

South Boston Piers Transitway Vehicle Maintenance Facility (1 of 2) Boston, Massachusetts

This \$33M state-of-the-art fueling, repair and storage facility completed in 2005 to service the MBTA's newest fleet of CNG and dual-mode electric/diesel buses for its recently inaugurated transit service, the Silver Line. Serving as Lead Architect to Prime consultant Stone and Webster, Inc., the design team created a massing language to establish a visual hierarchy and site presence for the otherwise functionally separated building organization dictated by the physical maneuverability of the 60-foot vehicles on this extremely compact and densely built site. Situated alongside the MBTA's existing Police Headquarters, the new facility also serves to mark this site as a prominent MBTA location.

Charles Bradley participated in the design of this maintenance facility from Schematic Design to Construction Documents. He was also involved in the design development and detailing of the Fueling, Bus Wash and Repair buildings in the same complex.



South Boston Piers Transitway Vehicle Maintenance Facility (2 of 2)

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- A "first of its kind facility" for the MBTA, which must accommodate multiple types of vehicles for which no maintenance capabilities exist elsewhere in the MBTA system. The 77-vehicle fleet includes special new-technology "dual mode" electric buses for the Transitway (overhead trolley for traction power when in the tunnels and on-board diesel generator for "off wire" travel) and CNG buses for other routes. The current scenario for the vehicle procurement and facility phasing is:
 - Initial Build: 17 CNG Buses (40 ft)
 - Ultimate: 32 Dual Mode Buses plus 45 CNG Buses
- To accommodate the phasing requirements and a confined site, the facility must be designed with multiple structures, including a 2-lane fueling building with CNG and diesel; a 2-lane bus wash/degreasing building; a 10 bay repair/maintenance building with parts storage and staff and supervisory support areas; a transportation building (above the bus parking area) with offices and support areas; and both on-site improvements (surface parking and circulation, utilities, fences and landscaping) and off-site roadway and utility improvements.

Design Completion Date: 2005

Project Budget: \$ 33 Million

Project Architect: Charles Bradley, III, AIA (as an employee of Stull and Lee Inc.)

