

# TRANSIT CENTERS

Helping to create more vibrant, accessible and sustainable communities with improved transit connectivity.

**Michael Baker**  
INTERNATIONAL



*Jacksonville Regional Transportation Center at LaVilla / Jacksonville, Florida*

## TRANSIT CENTERS

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Michael Baker International recognizes a transit center's vital role in community place-making. It can serve as an essential component in connecting the community with street networks, pedestrian and bike routes and other forms of transportation that link people to opportunities, jobs and housing. Our transit center design focuses on intermodal connectivity and the seamless integration of various transportation modes to create vibrant, accessible and sustainable communities. By prioritizing these elements, Michael Baker aims to enhance the quality of life for residents and foster economic growth in and around the project.

Additionally, our keen understanding of transit operations, combined with our approach to project constructability planning and staging, helps ensure that developments along transit lines are thoughtfully orchestrated to maintain operational continuity and safety - a priority goal for transit operators, developers and end-users.

Michael Baker's diverse project experience spans all perspectives and project roles, including design-build roles and the positions of designer, construction manager and inspector, third-party reviewer and owner's representative.

Explore our brochure to learn more about how we can bring our broad experience and comprehensive approach to your next project.



## CAPABILITIES

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Planning & Grant Applications

Conceptual Design

Condition Assessment & Digital Twin Development

Site Design, Stormwater & Hydrology Design

Survey, Scanning & LiDAR

Environmental Permitting

Geotechnical Engineering

Landscape Design

Historic Preservation

Architecture

Code & Life Safety Analysis

Signage & Wayfinding

Structural (Bridges, Site Walls & Buildings)

Third-Party Reviews

Transit Vehicle Maintenance Equipment Design

Mechanical

Energy Modeling

Building Commissioning

Electric Vehicle Charging & Fleet Storage

Electrical, Lighting, Energy Resilience & Microgrids

Plumbing & Fire Protection

Telecommunications & Security

Transit-Oriented Development Advisory

Building System Cybersecurity

**Michael Baker**

**I N T E R N A T I O N A L**

Visit [mbakerintl.com](http://mbakerintl.com) for more information.



# Jacksonville Regional Transportation at LaVilla Center Design

**CLIENT:** Jacksonville Transportation Authority

**LOCATION:** Jacksonville, Florida

**ROLE:** Program Management, Architectural, Mechanical and Electrical Engineering, Landscape Architecture, Permit Application Preparation, Preliminary Design, Final Design Review, Visual Design Guideline Report, Right-of-Way Coordination, Utility Coordination, Geotechnical Engineering, Constructability Review, Construction Management, Project Management, Streetscapes, Street Furniture/Facilities, Street Lighting Analysis, Transportation Modes

**TOTAL PROJECT COST:** \$57.5 million

## OVERVIEW

Michael Baker, as part of a joint venture team, provided design services for the state-of-the-art Jacksonville Regional Transportation Center (JRTC) at LaVilla. The mass transit hub improves the flow of traffic by integrating multiple modes of transportation, including local and regional bus networks, taxis, rental car services, an elevated rail system and any future national rail service. Michael Baker designed the structure and provided architecture, landscape architecture, right-of-way and utility coordination, geotechnical engineering and construction management services.

## OUR WORK

Using transit-oriented development strategies, Michael Baker's innovative and progressive design presents a shared vision for a modern transit facility that sets the stage for future development in the area. In developing the site, Michael Baker ensured even further connectivity, widening sidewalks and designing new walking and bike paths, linking them to the roadway system to provide convenient access to the JRTC building, surrounding neighborhoods and the adjacent historic convention center.

## KEY FEATURES

Construction of the JRTC was enhanced by the construction manager-at-risk (CMAR) delivery method, which enabled Michael Baker to work directly with the construction manager from the outset. This allowed for real-time evaluation of construction means and methods, guaranteed maximum prices at each design phase and enabled early deliverables of foundation and structural packages to keep the project moving. This shortened the construction duration and ensured quality designs were cost effective.



