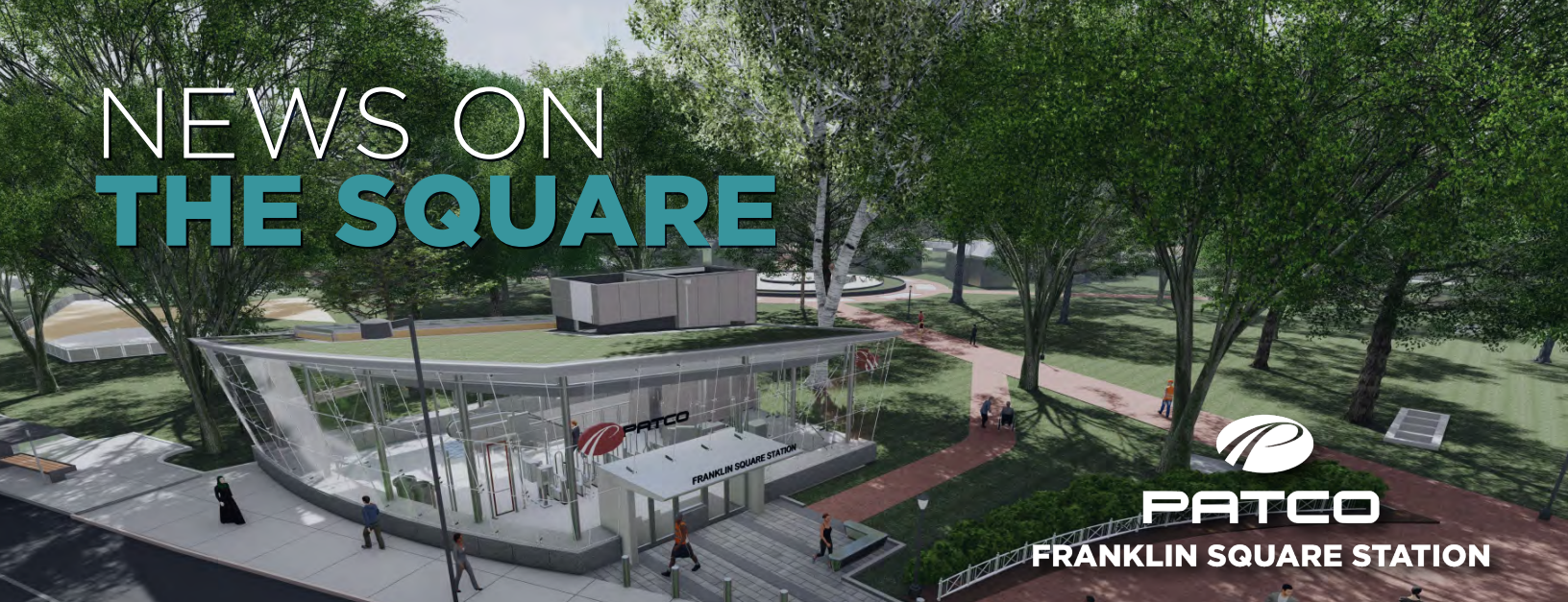


NEWS ON THE SQUARE



PATCO
FRANKLIN SQUARE STATION

AUGUST 2023

ONE YEAR UPDATE

Welcome to the new Franklin Square Station Newsletter

Kenneth W. Hanson
Senior Project Manager
HNTB CORPORATION

Welcome one, welcome all to the Franklin Square Station Reopening newsletter. Things at the Franklin Square Park job site are moving along, and we are pleased to be making good progress with the rehabilitation and reopening of the PATCO Franklin Square Station. Every day, contractors and tradespeople buzz around the site, dropping off materials and connecting these pieces to dust off the long-closed station and build a new entrance facility for PATCO riders.

Coordinating with onsite folks is more than a full-time job. We are a large project with a small footprint and working tirelessly to preserve the historical aspects of the existing station while upgrading the station for 21st-century travelers. There is an old saying that you must break a few eggs to make an omelet, and at Franklin Square Station, we are deep in the frying pan. We can't wait for you to see what we've prepared!



ECONOMIC IMPACT OF REOPENING FRANKLIN SQUARE STATION

The economic impact first began with the station's construction and renovation efforts.

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A HISTORY OF FRANKLIN SQUARE

Franklin Square Station opened on June 7, 1936.

