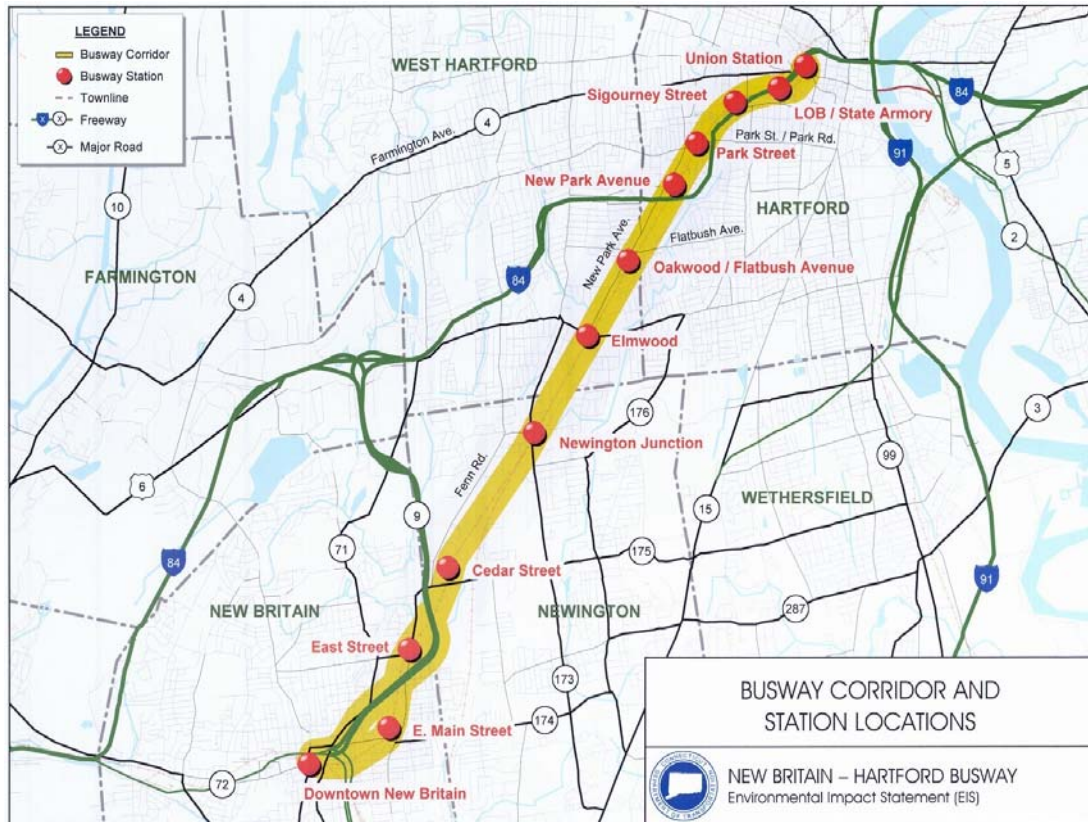


THE NEW BRITAIN – HARTFORD BUSWAY PROJECT

www.ctbusway.com

Project History

In 1997, the Connecticut Department of Transportation (ConnDOT), Capitol Region Council of Governments (CROCG) and Central Connecticut Regional Planning Agency (CCRPA) undertook a Major Investment Study (MIS) for the Hartford West corridor, defined by Interstate 84, surrounding neighborhoods, arterial roadways, and the Bristol-Hartford and New Haven-Hartford rail lines. After the preparation of three technical reports and a comprehensive public involvement program, the final recommendation to result from this study process was an exclusive 10-mile long busway linking downtown New Britain with Hartford's Union Station.



The busway, the first in the State of Connecticut, will run along active and inactive railroad rights-of-way through four cities/towns: New Britain, Newington, West Hartford and Hartford.

The New Britain - Hartford Busway was selected as one of ten Federal Transit Administration (FTA) Bus Rapid Transit (BRT) demonstration projects. The BRT initiative aims to implement projects which improve the speed, reliability and convenience of bus service, along with improving mobility and promoting a healthy environment.

Why a Busway?

The Hartford West Corridor Study examined various alternatives to address the forecasted growth in travel demand. Of all the options studied – highway widening, high occupancy vehicle lanes, commuter rail in various alignments and light rail and bus rapid transit in various alignments - the busway in the existing rail corridor was selected as the preferred alternative for this corridor because it offers travelers the greatest speed, flexibility and ease compared with the other transportation alternatives. Busway travel speed is enhanced by its use of an exclusive roadway, making bus travel times more competitive with or even faster than automobile travel times. Possible new technology buses under consideration include “clean” diesel, electric buses, and hybrid electric-diesel buses or

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

When will it run?

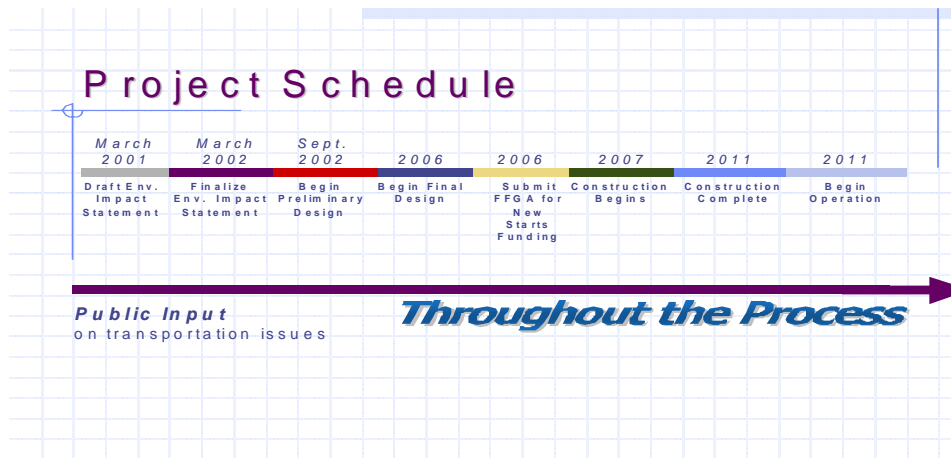
At this time it is contemplated that the primary busway services will operate 18 hours per day, from approximately 6:00 am until midnight, with service headways averaging every two to five minutes, ranging between 12 and 28 buses per hour. There will be frequent AM and PM peak period service, and during the off-peak hours, service will be less frequent to meet the lower demand, ranging between 9 and 19 buses per hour. It is anticipated that four types of service will be offered to accommodate commuters: express bus service, shuttle bus service, neighborhood collectors and feeder bus service.

Up to twelve stations will be provided along the busway, varying from small stations with platforms and shelters to stations with larger permanent structures, all offering a high degree of amenity and traveler convenience.

Project Cost

Preliminary Engineering/Preliminary Design/ and Program Management	\$ 12,000,000
Final Design	\$ 15,656,000
Construction	\$178,342,762
Other Non-Construction Costs	\$ 51,655,020
Contingency & Escalation	<u>\$ 77,888,218</u>
Total Project Cost	\$335,542,000

Project Schedule



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