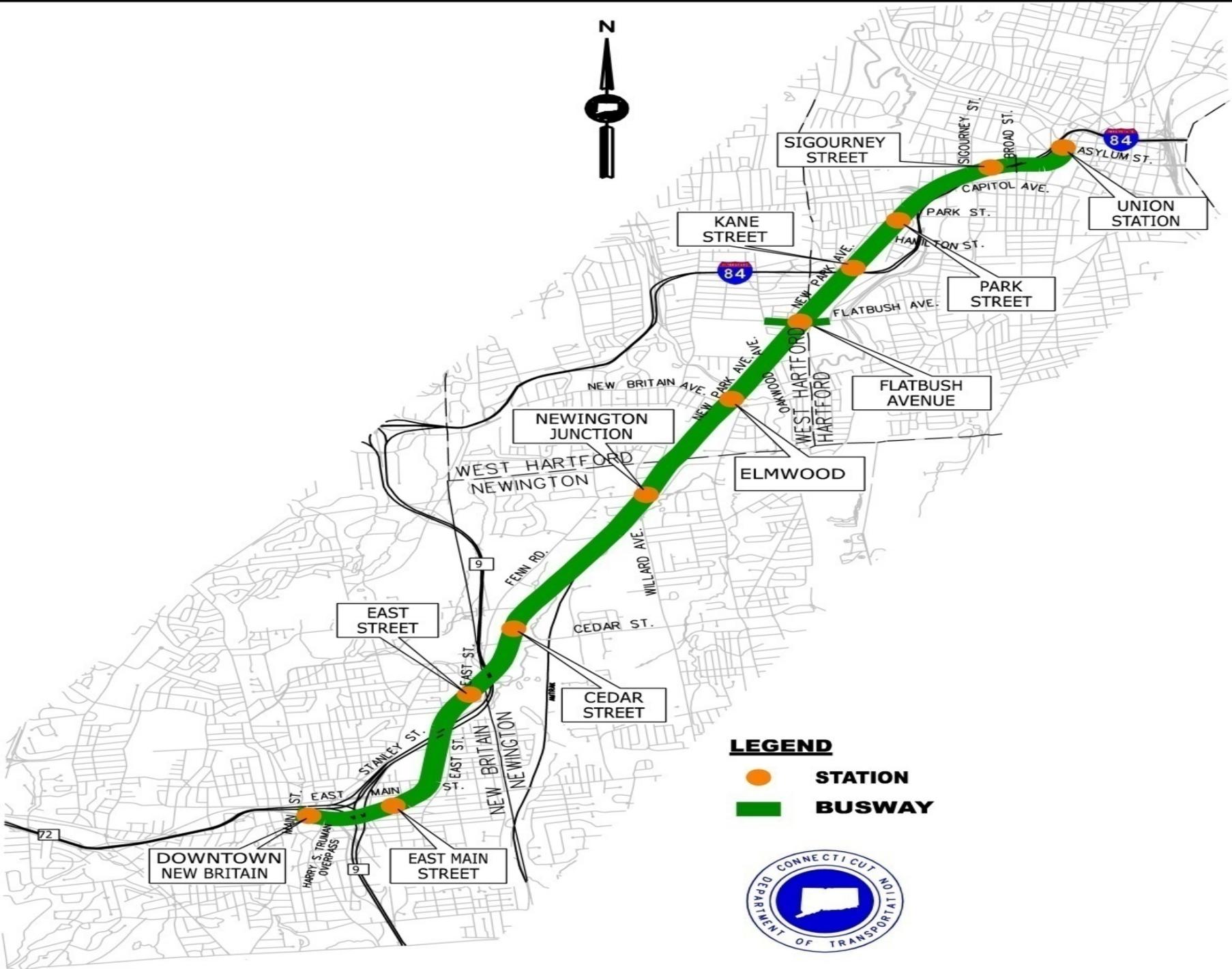
Ottawa and Pittsburgh





What Are We Going To Build? Major Busway Project Elements

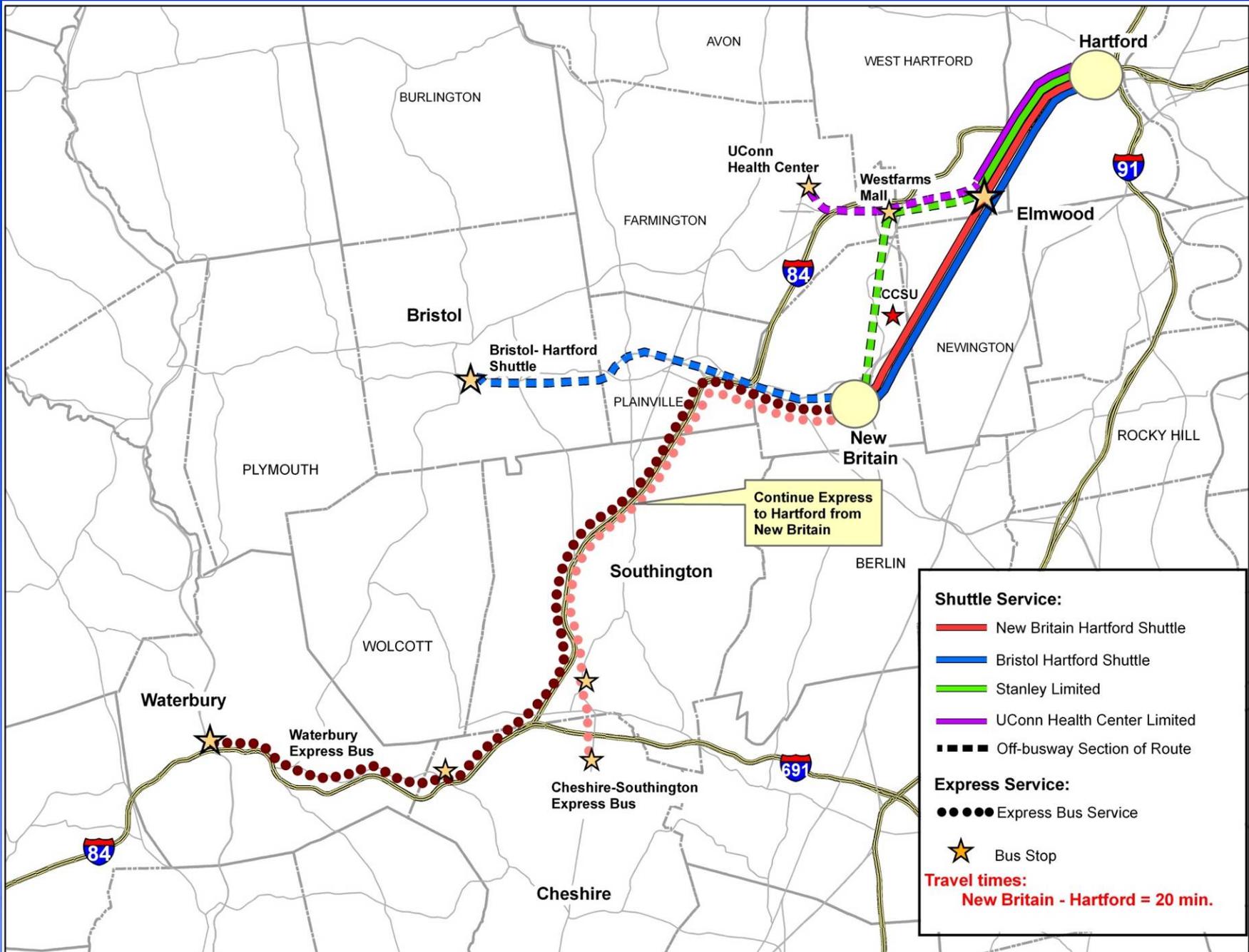
- Exclusive Busway facility along 9.4 mile corridor
- 11 Stations
 - Level Boarding
- Automatic Vehicle Location
- Variable Message Signs
- Traffic Signal Preference
- Proof-of-Payment Fares
- 14 Bridges
- 2 Major Culvert Crossings
- 70+ Retaining Walls
- Relocate one mile of Amtrak active rail
- 4.5 mile long Amtrak Access Road
- 5 mile long multi-use trail