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FRANKLIN SQUARE STATION DESIGN FEATURED IN GRID MAGAZINE

Entrance design praised for bird-safe glass.

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CONSTRUCTION UPDATES

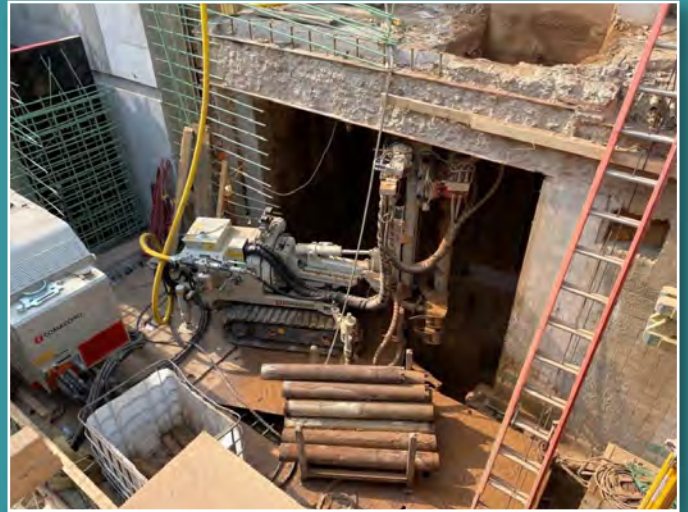
Here is a look at some of the most recent progress made on the construction at Franklin Square Station.



The north entrance staircase walls have now been constructed.



The south entrance staircase walls have now been constructed.



Small diameter pile drilling work has begun at the entrance staircase area at the concourse level.



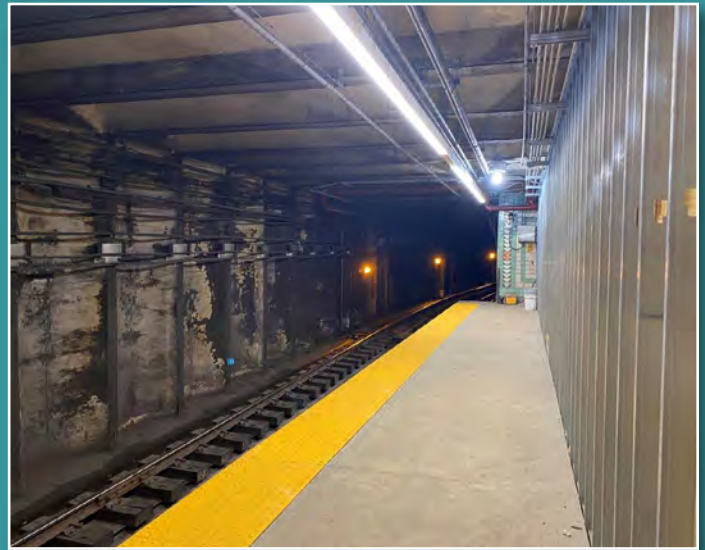
The entrance staircase roof walls have been partially constructed.



The concourse level floor slab has now been constructed at the base of the entrance staircase and elevator.



Tactile warning surface has been installed along the Track 1 platform edge.



LED light fixtures continue to be installed along the Track 2 platform.



34

Companies are involved in the project



50

Approximately **50** jobs have been created so far



\$26M+

Contract amount: **\$26,798,000**

PATCO: Moving People - And Economic Growth - Into the Future

The reopening of Franklin Square Station will do more than help move passengers; it will also help position the areas PATCO serves for economic growth and development.

The economic impact first began with the station's construction and renovation efforts. So far, the \$26,798,000 contract is utilizing 34 area companies and has created approximately 50 new jobs. However, the project's economic

benefits are far-reaching and will last decades after completion.

The PATCO High Speed line serves riders traveling to an from Philadelphia and Lindenwold, N.J. By renovating existing infrastructure and reopening the Franklin Square Station, PATCO will help satisfy the growing demand for more efficient service as job opportunities rise on both sides of the river.

FEATURE STORY

CONNECTING PEOPLE

DRPA reflects on Franklin Square Station's past and future



For Delaware River Port Authority (DRPA) Principal Engineer Mike Howard, renovations at Franklin Square Station have an appeal beyond the project's benefits to the community. Howard, known for his knowledge of the histories of the Benjamin Franklin Bridge and PATCO, says the station's sporadic use since its 1936 opening has ensured the preservation of much of its original features, making it possible to bridge the decades — and the gap between history and modern innovation.

