

# THE NEW BRITAIN - HARTFORD BUSWAY PROJECT

The New Britain - Hartford Busway will be a dedicated Bus Rapid Transit (BRT) facility along a 9.4-mile corridor between downtown New Britain and downtown Hartford.

The Busway will be constructed in an abandoned railroad right-of-way from New Britain to just south of Newington Junction (a distance of approximately 4.4 miles). From this point north, the busway corridor will be built in an easement alongside the active Amtrak railroad right-of-way for approximately 5.0 miles, ending at Asylum Street and Spruce Street adjacent to Hartford's Union Station.

A total of up to 11 transit stations will serve the users of the busway.

The Busway project and services will include major bus rapid transit features similar to conventional rail rapid transit to improve transit travel times and service quality including:

- **Exclusive right-of-way** – improves travel time and reliability
- **Traffic signal preference** – gives buses preference getting through six at-grade intersections
- **Level boarding from station platforms** – making boarding easier and quicker
- **Off-board fare collection** – no fumbling with change; boarding at all doors, not just the front
- **Less frequent stops** – improves travel time
- **Stations** – shelters, benches, information displays and other amenities for passenger comfort and safety



- **Passenger information** – On-board and station signage and announcements to provide customers with updated information on next stops, next bus arrivals, etc.

In addition, the Busway will also feature:

- **Park & Ride connections** – Offering fast, direct CTTransit Express suburban commuter bus services from Cheshire, Southington, Waterbury and potentially other points south and west of Hartford
- **Vehicle image** – All buses will be low-floor (except for suburban commuter buses), clean-fuel and hybrid buses with bike racks, and the major Busway services will be run with branded vehicles to clearly identify them as Busway buses.

## The Busway Service

Buses using this corridor will have more competitive travel times when compared with automobiles since they will bypass congestion on arterial streets and I-84. The facility will permit bus access at intermediate points, so circulator bus routes can readily serve surrounding neighborhoods and then use the busway, thus providing a one-seat ride. The service plan includes commuter express, shuttle, circulator, and connecting feeder bus services. A multi-use trail will be constructed adjacent to or near the busway from

downtown New Britain to the Newington Junction Station in Newington.

New bus routes designed to take advantage of the busway will offer residents of the region greater access to downtown and suburban employment centers. The flexibility of busway operation will allow the transit system to more effectively respond to changing ridership demand and future development within the corridor.

Bus services will operate during the same hours as the Hartford Division CTTransit services – roughly 4:30 am to 1:30 am. During the peak service periods, buses will be operating every six minutes. During the off-peak hours, service will be less frequent to meet the lower demand.

### Project Status

As of December 2009 the project is approaching 90% completion on most design elements. The initial application for a Full Funding Grant Agreement was submitted to the Federal Transit Administration on December 23, 2009.

### Project Cost

Preliminary Engineering/Final Design and Program Management	\$	60,720,000
Construction	\$	293,271,000
Right-of-Way Acquisition	\$	44,374,000
Buses	\$	18,568,000
Other Non-Construction Costs	\$	43,565,000
Finance Charges	\$	10,813,000
Contingencies	\$	54,867,000
Escalation	\$	46,512,000
<b>Total Project Cost</b>	<b>\$</b>	<b>572,690,000</b>

### Project Funding Sources

The project will be funded with a blend of 80% federal funding and 20% state funding. Most of the federal funding will be from “Major Capital Projects”, also known as the New Starts Program.

### If You Need Further Information

For further project information, including project contacts at ConnDOT for various aspects of the project’s design, property acquisition, bus services, etc., please go to [www.ctrapidtransit.com](http://www.ctrapidtransit.com).