# Providence Station State of Good Repair and Capacity Project

**CLIENT:** Rhode Island Department of Transportation

**LOCATION:** Providence, Rhode Island

**ROLE:** Program Management, Planning Condition Assessment, Civil Engineering, Landscape Design, Food Service Design, Structural Engineering, Public Involvement, Architecture, Interior Design, State Agency Coordination, Railroad Coordination, SHPO Coordination, Cost Estimating, Construction-Phase Services

**TOTAL PROJECT COST:** \$25 million

## OVERVIEW

The Providence Amtrak Station, ranked 11th busiest in the nation by annual passenger boarding and alighting frequencies, was constructed in the 1980s and is now in need of upgrades. More than two million passengers use the station annually, including intercity and MBTA commuter rail riders. The modernization plan includes careful phasing of construction activities to allow passenger service without disruptions.

## OUR WORK

Michael Baker is providing design and engineering services for renovations to the station through a Federal Rail Administration (FRA) grant obtained jointly by the Rhode Island Department of Transportation (RIDOT) and the National Railroad Passenger Corporation (Amtrak). Michael Baker is performing civil and structural engineering, architecture, interior, landscape and final designs, agency coordination, public involvement, cost estimating and construction-phase services.

## KEY FEATURES

The program seeks to improve passenger capacity and overall customer experience while updating the station with new finishes, building systems and code upgrades for improved safety. The modernization will include police areas, ticketing, baggage, expanded restrooms, seating areas and Amtrak offices, as well as tenant fit-out areas for a gift shop, food service area and café. Pathway connections from critical neighborhood points will also be re-emphasized by using new landscaping and surfaces to better direct passengers to the station.



# Haymarket Station and Bulfinch Crossing

**CLIENT:** Massachusetts Bay Transportation Authority

**LOCATION:** Boston, Massachusetts

**ROLE:** General Engineering Consulting Services (GEC), Code and Regulatory Review, Concept Development, Existing Conditions Review

## OVERVIEW

Michael Baker provided transit-oriented development GEC services for the Haymarket Station and Bulfinch Crossing improvements project in downtown Boston. The Massachusetts Bay Transportation Authority (MBTA) Transit Center has both bus and subway services for the Orange and Green Lines and eight bus routes at street level. The subway station includes two access points, one within the Haymarket Building and the other under the garage, where the MBTA maintains easements for the bus terminal and the train station passageway to access the platforms and operate the busway. The Bulfinch Crossing developer is constructing a mixed-use development project over the MBTA subway tunnels and adjacent to the MBTA bus terminal. The developer plan, which affects one of the subway access points and the busway, has raised concerns over both temporary and longer-term station functionality and life-safety performance.

## OUR WORK

Michael Baker conducted site visits, interviews and reviewed existing drawings to inform code and regulatory reviews and develop design concepts. We validated the NFPA 130 egress report, highlighting non-compliant station elements and necessary improvements for life-safety under the Massachusetts State Building Code. Additionally, we developed passenger and bus exit strategies and conceptual design options for the transit center, focusing on life-safety and functionality to accommodate future ridership projections for 2040 and 2060. The team then took these findings and prepared a 15% design for a future headhouse and bus station to help refine the developer plan to allow for future MBTA infrastructure.

## KEY FEATURES

By studying multiple station reconfiguration options while considering the growing ridership forecasts for use of this important multi-modal station, Michael Baker presented the client with options that not only preserve and improve station functionality today but are future-focused for years to come.



# East Liberty Transit Center and Transit-Oriented Development

**CLIENT:** Eastside Limited Partnership III

**LOCATION:** Pittsburgh, Pennsylvania

**ROLE:** Construction Management, Bid-Phase Support, Construction Inspection, Constructability Reviews, Utility Coordination, Stakeholder Coordination, Schedule Monitoring, Budget Monitoring, Claim Support Services

**TOTAL PROJECT COST:** \$33 million

## OVERVIEW

The East Liberty Transit Center and transit-oriented development initiative were among many projects contributing to the revitalization of an economically disadvantaged area of the city, centered on a dedicated public transit facility. The city and city agencies, the county's public transit operator, a private developer and a community development organization have formed a partnership to take advantage of the busway to transform the East Liberty neighborhood into a revitalized transit-oriented development by relocating, expanding and upgrading the existing bus transit center; constructing pedestrian bridges over the railroad and busway; providing new pedestrian, automobile and bicycle infrastructure; and creating new street designs and streetscaping to improve transit access, reconnect East Liberty to an adjacent neighborhood and attract new businesses and residential living to the area.