Howard describes the station as a time capsule of sorts, making it easier to save elements such as the old tile work while choosing to remove other components, such as bright orange fiberglass panels added to the main fare control area in the late 1970s.

"One of the things that was near and dear to my heart was trying to keep as much of the historic components of the station in place and not just rip

it out or cover it up," said Howard. "One advantage is since the station was opened for short periods of time during four different decades, the station hasn't had the excessive wear or public use as other stations, it has missed a lot of the major refurbishments that have gone on not only with PATCO but also with other subway systems."

The reopening of Franklin Square Station has been identified as a key project in several plans for improvements for the downtown area, such as Philadelphia 2035, the Philadelphia City Planning Commission's guide to the City's future growth, development, and investment. Howard explained the station is vital for the area's development and access improvements, particularly in the Chinatown section.

The project team has taken special care to ensure the improvements have minimal effect on the community's treasured public spaces.



“ PATCO trains run all day and night and offer fast transportation options for the community to South Jersey and inter-city travel to Rittenhouse Square, said Howard. ”

“In terms of the footprint of the new headhouse structure, the idea is that we minimize the impact on the park because there is limited green space outside of Franklin Square,” added Howard. “In working with the Chinatown community, we have been told that the community relies heavily on the park, and as a result, we don’t want to impact the residents any more than we have to for the station’s entrance.”

Howard says perhaps the station’s most notable feature is the new headhouse.

“We have a new glass structure that’s going to be constructed to serve as the entrance to this station, and it will be the most prominent feature,” he said. “The new headhouse will house fare collection and ticketing and will provide the ability to take elevators or escalators down to the platform level to access the trains. As we’re doing this, we are meeting the requirements of the Americans with Disabilities Act. This station was constructed during a time when ADA wasn’t the law. It was last in use in 1979, long before ADA requirements set in.”



HNTB Senior Project Manager Kenneth Hanson, who serves as construction monitor of Franklin Square and other railroad and infrastructure reconstruction projects, stresses the ADA components of the project were added with intention and a vision of access for all.

“The ADA aspect of this station is not an afterthought,” said Hanson. “With many other stations, when you want to put an elevator in, you’re limited to one of the street corners or how you can work it into the edge of a building. With Franklin Square Station, we’re not only building the elevator; we’re showcasing it. The first thing you see when you go in is the elevator. It takes you downstairs, you get on the train, and away you go. We’re opening up access to everyone.”

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CONNECTING PEOPLE

Continued from page 5



“It will ensure that PATCO will be 100 percent accessible to people with limited mobility,” agreed Howard. “Previously, we only had key stations that had elevators. Over the years, we’ve been expanding, and we’re on the cusp of complete ADA compliance. The idea is once Franklin Square Station is open, everybody can access every station on the PATCO line.”

ADA additions, such as elevator installation, are now complete at two other Philadelphia PATCO stations, positioning PATCO to become one of just a few U.S. transit systems to be completely ADA compliant.

Howard says the project’s most challenging and rewarding part lies again in its status as an existing 90-year-old station structure.

“Daylighting the concourse was definitely the project’s most memorable moment for me so far,” he said. “When the station was built in the 1930s, they excavated down to track level, in a manner referred to as cut-and-cover. When the station and tunnels were completed, the new station and tunnels were then covered over and the surface of the park was restored. As a result, some walls hadn’t seen the light of day in 90 years. As the Contractor performed his excavation work, we were able to see the old timber they used as part

of the 1930’s excavation and formwork. Getting that initial demolition of the station’s west wall was notable because it put everything into perspective. When you’re down there, it’s difficult to understand the station’s place in the park, and when you were street level (before excavation), it was hard to explain to people where you’d be excavating or where the headhouse would be. But now it’s easier to put everything into perspective.”

Howard observes that with that perspective came balance.

“It’s obvious you’re trying to make improvements to essentially an 87-year-old structure,” he said. “You have things you want to preserve, but you must also balance that with what’s needed and what’s practical. We don’t want to remove too much of the original station, but we’re installing two sets of stairs, an escalator, and an elevator in a rather tight location. Coordination is always key, especially when doing what absolutely needs to be addressed because we don’t want to create a situation where we have to take out another wall



or anything like that to be able to fit things in.”

Howard says while he enjoys the structural history of the project, the heart of Franklin Square Station remains improving transit access to all and helping position the area for growth,

“We’re connecting people and providing an easier way of getting to their jobs, entertainment, and more. That’s what Franklin Square can provide.”

