Philadelphia Art Commission
One Parkway Building
1515 Arch St., 13th Floor
Philadelphia, PA 19102
artcommission@phila.gov

Philadelphia Art Commission
CITY OF PHILADELPHIA

Art Commission Review – Submittal Form

(Applicant complete below section)

Project Name: 59th Street Bridge over Amtrak Replacement

Project Address: 59th Street & Lancaster Ave. **On Public Property?** ☑ Yes ☐ No

Total Budget: $30,000,000.00 **Utilizing City Funds?** ☑ Yes (specify amount): 5% ☐ No

Project Type (check all that apply)**:**

☐ Building – New Construction or Addition
☐ Building – Renovation or Repair
☐ Plaza/Park/Playground
☐ Public Art
☐ Encroachment in/over ROW
☐ Signage (Reconsideration)
☐ Streetery (Reconsideration)
☑ Other: Transportation

Project Team:

Agency/Org.: City of Philadelphia, Dept. of Streets, Bridge Unit Design Lead (firm): GFT Infrastructure, Inc.

Other:

Primary Contact for Project Communications:

Name: Matthew Ward, P.E.
Affiliation: GFT Infrastructure, Inc
Email: [redacted]

(Art Commission staff complete below section)

Art Commission Meeting Date of Project Review: 6/10/26

Level of Review:

☐ Concept Review ☑ Final Review If Final, specify date of preceding Concept Review: 11/12/25

☐ Administrative Review (for projects with minimal visual impact on public realm)

Staff Notes (Optional):

GFT

Ingenuity That Shapes Lives™

June 2, 2026

The Philadelphia Art Commission
1515 Arch Street, 12th Floor
Philadelphia, PA 19102

RE: City of Philadelphia Streets Department – 59th Street Bridge over Amtrak Replacement Project

On November 12, 2025 representatives from the City of Philadelphia Department of Streets (City) and GFT Infrastructure, Inc. (GFT) presented the 59th Street Bridge over Amtrak Replacement Project. Here, major aspects of this transportation improvement project were presented.

On November 14, 2025, the Commission issued a decision of CONCEPT APPROVAL. Commission requested additional details/feedback from GFT and the City on the following items:

- Graffiti Deterrence
- Wall Materiality
- Stability and Durability of Acrylic Panels
- Pedestrian Lighting (including a plan view of all proposed and existing ambient light fixtures)
- Future Artwork Process
- Community Engagement Process
- Safety Concerns Between Roadway and Sidewalk

Based on our responses below, we respectively request the Philadelphia Art Commission to provide FINAL APPROVAL for this project. There will be no changes made to what was originally presented in November 2025.

If the Commission wishes to discuss this project more, the City is available virtually to answer any questions during the Commission's June 10th meeting.

As requested by the Commission, the following is feedback on the aforementioned areas of interest:

- **Graffiti Deterrence:**
  Graffiti may be an on-going challenge. Yet the City can overcome this by utilizing several proactive and operational tasks that can potentially mitigate any long-term visual impacts the proposed bridge may encounter during its life span.
    1) Dedicated Surface Areas for Artwork– As indicated in the 11/12/2025 presentation, surface areas on the bridge will be dedicated for future artwork. This will give the Overbrook and Wynnefield Neighborhood Associations, the School District of Philadelphia, and other City Agencies an opportunity to influence and direct the artwork's theme. Placement of community-driven artwork has been shown to prevent acts of graffiti defacement.
    2) Clear Anti-graffiti Coating on Concrete Surfaces – During construction of the proposed bridge a clear ready-to-use siloxane coating will be applied on all exposed concrete surfaces to provide graffiti resistance. For several decades, this coating system has been successfully applied to bridge supports and overpasses within the City of Philadelphia and the Commonwealth of Pennsylvania. Graffiti removal will involve City maintenance forces (water power-washing and/or solvent wiping).

3) Graffiti Removal from Transparent Acrylic Panels – Spanning over an active railroad, transparent acrylic panels will provide the required safety protection to the traveling public. If defaced, graffiti removal from the acrylic panels can be achieved by a combination of applying a manufacturer approved graffiti removal product and water power-washing. Graffiti removal will involve City maintenance forces. In these cases the graffiti removal does not damage or alter the structural or aesthetic integrity of the panels.

Approved product data and typical anti-graffiti coating specification is attached to this letter.

- **Wall Materiality:**
  1) Bridge Concrete Parapet
     The City is proposing a painted flat surface with 1" deep rectangle shaped insets spaced evenly along the length of the bridge. These insets are inspired by the existing 100-year-old bridge and complement the surrounding community context (including Overbrook High School).

     The Commission has requested that a stone-faced surface be investigated as an option and whether this would be better suited within the surrounding environment. Two options were evaluated:

     - Architectural Surface Treatment. To achieve the likeness of stone, concrete form-liners creating a stone surface is used. Color staining of the cast concrete surface would be applied to accurately simulate the appearance of real stone. This would include multiple colors, shades, flecking, and veining that is apparent in real stone.
     - Natural stone cladding applied to the concrete surface. This can achieve similar results as the architectural surface treatment yet will require additional regular scheduled repairs and cleaning to maintain its appearance. This option may also add additional weight to the bridge.

     In both cases, treatments would be susceptible to physical damage or defacing graffiti. Alternative graffiti remediation is to paint over the affected surfaces (vs. water pressure washing surfaces treated with anti-graffiti coatings). This creates a permanent visual impact.

     Providing a stone appearance to the barriers is out of context with the architectural details of the surrounding community and would introduce a new element to the landscape.

     The City's recommendation is to provide a concrete surface that can be easily maintained and repaired. Painted flat surfaces will allow the City to efficiently maintain the appearance of the bridge over it's lifespan.

  2) Safety Wall
     With 59th Street spanning over six (6) electrified railroad tracks, the proposed bridge must provide a safety wall 6'-0" high meeting Amtrak and SEPTA requirements. This 6'-0" high wall will be mounted on top of the 3'-6" tall bridge concrete parapet for the entire 285-foot-long bridge. Combined, the parapet and safety wall would create a solid surface 9'-6" high.

Consideration was given to several alternative materials that provide a wall that is either opaque or transparent. All the alternative meet Amtrak and PennDOT Standards plus provide adequate protection for the traveling public. Material options considered for the safety wall include:

- Aluminum (Opaque)
- Light Weight Concrete (Opaque)
- Acrylic Glass (Transparent)

The City's recommendation is to provide a surface for the safety wall that is transparent. Transparent acrylic panels will provide the traveling public greater safety than non-transparent systems. Transparent acrylic panels ensure that no harsh shadows are cast on the road and that the lighting conditions remain constant allowing the driver to have a sense of openness when traveling over the proposed bridge.

- **Stability and Durability of Acrylic Panels:**
  Acrylic panels utilized for transportation projects have been successfully applied to provide a durable, safe, and maintenance free option for a safety barrier. Examples in the Philadelphia area include 41st Street over SEPTA & Amtrak, Wave Pedestrian Bridge over Amtrak (University of Pennsylvania). Schuylkill Avenue along Amtrak, and I-95 over Girard Avenue. Acrylic panels to be used on the 59th Street Bridge will have the following material and safety characteristics:
  - High resistance to weathering and aging
    - acrylic panels will meet minimum property requirements related to light transmission, haze, yellowness index, tensile strength, and flexural strength
  - Impact resistance
    - panels are not damaged by stones or gravel projected by passing vehicles
  - retention after impact
    - no fragments will be allowed to fall from the panels after an accident
  - Resistance to standard de-ice chemicals
    - calcium chloride, magnesium chloride, potassium acetate, calcium/magnesium acetate, and sodium acetate
  - Graffiti resistance described above

  Acrylic Panel product data is attached to this letter.

- **Pedestrian Lighting:**
  One of the improvements that is to be made as part of this project, based on coordination with local residence and City Councilmember Curtis Jones, Jr., is to enhance pedestrian lighting along the 59th Street corridor between Lancaster Avenue and Upland Way. It has been requested that lighting for pedestrian and vehicular traffic meet a minimum lighting intensity of 2 foot-candle. To meet this requirement, a lighting study/analysis was performed to show this requirement is met. Results of the lighting calculations and corresponding lighting isoline diagram are attached to this letter.

- **Future Artwork Process:**
  A major goal for this project is to permit the overall Philadelphia community an opportunity to contribute to the artwork of the proposed bridge. Dedicated surface areas will be provided on all four corners of the bridge to permit interested parties, adjoining neighborhood associations, the Philadelphia School District, and other City Agencies an opportunity to collaborate and agree on themes that best represent this area of Philadelphia. Coordination among the interested groups and the Department of Streets will continue as this project progresses into the construction phase. Once the proposed bridge is constructed, the Department of Streets will continue to encourage the aforementioned parties to take the lead in this process.

- **Community Engagement Process:**
  Prior to our November 12, 2025 presentation, the City hosted two (2) virtual on-line presentations. Each in 2020 and 2022. These meetings focused on introducing the project to the Philadelphia community and highlighting the design features planned at the time. Input from the community and elected officials provided valuable ideas on what to improve on the overall design.

  Since November 12, 2025, two (2) additional Public Open House events have been held. Here community members and stakeholders in attendance were given the opportunity to view final design project display-boards and asked questions to the project team in an informal setting.

  Date, time and location of these events are as follows:
  - (Overbrook) Wednesday, April 8, 2026; 7:00-8:00PM; Overbrook High School - Gymnasium
  - (Wynnefield) Thursday, April 30, 2026; 5:30-7:00PM; Master Mann Elementary School – Auditorium

  Locations of the Open Houses permitted the residents from both Overbrook and Wynnefield neighborhoods to review the project material without traveling far from their homes.

  At the Overbrook Public Open House, no formal presentations were conducted. Attendees were encouraged to provide feedback and discuss the project details directly with representatives from the City of Philadelphia and the design team.

  At the Wynnefield Public Open House, a formal presentation was made to those in attendance. At the conclusion of the presentation, attendees were encouraged to ask questions directly to the representatives from the City of Philadelphia and the design team.

  The overall opinion received from the attendees is that this project is overdue and understands the need to replace the bridge. Yet concerns associated with the length of time 59th Street will be closed were commonly expressed. Additional concerns associated with impacts to student accessibility (to and from school), SEPTA bus routes, and traffic along the suggested detour routes were commonly stated to the design team.

  Meeting Minutes from both Community Engagement events are attached to this letter.

- **Safety Concerns Between Roadway and Sidewalk:**
  The Commission requested additional information on the proposed linework that would delineate the shared use path with the roadway. Dedicated permanent pavement markings and signage recommending pedestrians and bicyclists to use the shared use path have been specified for this project. In addition, permanent pavement markings warning the shared use path users that traffic signals are ahead.

  The Signing and Pavement Marking Plan for this project has been attached to this letter.

We look forward to hearing from the Commission. Feel free to contact the design team with any questions about this project

Sincerely,

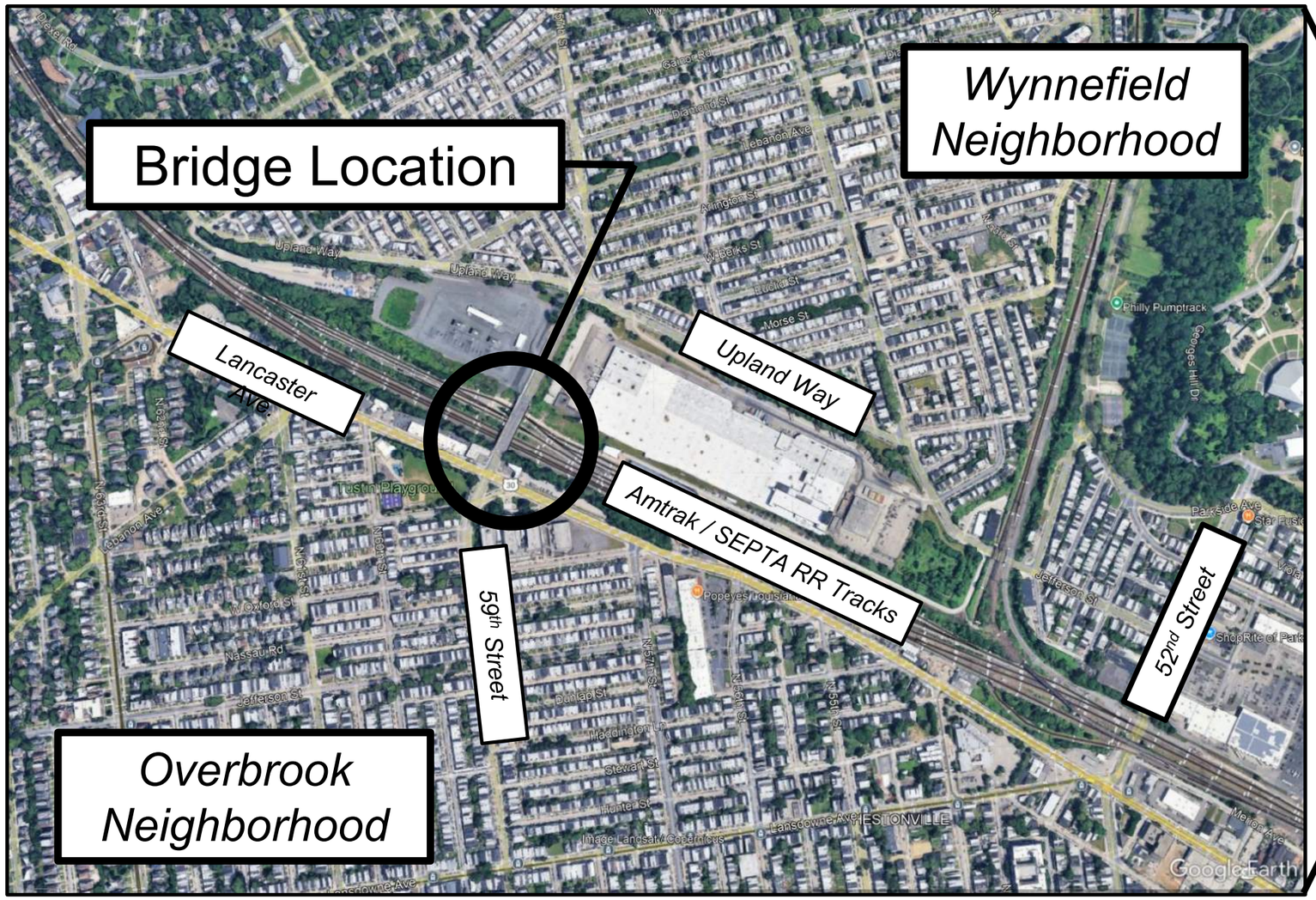
Matthew T. Ward
Senior Project Manager
Email: mtward@gftinc.com
O: 267-546-0060 | C: 484-631-6466

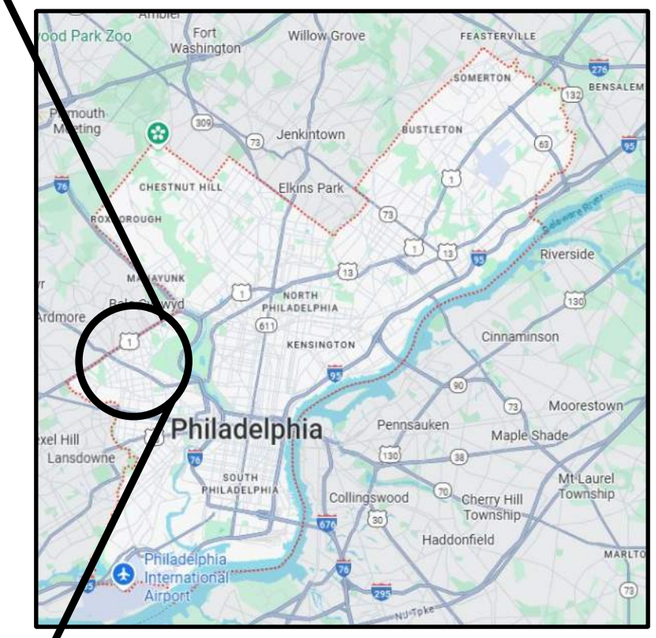
59th Street Bridge over Amtrak Replacement

June 2026

City of Philadelphia

Project Location





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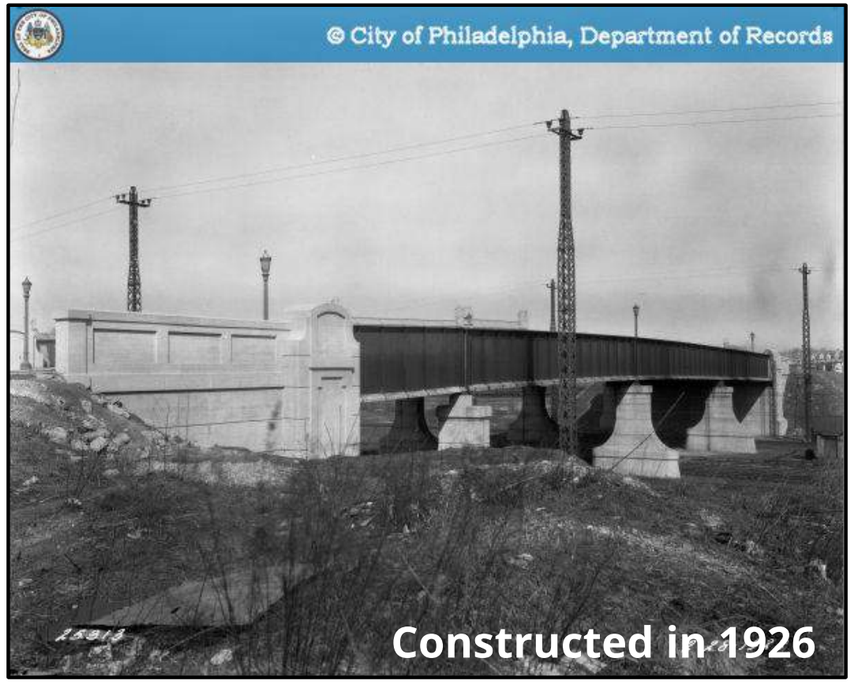
59th Street Bridge over Amtrak

- Constructed in 1926
- Carries Vehicles, Pedestrians, and Mass Transit
- Average Daily Traffic = 19,100 Vehicles
- Connecting Overbrook & Wynnefield Neighborhoods in West Philadelphia, Providing Vital Link
- Spans over Amtrak and SEPTA Regional Rail Lines, Providing Essential Transportation Link to Area

Existing Conditions



Constructed in 1926

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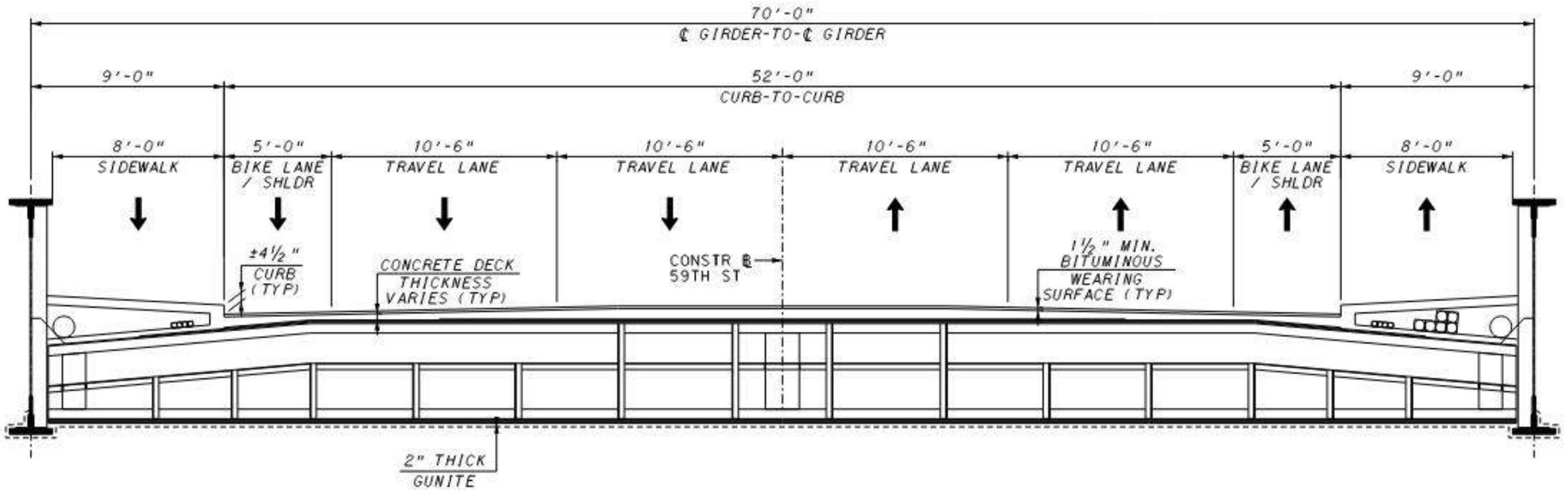
Existing Condition

Type: 4 Span - Simply Supported Riveted Steel Through Girder Bridge
- Total Bridge Length = 310 Feet
- Total Bridge Width = 70’-0” (Includes 52’ Curb-To-Curb & 8’ Sidewalks)

Last Inspected = June 2025

Inspection Reported Serious Conditions Associated with Support Abutments and Piers

Vehicular Weight Limit = Posted for 25 Tons



Purpose & Need

Deck: Poor Condition

- Extensive deterioration of bituminous wearing surface.
- Several joints are covered by steel plates.

Superstructure: Poor Condition

- Areas of Steel Girders Exhibit Severe Corrosion
- All Bearing severely corroded, frozen and show no signs of functioning movement
- Girder bearing at Pier 1 undermined with exposed anchor bolts

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Purpose & Need

Substructure: Serious Condition

- Severe deterioration of North Abutment and tops of Pier 1

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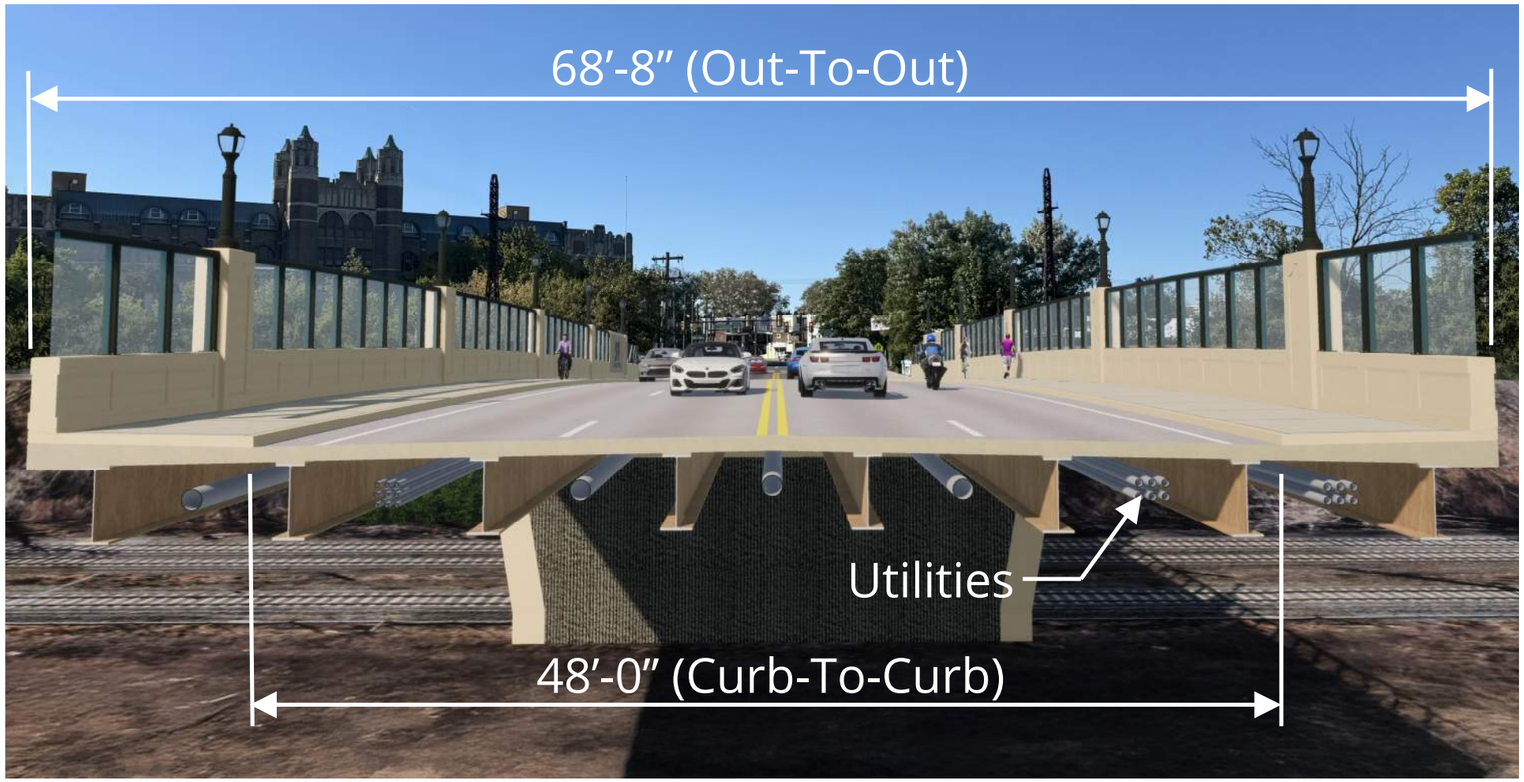
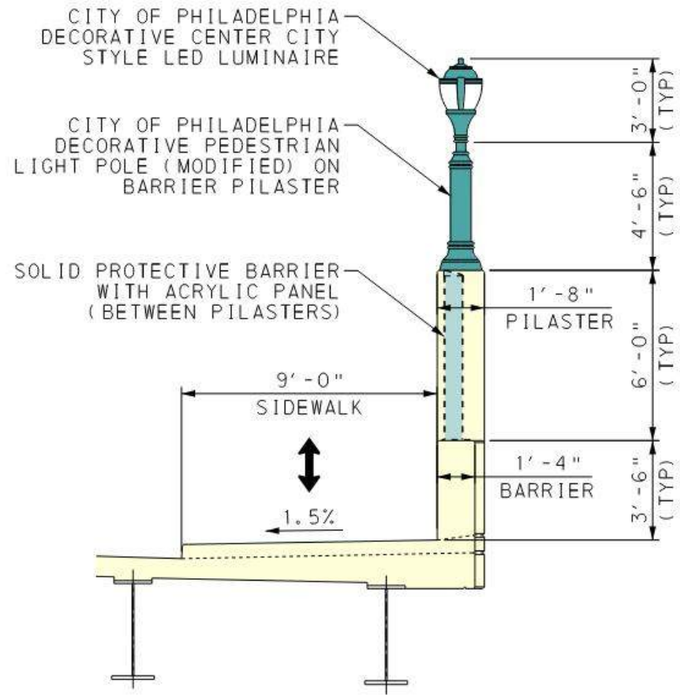
Proposed Structure

Type: 3 Span – Continuous Composite Steel Plate Girder Bridge
- Total Bridge Length = 285 Feet
- Total Bridge Width = 68’-8” (Includes 48’ Curb-To-Curb & 9’ Sidewalks)
- Updated Concrete and Protective Barrier





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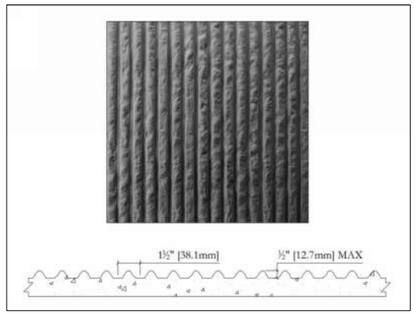
Proposed Elevation

Steel Girders
- Unpainted Weathering Steel

Architectural Surface Treatment
- ‘Fractured Fin’ (1/2” relief) applied to Abutment and Piers



Painted Surfaces
- All exposed concrete surfaces painted with 13690 Matte

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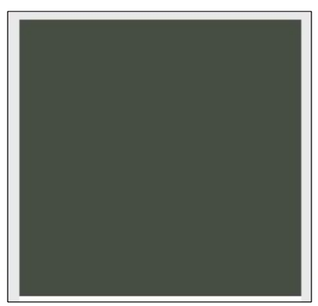
Proposed Lighting and Protective Barrier

Lighting
- Modified decorative Center City Pedestrian Pole
- Supported on concrete pilaster with 1” deep inset pattern on both faces

Protective Barrier
- 3’-6” high concrete barrier with 1” deep inset pattern on both faces
- 6’-0” high clear acrylic panels

Painted Surfaces
- Pedestrian pole and protective barrier frame painted 14077 semi-gloss



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Before and After

Existing Conditions

Proposed Conditions

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Before and After

Existing Elevation

Proposed Elevation

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Graffiti Deterrence

Dedicated Surface Areas for Artwork

Anti-graffiti Coating

Acrylic Panels

5/29/26, 2:49 PM Special Provision

pennsylvania DEPARTMENT OF TRANSPORTATION ECMS

home sitemap help

SPECIAL PROVISION

Project: 79905 Standard / Federal Oversight Construction

Short Description:	I-95: Betsy RossMainIn NB			**Org Code:**	0650
County:	Philadelphia	**SR:**	95	**Section:**	BR3
District:	06	**Group ID:**	0095-BRI	**Municipality:**	PHILADELPHIA

General

Type: Project Specific **Addendum:** 0

Detail

Index or Category: **District:**

Sequence ID: 0

Version: 0

Provision Name: c80320 ANTI-GRAFFITI COATING

Completed: Yes

Associated Items

Item Number	Unit of Measure	Item Description
No records found.		