## OUR WORK

Michael Baker provided construction management for Phase 1 of the project, which included the demolition of an old athletic club, a drive-through bank and two pedestrian bridges. Following the constructability reviews and the team's preparation of final construction plans, we provided bid-phase support to assist in the addendum and award of construction contracts for the demolition contract, the TOD garage contract, bike storage facility contract and new transit center contract. We also provided construction management and construction inspection for upgrades and modifications for improvements to local streets and intersections.

## KEY FEATURES

Michael Baker achieved cost-savings for the client through pre-bid improvements to contract documents, change order process controls and a right-sized project team with skill sets to provide focused, effective and efficient construction management support throughout the project.



# Naugatuck Connecticut Passenger Rail Station and Transit Oriented Development Coordination

**CLIENT:** Connecticut Department of Transportation

**LOCATION:** Naugatuck, Connecticut

**ROLE:** Design, Engineering Consulting

## OVERVIEW

Michael Baker is providing full design and engineering consulting services for the Naugatuck Station Passenger Rail Station in Naugatuck Connecticut, as part of an initiative to modernize the Waterbury Branch Commuter Rail Line. The project includes a station building that connects to a new 350-foot-long high-level platform and a commuter parking lot. Naugatuck Station is a major part of the client's vision for a revitalized neighborhood. Preserving important station functionality and capacity for future growth at Naugatuck by carefully planning the station layout and footprint will limit construction rework to nearby developments, streetscape and utilities during future parcel developments.

## OUR WORK

Michael Baker is designing the station to meet modern design standards including a high-level platform, ticket vending and real-time arrival information. To create a walkable neighborhood between Downtown and the Naugatuck River, the new station will align with projects currently planned for nearby Maple Street and the surrounding area. The site is part of a downtown revitalization area in the Borough of Naugatuck that includes enhanced streetscapes and private mixed-use developments. Most of this area including the station site was historically part of the Uniroyal Rubber manufacturing facility and contains contaminated soils.

## KEY FEATURES

Michael Baker took the lead in coordination and design of the stormwater and other utility infrastructure for the entire area that includes three mixed-use developments and an enhanced borough streetscape in the abutting streets.



# Pawtucket-Central Falls Transit Center Design-Build

**CLIENT:** Rhode Island Department of Transportation

**LOCATION:** Pawtucket, Rhode Island

**ROLE:** Civil Engineering, Drainage Design, Utility Coordination, Landscape Design, Architectural Design, Geotechnical Engineering, Structural Engineering, Construction-Phase Design Services

**TOTAL PROJECT COST:** \$36 million

## OVERVIEW

Michael Baker was selected as the designer of record, along with Barletta Construction, to design/construct Rhode Island's new commuter rail station, bus intermodal hub and transit-emphasis corridor in Pawtucket, Rhode Island. Work includes two new 800-foot high-level platforms on the nation's busiest rail corridor, the Northeast Corridor (NEC), which is owned throughout the state by Amtrak. The platforms will serve Massachusetts Bay Transportation Authority (MBTA) rail passengers with service to Providence, Rhode Island and to Boston, Massachusetts and will be connected to local city streets with a pedestrian overpass spanning the NEC.

## OUR WORK

The commuter rail station designed by Michael Baker features straightforward elements that are practical and functional, such as the covered pedestrian overpass, ramps and stairways. We also oversaw all other sub-consultant activities for the design, including surveying, environmental permitting, transit roadway, railroad track/catenary/signal, mechanical/electrical/plumbing (MEP) and communications engineering services.

## KEY FEATURES

The overpass features both accessible ramps and redundant elevators for maximized accessibility and accommodations for persons with disabilities.



# Stamford Transportation Center Improvements and Master Planning

**CLIENT:** Connecticut Department of Transportation

**LOCATION:** Stamford, Connecticut

**ROLE:** Architecture, Construction Administration, Construction Phasing, Bid-Phase Support, Transit Center Improvements

## OVERVIEW

Michael Baker is providing master planning and design services for renovations at the Stamford Transportation Center. The station is the busiest in Connecticut, providing train service for Metro-North, Amtrak and Shoreline East. In addition, the Stamford Station is a hub for Greyhound and CT Transit bus service and is one of the busiest stations throughout the State of Connecticut and on Metro-North Railroad.