SAFETY STARTS WITH YOU!



Construction site incidents are not limited to those impacting workers. Sometimes they involve members of the public as well. That is why everyone must be responsible for their safety near a construction site.

The construction team protects workers through on-going training, but they also take extra measures to ensure that the public walking, bicycling, or driving by the project stays safe near the construction site. It is the responsibility of the construction team to keep the project area safe by minimizing hazards on and near the job site, but it is the responsibility of the public to do their best to be aware and take care when near a construction site.

Here are a few of the steps you can take to stay safe:

- Refrain from crossing clearly marked boundaries that separate the construction site from the public spaces.

- Be aware of your surroundings. Watch out for hazards.
- Do not touch anything. If you see something interesting, do not touch it, you could get hurt.
- Follow posted safety signs and instructions.
- Report any unsafe conditions to a site supervisor or nearby law enforcement.
- Never attempt to cross an active construction site.

Construction site workers are all safety trained. Their job is to protect their safety, their fellow employee's safety and public's safety. Following these tips can keep yourself and others safe around construction sites.

WHAT'S GOING ON BEHIND THE FENCE



Egress 1 Headhouse Before and After

The Egress 1 Headhouse is pictured on the left in its condition prior to the start of work at Franklin Square Station. At right, a new foundation, concrete curb wall, structural steel, and metal framing have now all been installed at that location.



Egress 2 Headhouse Before and After

The Egress 2 Headhouse is pictured on the left in its condition prior to the start of work at Franklin Square Station. At right, the headhouse is pictured in its current state with a new foundation, with concrete curb wall, structural steel, and metal framing installed.



The Final Look

This rendering illustrates how the egress headhouses will look once they are complete.

DRPA BOARD, ADVISORY COMMITTEE TOUR JOB SITE

Members of the Delaware River Port Authority and the Citizens Advisory Committee toured Franklin Square Station Friday, April 14, 2023. The guests could get a firsthand look at the latest construction progress, which includes more drainage installation, the placement of the foundation slab for the escalator and staircase, new LED light fixtures along the Track 1 and 2 platforms, and more.



DID YOU KNOW?

Franklin Square was originally called North East Public Square but was renamed in 1825 to honor Benjamin Franklin.

Franklin Square Park, located above Franklin Square Station, is one of five original squares planned for Philadelphia by William Penn when he laid out the city in 1682. Penn envisioned the parks as “green space” respites in the middle of the city. Franklin Square Station renovations include the installation of a “green roof” – a feature that will not only help manage stormwater but will also condition the space into environmentally friendly green space.



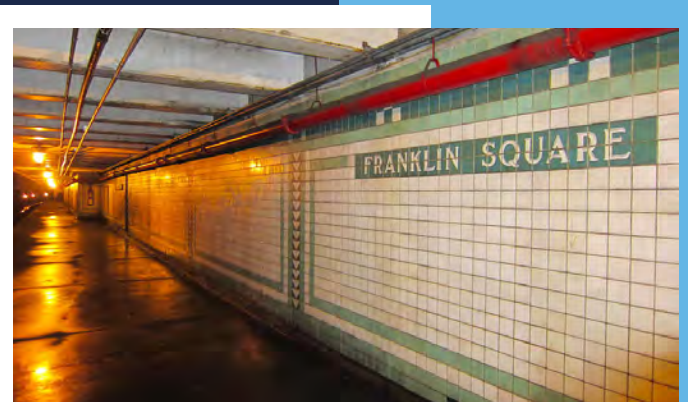
Franklin Square Station opened on June 7, 1936, and was Philadelphia’s first westbound and final eastbound station. It operated in intervals - three

years in the 1930s and 1940s, during the year 1952, and three years in the 1970s before closing a final time in 1979.



Above, Franklin Square Station is pictured on June 5, 1936, just two days before it opened for the first time. On the left, the station is shown in the late 1970s.

Franklin Square Station’s original iconic green and white tiles represent an innovative design by the architects of the nation’s first subway system in the early 1900s. The tiles became popular in underground transit systems because they were easy to clean and helped brighten the industrial atmosphere of the tunnels and other areas. PATCO and DRPA have implemented a plan for the renovation process that will persevere this piece of the station’s architectural history.



Built in 1938, the **Franklin Square Fountain** is the oldest refurbished and functioning public water fountain in the United States, as well as the oldest surviving fountain of William Penn's five original squares.