Header

ANTI-GRAFFITI COATING

Provision Body

I. DESCRIPTION – This item consists of the application of two coats of anti-graffiti coating to existing concrete and coated concrete surfaces as indicated on the plans for Structure S-39354.

II. MATERIAL –

(a) Epoxy Injection Crack Seal – Section 1091

(b) Anti-Graffiti Coating

A. Acceptable Material: G2G VGF-316 Solvent-Free Silicone Coating

Manufacturer: G2G Silicones

B. Acceptable Material: 2K Waterbased Anti-Graffiti Coating

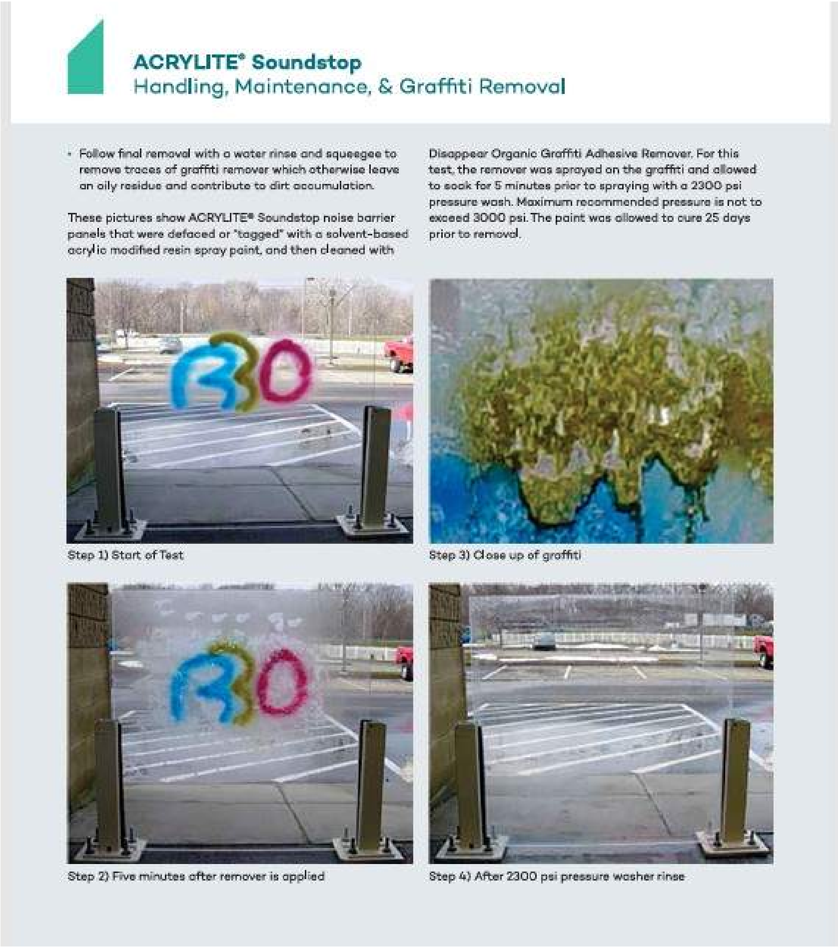
Manufacturer: Sherwin-Williams

C. Approved equal.

Portions of structure to be coated contain existing coatings including, but not limited to painted concrete (acrylic or other). The anti-graffiti coating to be used must be suitable for application over the various existing coatings with in-scope surface preparation.

Submit a quality control system for the work to be approved by the Representative. The plan must include quality control test frequencies and points of action to initiate corrective measures.

https://www.ecms.penndot.pa.gov/ECMS/PDTagServlet?action=printerFriendly&jspName=WEB-INF/jsp/SPPmanageProjectSpecialProvision.jsp 1/3



ACRYLITE® Soundstop

Handling, Maintenance, & Graffiti Removal

- Follow final removal with a water rinse and squeegee to remove traces of graffiti remover which otherwise leave an oily residue and contribute to dirt accumulation.

These pictures show ACRYLITE® Soundstop noise barrier panels that were defaced or "tagged" with a solvent-based acrylic modified resin spray paint, and then cleaned with Disappear Organic Graffiti Adhesive Remover. For this test, the remover was sprayed on the graffiti and allowed to soak for 5 minutes prior to spraying with a 2300 psi pressure wash. Maximum recommended pressure is not to exceed 3000 psi. The paint was allowed to cure 25 days prior to removal.

Step 1) Start of Test

Step 3) Close up of graffiti

Step 2) Five minutes after remover is applied

Step 4) After 2300 psi pressure washer rinse

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Wall Materiality

Bridge Concrete Parapet
Safety Wall

GFT City of Philadelphia

Stability and Durability of Acrylic Panels

High Resistance to Weathering and Aging
Impact Resistance
Retention After Impact
Resistance to De-Icing Chemicals
Graffiti Resistance

Product Properties

ACRYLITE® Soundstop sheets (in transparent grades)

are highly light-transmitting and transparent

The transparent grade has a light transmission of over 90 percent and is thus vastly superior to sheets of glass or other transparent plastics, such as polycarbonate. The light transmission is measured according to ASTM D1003. The extremely good weather resistance of ACRYLITE® also ensures that the high transmission is retained for many years. On delivery, the measured values are 90% minimum, and still 88% minimum even after 30 years of use outdoors.

offer extremely high resistance to weathering and aging.

ACRYLITE® acrylic material is well-known for its unsurpassed resistance to weathering and aging. International vehicle manufacturers prescribe the use of this material for reverse and signal lights, because only acrylic offers the long-term brilliance and color fastness required to retain the luminous intensity and signal effect of automotive lights.

In signage too, ACRYLITE® proves its extreme longevity without its surface becoming matte, without turning yellow or brittle, and without the colors fading. Even after many years of outdoor exposure, the surfaces of ACRYLITE® stay just as smooth as when they left the factory.

are break-resistant.

ACRYLITE® Soundstop is about 11 times more break-resistant than window glass of comparable thickness. That makes it superior even to safety glass, and meets all the safety requirements for noise barrier materials.

The strength of the sheets plays a significant role when it comes to resisting impact as well as structural vibrations, e.g. on bridges.

are lightweight.

ACRYLITE® Soundstop has a specific gravity of 1.19 g/cm³ and weighs only half as much as silicate glass. A 20 mm thick sheet therefore weighs only 4.86 lbs per square foot. That makes it much easier to handle large sheets, in particular. The low weight of ACRYLITE® Soundstop also enables more lightweight construction, especially when installed on bridges.

are easy to form in a versatile manner.

ACRYLITE® Soundstop sheets can be installed flat, cold-curved or thermoformed. The minimum bending radius for installing cold-curved elements is 330 times the sheet thickness. The possible radius for 20 mm thick sheets is about 21.6 feet. The structure must be sufficiently stable to maintain the cold-curved sheets in form. The sheets can be thermoformed into almost any imaginable configuration. They are heated to forming temperature and shaped as desired using suitable molds. After cooling, the sheets retain the given shape and are ready for installation.

The most frequent type of forming is line bending, e.g. of the upper, unsupported edge of the noise barrier facing the road. This increases the rigidity of the sheets that are not clamped along the top edge, and improves the noise protection offered by the elements.

has excellent sound-insulating properties.

The weighted sound reduction index DLR according to EN 1793-2 is up to 33 dB. The sound reduction index DLSI when using the free-field measurement according to EN 1793-6 is 34 dB.

Safety

Transparent noise barriers made from ACRYLITE® Soundstop offer drivers greater safety than non-transparent systems.

Prevention of Tunnel Effect

With its high transparency, ACRYLITE® Soundstop lets drivers look at the changing landscape. This successfully prevents the tiring and dangerous feeling of driving through a tunnel. Moreover, the high light transmission ensures that no harsh shadows are cast on the road and that the lighting conditions remain constant. The eye is not obliged to adjust to the effects of light and dark all the time.

Resistance to Stone Impact according to EN1794

ACRYLITE® Soundstop is approved as safety glass and meets all the requirements of EN 1794 for the resistance of transparent noise barrier elements to stone impact. The high break resistance of ACRYLITE® Soundstop ensures that the sheets are not destroyed by stones or gravel projected by passing vehicles, nor by stones thrown from outside the barrier.

ACRYLITE® Soundstop GS CC is approved for use in noise barriers along bridges without additional restraint systems.

Fragment Retention

When noise barriers are installed on bridges, it must be ensured that the noise barrier presents no risk to persons or objects under the bridge. No fragments may be allowed to fall from the barrier after an accident, for example.

EN 1794 states that "if brittle materials or materials whose embrittlement cannot be excluded (e.g. plastics) are to be used, these elements or their fragments must be reliably secured by means of restraint structures."

The polyamide threads embedded in ACRYLITE® Soundstop GS CC correspond to these restraint systems, because they successfully prevent sheet fragments from falling. That is why ACRYLITE® Soundstop GS CC may be used in noise barriers along bridges without additional restraint systems.

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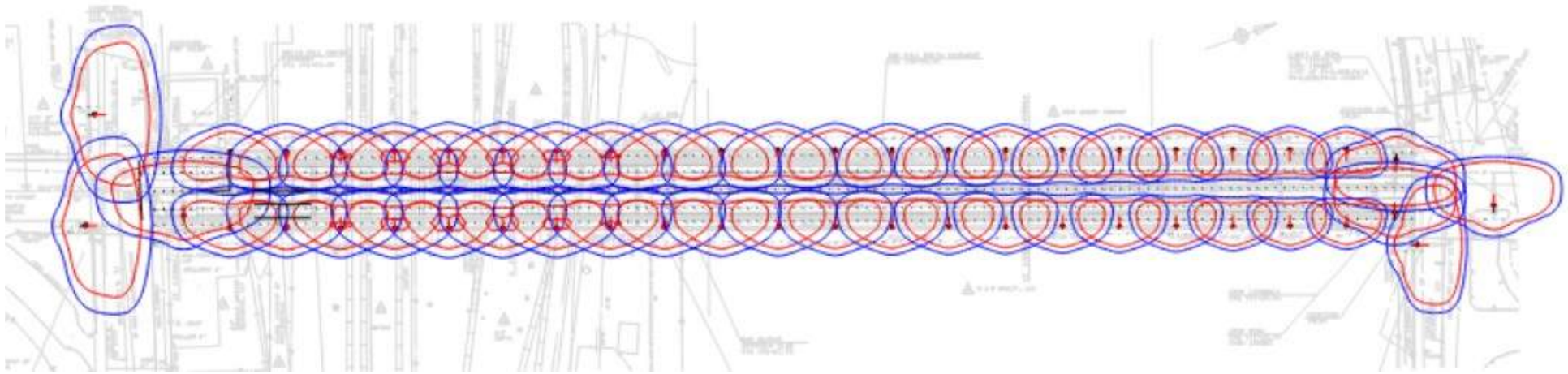
Pedestrian Lighting



Future Artwork Process

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Community Engagement Process

Fact Sheet

59th STREET OVER AMTRAK
BRIDGE REHABILITATION PROJECT

Project Fact Sheet
April 2026

Project Summary

The 59th Street Bridge was built in the 1920s and provides a connection between the Wynnefield and Overbrook neighborhoods in West Philadelphia, crossing over the Amtrak and SEPTA regional rail lines. To ensure its safety, the City will replace the bridge with a structurally sound and visually pleasing bridge that meets the needs of all transportation users (motorists, pedestrians, and cyclists). The bridge will also be constructed in a way that minimizes disruption to bridge users and the surrounding communities to the extent possible.

Bridge Background

- 310 feet long, 70 feet wide
- Two lanes in both directions, bike lanes on both sides, and 8-foot-wide sidewalks on both sides
- Used by pedestrians, cyclists, drivers, and SEPTA buses
- North of the bridge are many community facilities, churches, and schools. To the south are Overbrook High School, Tustin Playground, and Lancaster Avenue (U.S. 30), a busy commercial and transportation corridor. Fairmount Park is within a mile to the east. Overbrook Station (SEPTA Regional Rail) is within a mile to the west.

Planned Improvements

- Design and construction of new bridge with reinforced concrete deck, abutments, and piers
- Demolition and removal of existing bridge
- Roadway reconstruction and repaving
- Sidewalk and curb reconstruction
- Improvements to street lighting along 59th Street, between Lancaster Ave. and Upland Way

Task	Date
Completed Preliminary Engineering	Fall 2023
Complete Final Design	Summer 2026
Construction Begins	Fall 2027

Site Map

What to Expect

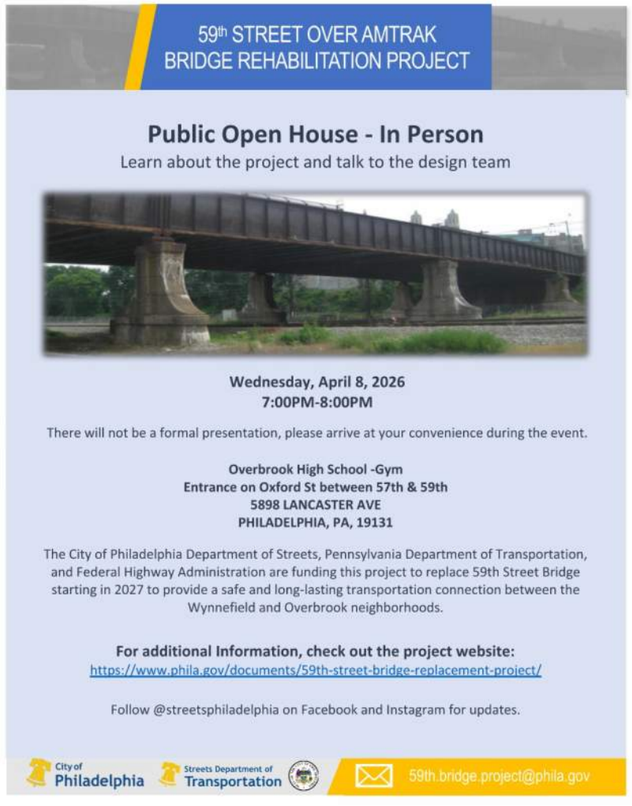
- During construction, pedestrian and bicycle detours will be necessary.
- During construction, traffic detours for cars, trucks, and buses will be necessary.
- Regular updates and communications about the project and upcoming meetings.

For Additional Information

For more information on the 59th St. Over Amtrak Bridge Replacement Department of Streets project, visit the project website at https://www.phila.gov/documents/59th-street-bridge-replacement-project/

City of Philadelphia | Streets Department of Transportation | 59th.bridge.project@phila.gov

April 8th Open House



59th STREET OVER AMTRAK
BRIDGE REHABILITATION PROJECT

Public Open House - In Person
Learn about the project and talk to the design team

Wednesday, April 8, 2026
7:00PM-8:00PM

There will not be a formal presentation, please arrive at your convenience during the event.

Overbrook High School -Gym
Entrance on Oxford St between 57th & 59th
5898 LANCASTER AVE
PHILADELPHIA, PA, 19131

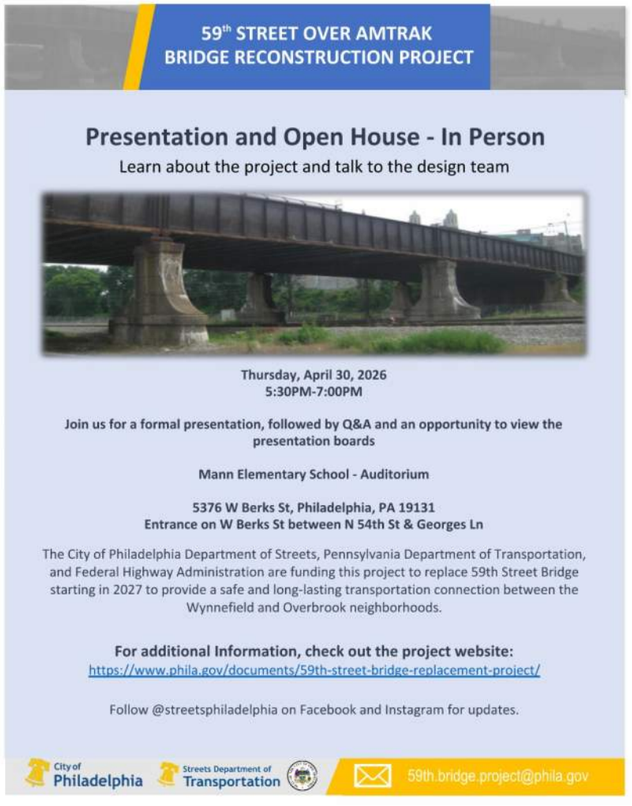
The City of Philadelphia Department of Streets, Pennsylvania Department of Transportation, and Federal Highway Administration are funding this project to replace 59th Street Bridge starting in 2027 to provide a safe and long-lasting transportation connection between the Wynnefield and Overbrook neighborhoods.

For additional Information, check out the project website:
https://www.phila.gov/documents/59th-street-bridge-replacement-project/

Follow @streetsphiladelphia on Facebook and Instagram for updates.

City of Philadelphia | Streets Department of Transportation | 59th.bridge.project@phila.gov

April 30th Open House



59th STREET OVER AMTRAK
BRIDGE RECONSTRUCTION PROJECT

Presentation and Open House - In Person
Learn about the project and talk to the design team

Thursday, April 30, 2026
5:30PM-7:00PM

Join us for a formal presentation, followed by Q&A and an opportunity to view the presentation boards

Mann Elementary School - Auditorium

5376 W Berks St, Philadelphia, PA 19131
Entrance on W Berks St between N 54th St & Georges Ln

The City of Philadelphia Department of Streets, Pennsylvania Department of Transportation, and Federal Highway Administration are funding this project to replace 59th Street Bridge starting in 2027 to provide a safe and long-lasting transportation connection between the Wynnefield and Overbrook neighborhoods.

For additional Information, check out the project website:
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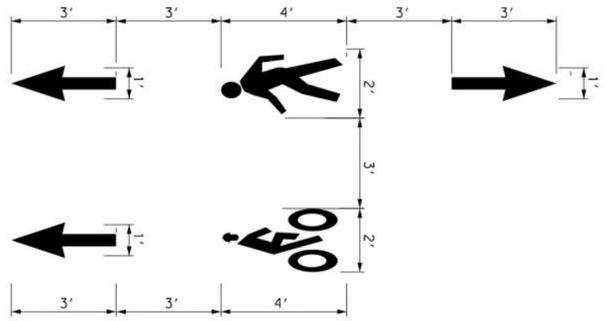
Follow @streetsphiladelphia on Facebook and Instagram for updates.

City of Philadelphia | Streets Department of Transportation | 59th.bridge.project@phila.gov

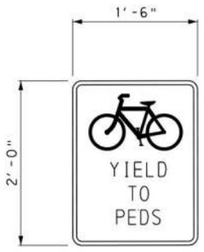
GFT City of Philadelphia

Safety Concerns Between Roadway and Sidewalk



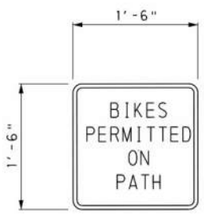
BICYCLE/PEDESTRIAN LEGEND
FOR SHARED USE PATH

NTS



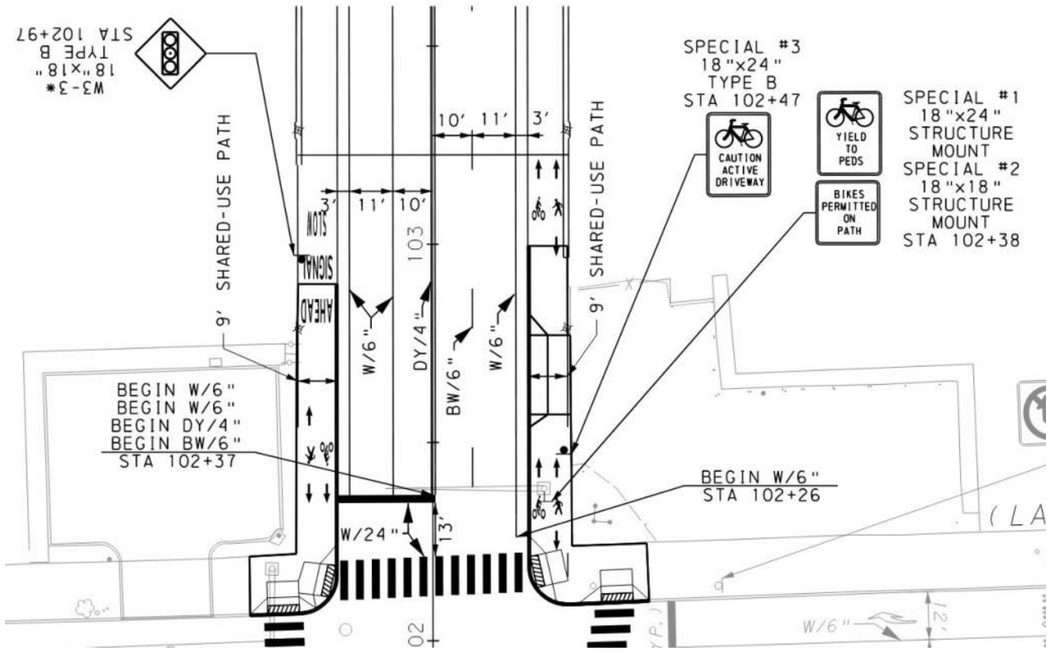
SPECIAL SIGN #1

NTS



SPECIAL SIGN #2

NTS



GFT

City of Philadelphia

Philadelphia Art Commission
59th Street over Amtrak Bridge Replacement Project

Concept Approval - Dated November 12, 2025

The Philadelphia Art Commission Decision Form

File #: 275-25

Commission Meeting Date: 11/12/2025

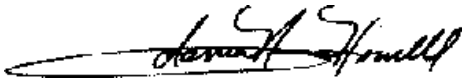
Name: Matthew Ward
GFT, Inc.
1717 Arch Street, Suite 700
Philadelphia, PA 19103

Project Name & Location: 59th Street Bridge Over Amtrak
59th St. & Lancaster Ave.

Proposal: The proposal is for the replacement of the bridge on 59th St. between Lancaster Ave. and Upland Way, built in 1926. Roadway improvements include added lighting and a raised shared-use path on a widened sidewalk. The bridge will consist of steel girders, concrete walls, acrylic panels, and decorative light fixtures. Walls at each of the four (4) corners will be left blank for future artwork opportunities.

Commission Decision: CONCEPT APPROVAL

Remarks: The Commissioners requested added details about graffiti deterrence, wall materiality, the stability and durability of the acrylic panels, pedestrian lighting (including a plan view of all proposed and existing ambeint light fixtures), future artwork process, and the community engagement process. The Commissioners also expressed safety concerns about the transition between the roadway and sidewalk, suggesting further exploration of design moves (paint, materiality, or barrier) that could more clearly and safely delineate the vehicular lanes from the sidewalk.



Octavia Howell
Deputy Director for Planning and Zoning,
Department of Planning and Development

One Parkway Building
1515 Arch Street
13th Floor
Philadelphia, PA 19102

215-683-4636
artcommission@phila.gov

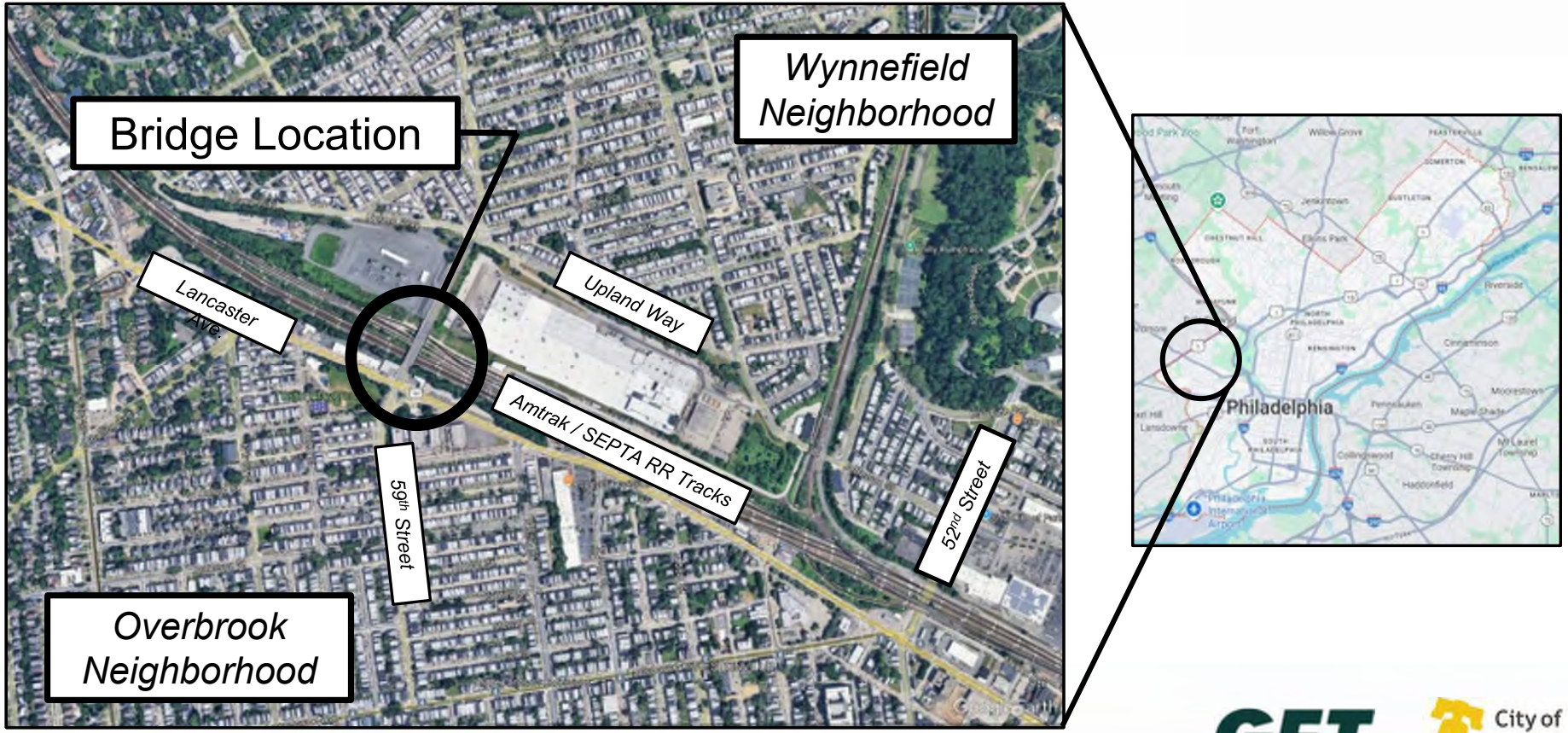
Art Commission approval is not an endorsement for any approval, exception or variance that the proposal might require from any other department, board or commission.