LEGEND

-  **STATION**
-  **BUSWAY**



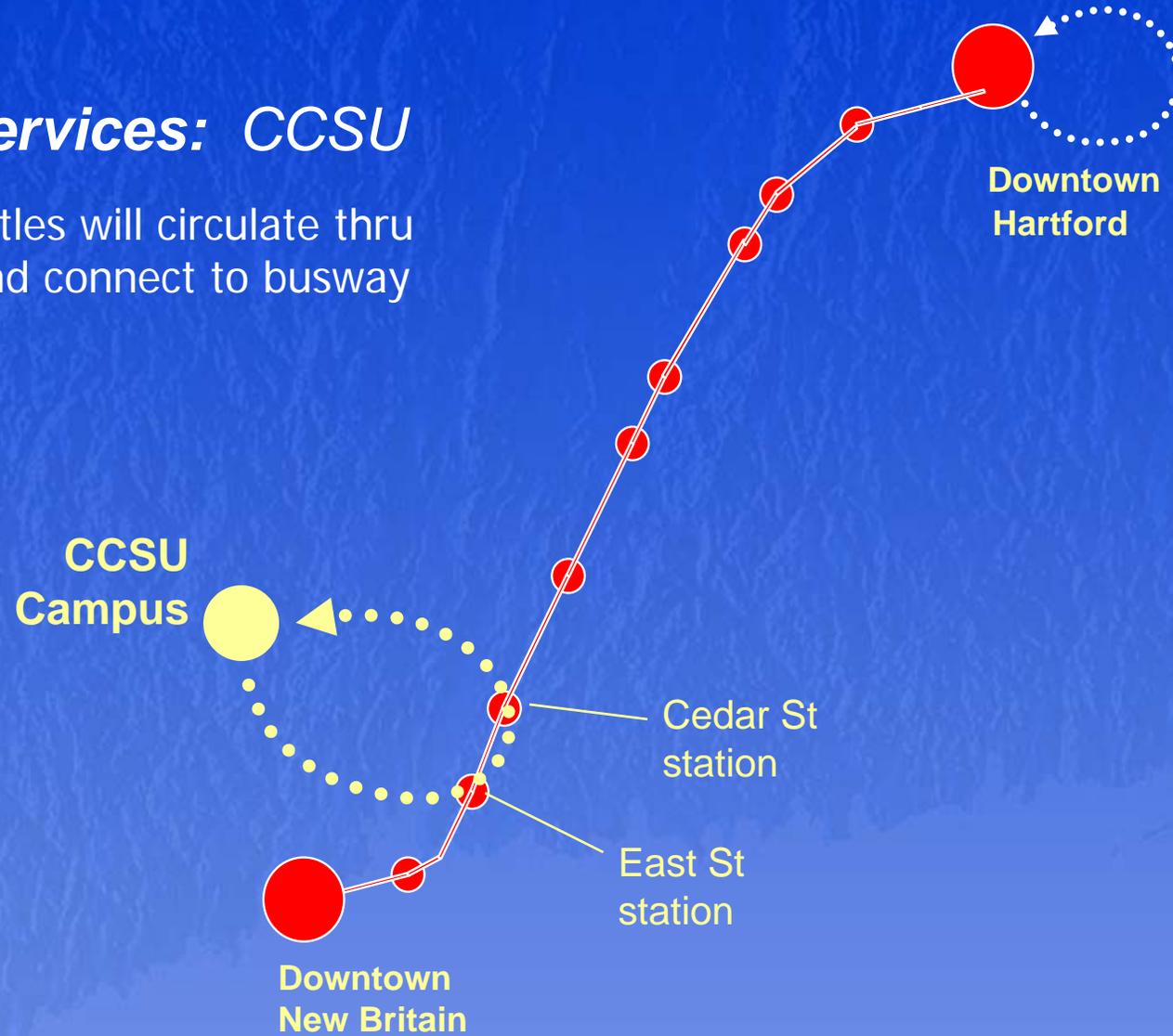




Busway Service Flexibility

Feeder services: CCSU

- CCSU shuttles will circulate thru campus and connect to busway





Busway Service Flexibility

- Faster and More Frequent Service to:
 - Elmwood
 - Westfarms
 - UConn Health Center

