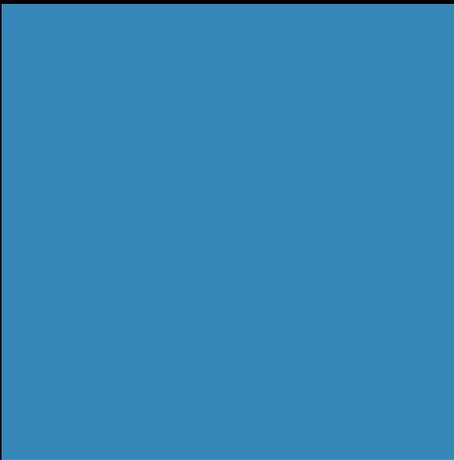


Bus Rapid Transit



HNTB

The HNTB Companies
Infrastructure Solutions

BUS RAPID TRANSIT EXPERIENCE

Communities across the United States are increasingly turning to bus rapid transit to address traffic congestion, support economic mobility and satisfy the demand for multimodal transportation options. BRT provides an affordable means for addressing these issues, providing increased capacity and reliability in areas where feasible. Features such as dedicated lanes, off-board fare collection, signal priority and platform-level boarding make BRT a transit solution where greater speed and reliability are needed.

HNTB delivers professional services to support all stages of BRT development, including planning, NEPA documentation, design and construction. Although the complexity of BRT systems varies, from most basic, with mixed traffic operation and enhanced stations, to the most premium, with center-running dedicated lanes and full transit signal priority, our experience extends over the full range of BRT service types. HNTB provides the right technical expertise, an unwavering commitment to quality and a clear focus on client success every time.



MAX BRT Network | Kansas City, Missouri

The Kansas City Area Transportation Authority began to build out its planned BRT network with the opening of Main Street MAX in 2005, and Troost MAX in 2011. Prospect MAX will open in 2019. HNTB has played an integral role in all three corridors encompassing virtually every element of BRT planning and design including: route development, traffic analyses, capital and operating cost estimating, operating plan development, preliminary design, environmental, final engineering and federal readiness assessment.



Aspen-Glenwood Springs VelociRFTA BRT | Colorado

HNTB served as program manager for this 40-mile, nine-station BRT line. HNTB prepared an operating plan to accommodate a wide range of ridership levels for peak and non-peak seasons. HNTB supported the client in procuring all services needed to implement the program including WiFi-enabled buses, fixed route scheduling software and ticket vending machines.



Minneapolis Orange Line | Minnesota

HNTB was selected to provide final design services for the Metro Transit Orange Line, a 17-mile planned highway BRT line along the I-35 West corridor from downtown Minneapolis through Richfield, Bloomington and Burnsville. HNTB is responsible for design of stations, roadways, utilities and bridges along the corridor, overall design project management as well as design services support during construction. The project street improvements include dedicated guideways and bridges. The Orange Line will be the first highway BRT in the Metro Transit's system. The project is currently in final design with a projected opening in 2020.



First Coast Flyer Southwest BRT | Jacksonville, Florida

HNTB serves as the prime consultant for the preliminary and final design phases of the project, a 13-mile corridor from the Orange Park Mall to Downtown Jacksonville. The FCF project includes 16 standalone BRT stations, four intersection improvements for queue jump lanes, transit signal priority at 23 intersections, ITS improvements, 3 miles of sidewalk improvements and reconfiguring the SR 21 bridge over CSX and US 17 to implement a multi-use path.



Omaha Dodge Street BRT | Nebraska

HNTB assisted Omaha Metro in developing preliminary design plans and environmental services for a new 8-mile Dodge Street Omaha BRT line. Preliminary design addressed all project elements including vehicles, technology, site design, stations and geometric roadway improvements. The roadway improvements included design considerations for a contraflow lane in the downtown segment and potential queue jumps at two of the busiest intersections in the city. This line will intersect nearly every route in the transit system and will serve as the spine of the regional transit network. Projected opening is fall 2018.



IndyGo Red Line BRT | Indianapolis

At complete build out, this 35-mile BRT route will connect the northern and southern suburbs with the urban core and CBD of Marion County. The first phase will include 60 percent high-intensity dedicated transit lanes with a combination of median and curbside stations. The entire line will be served by all-electric vehicles. HNTB is serving as construction manager for this project. With responsibilities that include risk management, capital cost estimating, scheduling, design and constructibility reviews, FTA reporting, public outreach, bidding support and construction inspection.



SuperLoop Rapid Bus System | San Diego, California

SuperLoop is an 8-mile circular loop system, operating both clockwise and counter-clockwise. The project was constructed in three phases, with the initial phase providing transit signal priority and synchronization for the entire route with station area improvements constructed in later phases.



Pace Pulse | Chicago

HNTB is providing program management support for Pace's new rapid transit network, delivering enhanced express bus service to commuters using the latest technology and streamlined route design. Pulse is designed to provide fast, frequent and reliable arterial rapid transit bus service in heavily traveled corridors of suburban Chicagoland. The first line on Milwaukee Avenue is scheduled to launch in late 2017, and the second line along Dempster Street is planned to open in 2019.



San Francisco Van Ness Avenue BRT | California

HNTB is providing program management support for this \$316 million project that will implement the city's first BRT system on Van Ness Avenue in downtown San Francisco that includes utility (water, sewer and emergency water system) replacement, street light replacement, bus power overhead contact system, pole replacement, landscaping and pavement rehabilitation. Van Ness BRT is being constructed under the CM/GC project delivery method, and is expected to carry 45,000 passengers per day when it opens in 2019.



Tulsa Peoria Avenue and Route 66 BRT Lines | Tulsa, Oklahoma

HNTB is providing design services for the first two BRT lines in the City of Tulsa, Oklahoma that will transform the perception and reliability of the service. The stations and buses will feature elements that create a unique Tulsa-centric brand. The first line, planned to open in 2018, will run north-south through the city on Peoria Avenue and will include 39 stations along 9 miles of the corridor. The second line, planned for 2021, will run east-west along the historic Route 66.

BUS-RAPID TRANSIT SERVICES INCLUDE:

PLANNING/DESIGN

- Conceptual planning
- NEPA/environmental documentation
- Preliminary/final design
- Cost estimating
- Service/operations planning
- ITS/STP
- Funding/finance
- Public engagement

FTA

- FTA STOPS modeling
- Federal readiness assessment
- Grant writing
- PMOC coordination

PROJECT DELIVERY

- Quality and risk management
- Value engineering
- Procurement
- Construction administration/management
- Testing/startup



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