59th Street Bridge over Amtrak Replacement

November 2025

City of Philadelphia

Project Location



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59th Street Bridge over Amtrak

- Constructed in 1926
- Carries Vehicles, Pedestrians, and Mass Transit
- Average Daily Traffic = 19,100 Vehicles
- Connecting Overbrook & Wynnefield Neighborhoods in West Philadelphia, Providing Vital Link
- Spans over Amtrak and SEPTA Regional Rail Lines, Providing Essential Transportation Link to Area


Existing Conditions

Constructed in 1926

GFT City of Philadelphia

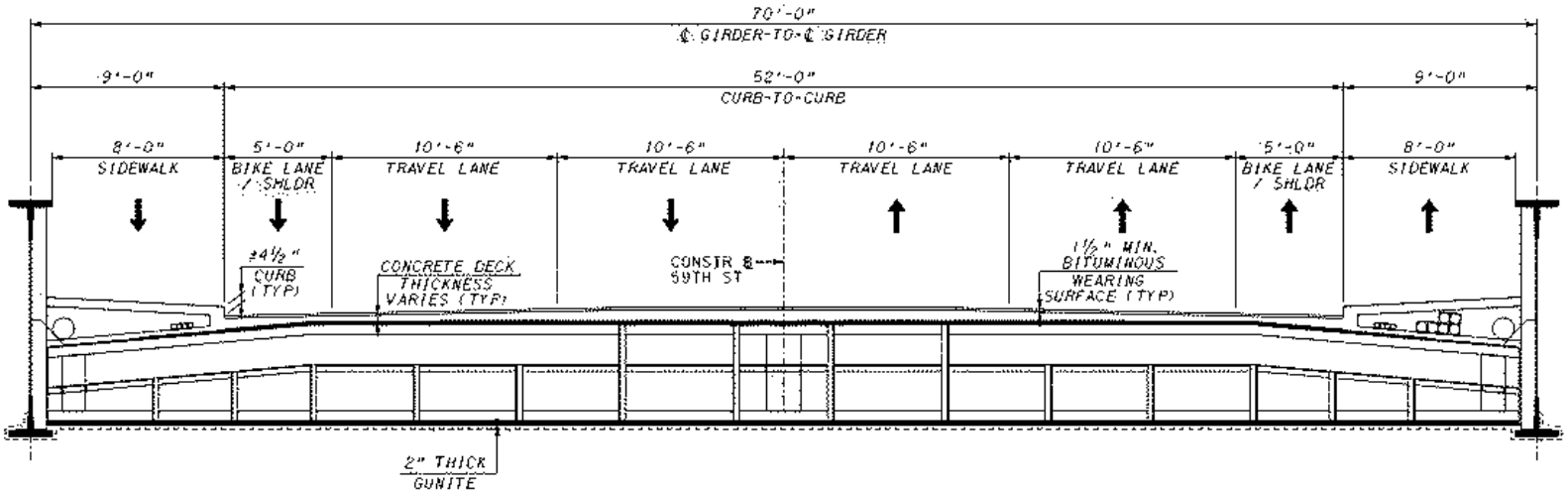
Existing Condition

Type: 4 Span - Simply Supported Riveted Steel Through Girder Bridge
- Total Bridge Length = 310 Feet
- Total Bridge Width = 70’-0” (Includes 52’ Curb-To-Curb & 8’ Sidewalks)

Last Inspected = June 2025

Inspection Reported Serious Conditions Associated with Support Abutments and Piers

Vehicular Weight Limit = Posted for 25 Tons



Purpose & Need

Deck: Poor Condition

- Extensive deterioration of bituminous wearing surface.
- Several joints are covered by steel plates.

Superstructure: Poor Condition

- Areas of Steel Girders Exhibit Severe Corrosion
- All Bearing severely corroded, frozen and show no signs of functioning movement
- Girder bearing at Pier 1 undermined with exposed anchor bolts

GFT City of Philadelphia

Purpose & Need

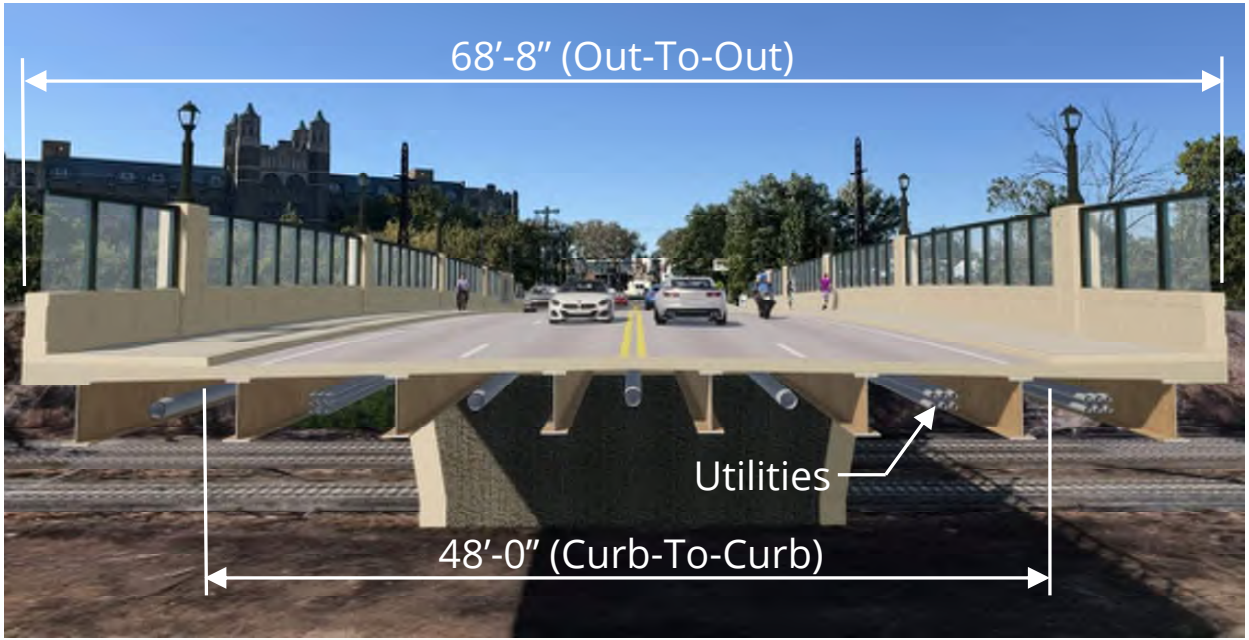
Substructure: Serious Condition

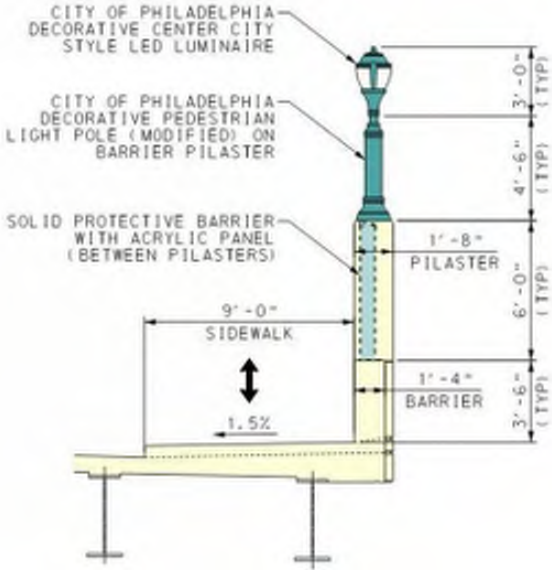
- Severe deterioration of North Abutment and tops of Pier 1

GFT City of Philadelphia

Proposed Structure

Type: 3 Span – Continuous Composite Steel Plate Girder Bridge
- Total Bridge Length = 285 Feet
- Total Bridge Width = 68’-8” (Includes 48’ Curb-To-Curb & 9’ Sidewalks)
- Updated Concrete and Protective Barrier





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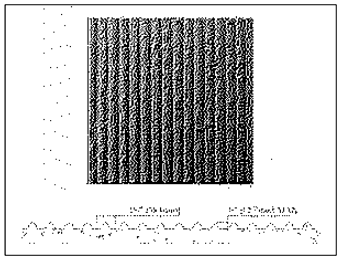
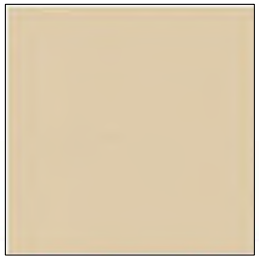
Proposed Elevation

Steel Girders
- Unpainted Weathering Steel

Architectural Surface Treatment
- ‘Fractured Fin’ (1/2” relief) applied to Abutment and Piers



Painted Surfaces
- All exposed concrete surfaces painted with 13690 Matte



GFT

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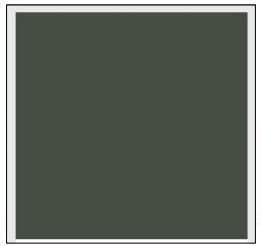
Proposed Lighting and Protective Barrier

Lighting
- Modified decorative Center City Pedestrian Pole
- Supported on concrete pilaster with 1” deep inset pattern on both faces

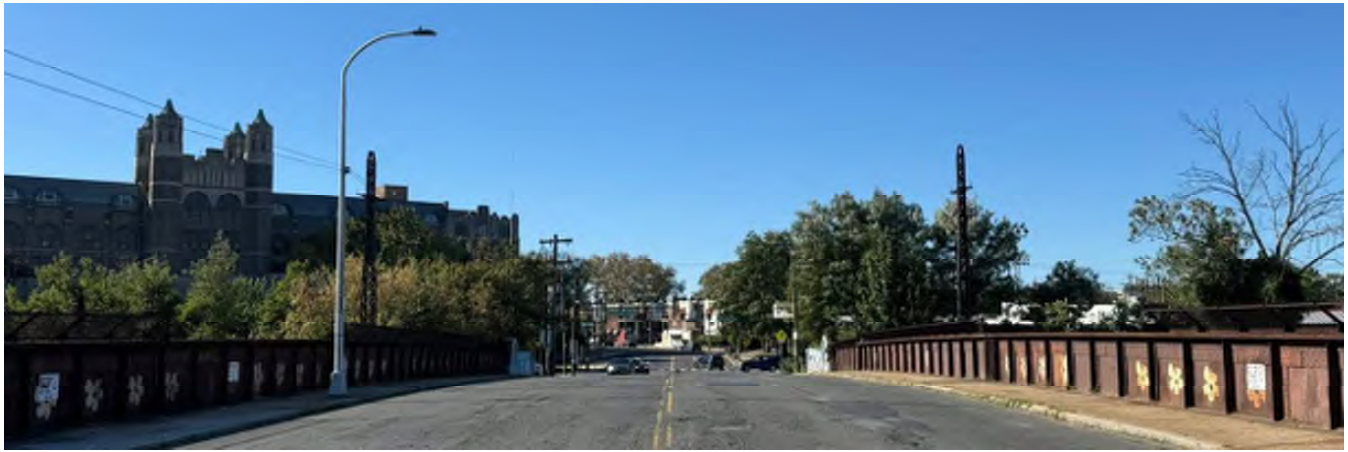
Protective Barrier
- 3’-6” high concrete barrier with 1” deep inset pattern on both faces
- 6’-0” high clear acrylic panels

Painted Surfaces
- Pedestrian pole and protective barrier frame painted 14077 semi-gloss



GFT City of Philadelphia

Before and After



Existing Conditions

Proposed Conditions

GFT

City of Philadelphia

Before and After

Existing Elevation

Proposed Elevation

GFT

City of Philadelphia

Philadelphia Art Commission
59th Street over Amtrak Bridge Replacement Project

Graffiti Deterrence

TECHNICAL INFORMATION

ACRYLITE®

ACRYLITE® Soundstop
Handling, Maintenance, & Graffiti Removal

Transparent Noise Barriers

Storage
ACRYLITE® Soundstop noise barrier panels are shipped on pallets packaged in polyethylene film overwrap that protects the sheet from dirt and moisture. The overwrap should be left intact during storage to protect the panels. Pallets may be stacked to maximize storage space. If various sizes are stacked horizontally, place larger panels at the bottom to avoid unsupported overhang.

ACRYLITE® Soundstop noise barrier panels are supplied with a protective polyethylene masking on both surfaces. Masked panels must NOT be stored in direct sunlight for prolonged periods of time. Prolonged exposure to direct sunlight may make the masking brittle which can cause the masking to tear upon removal.

ACRYLITE® Soundstop noise barrier panels should not be stored near radiators, steam pipes, or other heat sources, as exposure to excessive heat may soften and deform the panels. Do not store panels near or expose them to solvent vapors that may penetrate the masking and damage the panels' surface.

Removing Masking
The sheet masking should be left in place during most fabrication and installation operations to protect the sheet surface. During installation roll back the masking from the edge to avoid engagement in glazing channels. To remove stubborn masking use only plastic putty knives or scrapers while being careful not to mar the panels surface.

Cleaning
As a result of the production process, ACRYLITE® Soundstop noise barrier panels have a smooth, non-porous surface that is retained even after long-term outdoor exposure. Dirt will not readily adhere to this polished surface, as a result, rain or dew that frequently forms at night, will rinse the sheet clean.

In most cases, ACRYLITE® Soundstop noise barrier panels need no additional cleaning. Should special circumstances make it desirable to clean the panels, cleaning is best accomplished with water using a high-pressure washer. Grease, oil or tar may be removed with a good grade of hexane, aliphatic naphtha, or kerosene. These solvents may be obtained at a paint or hardware store and should be used in accordance with manufacturer's recommendations.

WARNING
DO NOT USE: window cleaning sprays, kitchen scouring compounds or solvents such as acetone, gasoline, benzene, alcohol, carbon tetrachloride, or lacquer thinner. These can permanently damage the panel's surface and/or weaken the panel causing small surface cracks, called "crazing".

Removing Scratches
Fine scratches can be removed by hand polishing. Apply a plastic scratch remover such as NOVUS 2 to a soft flannel pad and rub in a circular motion. When the scratches have disappeared, remove all residue and polish. For deeper scratches, first wet sand lightly with 400 grit "wet or dry" sandpaper, using plenty of water and rinsing the sandpaper frequently. Repeat with 600 grit "wet or dry" then 800 grit "wet of dry" sandpaper then buff with a clean cotton or flannel covering on a rotary buffer and a good automotive grade rubbing compound.

Graffiti Removal
Graffiti can be removed from ACRYLITE® Soundstop noise barrier panels using a graffiti remover recommended on the next page. Although there are many graffiti removers deemed safe by the manufacturer for use on plastics, plastics is a general term and the majority of these removers contain aggressive solvents that can damage ACRYLITE® Soundstop noise barrier panels.

Though procedures may vary by product, basic steps to remove graffiti are as follows:

- Clean the surface with a non-abrasive rag.
- Spray the remover on the graffiti area.
- Allow the remover to soak for 2 to 5 minutes.
- Rinse off with a high-pressure water spray or wipe away with soft (non-abrasive) towels.
- Note that while pressure washing is the fastest removal method it may not be allowed in all jurisdictions as the removed paint may enter the environment.
- In some cases, such as when the temperature is below 55°F, a second application or agitation of the graffiti with a clean soft cloth may be required to remove all of the graffiti.

ACRYLITE® Soundstop
Handling, Maintenance, & Graffiti Removal

- Follow final removal with a water rinse and squeegee to remove traces of graffiti remover which otherwise leave an oily residue and contribute to dirt accumulation.

These pictures show ACRYLITE® Soundstop noise barrier panels that were defaced or “tagged” with a solvent-based acrylic modified resin spray paint, and then cleaned with Disappear Organic Graffiti Adhesive Remover. For this test, the remover was sprayed on the graffiti and allowed to soak for 5 minutes prior to spraying with a 2300 psi pressure wash. Maximum recommended pressure is not to exceed 3000 psi. The paint was allowed to cure 25 days prior to removal.

Step 1) Start of Test

Step 3) Close up of graffiti

Step 2) Five minutes after remover is applied

Step 4) After 2300 psi pressure washer rinse

ACRYLITE® Soundstop
Handling, Maintenance, & Graffiti Removal

Equipment and Material Suppliers

The following suppliers offer materials and equipment suitable for use with ACRYLITE® Soundstop noise barrier panels:

Graffiti Removers

Disappear Organic Graffiti / Adhesive Remover™
New Dimensions Solutions, LLC
(800) 731-2231
www.ndclean.com

Tagaway® Graffiti Remover
ETS Company
(877) 824-7763
https://www.taginator.com

Earth Friendly Products ECOS PRO Graffiti Remover
Clean Freak
(866) 670-0769
https://www.cleanfreak.com

Anti-Static Cleaners and Polishes

ACRIFIX® AC1010 Acrylic Cleaner
POLYVANTIS Sanford LLC, LLC
(800) 929-8000
https://www.acrylite.co

20/20 Plastic-Cleaner
Craftics, Inc.
(773) 235-3307
www.craftics.net

NOVUS Plastic Polish
Cleaner (#1), Fine Scratch Remover (#2), & Heavy Scratch Remover (#3)
NOVUS Plastic Polish (Company)
(800) 548-6872
www.novuspolish.com

Wet/Dry Sandpaper

Silicon Carbide (Wet/Dry) Sanding Discs
Kasco Abrasives
(800) 367-7291
https://www.abrasiveproducts.net/

Rubbing Compounds

Turtle Wax Premium Grade (T415) Rubbing Compound
Turtle Wax Inc
(800) 887-8539
https://www.turtlewax.com

Adhesive / Residue Removal

VM&P Naphtha or White (refined) Kerosene
Available at your local hardware store

D&K Unstik Adhesive Releasing Solvent, #470
D&K Group Inc.
1795 Commerce Drive
Elk Grove Village, IL 60007
www.dkgroup.com/product/cleaners/

ACRYLITE® Soundstop
Handling, Maintenance, & Graffiti Removal

Fire Precautions

ACRYLITE® sheet is a combustible thermoplastic. Precautions should be taken to protect this material from flames and high heat sources. ACRYLITE® sheet usually burns rapidly to completion if not extinguished. The products of combustion, if sufficient air is present, are carbon dioxide and water. However, in many fires sufficient air will not be available and toxic carbon monoxide will be formed, as it will when other common combustible materials are burned. We urge good judgement in the use of this versatile material and recommend that building codes be followed carefully to assure it is used properly.

Compatibility

Like other plastic materials, ACRYLITE® sheet is subject to crazing, cracking or discoloration if brought into contact with incompatible materials. These materials may include cleaners, polishes, adhesives, sealants, gasketing or packaging materials, cutting emulsions, etc. See additional Technical Information on our webiste for more details, or contact your ACRYLITE® sheet Distributor for information on a specific product.

POLYVANTIS
Sanford LLC

1796 Main Street
Sanford, ME 04073
USA

www.polyvantis.com
www.acrylite.co

SPECIAL PROVISION

Project: 79905 | Standard / Federal Oversight | Construction

Short Description: I-95: Betsy RossMainln NB
Org Code: 0650
County: Philadelphia
SR: 95
Section: BR3
District: 06
Group ID: 0095-BRI
Municipality: PHILADELPHIA

General

Type: Project Specific
Addendum: 0

Detail

Index or Category:
District:
Sequence ID: 0
Version: 0

Provision Name: c80320 ANTI-GRAFFITI COATING
Completed: Yes

Associated Items

Item Number	Unit of Measure	Item Description
No records found.		

Header

ANTI-GRAFFITI COATING

Provision Body

I. DESCRIPTION – This item consists of the application of two coats of anti-graffiti coating to existing concrete and coated concrete surfaces as indicated on the plans for Structure S-39354.

II. MATERIAL –

(a) Epoxy Injection Crack Seal – Section 1091

(b) Anti-Graffiti Coating

A. Acceptable Material: G2G VGF-316 Solvent-Free Silicone Coating

Manufacturer: G2G Silicones

B. Acceptable Material: 2K Waterbased Anti-Graffiti Coating

Manufacturer: Sherwin-Williams

C. Approved equal.

Portions of structure to be coated contain existing coatings including, but not limited to painted concrete (acrylic or other). The anti-graffiti coating to be used must be suitable for application over the various existing coatings with in-scope surface preparation.

Submit a quality control system for the work to be approved by the Representative. The plan must include quality control test frequencies and points of action to initiate corrective measures.

III. CONSTRUCTION –

Prepare surfaces in accordance with manufacturer's recommendations.

- Seal any cracks or abnormalities in the existing surfaces to be coated, as required, and not otherwise designated for repair, by application of a manufacturer recommended sealer. Apply sealer per manufacturer's recommendations.
- Cure concrete materials to be coated for a minimum of 28 days prior to coating. Clean surfaces to be coated of all residual dirt, grease, curing agents, retarding chemicals, form release agents, and all other contaminants by use of a high pressure hose, having a minimum pressure of 2000 psi at the nozzle, along with hot water and a suitable chemical solvent. Rinse cleaning chemicals thoroughly from surfaces to be coated.
- Areas of algae, mildew or fungus on the wall surface, or the coating not removed by the previous methods, should be treated with a chlorine water solution, followed by a clear water rinse. (This treatment can be done using a commercially available chlorine compound available from swimming pool supply houses. Concentration of the chlorine solution should be five times that recommended for normal treatment of swimming pool.)
- Remove any graffiti which has been applied, either prior to or during the coating application process, in accordance with the coating manufacturer's recommendations and in a manner which retains the current color, texture, and integrity of both the structure being coated and the coating.
- Drying: Surface must be completely dry before applying products. Drying depends on weather conditions such as temperature, humidity and air movement.

Apply in accordance with the manufacturer's recommendations, and to manufacturer's recommended thickness. Care must be taken to ensure proper film thickness. Surface must be dry, clean and free of debris. Extra material may be required on some wall surfaces because of the surface profile.

- Pollution Controls. Prevent environmental pollution including stream and air pollution caused by paint, paint sprays, dust, or other harmful materials.
- Do not apply coating until all concrete repair work has been completed within the area to be coated.
- Have the manufacturer of the anti-graffiti coating material provide a technical representative to oversee the initial coating operation including the surface preparation and coating application phases.
- All coatings must be thoroughly mixed/agitated with a drill mixer prior to application. Contact manufacturer for equipment and tool recommendations for application.
- Coating may be spray applied or roller applied. Mask or otherwise protect all areas and property that are not to be coated, to ensure that they remain free of coating overspray. Apply the coating around and without obstructing, either permanently or temporarily, any existing lights, signs, signals, and other appurtenances attached to the elements to be coated.
- Apply coating to thoroughly dry surfaces free of all moisture, dew, or condensate. Do not apply coating in rain, snow, fog, or mist. Do not apply coating when rain or precipitation is expected within 6 hours of application. Do not apply coating when air temperature is expected to fall below 33F at any time during the day or when the relative humidity is above 88%.
- All equipment used during operations shall be located so as not to adversely affect the daily operations or endanger occupants, structure or materials on-site. All spray equipment must be grounded during operations.

Acceptance: A final inspection will be made by the Representative along with a representative of the coating manufacturer and the Contractor. Correct all defects or deficiencies in the coating and remove any graffiti prior to final acceptance. Complete installation must meet Representative's approval and be uniform in coverage and color.

Use clear anti-graffiti coating. Apply to areas indicated in plans for Structure S-39354 and the attachment titled "SR 0095, Section BR3 – Guide to Architectural Surface Treatments".

IV. MEASUREMENT AND PAYMENT – Square foot

This work is a component of the following Item(s):

ITEM 8010-0001 – BRIDGE STRUCTURE, AS-DESIGNED, S-39354

Price includes all surface preparation and sealant.

Price includes two coats.

Audit Information

Created By	Created On	Modified By	Modified On
Geoffrey N Stryker/PennDOT BP-000146	08/01/2024 02:22:13 PM	Geoffrey N Stryker/PennDOT BP-000146	09/13/2024 02:21:50 PM

You are currently logged in as **Matthew T. Ward**.

Release: 109.0
Session size: 0.1k

Fri May 29 14:49:18 EDT 2026
Official ECMS Date/Time

Protective & Marine Coatings

ANTI-GRAFFITI COATING
1K SILOXANE

CLEAR **B97C00150**

Revised: September 9, 2019

PRODUCT INFORMATION

9.54

PRODUCT DESCRIPTION

ANTI-GRAFFITI COATING is a one-component, non-sacrificial, ready-to-use siloxane coating that cures with atmospheric moisture. Intended for use over properly prepared concrete surface.

- Excellent graffiti resistance
- Excellent cleanability with either water power-washing, or solvent wipe
- Excellent UV resistance
- Excellent adhesion
- Fast drying
- Outstanding airless spray properties
- Single component

PRODUCT CHARACTERISTICS

Finish: Semi-Gloss

Color: Clear

Volume Solids: 72% ± 2%

Weight Solids: 75% ± 2%

VOC (EPA Method 24): <250 g/l; 2.1 lb/gal

Recommended Spreading Rate per coat:

	Minimum	Maximum
Wet mils (microns)	**8.0** (200)	**12.0** (300)
Dry Mils (microns)	**6.0** (150)	**9.0** (225)
~Coverage sq ft/gal (m^2/L)	**128** (3)	**192** (5)
Theoretical coverage sq ft/gal (m^2/L) @ 1 mil / 25 microns dft	**1155** (28)	

NOTE: Brush or roll application may require multiple coats to achieve maximum film thickness and uniformity of appearance.

Drying Schedule @ 10.0 mils wet (250 microns):

	@ 35°F/1.6°C	@ 77°F/25°C *50% RH*	@ 120°F/49°C
To touch:	9 hours	1 hour	30 minutes
Tack Free:	12 hours	4 hours	1 hour
To cure:	21 days	7 days	4 days

Drying time is temperature, humidity, and film thickness dependent.

Shelf Life:	12 months, unopened Store indoors at 40°F (4.5°C) to 100°F (38°C)
Flash Point:	>100°F (38°C), TCC
Reducer:	Mineral Spirits - up to 5% as needed for spray application
Clean Up:	Mineral Spirits or Naphtha

RECOMMENDED USES

Use over interior or exterior concrete surface that needs protection from graffiti defacing.

- Bridge Abutments
- Commercial Buildings
- Schools
- Transit Stations
- Overpasses
- New Construction

PERFORMANCE CHARACTERISTICS

Performance:

1 ct. Anti-Graffiti Coating

Test Name	Test Method	Results
Adhesion	ASTM D6677	Passes, Rating 8
Cleanability level I*	ASTM D7089	Passed

*Graffiti remove with high pressure cold water wash

Passed 4000 hours of QUV / multi-graffiti application and removal
Gloss retention = 63%
Color change <3 delta E CIE *L a b
No signs of graffiti left after clean-up; no visible signs of streaking, cracking, pinholing, discoloration or other coating degradation upon casual examination

continued on back

Protective & Marine Coatings

ANTI-GRAFFITI COATING
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Revised: September 9, 2019

PRODUCT INFORMATION

9.54

RECOMMENDED SYSTEMS

		Dry Film Thickness / ct. Mils	(Microns)
Concrete:			
1 ct	Anti-Graffiti Coating	6.0 - 9.0	150-225
Previously Painted Surface:			
1 ct	Anti-Graffiti Coating	6.0 - 9.0	150-225
Porous/Rough Concrete and Masonry			
Seal with			
1 ct	Anti-Graffiti Coating Reduced 10% with min. spirits		
1 ct	Anti-Graffiti Coating	6.0 - 9.0	150-225

The systems listed above are representative of the products use, other systems may be appropriate.

SURFACE PREPARATION

Surface must be clean, dry, and in sound condition. Remove all oil, dust, grease, dirt, loose rust, and other foreign material. Any paint that is peeling, flaking, cracking, blistering or lifting must be removed to ensure adequate adhesion.

If previously painted surface is in sound condition, clean surface of all foreign material. Smooth, hard or glossy coatings should be dulled by abrading the surface. Apply a test area, allowing to dry one week before testing adhesion. If adhesion is poor, or if this product attacks the previous finish, removal of the previous coating may be necessary.

For surfaces prepared by water jetting/blasting, the SSPC-Vis 4(1)/ NACE No.7 standards for surface cleanliness should be followed.

The visual surface cleanliness must conform, at minimum, to SSSP-SP WJ4 (NACE WJ4) condition directly after water jetting/blasting.

Surface Preparation Standards

	Condition of Surface	ISO 8501-1 BS7079:A1	SSPC	NACE
White Metal		Sa 3	SP 5	1
Near White Metal		Sa 2.5	SP 10	2
Commercial Blast		Sa 2	SP 6	3
Brush-Off Blast		Sa 1	SP 7	4
Hand Tool Cleaning	Rusted	C St 2	SP 2	-
	Pitted & Rusted	D St 2	SP 2	-
Power Tool Cleaning	Rusted	C St 3	SP 3	-
	Pitted & Rusted	D St 3	SP 3	-

TINTING

Do not tint.

APPLICATION CONDITIONS

Temperature:	40°F minimum, 120°F maximum (air, surface) At least 5°F above dew point 50°F minimum for material
Relative Humidity:	30% minimum, 95% maximum

ORDERING INFORMATION

Packaging	1 gal and 5 gal

SAFETY PRECAUTIONS

Refer to the SDS sheet before use.

Published technical data and instructions are subject to change without notice. Contact your Sherwin-Williams representative for additional technical data and instructions.

DISCLAIMER

The information and recommendations set forth in this Product Data Sheet are based upon tests conducted by or on behalf of The Sherwin-Williams Company. Such information and recommendations set forth herein are subject to change and pertain to the product offered at the time of publication. Consult your

The Sherwin-Williams Company warrants our products to be free of manufacturing defects in accord with applicable Sherwin-Williams quality control procedures. Liability for products proven defective, if any, is limited to replacement of the defective product or the refund of the purchase price paid for the defective product as determined by Sherwin-Williams. NO OTHER WARRANTY OR GUARANTEE OF ANY KIND IS MADE BY SHERWIN-WILLIAMS, EXPRESSED OR IMPLIED, STATUTORY, BY OPERATION OF LAW OR OTHERWISE, INCLUDING MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

Protective & Marine Coatings

ANTI-GRAFFITI COATING
1K SILOXANE

CLEAR **B97C00150**

Revised: September 9, 2019

APPLICATION BULLETIN

9.54

SURFACE PREPARATIONS

Surface must be clean, dry, and in sound condition. Remove all oil, dust, grease, dirt, loose rust, and other foreign material. Any paint that is peeling, flaking, cracking, blistering or lifting must be removed to ensure adequate adhesion.