## OUR WORK

The first phase of the project began with an investigative study of passenger circulation through the station. Michael Baker led a team to inspect 17 escalators and five elevators to gather information on existing conditions. This investigation included a detailed review of elevator and escalator equipment, structure, adjacent circulation and related mechanical, electrical and plumbing systems. The team provided a complete report of the existing conditions and recommended design improvements.

Michael Baker also developed construction documents for modernization of elevators and escalators, as well as a new, upgraded emergency generator at the station. During construction activities, several building finishes and structural elements were repaired and replaced, ensuring longer term passenger safety and operational continuity.

## KEY FEATURES

Michael Baker is currently working with CTDOT to develop a comprehensive master plan to modernize and improve the station for the next century of transit users. The site to the south of the station which once accommodated a parking garage will be re-purposed for transit-oriented development and our team will provide assistance to the Department in their partnership with a future developer. The overall masterplan is expected to be completed in 2025.



# CTfastrak Program Management, Engineering and Design Review Services

**CLIENT:** Connecticut Department of Transportation

**LOCATION:** New Britain and Hartford, Connecticut

**ROLE:** Program Management, Visual Design Guideline Report Preparation, Surveying, Permit Application Preparation, Preliminary Design, Final Design Review, Right-of-Way Coordination, Utility Coordination, Geotechnical Engineering, Constructability Review, Construction Management, Community Liaison and Outreach, Marketing, Branding, Social Media

**TOTAL PROJECT COST:** \$567 million

## OVERVIEW

Michael Baker served as the program manager and performed engineering, design and constructability review services for the CTfastrak Program Management, Engineering and Design Review Services (formerly New Britain-Hartford Busway), the first Bus Rapid Transit (BRT) in the state of Connecticut. The system was designed to improve the speed, reliability and convenience of bus service; enhance mobility; and promote a healthy environment. The 9.4-mile-long busway connecting New Britain, Newington, West Hartford and Hartford runs along inactive and active railroad corridors and consists of a two-lane bus-only roadway and 10 stations with sheltered platforms and other amenities.

## OUR WORK

Michael Baker was responsible for overall coordination among four line designers, one station designer and four municipalities. In addition to program management, We performed surveying, preliminary design, final design (structural, civil, utility, drainage and track design), environmental support, right-of-way services, constructability reviews and review of all final design packages. The team also provided construction management support services that included coordinating with contractors, reviewing submittals and other tasks requested by the client.

## KEY FEATURES

CTfastrak provides Central Connecticut residents greater access to downtown Hartford and suburban employment centers. The system was designed to improve the speed, reliability and convenience of bus service, enhance mobility and promote.



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*We Make a Difference*



# Norfolk Multimodal Transit Center

**CLIENT:** City of Norfolk

**LOCATION:** Norfolk, Virginia

**ROLE:** Architecture, Civil Engineering, Structural Engineering, Interior Design, Landscape Architecture, Traffic Design, Permitting, Grant Application Support, Stakeholder Coordination, Public Involvement, Bidding-Phase Support, Construction Services

## OVERVIEW

Michael Baker provided architectural and engineering services for the construction of a new multimodal transportation center complex adjacent to the Elizabeth River, Harbor Park baseball stadium and Hampton Roads harbor. The Hampton Roads region is expected to become one of the state's most populated regions by 2035. The multimodal transportation center complex is expected to serve approximately 67,000 intercity rail passengers per year, become a catalyst for future transit-oriented development, help revitalize neighborhoods and provide seamless connections to the city.

## OUR WORK

Michael Baker's services included planning, civil engineering, traffic design, architecture and engineering design, interior design, landscape architecture, grant application support, permitting, construction services, stakeholder coordination and public involvement. Site work included a bus access area, covered walkways, pedestrian and vehicle circulation design, a service area, parking, utility improvements, utility coordination, landscaping and stormwater management design. We prepared preliminary and final designs of the site layout and rail station and presented them to the city's design review committee, planning commission and site plan review committee. We coordinated with Amtrak, local civic groups and the city's other design consultants.

## KEY FEATURES

The new station is situated near Norfolk's minor league ballpark and adjacent to its new light rail service. The station architecture had to complement the ballpark while presenting a state-of-the-art appearance. Much of the design effort required coordination with the city's planning office. Also, the station plan was designed so that the initial construction phase would become a catalyst for transit-oriented development in the future.