On the left, the Franklin Square Fountain is depicted circa 1855 in a lithograph by J. Childs and Co. Above, a photo by Jeff Fusco shows a current view of the fountain.

Franklin Square Station ceased operations in 1979 due to low ridership. Today, growth around the Center City area has the station's daily ridership projected at more than 1,500 when it reopens, improving access to jobs on both sides of the river and accommodating new commercial and housing development surrounding Franklin Square.

FRANKLIN SQUARE STATION DESIGN FEATURED IN GRID MAGAZINE

Franklin Square Station was featured in the May edition of Philadelphia-based publication, "Grid Magazine."

The article, which detailed efforts by the non-profit organization Bird Safe Philly to prevent fatal bird collisions, highlighted the design of the new PATCO station entrance. The entrance's glass roof will do more than permit natural lighting; it will also help prevent collision events by using bird-safe glass.

"PATCO explored the possibility of bird collisions during the project's design phase," PATCO spokesperson Mike Williams told the magazine. "As a result, a fritted pattern on the glass was incorporated into building specifications."



Bird Safe Philly was created in response to a mass collision event that occurred on October 2, 2020, in which thousands of migratory birds died after colliding with buildings in Center City, Philadelphia.

To read the full article, visit [Grid Magazine](#).

EVENTS AT FRANKLIN SQUARE

Franklin Square park is steeped in history and brimming with fun for everyone. Bordering Philadelphia's Historic District and the Old City and Chinatown neighborhoods, the park offers visitors and residents seven acres of tranquil nature, the colorful Parx Liberty Carousel,

the one-of-a-kind Philly Mini Golf course, and the renowned SquareBurger, all centered around the beautifully restored fountain which was built in 1838. For information visit www.historicphiladelphia.org/franklin-square.

FEATURED EVENTS

Dancing Water Lighted Fountain Show

Daily

Franklin Square offers a refreshing, urban green space with a wide range of activities within its eight-acres grounds. Originally named "North East Publick Square, the park was renamed in honor of Benjamin Franklin in 1825. The centerpiece of this historic square, the 180-year-old fount has been renovated and updated into a state-of-the-art Fountain Show. The Fountain Show runs from noon until close daily and occurs every 30 minutes. Visitors can enjoy free performances of this spectacular dancing water performance and colored lights choreographed to music. For more information, visit [Historic Philadelphia online](http://HistoricPhiladelphia.org).



Dancing Water Lighted Fountain Show:
Photo by Visit Philadelphia

Playground Redesign

Ongoing

The Franklin Square playground opened in 2006, is an integral part of the community with thousands of youngsters enjoying the facilities each year. It has become one of the most utilized neighborhood playgrounds in the city. Historic Philadelphia, Inc. is in the initial stages of fund-raising and design to expand and update the equipment. The plan is to engage even more age ranges and offer expanded handicap accessibility. While the fund-raising is ongoing, the committee is currently updating the playground lighting with LED fixtures to provide increased brightness during the evening hours.



‘AN EVENING AT FRANKLIN SQUARE’ DEEMED A SUCCESS

Historic Philadelphia, Inc. (HPI) and Franklin Square hosted An Evening in Franklin Square Wednesday, May 17, 2023. The sold-out event

was a fundraiser to support Franklin Square’s historic 7.5 acres, enabling HPI to continue to provide a safe and equitable public green space for residents and the community to enjoy.

The event featured a silent auction and saw the dedication and renaming of the Franklin Square Fountain in honor of Governor Rendell and his family.



An Evening in Franklin Square included a silent auction, the fountain dedication, and Parx Square Derby, a carousel “race” where guests place bets and race to the finish, a night highlight.

WHAT’S HAPPENING NEXT?

If you’ve been by Franklin Square Park recently, you will notice several large flat panels being lifted and moved around by cranes. At certain times of the day, you will see and hear the rumble of concrete trucks coming and going to deliver concrete. The work associated with these activities is the construction of the walls supporting the elevator, escalator, and stairs. As this work is being completed, structural steel will arrive on site and be erected, framing the brand-new Headhouse station. On the other side of Franklin Square Park, along 6th Street, the emergency egress houses are taking shape (see ‘Behind the Scrim’ for images). These spots will provide emergency egress points at the end of the station platforms opposite of the concourse.



FOR FURTHER INFORMATION:

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