Concrete and Masonry:
For surface preparation, refer to SSPC-SP13/NACE 6, or ICRI No. 310.2R, CSP 2-3. Surfaces should be thoroughly clean and dry. Concrete and mortar must be cured at least 28 days @ 75°F (24°C). Remove all loose mortar and foreign material. Surface must be free of laitance, concrete dust, dirt, form release agents, moisture curing membranes, loose cement and hardeners.
NOTE: Excessive pressure, insufficient distance from tip to surface, and prolonged washing can damage concrete and masonry surfaces.

Previously Painted:
If previously painted surface is in sound condition, clean surface of all foreign material. Smooth, hard or glossy coatings should be dulled by abrading the surface. Apply a test area, allowing to dry one week before testing adhesion. If adhesion is poor, or if this product attacks the previous finish, removal of the previous coating may be necessary.

Surface Preparation Standards

	Condition of Surface	ISO 8501-1 BS7079:A1	SSPC	NACE
White Metal		Sa 3	SP 5	1
Near White Metal		Sa 2.5	SP 10	2
Commercial Blast		Sa 2	SP 6	3
Brush-Off Blast		Sa 1	SP 7	4
Hand Tool Cleaning	Rusted	C St 2	SP 2	-
	Pitted & Rusted	D St 2	SP 2	-
Power Tool Cleaning	Rusted	C St 3	SP 3	-
	Pitted & Rusted	D St 3	SP 3	-

APPLICATION CONDITIONS

Temperature:	40°F minimum, 120°F maximum (air, surface) At least 5°F above dew point 50°F minimum for material
Relative Humidity:	95% maximum

APPLICATION EQUIPMENT

The following is a guide. Changes in pressures and tip sizes may be needed for proper spray characteristics. Always purge spray equipment before use with listed reducer. Any reduction must be compatible with the existing environmental and application conditions.

Clean Up.....Mineral Spirits or Naphtha
Reducer.....Mineral Spirits - up to 5% as needed for spray application

Airless Spray
Pressure.....3200 - 3600 psi
Hose .....3/8”
Tip .....013” – .017”
Filter.....60 mesh
Reduction.....Mineral Spirits – up to 5% as needed

Brush
Brush.....Natural Bristle
Reduction.....None required

Roller
Cover .....3/8”-1/2” woven with solvent resistant core
Reduction.....None required

NOTE: Brush or roll application may require multiple coats to achieve maximum film thickness and uniformity of appearance.

If specific application equipment is not listed above, equivalent equipment may be substituted.

continued on back

Protective & Marine Coatings

ANTI-GRAFFITI COATING
1K SILOXANE

CLEAR **B97C00150**

Revised: September 9, 2019

APPLICATION BULLETIN

9.54

APPLICATION PROCEDURES

Surface preparation must be completed as indicated.

Mixing Instructions: Mix paint thoroughly to a uniform consistency with slow speed power agitation prior to use.

Apply paint at the recommended film thickness and spreading rate as indicated below:

Recommended Spreading Rate per coat:

	Minimum	Maximum
Wet mils (microns)	**8.0** (200)	**12.0** (300)
Dry Mils (microns)	**6.0** (150)	**9.0** (225)
~Coverage sq ft/gal (m^2/L)	**128** (3)	**192** (5)
Theoretical coverage sq ft/gal (m^2/L) @ 1 mil / 25 microns dft	**1155** (28)	

NOTE: Brush or roll application may require multiple coats to achieve maximum film thickness and uniformity of appearance.

Drying Schedule @ 10.0 mils wet (250 microns):

	@ 35°F/1.6°C	@ 77°F/25°C *50% RH*	@ 120°F/49°C
To touch:	9 hours	1 hour	30 minutes
Tack Free:	12 hours	4 hours	1 hour
To cure:	21 days	7 days	4 days

Drying time is temperature, humidity, and film thickness dependent.

Application of coating above maximum or below minimum recommended spreading rate may adversely affect coating performance.

CLEAN UP INSTRUCTIONS

Clean spills and spatters immediately with Mineral Spirits or Naphtha. Clean tools immediately after use with Mineral Spirits or Naphtha. After cleaning, flush spray equipment with Mineral Spirits or Naphtha to prevent rusting of the equipment. Follow manufacturer's safety recommendations when using any solvent.

DISCLAIMER

PERFORMANCE TIPS

When using spray application, use a 50% overlap with each pass of the gun to avoid holidays, bare areas, and pinholes. If necessary, cross spray at a right angle.

Excessive reduction of material can affect film build, appearance, adhesion, and performance.

In order to avoid blockage of spray equipment, clean equipment before use or before periods of extended downtime with Mineral Spirits or Naphtha.

Coating material is sensitive to water. Use water traps in all air lines. Moisture contact can induce curing and, hence, the plugging of the equipment. Re-seal open containers if prolong work stoppage occurs.

Spreading rates are calculated on volume solids and do not include an application loss factor due to surface profile, roughness or porosity of the surface, skill and technique of the applicator, method of application, various surface irregularities, material lost during mixing, spillage, overthinning, climatic conditions, and excessive film build.

To seal rough/porous concrete or masonry surfaces follow the reccomended sealing guidance in the system reccomendations section.

Graffiti Removal from Surface Coated with B97C00150:
Power wash with 3000-psi pressure washer (25 feet of hose) having a 15-degree tip at 2-3 inches away from the surface.

The use of graffiti removers or solvents may be necessary to avoid damage when trying to remove stubborn graffiti.

Refer to Product Information sheet for additional performance characteristics and properties.

SAFETY PRECAUTIONS

Refer to the SDS sheet before use.

Published technical data and instructions are subject to change without notice. Contact your Sherwin-Williams representative for additional technical data and instructions.

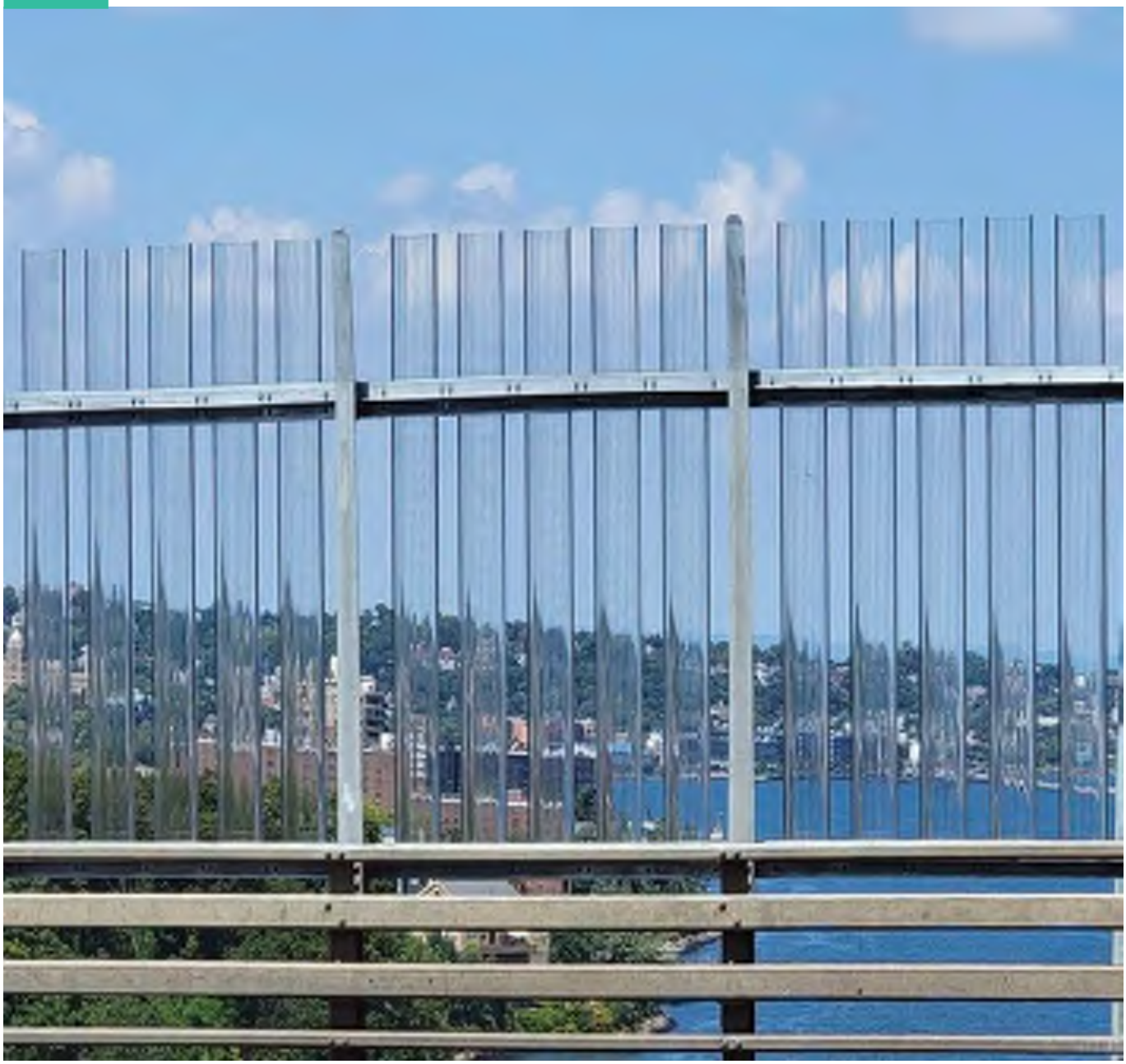
WARRANTY

Philadelphia Art Commission
59th Street over Amtrak Bridge Replacement Project

Acrylic Panel Product Data

ACRYLITE®

ACRYLITE® Soundstop
for Noise and Wind Barriers



POLYVANTIS

Contents

ACRYLITE® Soundstop BirdGuard Structure Mounted System on the Jones Branch Connector in Tysons Corner, VA

Noise and the Environment

Noise is a complex phenomenon in our modern, mobile society.

The growing noise level of rail and road traffic is detrimental to our health in the long term.

Noise is the term we give to a sound we subjectively feel to be a nuisance. A good example is music, which may be “pleasant” or “obtrusive”, depending on the listener. On the other hand, noise is also a physical factor that can be precisely measured in the form of sound pressure, sound frequency and sound level.

The effects of noise on society and the physical burden imposed by noise have been the focus of numerous scientific studies in the recent past. The US Federal Highway Administration (FHWA) mandates a noise study on highway alteration or construction projects where the noise level is at or above 67 dB. The minimum noise reduction design goal is 5 dB.

Noise control along traffic routes is increasingly gaining in importance to control noise levels in the face of rising traffic volume.

Functional and aesthetic noise control with ACRYLITE® Soundstop

Earthberms and noise barriers of sufficient height are the number one noise control instrument. Since earthberms (usually landscaped) take up a lot of space, noise barriers are normally given preference in built-up areas. As the space between buildings and roads is becoming ever smaller, these barriers need to be attractive-looking as well as functional. Transparent sections in noise barriers help to avoid the tiring tunnel effect for drivers, and offer a better view without casting shadows on the road surface or neighbouring properties.

Noise barriers made from ACRYLITE® Soundstop combine functionality and attractiveness with protection for residents. At the same time, they create a more interesting environment for road users, and successfully dispel the impression of driving through a tunnel.

When noise barriers are installed along bridges, the inherent weight of the structure, its resistance to bridge vibrations and lightweight architecture play an important role in addition to space saving. Here too, highly transparent ACRYLITE® Soundstop, which is much lighter than silicate glass, and above all, much more break-resistant, has proved increasingly suitable in recent years.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Product Overview

ACRYLITE® Soundstop is a grade of acrylic specially developed for use in transparent noise barriers.

This material developed by the Acrylic Products Business Unit of POLYVANTIS Sanford LLC was first employed in 1980.

That means 40 years of worldwide experience in the use of ACRYLITE® Soundstop. ACRYLITE® Soundstop is available in different variants to meet a wide range of requirements.

ACRYLITE® Soundstop transparent

Large-sized, highly transparent cast (GS) or extruded (XT) sheets. This colorless grade offers a light transmission of over 90 percent. ACRYLITE® Soundstop is available in colorless and in a series of transparent colors.

ACRYLITE® Soundstop GS CC transparent with integrated filament retention

ACRYLITE® Soundstop GS CC with embedded polyamide filaments for fragment retention. In the event of any damage to the sheets, these filaments retain any sheet fragments and prevent them from falling to the roadway below. This is why ACRYLITE Soundstop GS CC is approved for use on bridges, crash tested systems, as well as other potential impact areas.

ACRYLITE® Soundstop XT with BirdGuard

Transparent acrylic sheet for noise barriers with printed 2 mm wide black stripes spaced at 30 mm intervals. As these stripes are applied inside the material, they cannot be washed off by cleaning agents or graffiti removal procedures. These stripes are visible obstacles for birds while assuring the maximum transparency of the element.

ACRYLITE® Soundstop SC with matte surfaces

This product variant has a surface texture that diffuses light and reduces reflections, as shown in the panel on the right. Distracting reflections like the lights of other vehicles are reliably prevented. Although the texture reduces the transparency of the sheets, light transmission is retained on both sides of the barrier.

ACRYLITE® Soundstop GS Opaque
ACRYLITE® Soundstop GS CC Opaque

Homogeneously solid-colored cast sheets in light grey color 7S90 enables an extremely wide range of design variants. These sheets are also available with embedded polyamide filaments that prevent dangerous fragments from falling if and when an accident occurs.

Product Properties

ACRYLITE® Soundstop sheets (in transparent grades)

are highly light-transmitting and transparent

The transparent grade has a light transmission of over 90 percent and is thus vastly superior to sheets of glass or other transparent plastics, such as polycarbonate. The light transmission is measured according to ASTM D1003. The extremely good weather resistance of ACRYLITE® also ensures that the high transmission is retained for many years. On delivery, the measured values are 90% minimum, and still 88% minimum even after 30 years of use outdoors.

offer extremely high resistance to weathering and aging.

ACRYLITE® acrylic material is well-known for its unsurpassed resistance to weathering and aging. International vehicle manufacturers prescribe the use of this material for reverse and signal lights, because only acrylic offers the long-term brilliance and color fastness required to retain the luminous intensity and signal effect of automotive lights.

In signage too, ACRYLITE® proves its extreme longevity without its surface becoming matte, without turning yellow or brittle, and without the colors fading. Even after many years of outdoor exposure, the surfaces of ACRYLITE® stay just as smooth as when they left the factory.

are break-resistant.

ACRYLITE® Soundstop is about 11 times more break-resistant than window glass of comparable thickness. That makes it superior even to safety glass, and meets all the safety requirements for noise barrier materials.

The strength of the sheets plays a significant role when it comes to resisting impact as well as structural vibrations, e.g. on bridges.

are lightweight.

ACRYLITE® Soundstop has a specific gravity of 1.19 g/cm³ and weighs only half as much as silicate glass. A 20 mm thick sheet therefore weighs only 4.86 lbs per square foot. That makes it much easier to handle large sheets, in particular. The low weight of ACRYLITE® Soundstop also enables more lightweight construction, especially when installed on bridges.

are easy to form in a versatile manner.

ACRYLITE® Soundstop sheets can be installed flat, cold-curved or thermoformed. The minimum bending radius for installing cold-curved elements is 330 times the sheet thickness. The possible radius for 20 mm thick sheets is about 21.6 feet. The structure must be sufficiently stable to maintain the cold-curved sheets in form. The sheets can be thermoformed into almost any imaginable configuration. They are heated to forming temperature and shaped as desired using suitable molds. After cooling, the sheets retain the given shape and are ready for installation.

The most frequent type of forming is line bending, e.g. of the upper, unsupported edge of the noise barrier facing the road. This increases the rigidity of the sheets that are not clamped along the top edge, and improves the noise protection offered by the elements.

has excellent sound-insulating properties.

The weighted sound reduction index DLR according to EN 1793-2 is up to 33 dB. The sound reduction index DLSI when using the free-field measurement according to EN 1793-6 is 34 dB.

Safety

Transparent noise barriers made from ACRYLITE® Soundstop offer drivers greater safety than non-transparent systems.

Prevention of Tunnel Effect

With its high transparency, ACRYLITE® Soundstop lets drivers look at the changing landscape. This successfully prevents the tiring and dangerous feeling of driving through a tunnel. Moreover, the high light transmission ensures that no harsh shadows are cast on the road and that the lighting conditions remain constant. The eye is not obliged to adjust to the effects of light and dark all the time.

Resistance to Stone Impact according to EN1794

ACRYLITE® Soundstop is approved as safety glass and meets all the requirements of EN 1794 for the resistance of transparent noise barrier elements to stone impact. The high break resistance of ACRYLITE® Soundstop ensures that the sheets are not destroyed by stones or gravel projected by passing vehicles, nor by stones thrown from outside the barrier.

ACRYLITE® Soundstop GS CC is approved for use in noise barriers along bridges without additional restraint systems.

Fragment Retention

When noise barriers are installed on bridges, it must be ensured that the noise barrier presents no risk to persons or objects under the bridge. No fragments may be allowed to fall from the barrier after an accident, for example.

EN 1794 states that “if brittle materials or materials whose embrittlement cannot be excluded (e.g. plastics) are to be used, these elements or their fragments must be reliably secured by means of restraint structures.”

The polyamide threads embedded in ACRYLITE® Soundstop GS CC correspond to these restraint systems, because they successfully prevent sheet fragments from falling. That is why ACRYLITE® Soundstop GS CC may be used in noise barriers along bridges without additional restraint systems.

Approvals and Test Certificates

There are a number of standards and approvals that apply to materials designed to reduce noise along traffic routes.

EN 1793-1
Road Traffic Noise Reducing Devices

Test method to determine acoustic properties Part 1: Product-specific characteristics of sound insulation. November 1997

EN 1793-2
Road Traffic Noise Reducing Devices

Test method to determine acoustic properties Part 2: Product-specific characteristics of airborne sound insulation. November 1997

EN 1793-3
Road Traffic Noise Reducing Devices

Test method to determine acoustic properties Part 3: Standardized traffic noise spectrum. November 1997

EN 1793-5
Road Traffic Noise Reducing Devices

Test method to determine acoustic properties. Part 5: Product-specific characterisitics of sound insulation according to the free field measurement.

EN 1793-6
Road Traffic Noise Reducing Devices

Test method to determine acoustic properties. Part 5: Product-specific characterisitics of airborne sound insulation according to the free field measurement.

EN 1794-1
Road Traffic Noise Reducing Devices

Non-acoustic properties Part 1: Mechanical properties and stability requirements. October 1998

EN 1794-2
Road Traffic Noise Reducing Devices

Non-acoustic properties Part 2: General safety and environmental requirements. October 1998

EN 1794-3
Road Traffic Noise Reducing Devices

Non-acoustic properties. Part 3: Fire behavior of noise protection devices and classification.

Bird protection

To find out more, please contact the American Bird Conservancy concerning the bird-deterrent effect of ACRYLITE® Soundstop GS CC and ACRYLITE® XT with Bird Guard acrylic sheets.

Playing it safe with ACRYLITE® Soundstop—30-year guarantee

The yellowing power of UV rays can't impact ACRYLITE® Soundstop, thanks to the NATURALLY UV STABLE technology.
And because we're so certain, we give the following guarantees:

- 30-year no yellowing guarantee
- 30-year maximum light transmission guarantee

The list gives a general overview without claiming to be complete:

Product Range

Various colors in ACRYLITE® Soundstop range are available.

Colors			
Transparent	**Transparent Blue**	**Transparent Green**	**Transparent Brown**
Clear	Midnight Blue 5S34	Danish Green 6S50	Smoky Brown 8S75
	Steel Blue 5S31	Forest Green 6S41	
	Sky Blue 5S33	Sea Green 6S44	
	Sapphire 5S09	Spring Green 6S40	
		Emerald 6S56	

Transparent Orange	**Transparent Red**	**Transparent Violet**	**Transparent Yellow**
Topaz 2S01	Ruby 3S02	Amethyst 4S01	Citrine 1S02

Transluscent	**Opaque**
Frosted Satinice 0S00 SC	Light Grey 7S90
	White WS531

Product Type	Thickness in mm	Size in mm	Miscellaneous
ACRYLITE® Soundstop XT	12, 15, 20, 25	2500 x up to 6000	Extruded transparent PMMA; various thicknesses, lengths up to 6,000 mm, width 2,500 mm upon request
ACRYLITE® Soundstop XT BirdGuard	12, 15, 20, 25	2250 x up to 6000	Extruded transparent PMMA with internal bird-deterrent stripes; various thicknesses, lengths up to 6,000 mm, width 2,250 mm upon request
ACRYLITE® Soundstop GS	12, 15, 20, 25	3050 x 2030 4050 x 2030 5050 x 2030 3300 x 2380	Cast PMMA; transparent or opaque; translucent/matte SC on one side upon request
ACRYLITE® Soundstop GS CC	12, 15, 20, 25	3050 x 2030 4050 x 2030 5050 x 2030 3300 x 2380	Cast PMMA; transparent or opaque; translucent/matte SC on one side upon request; with integrated black polyamide filaments; transparent filaments upon request

Surface Design

ACRYLITE® Soundstop has perfectly smooth surfaces that are available in different versions.

Standard

- two high-gloss sides

Special manufacture

- one side matte (SC)

Functional Surfaces

Depending on requirements, the surfaces of ACRYLITE® Soundstop can be provided with functional features.

Bird Deterrent

- ACRYLITE® Soundstop XT BirdGuard with internal bird-deterrent stripes
- Brushed bird-deterrent stripes; stripe width and stripe spacing on request
- Bird-deterrent screen printing: decoration type on request

Fabricating: Cut-to-size

- Rectangular cuts
- Bevel cuts; drilled holes on request

Technical Data

Physical Properties	Test Standard	ACRYLITE® Soundstop XT & XT with BirdGuard	ACRYLITE® Soundstop GS ACRYLITE® Soundstop GS CC[a] [b]
Mechanical			
Specific Gravity	ASTM D792	1.19	1.19
Tensile Strength Elongation at Break (%) Modulus of Elasticity	ASTM D638	10,000 psi (69 MPa) 4.0 450,000 psi (3100 MPa)	11,000 psi (76 MPa) 6.8 450,000 psi (3100 MPa)
Flexural Strength Flexural Strain at Break (%) Modulus of Elasticity	ASTM D790	15,800 psi (109 MPa) 4.0 % 470,000 psi (3240 MPa)	16,500 psi (114 MPa) 4.3 % 470,000 psi (3240 MPa)
Compressive Strength (Yield)	ASTM D695	17,000 psi (117 MPa)	18,000 psi (124 MPa)
Rockwell Hardness	ASTM D785	M-100	M-100
Risk of Falling Debris – Pendulum Impact (> 12 mm)	EN 1794-2, Annex B	Pass – Class 2	Pass – Class 3
Impact – Windborne Debris in Hurricanes (> 15 mm)	ASTM E1996	Pass	Pass
Unnotched Charpy Impact, 5 years natural outdoor weathering	ASTM D4812	6.5 ft-lbs/in^2	6.5 ft-lbs/in^2
Resistance to stone impact (>12mm)	EN-1794-1: 2018, Annex C	Pass	N/A
Risk of Falling Debris - 45kg Pendulem Impact (>12mm)	EN-1794-2: 2003, Annex B EN-1794-2: 2011, Annex B	Pass -Class 3 Pass -Class 2	N/A
Risk of Falling Debris - 400kg Pendulem Impact (>15mm)	EN-1794-2: 2003, Annex B EN-1794-2: 2011, Annex B EN-1794-2:2020, Annex A	N/A N/A N/A	Pass -Class 5 Pass -Class 3 Pass -Class 3
Optical (Colorless)			
Refractive Index	ASTM D542	1.49	1.49
Initial Light Transmission 15 years natural outdoor weathering	ASTM D1003	92 % 92 %	92 % 92 %
Initial Haze 15 years natural outdoor weathering	ASTM D1003	1.0 % 4.2 %	1.0 % 5.0 %
Initial Yellowness Index 15 years natural outdoor weathering	ASTM E313	< 1.0 < 1.0	<1.0 1.8
Thermal			
Resistance to Brushfire (15 mm thickness)	EN 1794-2, Annex A	Class 2	Class 2
Deflection Temperature under load, 264 psi (1.82 MPa)	ASTM D648	220°F (104°C)	240°F (116°C)
Coefficient of Linear Expansion	ASTM D696	0.000040 in/in/°F (0.072 mm/m °C)	0.000040 in/in/°F (0.072 mm/m °C)
Vicat Softening Temperature	ASTM D1525	220 °F (105°C)	239 °F (115°C)
Flammability, Burning Rate (15 mm thickness)	ASTM D635	0.70 in/min (17.8 mm/min) CC2	0.78 in/min (19.9 mm/min) CC2
Self-Ignition Temperature	ASTM D1929	860°F (460°C)	878°F (470°C)
Smoke Density Rating (15 mm thickness)	ASTM D2843	0.5 %	0.3 %
Service Temperature	–	< 160°F (71°C)	< 180°F (82°C)
Sound Transmission			
Sound Transmission Class (STC)	ASTM E90	15 mm – 32 dB 20 mm – 34 dB 25 mm – 36 dB	15 mm – 32 dB 20 mm – 34 dB 25 mm – 36 dB
Weight per Square Foot	15 mm 20 mm 25 mm	3.66 lb/ft^2 (17.9 kg/m^2) 4.86 lb/ft^2 (23.8 kg/m^2) 6.1 lb/ft^2 (29.8 kg/m^2)	3.66 lb/ft^2 (17.9 kg/m^2) 4.86 lb/ft^2 (23.8 kg/m^2) 6.1 lb/ft^2 (29.8 kg/m^2)

[a] Typical values: should not be used for specification purposes.
[b] Values shown are for 0.250" (6 mm) thickness unless noted otherwise. Some values will change with thickness.

Typical Specification*

Transparent Noise Barrier Panels

1. General

Furnish materials and construct transparent noise barrier panels as shown on the plans and required by this specification.

Prior to beginning the work, the Contractor will submit manufacturer's samples of product, certified test data, and shop drawings of framing and connection details for approval.

2. Test Standards

ASTM Standards and Test Methods

- D635 – Rate of Burning and/or Extent and Time of Burning of Self-Supporting Plastics in a Horizontal Position
- D638 – Tensile Properties of Plastic
- D785 – Rockwell Hardness of Plastics and Electrical Insulating Materials
- D790 – Flexural Properties of Unreinforced and Reinforced Plastics and Electrical Insulating Materials
- D1003 – Haze and Luminous Transmittance of Transparent Plastics
- D1929 – Ignition Properties of Plastics
- D2843 – Density of Smoke from Burning or Decomposition of Plastics
- E313 – Calculating Yellowness and Whiteness Indices from Instrumentally Measured Color Coordinates
- E90 – Laboratory Measurement of Airborne Sound Transmission Loss of Building Partitions
- E413 – Determination of Sound Transmission Class
- E1996-97/02 – Performance of exterior windows, Curtain Walls, Doors, and Impact Protective Systems Impacted by Windborne Debris in Hurricanes
- G21 – Determining Resistance of Synthetic Polymer Materials to Fungi
- EN 1794-1 Road Traffic Noise Reducing Devices – Non-Acoustic Performance
  - Part 1 – Mechanical Performance and Stability Requirements
  - Part 2 – General Safety and Environmental Requirements

3. Materials

Use materials conforming to the pertinent requirements of the following:

- The noise barrier shall be a rigid monolithic sheet and comply with all requirements of this specification.
- The structural components of the system shall be designed in accordance with AASHTO LRFD Bridge Design Specifications 8th Edition (2017).
- Materials will conform to applicable shop drawings.
- Manufacturers must have a minimum 10-year history of producing transparent noise barrier assemblies for highway noise barriers. Evidence of long-term performance consisting of performance statement letters or personnel for contact shall be furnished upon request.

Shop Drawings: Shop drawings shall be provided by the supplier, detailing all relevant aspects of sheet installation, and connection details, and stamped by a professional engineer registered in the applicable state.

Transparent Panel Assemblies: If so required by the contract specifications and drawings, the transparent panel shall be assembled within a frame, to provide a Transparent Panel Assembly. All details of the Transparent Panel Assembly will be detailed on shop drawings and submitted to the Department's Representative for approval.