UConn Health Center

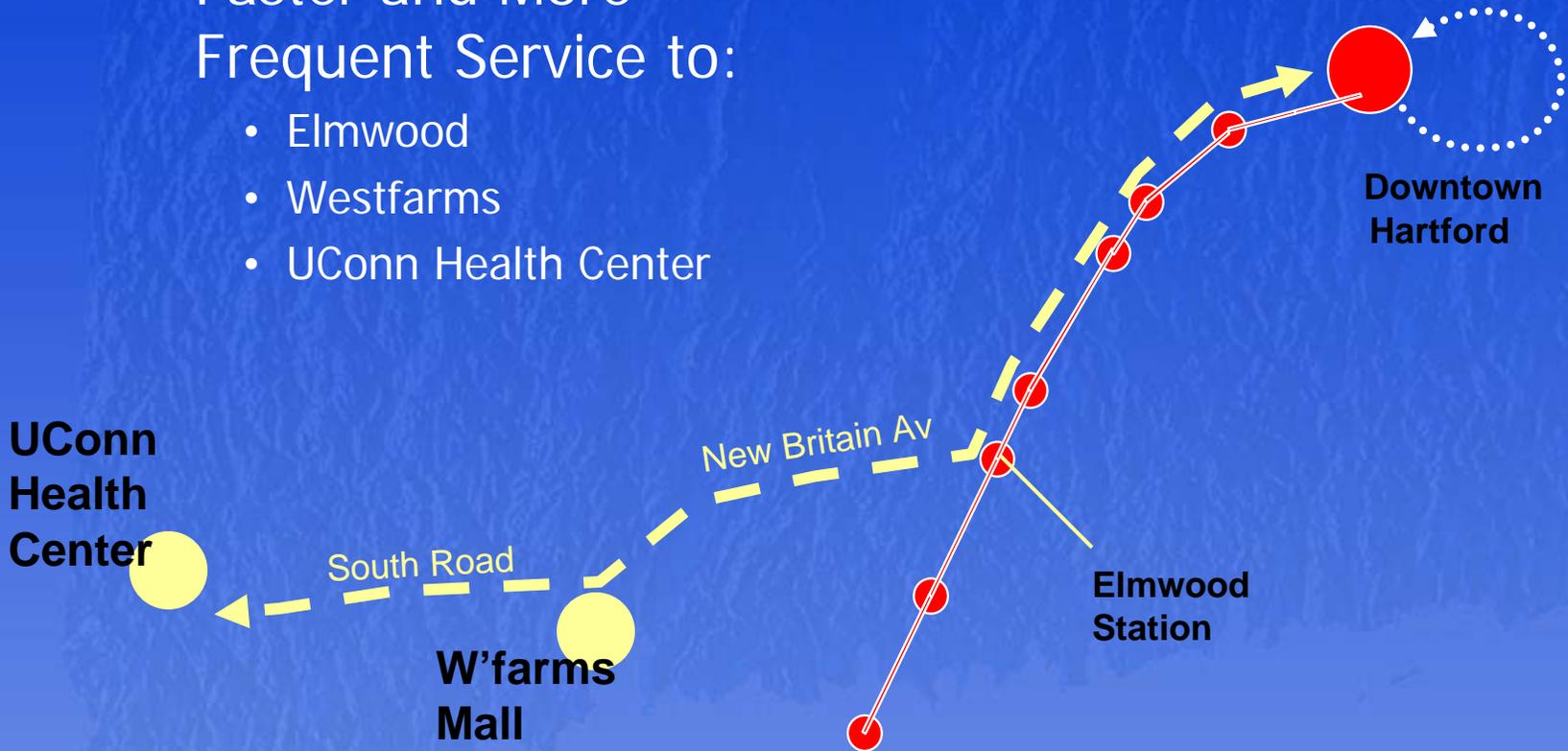
South Road

W'farms Mall

New Britain Av

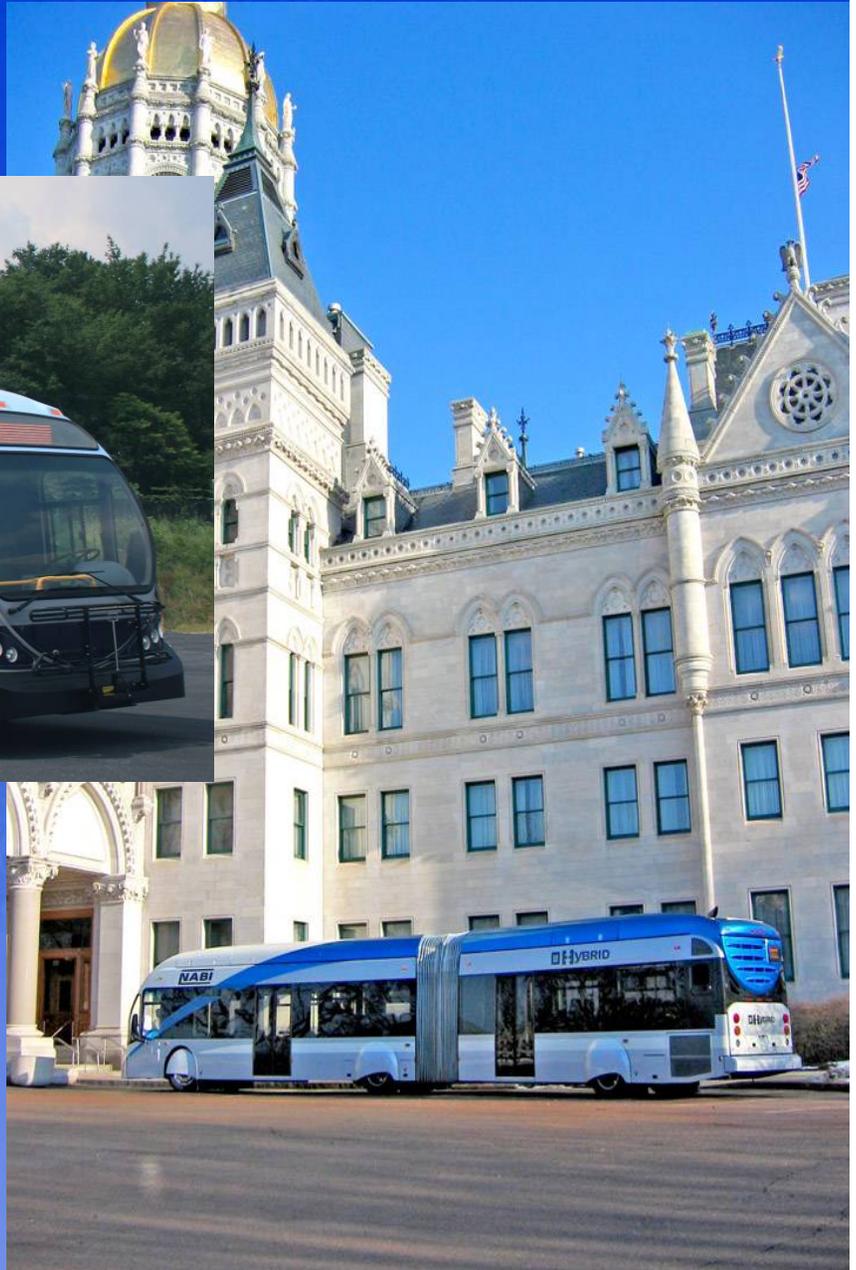
Elmwood Station

Downtown Hartford





Stylized Articulated Coaches





What is the Status of the Project?

- Final Design: 99% Complete
- Right of Way Acquisition: Near Completion
- Issued Bid-Contract 3 - April 2011
- Open Bid-Contract 3 - July 2011
- Construction Begins - Fall 2011
- Operations Begin – August 2014



Where Will the Money Go?

Construction Cost = \$342,410,000

(Includes Escalation)

Other Costs = \$224,643,000

Includes:

- Contingencies
- Utilities
- Finance Charges
- Engineering and Planning Studies
- Property Acquisition
- Buses
- Startup costs

TOTAL PROGRAM ESTIMATE = \$567,053,000



Why the Busway?

- Immediate and Long-Term Employment Impacts
- **Key Element of Integrated Multi-Modal Investment Strategy**
- **Region-Wide Mobility Improvements**
- Multiple Transit Oriented Development Opportunities
- Air Quality – Emissions Reduced Due to VMT Reduction
- Travel Alternative in Corridor During Viaduct Rebuild
- Discretionary money is majority of remaining funding
- Truly Shovel Ready



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For more information on the project,
construction plans, service plans,
etc.

www.ctrapidtransit.com