## ADDITIONAL PROJECTS

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### COMMUNITY COLLEGE OF RHODE ISLAND WARWICK TRANSIT CENTER

**CLIENT:** Rhode Island Public Transit Authority

**LOCATION:** Warwick, Rhode Island

**ROLE:** Designer of Record, Project Management, ADA Compliance, Engineering and Design Plans

### MBTA INFRASTRUCTURE AND FACILITY IMPROVEMENTS, MODERNIZATION AND RELIABILITY PROJECTS

**CLIENT:** Massachusetts Bay Transportation Authority

**LOCATION:** Boston, Massachusetts

**ROLE:** Design, Construction-Phase Services, Facility Improvements, Fiber-Reinforced Polymer Research, Agency Coordination

### MBTA WEST STATION AT BEACON PARK YARD

**CLIENT:** MassDOT (Michael Baker International Sub-Consultant Role)

**LOCATION:** Boston, Massachusetts

**ROLE:** Planning, Multi-modal Design, Architecture, Renderings, Alternatives Analysis

### WINDHAM REGIONAL TRANSIT DISTRICT EXPANSION OPTIONS STUDY

**CLIENT:** Connecticut Department of Transportation

**LOCATION:** Mansfield, Connecticut

**ROLE:** Design, Architecture, Site Civil, Battery Electric Buses, Cost Estimates, Facility Programming

### BERLIN HISTORIC TRAIN STATION RESTORATION

**CLIENT:** Town of Berlin, Connecticut

**LOCATION:** Berlin, Connecticut

**ROLE:** Planning, Condition Assessment, Historic Preservation, Civil, Architectural, Structural, Mechanical, Electrical, Plumbing and Fire Protection, Cost Estimating, Public Involvement, Americans with Disabilities Act-Compliant Design

### NEW RIVER VALLEY STATION

**CLIENT:** Norfolk Southern Corporation

**LOCATION:** Christiansburg, Virginia

**ROLE:** Full architectural and engineering including new platform, civil and structural engineering, hydraulics, stormwater permitting, environmental documentation, retaining walls, electrical/lighting, digital technologies, traffic study, stakeholder and agency coordination and construction management/inspection

### HARTFORD LINE RAILROAD STATIONS

**CLIENT:** Connecticut DOT

**LOCATION:** Multiple Locations, Connecticut

**ROLE:** Planning, Historic Preservation, Civil, Architectural, Structural, Mechanical, Electrical, Plumbing and Fire Protection, Cost Estimating, Public Involvement, Americans with Disabilities Act-Compliant Design

### SHORE LINE EAST RAILROAD STATIONS

**CLIENT:** Connecticut DOT

**LOCATION:** Multiple Locations, Connecticut

**ROLE:** Planning, Civil, Environmental, Architectural, Structural, Mechanical, Electrical, Plumbing and Fire Protection, Cost Estimating, Public Involvement, Americans with Disabilities Act-Compliant Design

### EASTERN PANHANDLE TRANSIT AUTHORITY TRANSFER FACILITY

**CLIENT:** Eastern Panhandle Transit Authority (EPTA)

**LOCATION:** Martinsburg, West Virginia

**ROLE:** Project Management, Architectural Design, Bus Maintenance Equipment Design, Equipment Design, Mechanical, Electrical, Plumbing, Public Involvement

### SOUTH ATTLEBORO STATION ACCESSIBILITY IMPROVEMENT PROJECT

**CLIENT:** Massachusetts Bay Transportation Authority

**LOCATION:** South Attleboro, Massachusetts

**ROLE:** Planning, Condition Assessment, Civil, Architectural, Structural, Mechanical, Electrical, Plumbing and Fire Protection, Cost Estimating, Public Involvement, Americans with Disabilities Act-Compliant Design, Overhead Catenary Design

### SEPTA NORTH BROAD STREET STATIONS RENOVATIONS

**CLIENT:** SEPTA

**LOCATION:** Philadelphia, Pennsylvania

**ROLE:** Planning, Condition Assessment, Civil, Architectural, Elevator and Escalator Design, Structural, Mechanical, Electrical, Plumbing and Fire Protection, Cost Estimating, Americans with Disabilities Act-Compliant Design, Wayfinding Design