Color: Unless otherwise specified the transparent noise barrier shall be colorless.

Dimensions: Dimensions of the transparent noise barrier panel shall be specified by the applicable drawings. Unless otherwise specified, the tolerance on length and width dimensions shall be –0, +0.25".

Resistance to Weathering: After exposure to outdoor weathering for a period of ten years the noise barrier panel shall show no evidence of cracking or crazing and shall comply with the requirements of Table 1. Manufacturer must be able to furnish test reports showing compliance with the requirements of Table 1 from an independent laboratory with accreditation by the American Association for Laboratory Accreditation (A2LA).

Typical Specification

Table 1: Weathering Requirements

Property	Requirement	ASTM Test Method
Light Transmission	> 88 %	D 1003
Haze	< 10%	D 1003
Yellowness Index	< 5	E 313
Tensile strength	> 80 % of initial value	D 638
Flexural strength	> 80 % of initial value	D 790

Shatter Resistance: *(Note to specifier: this should only be included if there are concerns about falling debris – this application includes additional cost)*
When the panel is to be mounted on a structure or in such a way that if damaged they could pose a hazard to road users or others; the transparent panel shall be required to retain all broken pieces by employing either an internal or external restraint system. Supplier shall show evidence of ability for panels to retain all broken pieces after ten or more years of outdoor exposure.

Impact Resistance: The noise barrier shall meet the requirements of EN 1794-1, Appendix C.
The noise barrier shall pass the large missile impact test, ASTM E 1996-97/02.

Graffiti Resistance: Supplier shall recommend an effective, compatible graffiti remover and upon request furnish a product sample and provide a graffiti removal demonstration.

Bird Deterrence: *(note to specifier: this should only be included if there are concerns about bird impacts – this application includes additional cost)*
When specified to have the optional bird deterrence feature the panels shall have a pattern capable of preventing in excess of 90 % of bird impacts. The panel manufacturer shall possess and furnish evidence of the panel efficacy upon request. The bird deterring pattern must be an integral part of the panel, capable of withstanding graffiti removal efforts. Application of films in a secondary, post production process, are not allowed due to the tendency of these films to delaminate, haze, or otherwise prematurely degrade the visual performance of the panel.

Wind Load Resistance: The maximum elastic deflection dmax, under the design wind load shall be less than 3 inches. When a load factor of 1.5 is applied to the design wind load:

- The sheet shall not show any symptoms of failure such as buckling or cracks.
- The sheet shall not become detached from its supports or fittings.

Resistance to Roadside Chemicals: The transparent noise barrier shall be resistant to standard de-ice chemicals such as:

- Calcium Chloride, Magnesium Chloride, Potassium Acetate, Calcium / Magnesium Acetate, and Sodium Acetate

Resistance to Fungi: The transparent noise barrier shall undergo testing in accordance with ASTM G21 and have a zero rating, show no signs of fungi growth, after the standard 28-day test period.

* *This is an example of a typical specification. Please contact POLYVANTIS Sanford for additional information regarding the various ACRYLITE® Soundstop systems available. Each system is designed for specific applications and has different technical specifications.*

Philadelphia Art Commission
59th Street over Amtrak Bridge Replacement Project

Lighting Plan

PLOTTED: $TIME$ $DATE$

FILE NAME: $FILE$

PECO UTILITY POLE
STA. 102+06.60
FOR CIRCUIT A-1

MATCH LINE STA 107+00.00

NOTES:

1. INITIATE A PECO S&M APPLICATION TO POWER PROPOSED STREETLIGHTS. THIS APPLICATION IS SEPARATE FROM THE BUILDING APPLICATION. FORWARD A COPY OF THE APPLICATION TO THE PHILADELPHIA STREETS DEPARTMENT.
2. PROJECT TO CONTACT PHILADELPHIA STREETS DEPARTMENT DURING CONSTRUCTION FOR MODEL NUMBER OF STREET LIGHT BRACKET, PHOTO CONTROL AND LED LUMINARIES TO BE USED.
3. SPECIFICATION SHEETS SHALL BE SUBMITTED AND APPROVED PRIOR TO INSTALLATION OF FIXTURES VIA STANDARD RFI AND SUBMITTAL PROCESS.
4. PHILADELPHIA STREETS DEPARTMENT ALSO TO BE CONTACTED ONCE WORK IS COMPLETE TO SCHEDULE AN INSPECTION FOR PROPER OPERATION OF SAME.
5. IF A PECO-OWNED WOODEN POLE WITH A STREETLIGHT ATTACHED NEEDS TO BE REMOVED OR RELOCATED, THE PROJECT IS TO COORDINATE WITH PECO AND COPY PHILADELPHIA STREETS DEPARTMENT ON ANY COMMUNICATION.
6. LIGHT POLES ON THE PILASTERS ARE TO BE MODIFIED TO REACH A TOTAL HEIGHT FROM THE SIDEWALK OF 17'-0. CONDUIT FROM EACH LIGHT POLE SHALL BE ROUTED THROUGH THE BARRIER ON BRIDGE AND APPROACH SLAB SECTION. CONDUIT IS CONSIDERED A BRIDGE ITEM. REFER TO BARRIER DETAILS ON SHEET 69.
7. EXISTING LUMINAIRE AND 6' ARM OF LIGHT POLE SHALL BE REMOVED AND LIGHT POLE TO REMAIN. CABLES SUPPORTED BY THIS POLE SHALL BE PROTECTED DURING THE REMOVAL.

LUMINAIRE CALL OUT

STATIONING OF POLE
STA 110+00.00
18.50 RT — OFFSET
A-2-4 — CIRCUIT - POLE #

LEGEND

- EXISTING UTILITY POLE
- EXISTING TELEPHONE POLE
- EXISTING LIGHT POLE
- EXISTING TRAFFIC LIGHT
- W — EXISTING PHILADELPHIA WATER DEPARTMENT LINE
- EA — EXISTING PECO ELECTRIC LINE
- EU — EXISTING PECO UNDERGROUND ELECTRIC LINE
- G — EXISTING PHILADELPHIA GAS WORKS LINE
- TA — EXISTING COMCAST TELEPHONE LINE
- S — EXISTING SEWER LINE
- TU — EXISTING VERIZON TELEPHONE UNDERGROUND LINE
- TU — EXISTING COMCAST TELEPHONE UNDERGROUND LINE
- PARCEL IDENTIFICATION NUMBER - NO TAKE
- CENTER CITY STYLE ORNAMENTAL POST
- DIRECT BURIAL 2" CONDUIT
- EXISTING LIGHT FIXTURE ON 6' ARM TO BE REMOVED
- 2" CONDUIT IN STRUCTURE

SCALE
25 FEET 0 25 FEET

REV	DESCRIPTION	DATE
	SUBMITTED TO DEPARTMENT OF STREETS:	

PREPARED BY:
GFT INFRASTRUCTURE, INC.
MECHANICSBURG, PA

CITY OF PHILADELPHIA
DEPARTMENT OF STREETS

LIGHTING PLANS

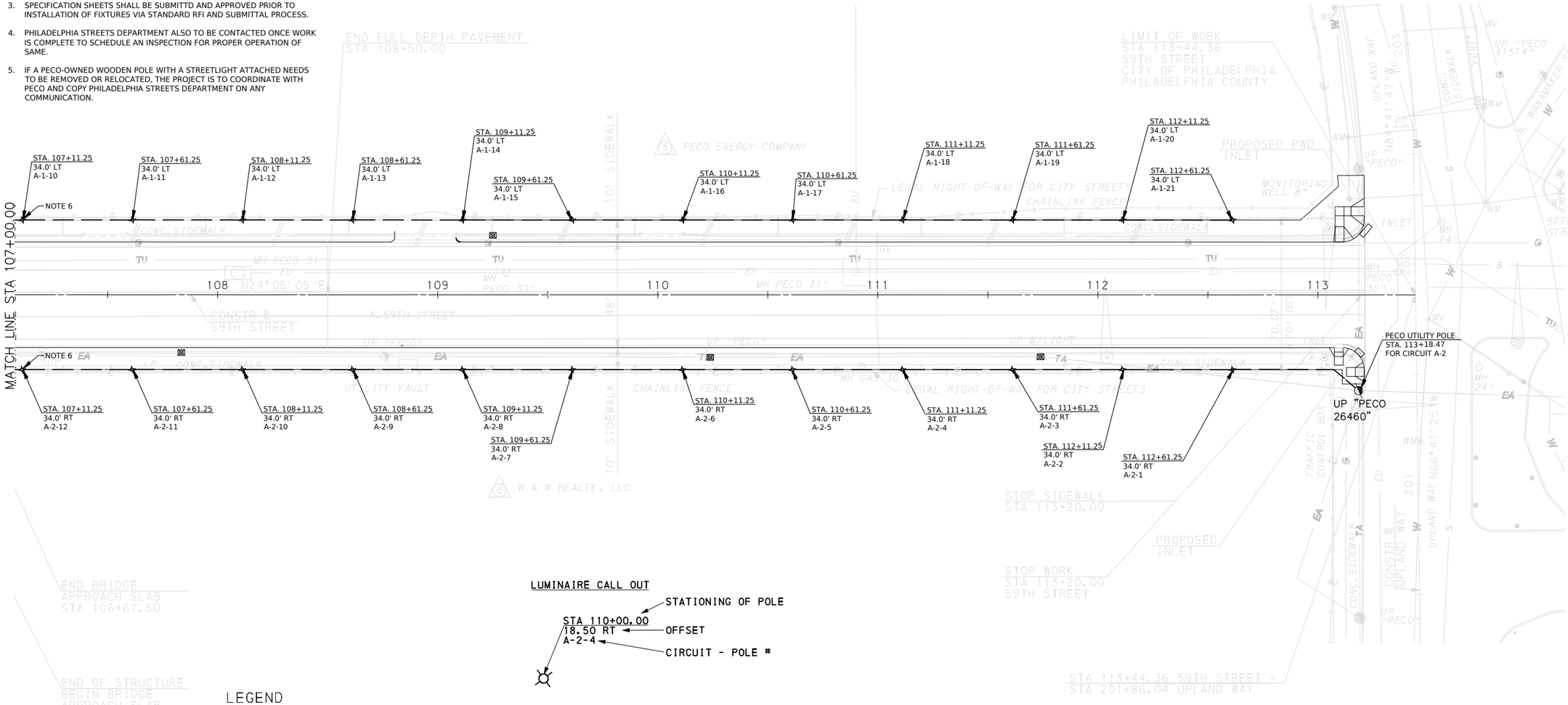
59TH STREET
OVER AMTRAK & SEPTA IN THE 4TH, 34TH & 52ND WARD
LANCASTER AVENUE TO UPLAND WAY

GFT INFRASTRUCTURE, INC. | SHEET 3 OF 7

PLOTTED: $TIME$ $DATE$

NOTES:

1. INITIATE A PECO S&M APPLICATION TO POWER PROPOSED STREETLIGHTS. THIS APPLICATION IS SEPARATE FROM THE BUILDING APPLICATION. FORWARD A COPY OF THE APPLICATION TO PHILADELPHIA STREETS DEPARTMENT.
2. PROJECT TO CONTACT PHILADELPHIA STREETS DEPARTMENT DURING CONSTRUCTION FOR MODEL NUMBER OF STREET LIGHT BRACKET, PHOTOCONTROL AND LED LUMINARIES TO BE USED.
3. SPECIFICATION SHEETS SHALL BE SUBMITTD AND APPROVED PRIOR TO INSTALLATION OF FIXTURES VIA STANDARD RFI AND SUBMITTAL PROCESS.
4. PHILADELPHIA STREETS DEPARTMENT ALSO TO BE CONTACTED ONCE WORK IS COMPLETE TO SCHEDULE AN INSPECTION FOR PROPER OPERATION OF SAME.
5. IF A PECO-OWNED WOODEN POLE WITH A STREETLIGHT ATTACHED NEEDS TO BE REMOVED OR RELOCATED, THE PROJECT IS TO COORDINATE WITH PECO AND COPY PHILADELPHIA STREETS DEPARTMENT ON ANY COMMUNICATION.
6. LIGHT POLES ON THE PILASTERS ARE TO BE MODIFIED TO REACH A TOTAL HEIGHT FROM THE SIDEWALK OF 17'-0. CONDUIT FROM EACH LIGHT POLE SHALL BE ROUTED THROUGH THE BARRIER ON BRIDGE AND APPROACH SLAB SECTION. CONDUIT IS CONSIDERED A BRIDGE ITEM. REFER TO BARRIER DETAILS ON SHEET 69.



LUMINAIRE CALL OUT

STA 110+00.00 — STATIONING OF POLE
18.50 RT — OFFSET
A-2-4 — CIRCUIT - POLE #

LEGEND

- EXISTING UTILITY POLE
- EXISTING TELEPHONE POLE
- EXISTING LIGHT POLE
- EXISTING TRAFFIC LIGHT
- W — EXISTING PHILADELPHIA WATER DEPARTMENT LINE
- EA — EXISTING PECO ELECTRIC LINE
- EU — EXISTING PECO UNDERGROUND ELECTRIC LINE
- G — EXISTING PHILADELPHIA GAS WORKS LINE
- TA — EXISTING COMCAST TELEPHONE LINE
- S — EXISTING SEWER LINE
- TU VERIZON — EXISTING VERIZON TELEPHONE UNDERGROUND LINE
- TU CENTURY — EXISTING COMCAST TELEPHONE UNDERGROUND LINE
- PARCEL IDENTIFICATION NUMBER - NO TAKE
- CENTER CITY STYLE ORNAMENTAL POST
- DIRECT BURIAL 2" CONDUIT
- EXISTING LIGHT FIXTURE ON 6' ARM TO BE REMOVED
- 2" CONDUIT IN STRUCTURE

SCALE

25 FEET 0 25 FEET

REV	DESCRIPTION	DATE
	SUBMITTED TO DEPARTMENT OF STREETS:	

PREPARED BY:
GFT INFRASTRUCTURE, INC.
MECHANICSBURG, PA

CITY OF PHILADELPHIA
DEPARTMENT OF STREETS

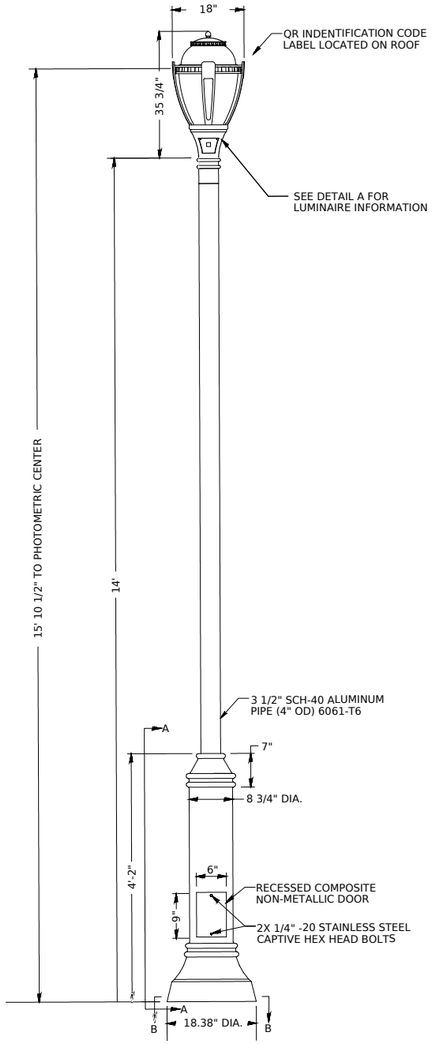
LIGHTING PLANS

59TH STREET
OVER AMTRAK & SEPTA IN THE 4TH, 34TH & 52ND WARD
LANCASTER AVENUE TO UPLAND WAY

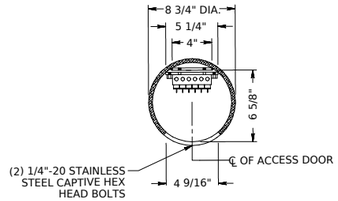
GFT INFRASTRUCTURE, INC. | SHEET 4 OF

FILE NAME: $FILE$

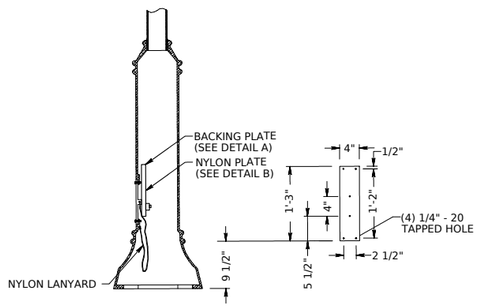
PLOTTED: $DATE$ $TIME$



DECORATIVE PEDESTRIAN CENTER CITY STYLE
LIGHT POLE WITH LUMINAIRE
9000-0008
NOT TO SCALE



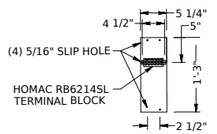
SECTION B-B
BASE PLATE DETAIL
NOT TO SCALE



SECTION A-A
BASE PLATE DETAIL
NOT TO SCALE

LAMP POST SPECIFICATIONS:

STYLE:	APCCD-14
HEIGHT:	14'-0" (ITEM 9000-XXXX), 4'-6" (ITEM 9000-XXXX)
PHOTOMETRIC CENTER:	15' 10 1/2" (ITEM 9000-XXXX), 4'-6" (ITEM 9000-XXXX)
BASE:	18" DIAMETER
MATERIAL:	1 PIECE HEAVY WALL ALUMINUM CASTING ALLOY ANSI 356 PER A.S.T.M. B26-95
SHAFT:	3 1/2" SCH-40 ALUMINUM PIPE (4" OD) 6061-T6
BASE:	CAST ALUMINUM ALLOY ANSI 356 PER A.S.T.M. B-26-95
FINISH:	B26-95
POST:	POWDER COAT - CITYSCAPE GREEN
DOOR:	PRIME PAINT THEN FINISH PAINT TO MATCH LAMP POST FINISH
ACCESS DOOR:	RECESSED NON-METALLIC - LOCATED IN BASE SECURED WITH HEX HEAD BOLTS
GROUND PROVISIONS:	DRILL AND TAP BASE PLATE OPPOSITE ACCESS DOOR TO ACCOMMODATE A 1/4" - 20 GROUND LUG (GROUND STUD SUPPLIED BY SPRING CITY)
ANCHOR BOLTS:	(4) 1" DIA. X 36" LONG + 4" HOOK (FULLY GALVANIZED WITH 1 GALVANIZED NUT AND 1 GALVANIZED WASHER PER BOLT)
BOLT PROJECTION:	3" HIGH
TENON:	4" DIA. X 3 HIGH
CATALOG NO:	APSCTR-18-14.00-S4.0-CU



DETAIL B
NYLON PLATE DETAIL
NOT TO SCALE

"PENNDOT BULLETIN 15 APPROVED"

NOTES:

1. REFER TO BARRIER DETAILS ON SHEET 55 FOR ANCHOR BOLT LAYOUT DETAIL OF LIGHT POLE TO BE INSTALLED ON PILASTER.
2. SPECIFICATIONS ARE PROVIDED FOR THE MODIFICATION OF THIS LIGHT FIXTURE TO BE INSTALLED ON PILASTER.

DECORATIVE PEDESTRIAN CENTER CITY STYLE
LIGHT POLE WITH LUMINAIRE - MODIFIED
9000-0009
NOT TO SCALE

(SEE NOTE 2, THIS SHEET)

SECTION B-B
BASE PLATE DETAIL
NOT TO SCALE

DETAIL C
DETAIL OF SOLT SIZING
NOT TO SCALE

REV	DESCRIPTION	DATE
	SUBMITTED TO DEPARTMENT OF STREETS:	

PREPARED BY:
GFT INFRASTRUCTURE, INC.
MECHANICSBURG, PA

CITY OF PHILADELPHIA
DEPARTMENT OF STREETS

LIGHTING DETAILS

59TH STREET
OVER AMTRAK & SEPTA IN THE 4TH, 34TH & 52ND WARD
LANCASTER AVENUE TO UPLAND WAY

GFT INFRASTRUCTURE, INC. | SHEET 5 OF 7

FILE NAME: $FILE$

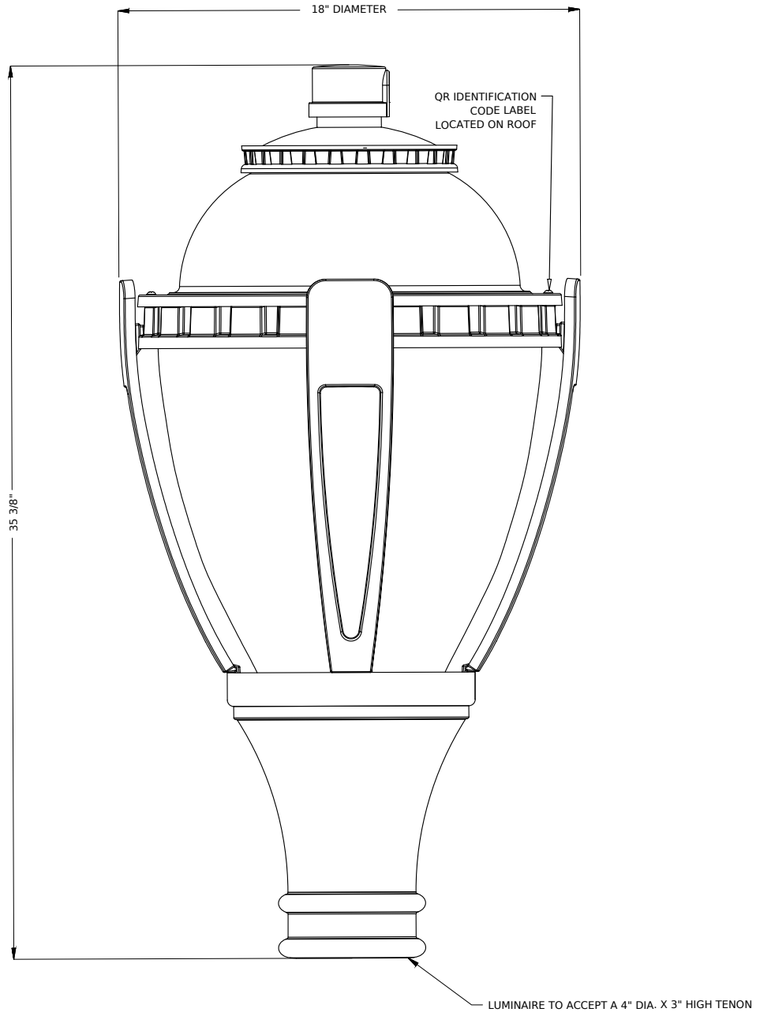
PLOTTED: $DATE$ $TIME$

LUMINAIRE SPECIFICATIONS:

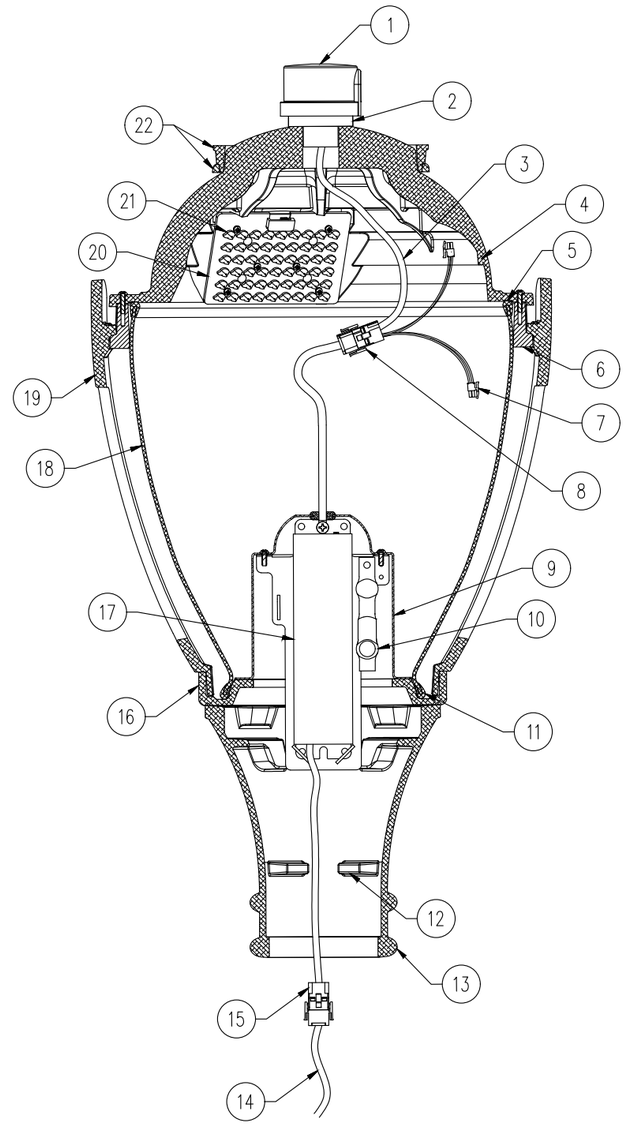
STYLE:	CENTER CITY
HEIGHT:	35 3/8"
WIDTH:	18" DIAMETER
MATERIAL:	CAST ALUMINUM ALLOY ANSI 356 PER A.S.T.M. B26-95
FINISH:	PLEASE SEE QUANTITY
LAMPING:	120 WATT LED SYSTEM
VOLTAGE:	ELECTRONIC WIRED AT 120-277 VOLTS
COLOR TEMP:	3000K (WARM WHITE)
OPTICS:	TYPE III CROSSFIRE REFRACTIVE OPTICS (ASYMMETRIC DISTRIBUTION)
GLOBE:	199 STIPPLED ACRYLIC
MODIFIER:	7-PIN TWIST LOCK DIMMING RECEPTACLE
DIMMING:	DALI D4I
SURGE PROTECTION:	20kV

CATALOG NO.:
- FIXTURE: ALMCTR-LE120-VXH-2G2-30-CR3-YS19-TR7P-DALI-CU
- WIRE HARNESS: XECCCD

1) TWIST LOCK PHOTO CELL: SUPPLIED WITH SHORTING CAP
2) 7-PIN TWIST LOCK PHOTO CELL RECEPTACLE
3) BUNDLED POWER CABLES FROM PHOTO CELL RECEPTACLE (WIRED INTO DRIVER FOR DIMMING CONTROLS)
4) COOLCAST HEAT DISSIPATING ROOF: CAST ALUMINUM, 356 ALLOY, SECURED WITH (4) 10-24 ROUND HEAD MACHINE SCREWS (QR CODE LABEL AFFIXED TO ROOF BEHIND #19)
5) GASKET: MOLDED SILICONE TO SEAL ROOF TO GLOBE
6) UPPER CAGE RING: CAST ALUMINUM, 356 ALLOY
7) QUICK DISCONNECTS FOR WIRING OF LED LIGHT ENGINE
8) QUICK DISCONNECT SUPPLIED FOR DISCONNECTING ROOF ASSEMBLY FROM CAGE ASSEMBLY
9) DRIVER HOUSING: SPUN ALUMINUM SECURED WITH (3) 10-24 ROUND HEAD PHILLIPS MACHINE SCREWS
10) SURGE PROTECTOR: 20kV PROTECTION
11) GASKET: MOLDED SILICONE TO SEAL GLOBE TO GLOBE SEAT
12) STOP RING: CAST INTO FITTER
13) LUMINAIRE FITTER: CAST ALUMINUM, 356 ALLOY
14) POLE WIRE HARNESS: 10 GAUGE WIRES SUPPLIED WITH QUICK DISCONNECT FOR INCOMING POWER (16'-0" MINIMUM LENGTH)
15) LUMINAIRE WIRE HARNESS: 14 GAUGE WIRES SUPPLIED WITH QUICK DISCONNECT FOR INCOMING POWER
16) LUMINAIRE GLOBE SEAT: CAST ALUMINUM, 356 ALLOY
17) LED DRIVER: 180W DRIVER WIRED AT 700mA (SPLIT CURRENT) WITH DALI DIMMING (PHILIPS XITANIUM SR 180W 0.1-0.9A PROG SR)
18) GLOBE: 199 STRIPPLED ACRYLIC
19) LUMINAIRE CAGE STRUT: (4 PIECES) CAST ALUMINUM, 356 ALLOY
20) CROSSFIRE OPTICAL SYSTEM: INJECTION MOLDED REFRACTIVE OPTICS
21) CREE XT-E LED - 54 CHIPS PER BOARD TO PRODUCE A 120 WATT SYSTEM
22) DECORATIVE DENTAL RING: (2 PIECES) CAST ALUMINUM, 356 ALLOY



DETAIL A
LUMINAIRE DETAIL
NOT TO SCALE



REV	DESCRIPTION	DATE

SUBMITTED TO DEPARTMENT OF STREETS:

PREPARED BY:
GFT INFRASTRUCTURE, INC.
MECHANICSBURG, PA

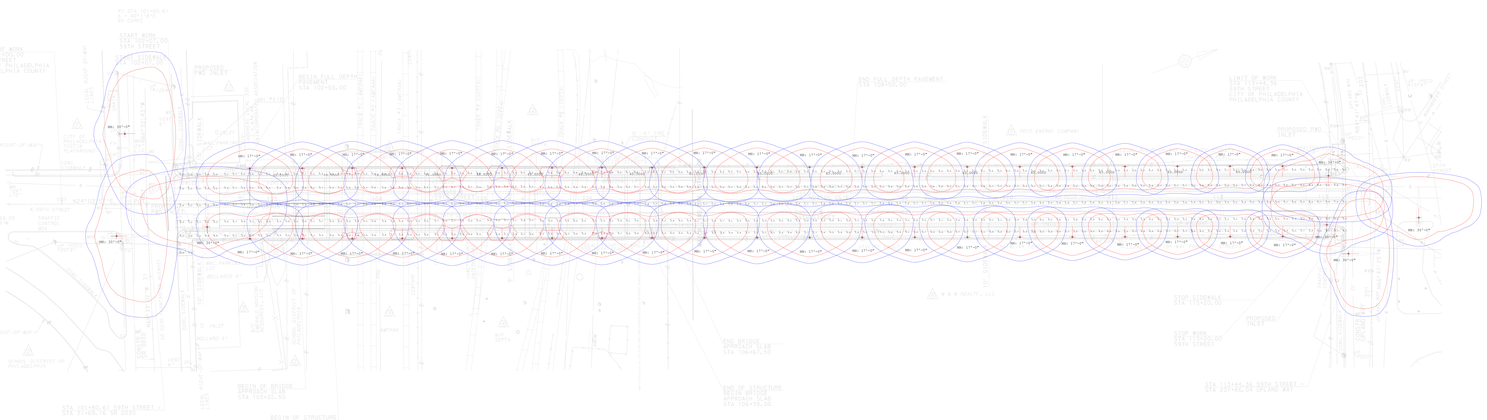
CITY OF PHILADELPHIA
DEPARTMENT OF STREETS

LIGHTING DETAILS

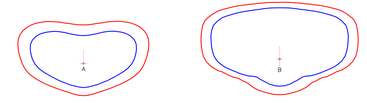
59TH STREET
OVER AMTRAK & SEPTA IN THE 4TH, 34TH & 52ND WARD
LANCASTER AVENUE TO UPLAND WAY

GFT INFRASTRUCTURE, INC. | SHEET 6 OF 7

FILE NAME: $FILE$



Luminaire Schedule							
Symbol	Qty	Label	Description	LLF	Luminaire Lumens	Luminaire Watts	[MANUFAC]	Color Temp
—o	7	B	EXISTING COBRAHEAD WITH 6' ARM LATEST PHILADELPHIA STANDARD LUMINAIRE USED IN CALCULATIONS (ACL P128 R3 3K)	0.720	29720	198	American Electric Lighting	3000 K
○	42	A	CENTER CITY POST TOP LUMINAIRE. LATEST STANDARD POST TOP USED IN CALCULATIONS (ALMCTR-LE120-EVX-202-30-CR3-YS19-TRYP-CU)	0.720	12329	119.19	Spring City Electrical Manufacturing Co	3000 K



Horizontal Illuminance				
Name	CalcType	Units	Avg	Avg/Min
STA 102+00 to 113+21.37	Illuminance	Fc	3.23	1.79
NW Sidewalk	Illuminance	Fc	3.68	3.68
SW Sidewalk	Illuminance	Fc	3.23	4.31

DESIGN CRITERIA:

Roadway:

Average Horizontal Maintained Illuminance:

Per Philadelphia Street Engineering Standards Chapter 2.7
2.0 fc

Per AASHTO GL-7, Table 3-5a Illuminance and Luminance Design Values (US Customary)
Uniformity (Avg/Min): 4:1

Veiling Luminance Ratio:

Per AASHTO GL-7 Table 3-5a

Minor Arterial Roadway: ≤ 0.3:1

Sidewalk:

Per RP-8-22 Table 11-2 Recommended Design Criteria for Walkways Within Right-of-Wa

Average Horizontal Maintained Illuminance: 0.5 fc

Uniformity (Avg/Min): 5:1

Notes:

At the current mounting height of 17'-0" for the post top luminaries,
the required veiling luminance ratio criterion could not be met per roadway type.

The minimum veiling luminance ratio achieved was 1.08:1.

Philadelphia Art Commission
59th Street over Amtrak Bridge Replacement Project

Meeting Minutes - Community Engagement

1717 Arch Street, Suite 700
Philadelphia, PA 19103
T 215-627-2700
F 215-689-4188

www.gftinc.com

MEETING MINUTES

DATE: Wednesday, April 8, 2026

TIME: 7:00PM – 8:00PM

SUBJECT: Public Open House – Display Board Presentation
59th Street Bridge over Amtrak and SEPTA
MPMS 98292

LOCATION: Overbrook High School - Gymnasium
5898 Lancaster Avenue
Philadelphia, PA 19131

ATTENDEES:

Vadim Fleysh, P.E.	Chief Engineer, City of Philadelphia, Streets Department
Ryan Sen, P.E.	Chief Bridge Engineer, City of Philadelphia, Streets Department
Ankitkumar Patel, P.E.	Asst. Chief Engineer, City of Philadelphia, Streets Department
Deborah Martos, EIT	Construction Engineer I, City of Philadelphia, Streets Department
Po Bailou	Engineering Specialist, City of Philadelphia, Streets Department
Michael Cuddy, P.E.	GFT Infrastructure, Inc.
Matthew Ward, P.E.	GFT Infrastructure, Inc.
Alex Wolfe, P.E.	GFT Infrastructure, Inc.
Phill King, P.E.	GFT Infrastructure, Inc.
Elisabeth Sibley	GFT Infrastructure, Inc
James Miller, PE	Michael Baker International
Attendees	See attached sign-in sheets

Background

As part of the City's public outreach program for the 59th Street Bridge Replacement Project, the Streets Department of Transportation hosted a Public Open House event. Here community members and stakeholders in attendance were given the opportunity to view project display-board exhibits and asked questions of the project team in an informal setting. No formal presentations were conducted during this event. Attendees were encouraged to provide feedback and discuss the project details directly with representatives from the City of Philadelphia and the design team.

Ten days before the event, the City sent a mass email to community members, stakeholders, and elected officials inviting them to the Public Open House. Included in the email was a 'flyer' providing details of the event.

The 'flyer', document provided in the invitation email, is attached to these minutes.

Public Open House

Upon arriving to the Overbrook High School Gymnasium, community members, stakeholders, and public officials were encouraged to sign-in. Those who were interested were given a project "Fact Sheet" providing information and overview of the project.

The project "Fact Sheet" and completed sign-in sheets are attached to these minutes.

Eight (8) 36"x24" presentation boards were positioned in a semi-circular arrangement within the gymnasium to allow the attendees to view. The boards were spaced far enough apart to permit multiple individuals to view a single board at the same time. Representatives from the City and the design team were positioned near the boards to answer any questions and to provide context to the information being presented.

The general theme of each board is as follows:

- Bridge Location and Information
- Existing Condition of the Bridge *(Photos of existing bridge and areas of concern)*
- Proposed Improvements *(Images of the new bridge and color palette are provided)*
- Proposed Improvement *(Images of the proposed lighting, barrier, and sidewalk improvements)*
- Existing Condition & Proposed Improvements *(Side-by-side views of the existing bridge vs. renderings of the proposed bridge)*
- Change to Construction Approach *(Information indicating change to the original plan to maintain pedestrian and bicycle traffic. Now the bridge will be closed to all traffic during construction and detoured)*
- Detour Map *(vehicular, bicycle and pedestrian traffic)*
- Project Timeline *(Calendar information showing anticipated periods of construction and duration of time traffic will be detoured)*

Presentation boards are attached to these minutes.

Attendees Questions/Comments/Feedback

The following are questions/comments/feedback received from community members and stakeholders:

State Rep Cephas
Q: Will the project be intentionally delayed?
A: No

State Rep Cephas
Q: Provide our office with an individual briefing on the project
A: We will coordinate to schedule one

State Senator Hughes
Q: Make sure you overcommunicate with the community as the project gets closer. Do not allow the closure to come as a suprise to anyone. Post VMS boards well in advance (much more than 2 weeks) for motorists and bridge users to know what's coming.
A: We will post the VMS boards. We will talk with the Streets Communication Team to determine a strategy for keeping all the residents and community groups updated as design wraps up and we move towards construction

Dee Dukes (Wynnefield Community Neighborhood Association President)
https://wynnefieldcommunity.org/who-we-are/
Q: The venue was unacceptable and inaccessible for older residents and those with ADA difficulties. Please come to one of our events and present this information again; tentatively April 18 or April 24.
A: We will coordinate with you to schedule a follow up meeting for your members

Resident
Q: Can we improve signal timings in the area? Can we look into suspending the red-light camera at 52nd and Jefferson?
A: The City has a grant to improve signal timings and interconnectivity on City Ave from Presidential to Lancaster. Improved flow along City Ave should make people less inclined to cut through the small neighborhood streets. We will see if anything can be done at 52nd St & Lancaster Ave intersection to improve conditions during the detour.

Resident
Q: Concerned about putting bikes and pedestrians in the same space. Especially concerned with e-bikes, e-scooters.
A: The project is physically constrained by the right of way lines, the need for 4 lanes of traffic, and the need for some shoulder to collect runoff during rain storms. The remaining space was dedicated to a shared use path. The 9 ft wide (on bridge) and 10 ft wide (off bridge) SUP should provide sufficient space for bikers and pedestrians to avoid eachother

Resident
Q: Concerned about light pollution from the CCD styles lamps
A: The lamp encasement can be frosted so as to direct the light towards the roadway. We will look into this.

Resident
Q: Along Woodbine under the RR overpass - an attendee mentioned that during heavy rainfall - the road floods and is closed. There are sidewalks on both sides of Woodbine under bridge - however - not sure how significant the flooding gets and if it would overtop the sidewalk areas. This would be problematic during time when ped and bike detour route is in use - as well as - for vehicle traffic through the area.
A: The City will evaluate this location during storm events to determine the flooding magnitude and make a change if warranted.

Resident
Q: An attendee mentioned to eliminate the parking lane in the NB direction under the bridge - during 59th Street bridge closure - could be a buffer area - if there is enough width - could another lane be added?
A: During construction, the City will evaluate the change in traffic patterns and determine whether there is a need to add a third lane and make timing adjustments to the traffic signals at the adjoining intersections.

Resident
Q:An attendee asked about what routes the SEPTA buses will use during construction - i know this was a talking point - and it will be coordinated - but attendee noted it will need to be communicated well in advance of 59th bridge closure.
A: SEPTA is aware of this project and coordination has been on-going with the City. Official changes to SEPTA bus routes will take place shortly before

Principal Graham:
Q: Higher level of safety around the school due to the increase in traffic. Specifically, they are asking to consider the following:

- Assigning a crosswalk guard.
- Stationing a police vehicle at the intersection during peak hours.
- Providing a formal presentation in the school auditorium.
- Reaching out to and coordinating with other schools in the area that may also be affected constantly.
- Holding a joint meeting next week with Overbrook High School, the School District, the City, and GFT to discuss the results, thought of the open house meeting.
- Hosting a public meeting in June that will take ADA accessibility into consideration.

Resident Feedback:

- Increase community awareness of the closure by sending physical letters to households.
- Use social media or other communication platforms to share updates.
- Consider implementing a temporary one--way traffic pattern to improve traffic flow.

Resident Comment:
There were concerns regarding the multi-use pathways over the bridge and if pedestrians would be safe with shared bicycle traffic. A resident asked if the sidewalks could be striped for pedestrian and bicycle use.

Resident Comments:
The acrylic paneling was a big discussion point. While most of the residents thought it looked aesthetically pleasing, there were concerns about the air flow over the bridge and if the panels would heat up the corridor. Also, there were a few comments regarding if the panels would be cleaned and if they were scratch and graffiti resistant.

Resident Comment:
A resident asked if the lighting could be programmed to different colors and be coordinated with different themes throughout the year with the other city lights. A comment was made that this would make the community feel that they were connected with the rest of the city.

Resident Comment:
The community wants to be involved with the art mural on the bridge.

Welcome/sign-in table. Questions received:

- Will there be any other meetings in the future?
    - People were interested in attending an in-person sit-down presentation followed by a Q&A session
- Concerns about accessibility
    - The gym was not ADA accessible
    - Interest in having a meeting on the Wynnefield side of the bridge

Community members and stakeholders in attendance were encouraged to complete a questionnaire. This provided a means for those who wanted to provide feedback related to the project.

Questionnaires collected are attached to these minutes.

Observations

The event was well attended; total number of attendees exceeded the forty (40) indicated in the sign-in sheets. General opinion of those in attendance is that this project is long overdue. Members of the design team indicated that overall feedback from the attendees was positive and are appreciative that an investment is being made in their community. Yet concerns associated with detouring traffic, proposed shared use path, and duration of construction were expressed. Addressing these concerns was the goal of this event. The City and design team will continue to investigate solutions that will benefit the Overbrook and Wynnefield neighborhoods. The City and design team have accepted an invitation from Dee Dukes (Wynnefield Community Neighborhood Association President) to present at a scheduled Community Meeting on April 30, 2026. Minutes associated with this event will be provided under a different cover.

This is the writer's interpretation of the above meeting. If there are any revisions or issues that need to be discussed, please inform the author within five days of receiving the minutes.

Respectfully Submitted,
GFT Infrastructure, Inc.

Matthew T. Ward, P.E.
Senior Project Manager

Attachments

59th Street over Amtrak/SEPTA (4/8/2026 Public Open House)

Invitation ‘Flyer’

59th STREET OVER AMTRAK BRIDGE REHABILITATION PROJECT

Public Open House - In Person

Learn about the project and talk to the design team

Wednesday, April 8, 2026
7:00PM-8:00PM

There will not be a formal presentation, please arrive at your convenience during the event.

Overbrook High School -Gym
Entrance on Oxford St between 57th & 59th
5898 LANCASTER AVE
PHILADELPHIA, PA, 19131

The City of Philadelphia Department of Streets, Pennsylvania Department of Transportation, and Federal Highway Administration are funding this project to replace 59th Street Bridge starting in 2027 to provide a safe and long-lasting transportation connection between the Wynnefield and Overbrook neighborhoods.

For additional Information, check out the project website:
https://www.phila.gov/documents/59th-street-bridge-replacement-project/

Follow @streetsphiladelphia on Facebook and Instagram for updates.

City of Philadelphia
Streets Department of Transportation
59th.bridge.project@phila.gov

59th STREET OVER AMTRAK BRIDGE REHABILITATION PROJECT

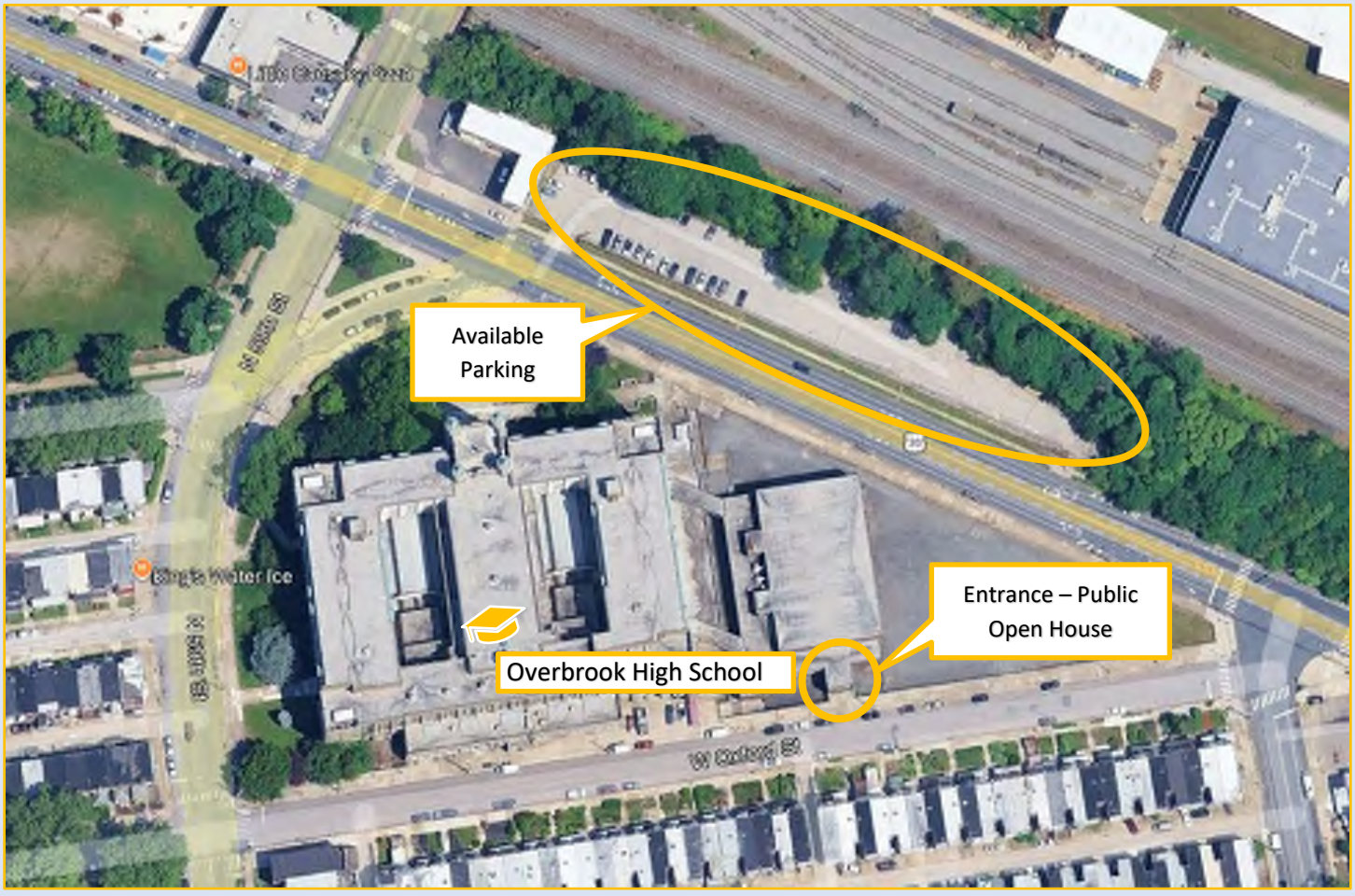
Public Open House - In Person

Learn about the project and talk to the design team

Wednesday, April 8, 2026
7:00PM-8:00PM

Overbrook High School -Gym
Entrance on Oxford St between 57th & 59th
5898 LANCASTER AVE
PHILADELPHIA, PA, 19131

Location Map



City of Philadelphia
Streets Department of Transportation
59th.bridge.project@phila.gov

59th Street over Amtrak/SEPTA (4/8/2026 Public Open House)

Project ‘Fact Sheet’

59th STREET OVER AMTRAK BRIDGE REHABILITATION PROJECT

Project Fact Sheet

April 2026

Project Summary

The 59th Street Bridge was built in the 1920s and provides a connection between the Wynnefield and Overbrook neighborhoods in West Philadelphia, crossing over the Amtrak and SEPTA regional rail lines. To ensure its safety, the City will replace the bridge with a structurally sound and visually pleasing bridge that meets the needs of all transportation users (motorists, pedestrians, and cyclists). The bridge will also be constructed in a way that minimizes disruption to bridge users and the surrounding communities to the extent possible.

Bridge Background

- 310 feet long, 70 feet wide
- Two lanes in both directions, bike lanes on both sides, and 8-foot-wide sidewalks on both sides
- Used by pedestrians, cyclists, drivers, and SEPTA buses
- North of the bridge are many community facilities, churches, and schools. To the south are Overbrook High School, Tustin Playground, and Lancaster Avenue {U.S. 30), a busy commercial and transportation corridor. Fairmount Park is within a mile to the east. Overbrook Station (SEPTA Regional Rail) is within a mile to the west.

Planned Improvements

- Design and construction of new bridge with reinforced concrete deck, abutments, and piers
- Demolition and removal of existing bridge
- Roadway reconstruction and repaving
- Sidewalk and curb reconstruction
- Improvements to street lighting along 59th Street, between Lancaster Ave. and Upland Way

Task	Date
Completed Preliminary Engineering	Fall 2023
Complete Final Design	Summer 2026
Construction Begins	Fall 2027

Site Map

What to Expect

- During construction, pedestrian and bicycle detours will be necessary.
- During construction, traffic detours for cars, trucks, and buses will be necessary.
- Regular updates and communications about the project and upcoming meetings.

For Additional Information

For more information on the 59th St. Over Amtrak Bridge Replacement Department of Streets project, visit the project website at https://www.phila.gov/documents/59th-street-bridge-replacement-project/

59th Street over Amtrak/SEPTA (4/8/2026 Public Open House)

Presentation Boards

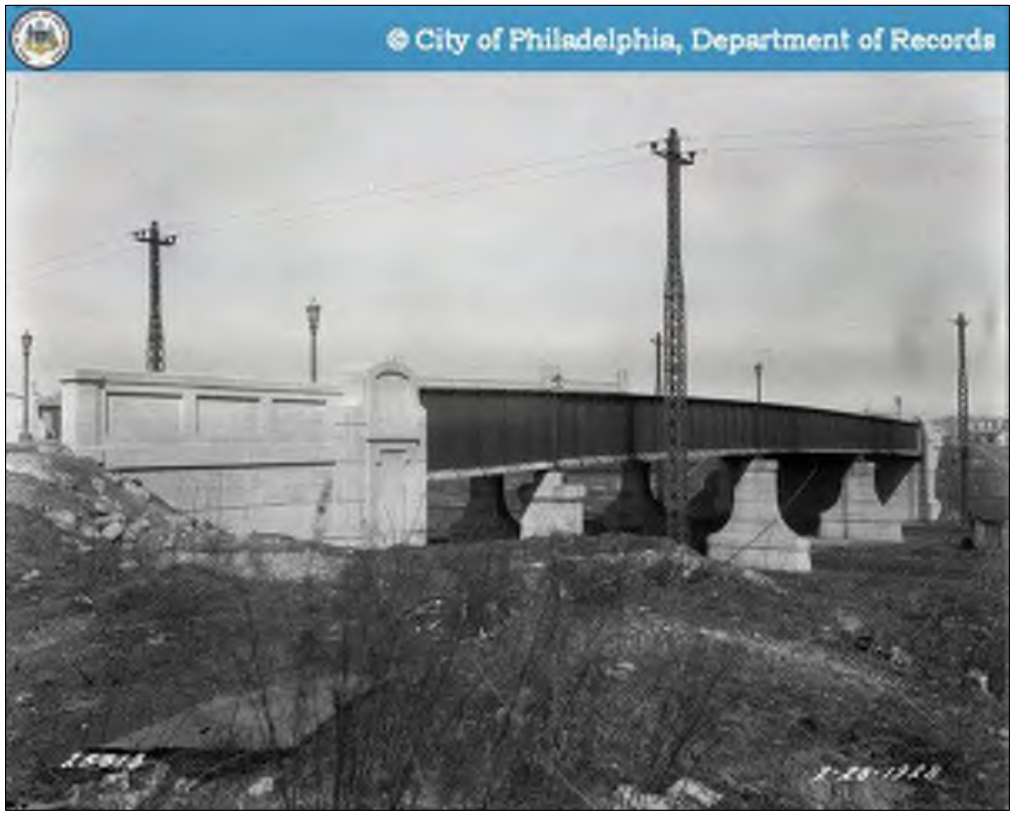
59th Street Bridge over Amtrak and SEPTA Replacement Project

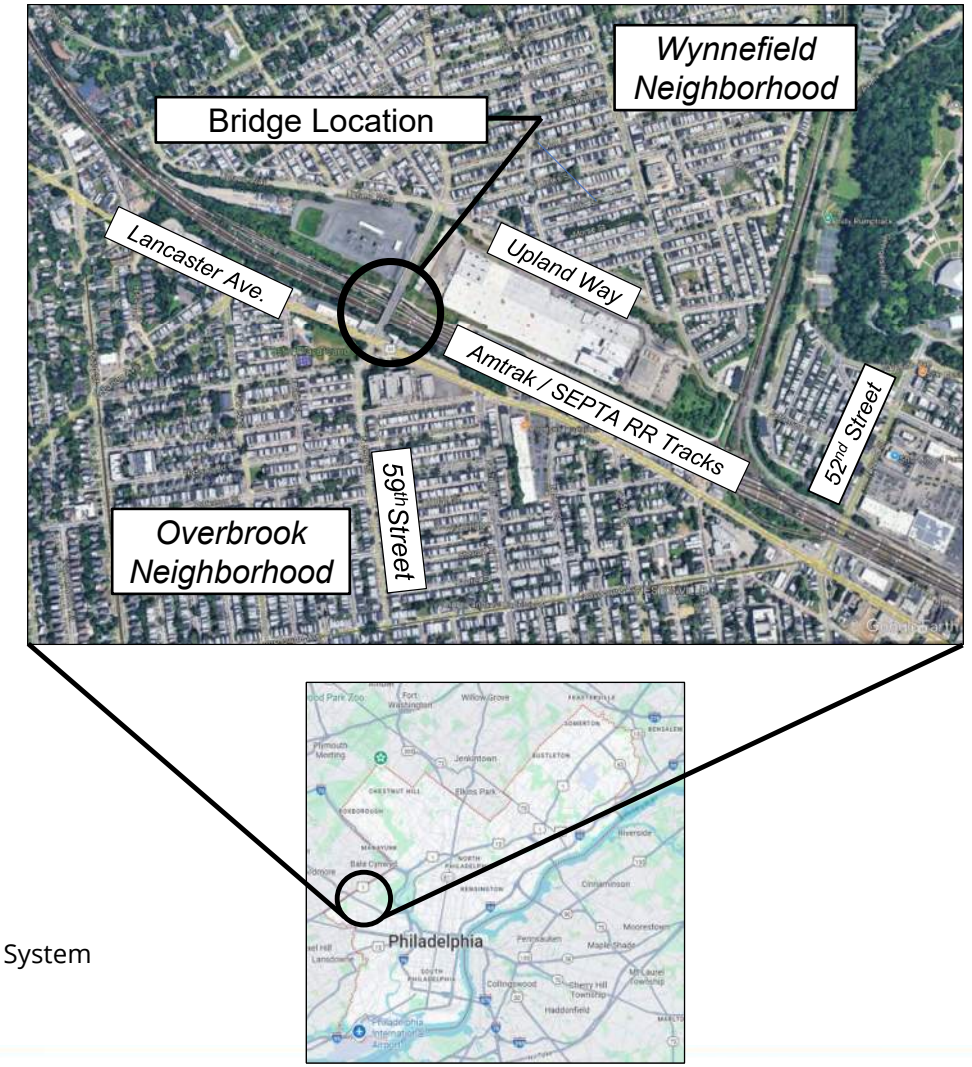
WELCOME

Public Open House

Wednesday, April 8, 2026
7:00PM to 8:00PM

Bridge Location and Information





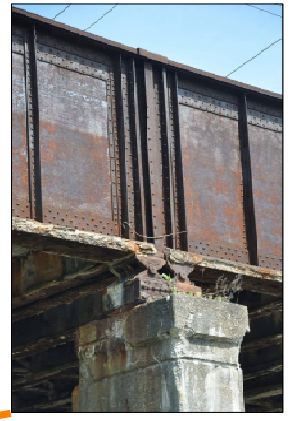
Bridge Information:

- Year Constructed: 1926
- Structure Type: 4-Span Partially Concrete-Encased Steel Through-Girder Floorbeam System
- Bridge Length: 310 Feet
- Vehicular Weight Limit : Posted for 25 Tons

Existing Condition

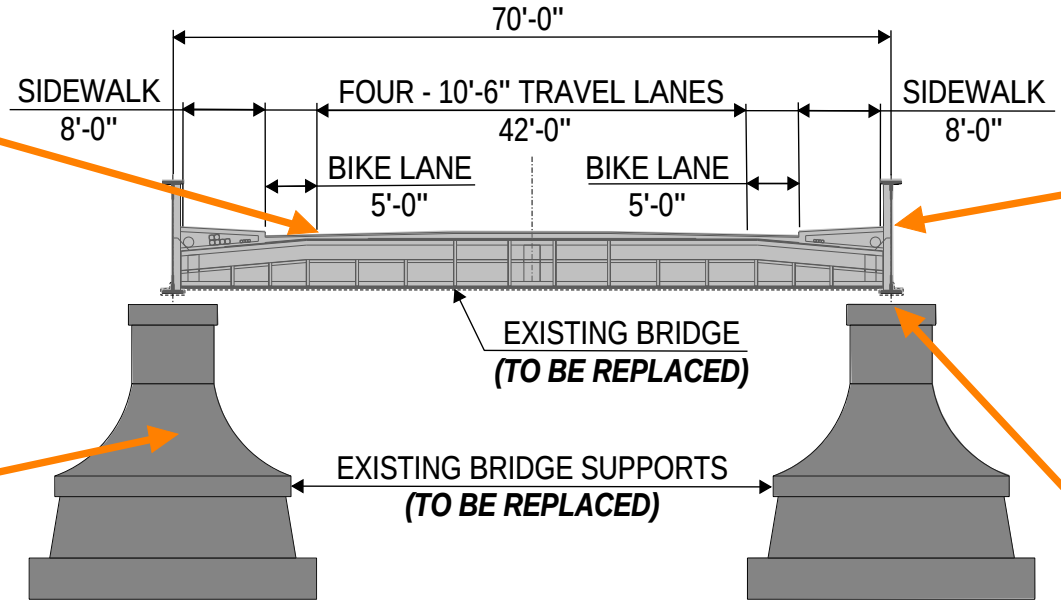
Bridge Deck:

- Roadway deterioration. Repairs made with Steel plates.



Bridge Beams:

- Steel exhibiting corrosion and areas of wear.



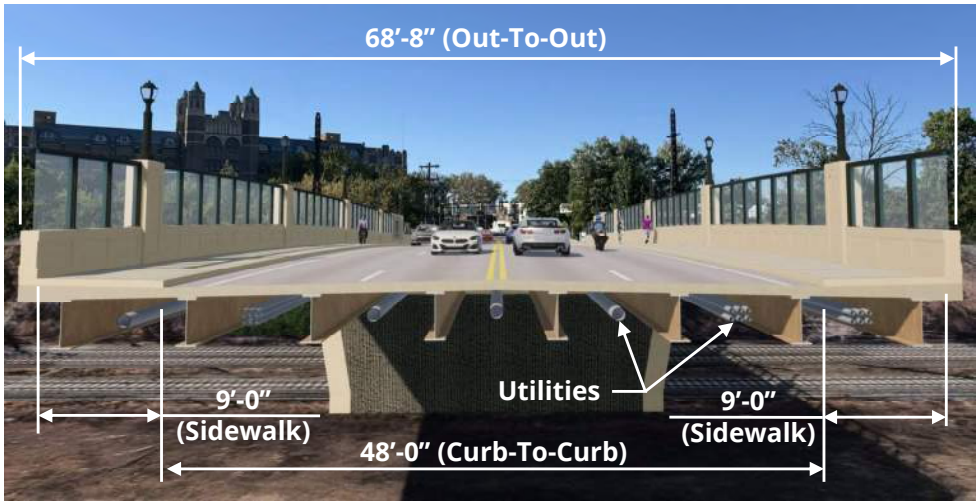
Bridge Supports:

- Concrete deterioration (due to water infiltration)

Bridge Supports:

- Steel deterioration (due to water infiltration)

Proposed Improvement

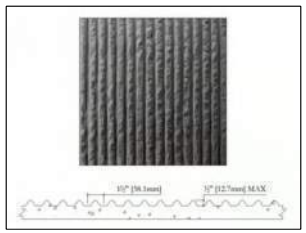


Cross-Section

Bridge Elevation

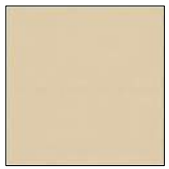
Proposed Bridge Colors and Surface Treatments

Architectural Surface Treatment



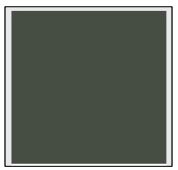
'Fractured Fin' (1/2″ relief) applied to Abutment and Piers

Exposed Concrete Surfaces



Beige (Matte)

Pedestrian Light Poles and Protective Barrier Frame

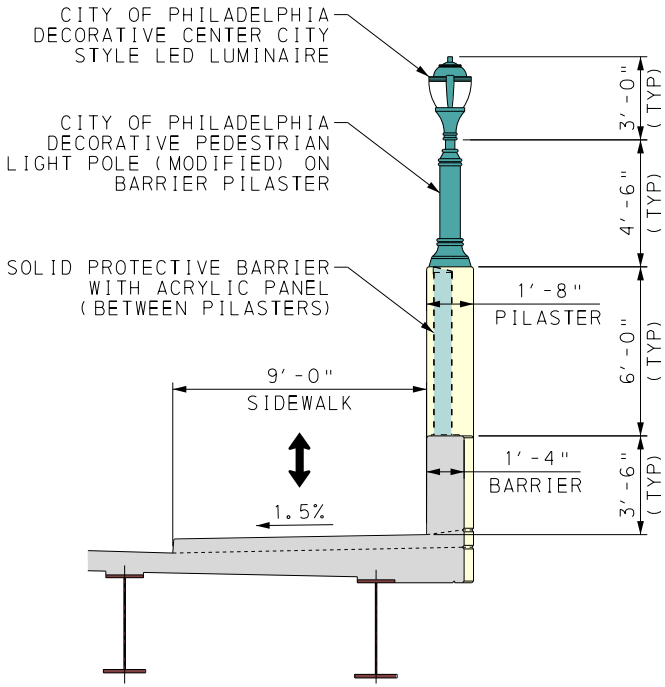


Green (Semi-gloss)

Bridge Information:

- Structure Type: 3-Span Continuous Composite Steel Plate Girder Bridge
- Bridge Length: 285 Feet
- Functionality: Provides for a safe and reliable transportation link between Overbrook and Wynnefield Neighborhoods

Proposed Improvement



Lighting

- Modified decorative Center City Pedestrian Pole
- Enhanced Lighting for Increased Visibility and Pedestrian Safety

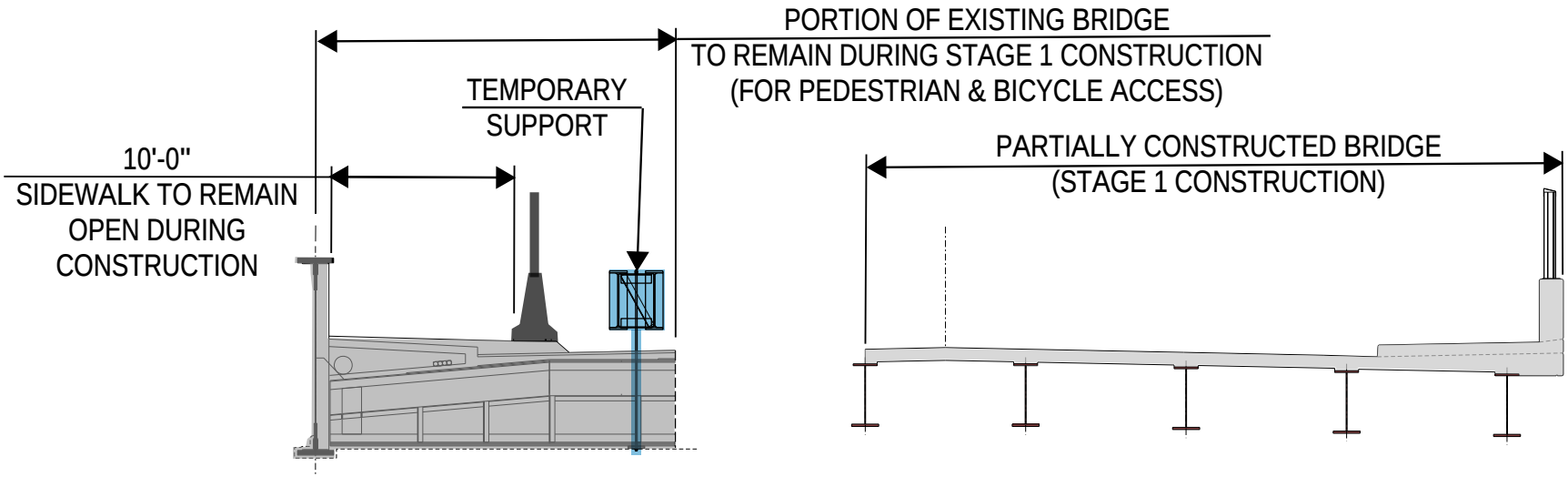
Barrier and Sidewalk Improvement

- Crashworthy Barrier with Updated Transparent Protective Barrier
- Increased Sidewalk Width to Accommodate Shared Use-Path

Existing Condition

Proposed Improvement

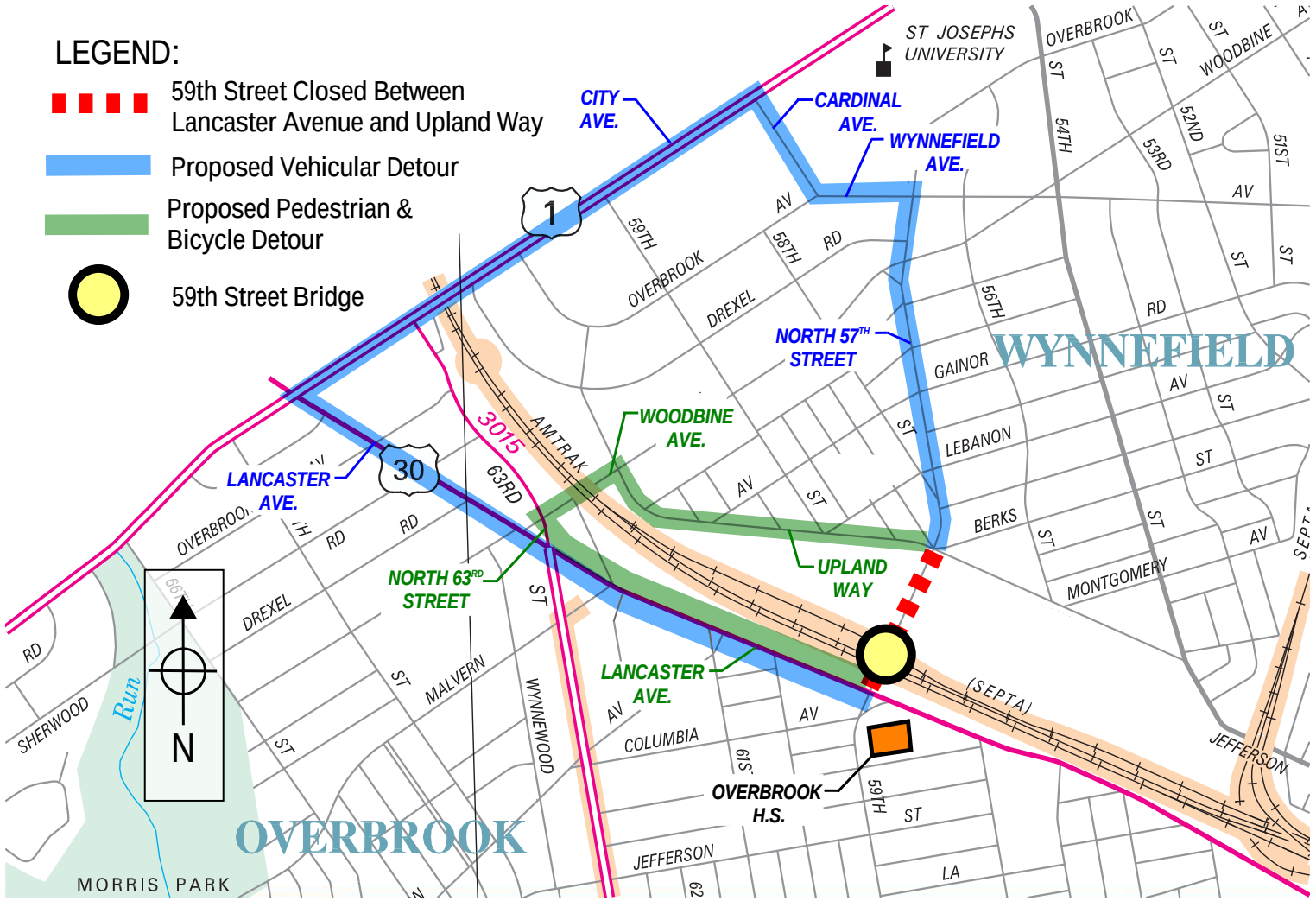
Change to Construction Approach



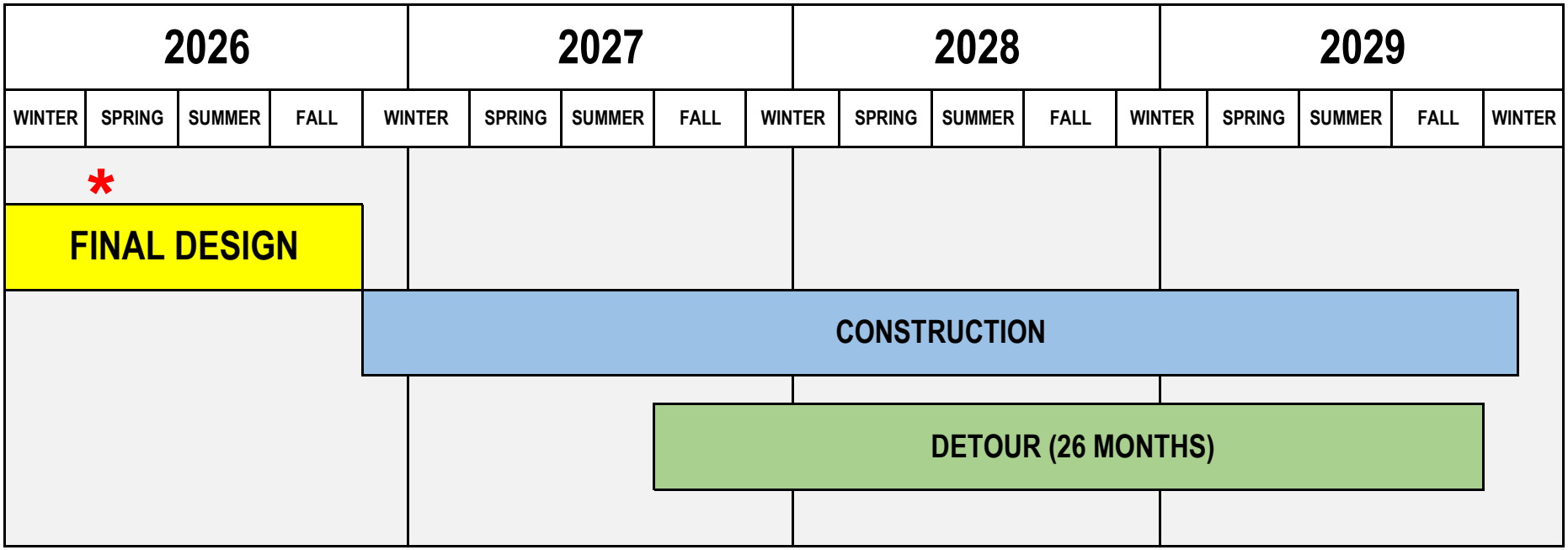
Construction Approach	Duration of Construction
Original Plan (shown above) – 2 Stages	Approximately 45 Months
Revised Plan (Closed to All Traffic) – 1 Stage	**Approximately 26 Months**

Due to safety and constructability concerns, the Revised Plan is preferred.
All traffic will be detoured during construction.

Vehicular, Bicycle and Pedestrian Detour Map



Anticipated Remaining Project Timeline (April 2026)



*Public Open House

1717 Arch Street, Suite 700
Philadelphia, PA 19103
T 215-627-2700
F 215-689-4188

www.gftinc.com

MEETING MINUTES

DATE: Thursday, April 30, 2026

TIME: 5:30PM – 7:00PM

SUBJECT: Public Open House & Presentation
59th Street Bridge over Amtrak and SEPTA
MPMS 98292

LOCATION: Master Mann Elementary School – Auditorium
5376 West Berks Street
Philadelphia, PA 19131

ATTENDEES:

Vadim Fleysh, P.E.	Chief Engineer, City of Philadelphia, Streets Department
Ryan Sen, P.E.	Chief Bridge Engineer, City of Philadelphia, Streets Department
Ankitkumar Patel, P.E.	Asst. Chief Engineer, City of Philadelphia, Streets Department
Deborah Martos, EIT	Construction Engineer I, City of Philadelphia, Streets Department
Po Bailou	Engineering Specialist, City of Philadelphia, Streets Department
Michael Cuddy, P.E.	GFT Infrastructure, Inc.
Matthew Ward, P.E.	GFT Infrastructure, Inc.
Alex Wolfe, P.E.	GFT Infrastructure, Inc.
Phill King, P.E.	GFT Infrastructure, Inc.
Elisabeth Sibley	GFT Infrastructure, Inc
James Miller, PE	Michael Baker International
Attendees	See attached sign-in sheets

Background

As part of the City's public outreach program for the 59th Street Bridge Replacement Project, the Wynnefield Community Neighborhood Association invited the Streets Department to conduct a Public Open House and Presentation. Here community members and stakeholders in attendance were given the opportunity to view project display board exhibits and asked questions to the project team in an informal setting. A formal presentation was then made to those in attendance. At the conclusion of the presentation, attendees were encouraged to ask questions directly to the representatives from the City of Philadelphia and the design team.

Prior to the event, the City sent a mass email to community members and stakeholders inviting them to the 4/30/2026 event. Included in the email was a document providing details of the event.

The document provided in the invitation email is attached to these minutes.

Public Open House & Presentation

Upon arriving to the Master Mann Elementary Auditorium, community members and stakeholders were encouraged to sign-in. Those who were interested were given a project "Fact Sheet" providing information and overview of the project.

The project "Fact Sheet" and completed sign-in sheets are attached to these minutes.

After signing in, everyone was encouraged to proceed to the back of the auditorium where eight (8) 36"x24" presentation boards were positioned to allow the attendees to view. The boards were spaced far enough apart to permit multiple individuals to view a single board at the same time. Representatives from the City and the design team were positioned near the boards to answer any questions and to provide context to the information being presented.

The general theme of each board is as follows:

- Bridge Location and Information
- Existing Condition of the Bridge *(Photos of existing bridge and areas of concern)*
- Proposed Improvements *(Images of the new bridge and color palette are provided)*
- Proposed Improvement *(Images of the proposed lighting, barrier, and sidewalk improvements)*
- Existing Condition & Proposed Improvements *(Side-by-side views of the existing bridge vs. renderings of the proposed bridge)*
- Change to Construction Approach *(Information indicating change to the original plan to maintain pedestrian and bicycle traffic. Now the bridge will be closed to all traffic during construction and detoured)*
- Detour Map *(vehicular, bicycle and pedestrian traffic)*
- Project Timeline *(Calendar information showing anticipated periods of construction and duration of time traffic will be detoured)*

These boards were the same ones exhibited at the April 8th Public Open House. Please refer to the 4/8/2026, meeting minutes.

After 30 minutes, those in attendance were requested to watch a presentation given by the design team. Mr. Sen provided a brief introduction of the project and emphasized the importance of community engagement. He then handed the presentation over to Mr. Ward where he provided additional information associated with the project. His presentation followed the same theme exhibited on the boards positioned in the back of the auditorium. Mr. Miller also contributed to the presentation. Here, slides of the presentation were projected to a screen located on the auditorium stage.

In general, the presentation covered:

- Existing Condition (Ward)
- Proposed Improvement (Ward)
- Change in Construction Approach (Ward)
- Detour During Construction (Miller)
- Project Timeline (Ward)

Slides of the presentation are attached to these minutes.

Attendees Questions/Comments/Feedback

At the conclusion of the presentation, those in attendance were encouraged to ask Mr. Sen, Mr. Ward & Mr. Miller questions. The following are questions/comments/feedback received:

1. **Resident Question:** How will children living on the Wynnefield side of the bridge get to school when the bridge is closed?
   Answer: Ryan – The route selected for pedestrian traffic enables children to apply for SEPTA cards to take the Route G bus during construction free of charge. SEPTA will maintain 15 minute intervals during construction and will finalize the schedule closer to the road closure.

2. **Resident Question:** Will the project impact SEPTA Regional Rail service?
   Answer: Ryan – There will be no impacts to regional rail during construction. All construction in the vicinity of the tracks will be performed between 1am and 4am with no impact to Regional Rail or Amtrak service.

3. **Resident Question:** Will the new bridge be similar to the South Street bridge once completed in the hopes that the revitalization of the area will increase property values?
   Answer: Ryan – Yes, South Street, JFK Boulevard, and the 41st Street bridge were all referenced during the design of aesthetic features for the bridge.

4. **Resident Question:** Will the project overlap with the current City Avenue bridge project?
   Answer: Ryan – There will be no overlap between the two projects. The city is also keeping track of all projects in the area.

5. **Resident Question:** Will there be real-time updates of the project during construction?
   Answer: Ryan – Yes, a City Representative will be onsite throughout the project and will be available to update the residents and answer any questions regarding the project.

6. **Resident Question:** Are the proposed acrylic panels for the barrier graffiti resistant and are bird strikes a concern?
   Answer: Matt – The panels are treated with a graffiti and scratch-resistant coating and there are repair methods for repairing scratches provided by the manufacturer. For bird strikes, the panels can be color tinted or scored with a pattern to prevent birds from flying into the panels.

7. **Resident Question:** Was a Business Impact Study completed for the project?
   Answer: Ryan – No a study was not completed for this project.

8. **Resident Question:** Has a traffic light study been completed for the project and will red light cameras be disabled in the area during construction? How often will the City evaluate the traffic within the project area?
   Answer: Ryan – The City will look into the red light camera concern. A traffic light timing project is currently in the works to sync traffic lights along City Avenue from Presidential Boulevard to Lancaster Avenue. The City will investigate extending the limits of the project to incorporate traffic lights within the 59th Street bridge project area.

9. **Resident Question:** Who will maintain the bridge, lighting, and acrylic panels after construction.
   Answer: Ryan – The City will maintain the bridge after construction. Any issues with bridge should be reported via 311.

10. **Resident Question:** Will youths in the area have job opportunities from the project?
    Answer: Ryan – Regulations due to Federal, State, and City funding require all jobs related to construction to go through local unions. Boards will be posted at the bridge project limits with information showing how to apply to local unions for employment opportunities.

Community members and stakeholders in attendance were encouraged to complete a questionnaire. This provided a means for those who wanted to provide feedback related to the project.

Questionnaires collected are attached to these minutes. Only one form was collected.

Observations

Ms. Dee Dukes, President of the Wynnefield Community Neighborhood Association, is the community leader that invited the City and the design team to attend/present at the Association's regularly scheduled meeting. Those in attendance were active participants and were very interested in the project and its impact to their community. The City and design team will continue to investigate solutions that will benefit the Overbrook and Wynnefield neighborhoods. Ms. Dukes thanked the City and design team for their efforts and for presenting.

This is the writer's interpretation of the above meetings. If there are any revisions or issues that need to be discussed, please inform the author within five days of receiving the minutes.

Respectfully Submitted,
GFT Infrastructure, Inc.

Matthew T. Ward, P.E.
Senior Project Manager

Attachments

59th Street over Amtrak/SEPTA (4/30/2026 Public Open House)

Invitation ‘Flyer’

59th STREET OVER AMTRAK BRIDGE RECONSTRUCTION PROJECT

Presentation and Open House - In Person

Learn about the project and talk to the design team

Thursday, April 30, 2026
5:30PM-7:00PM

Join us for a formal presentation, followed by Q&A and an opportunity to view the presentation boards

Mann Elementary School - Auditorium

5376 W Berks St, Philadelphia, PA 19131
Entrance on W Berks St between N 54th St & Georges Ln

The City of Philadelphia Department of Streets, Pennsylvania Department of Transportation, and Federal Highway Administration are funding this project to replace 59th Street Bridge starting in 2027 to provide a safe and long-lasting transportation connection between the Wynnefield and Overbrook neighborhoods.

For additional Information, check out the project website:
https://www.phila.gov/documents/59th-street-bridge-replacement-project/

Follow @streetsphiladelphia on Facebook and Instagram for updates.

City of Philadelphia
Streets Department of Transportation
59th.bridge.project@phila.gov

59th STREET OVER AMTRAK BRIDGE RECONSTRUCTION PROJECT

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Mann Elementary School - Audithorium
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5376 W Berks St, Philadelphia, PA 19131
Conveniently located near public bus routes
Street parking is available in the surrounding area

Location Map

City of Philadelphia
Streets Department of Transportation

59th.bridge.project@phila.gov

59th Street over Amtrak/SEPTA (4/30/2026 Public Open House)

Project ‘Fact Sheet’

59th STREET OVER AMTRAK BRIDGE REHABILITATION PROJECT

Project Fact Sheet

April 2026

Project Summary

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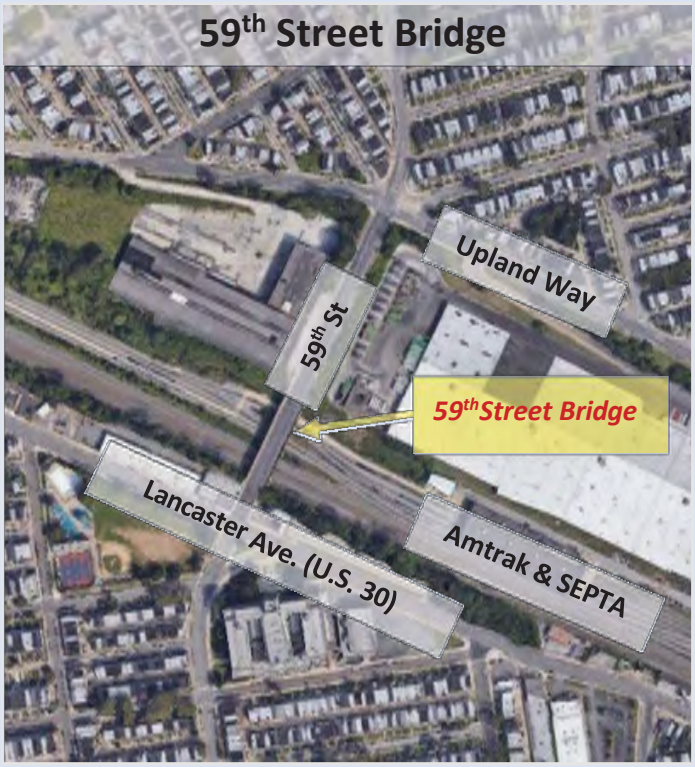

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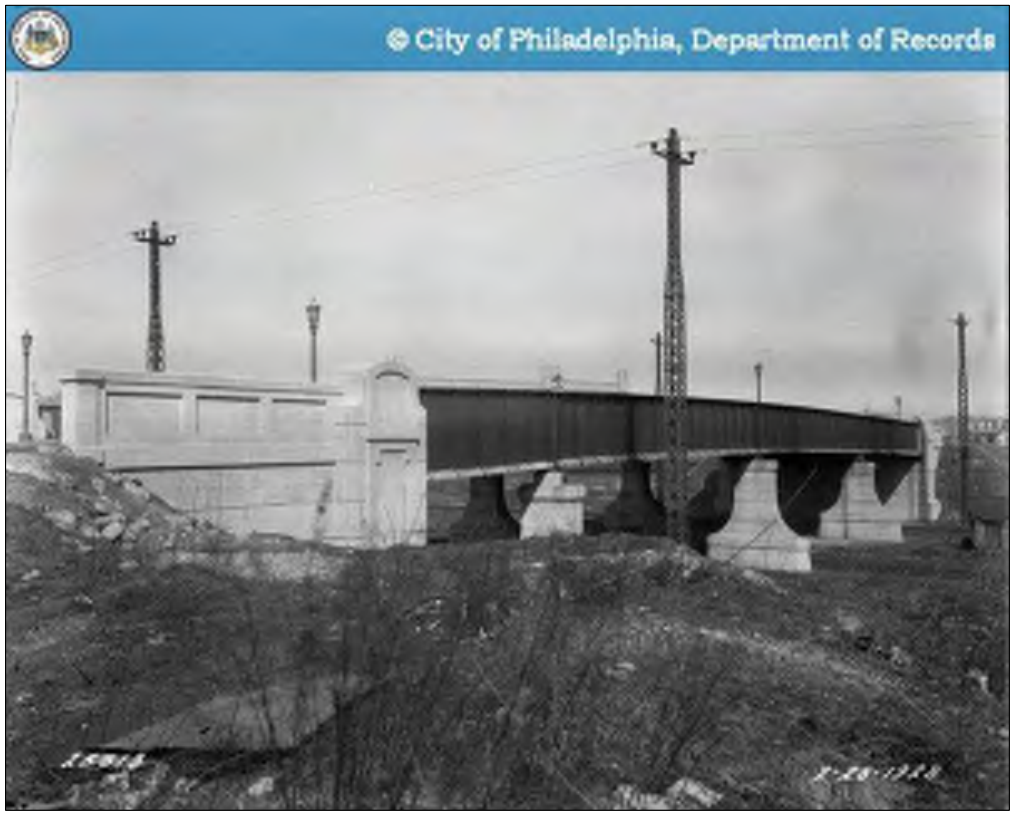
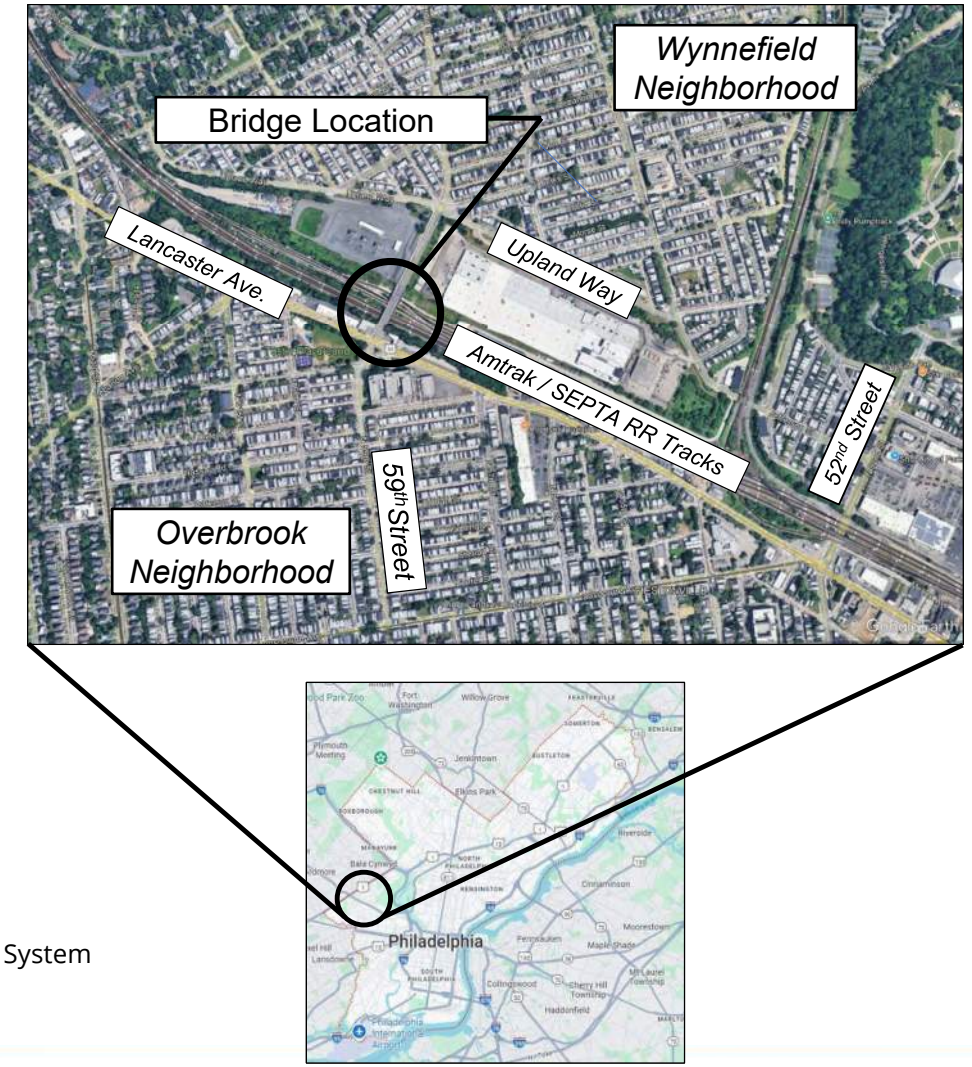
Agenda

1. Introductions
2. Existing Condition
3. Proposed Improvement
4. Change to Construction Approach
5. Detour During Construction
6. Project Timeline
7. Feedback & Q/A

Bridge Location and Information





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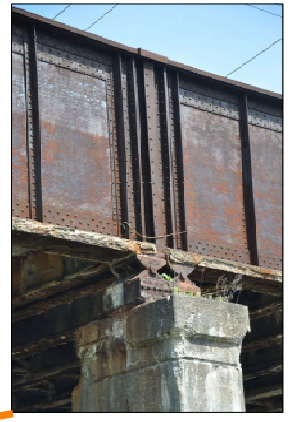

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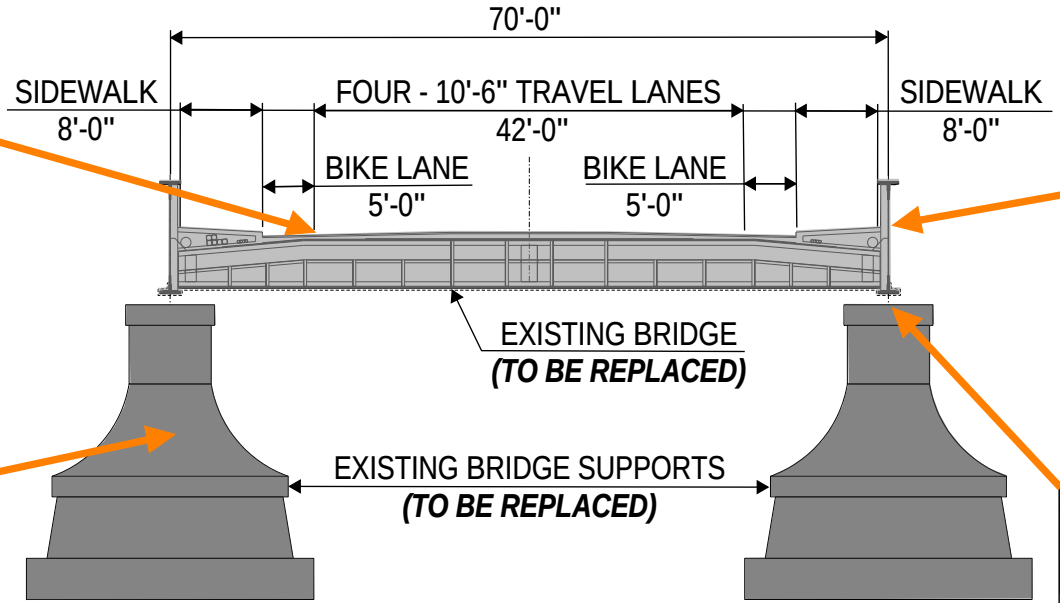

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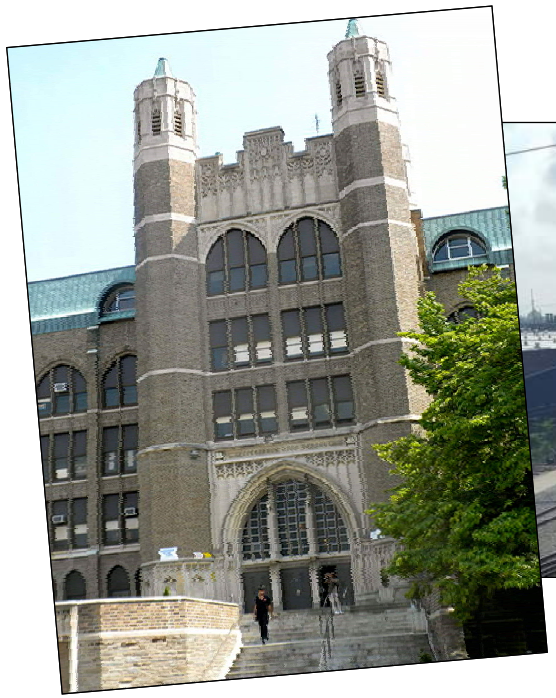
Important Factors

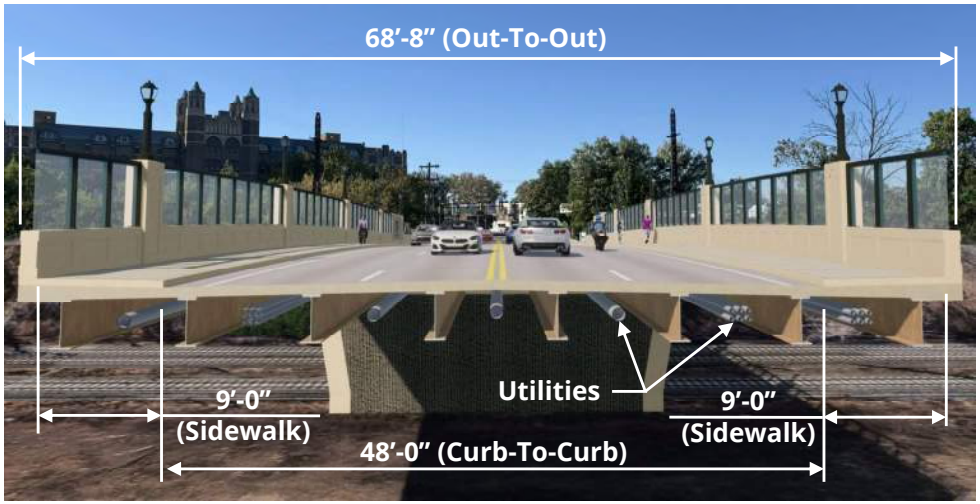


Overbrook

Amtrak & SEPTA

Wynnefield

Proposed Improvement - Bridge



Cross-Section

Bridge Elevation

Proposed Bridge Colors and Surface Treatments

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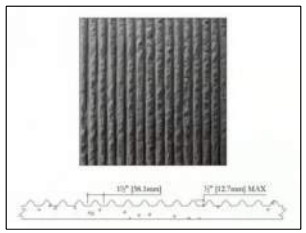

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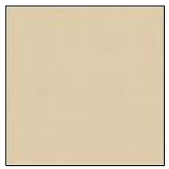

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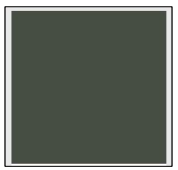

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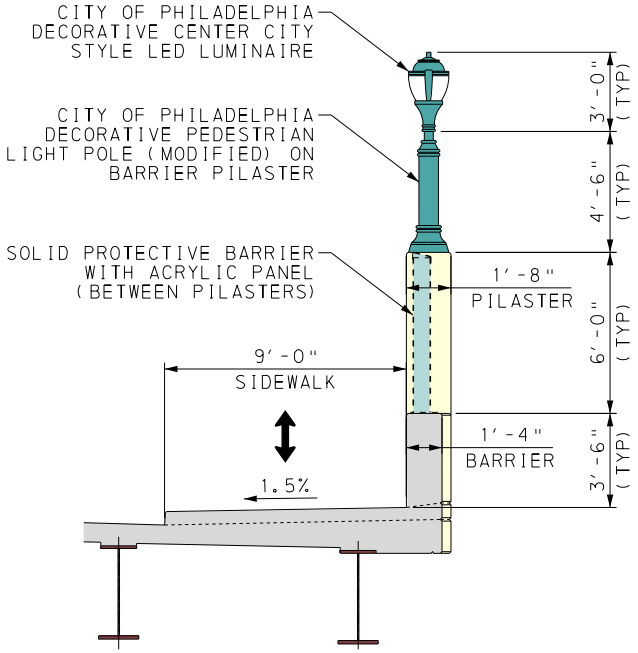
Proposed Improvement - Bridge



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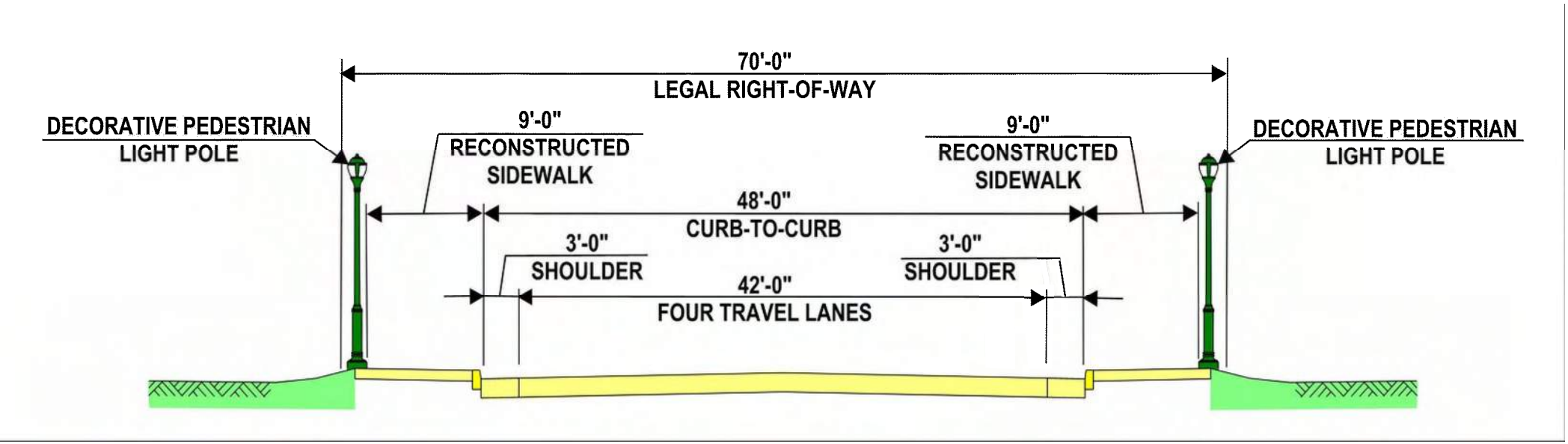
- Enhanced Lighting for Increased Visibility and Pedestrian Safety

Barrier and Sidewalk Improvement

- Crashworthy Barrier with Updated Transparent Protective Barrier
- Increased Sidewalk Width to Accommodate Shared Use-Path

Proposed Improvement - Roadway



Lighting and Sidewalk Enhancements

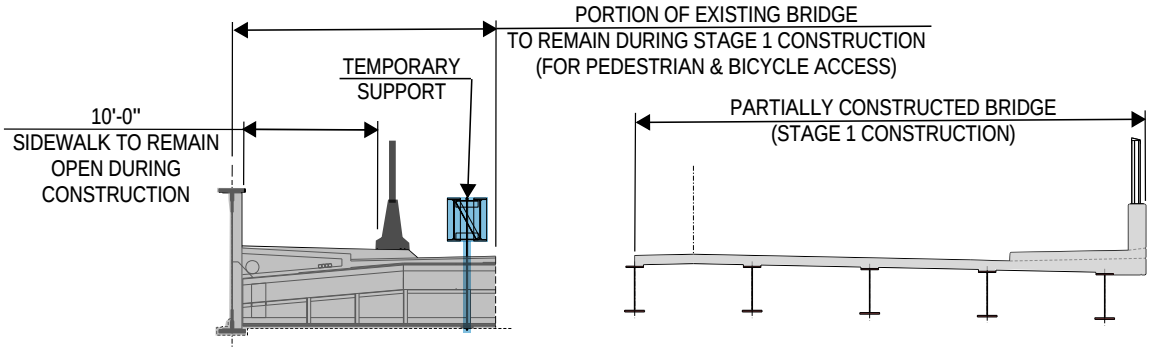
- City of Philadelphia Decorative Center City Pedestrian Poles providing Enhanced Lighting
- Increased Sidewalk Width to Accommodate Shared Use-Path

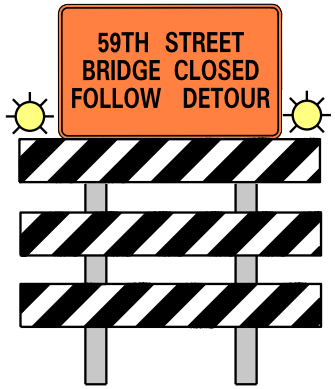
Existing Condition

Proposed Improvement

Change to Construction Approach

Construction Approach	
Original Plan	**Revised Plan (Closed to All Traffic)**





Duration of Construction	
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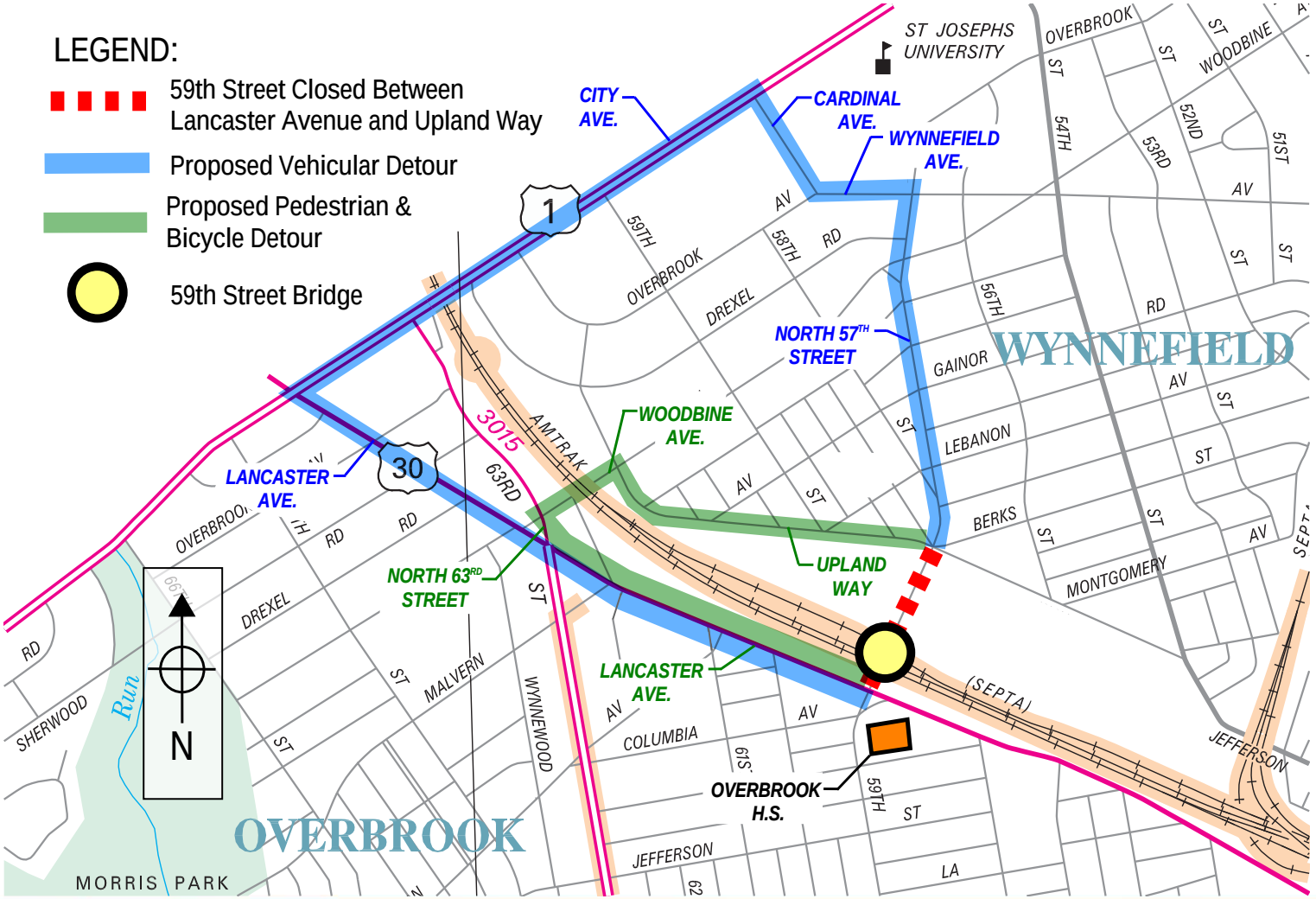
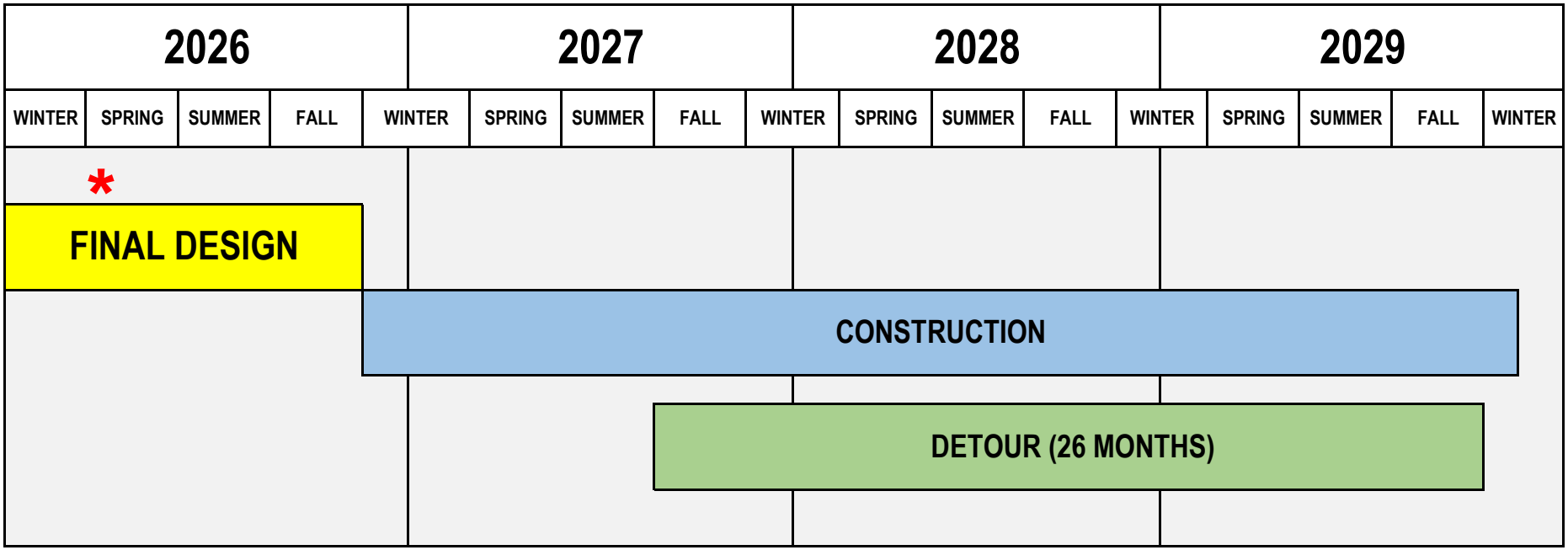
All traffic will be detoured during construction.

Vehicular, Bicycle and Pedestrian Detour Map



City of Philadelphia

Anticipated Remaining Project Timeline (April 2026)



*Public Open House

Philadelphia Art Commission
59th Street over Amtrak Bridge Replacement Project

Signing and Pavement Marking Plan

DISTRICT	COUNTY	ROUTE	SHEET
6-0	PHILADELPHIA	59TH STREET	1 OF 6
CITY OF PHILADELPHIA			

REVISION NUMBER	REVISIONS	DATE	BY

07-NOV-2025

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GENERAL NOTES

1. CONSTRUCT THIS PROJECT IN ACCORDANCE WITH:

   PENNDOT PUBLICATION 408 DATED 2020, AND ALL SUPPLEMENTS AND SPECIFICATIONS.

   PENNDOT PUBLICATION 236, HANDBOOK OF APPROVED SIGNS.

   FEDERAL HIGHWAY ADMINISTRATION, "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", DATED 2009, AND ALL SUPPLEMENTS.

2. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.

SIGNING NOTES

1. FOR NAMES, ADDRESSES, AND LOCATIONS OF EXISTING UTILITY FACILITIES, SEE ROADWAY CONSTRUCTION PLAN.

2. THIS PROJECT HAS BEEN DESIGNED UNDER STANDARDS ESTABLISHED IN THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM RAFFIC CONTROL DEVICES", DATED 2009, AND ALL APPLICABLE SUPPLEMENTS.

3. PLACE ALL SIGNS AND SIGN STRUCTURES ENTIRELY WITHIN THE LEGAL RIGHT-OF-WAY.

4. WHENEVER AN EXISTING UNDERGROUND UTILITY IS SHOWN ON THE DRAWINGS TO BE LOCATED IN THE IMMEDIATE VICINITY OF PROPOSED CONSTRUCTION, ITS LOCATION IS APPROXIMATE, AND THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY AND REQUEST THAT THEY FIELD LOCATE THEIR FACILITY.

5. MOUNT ALL SIGNS AT A MINIMUM CLEARANCE HEIGHT OF 7.0 FEET.

6. COORDINATE PLACEMENT OF PERMANENT SIGNS AND PAVEMENT MARKINGS AND COORDINATE REMOVAL OF EXISTING SIGNS AND PAVEMENT MARKINGS WITH THE APPROPRIATE TRAFFIC CONTROL PHASE. REFER TO TRAFFIC CONTROL PLAN.

7. REMOVAL OF SIGNS WITHIN AREAS OF DISTURBANCE ARE INCIDENTAL TO ITEM 0201-0001 CLEARING AND GRUBBING. REMOVAL OF SIGNS OUTSIDE AREAS OF DISTURBANCE ARE Q UANTIFIED USING ITEM 0971-0001 REMOVE POST MOUNTED SIGNS, TYPE B.

PAVEMENT MARKING NOTES

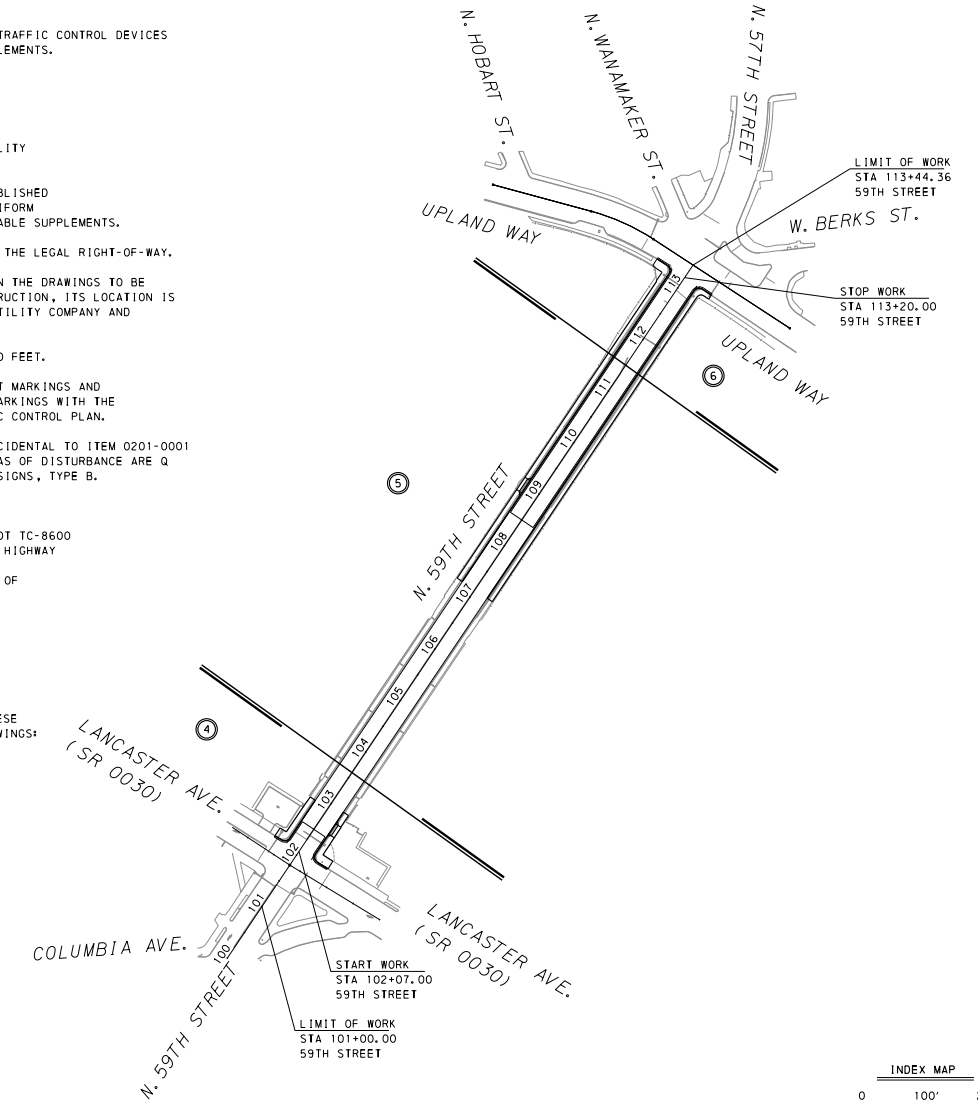
1. INSTALL PAVEMENT MARKINGS IN ACCORDANCE WITH PENNDOT TC-8600 SERIES, PAVEMENT MARKING STANDARDS AND THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", OR AS DIRECTED BY THE PENNSYLVANIA DEPT. OF TRANSPORTATION DISTRICT 6-0 ENGINEER.

2. APPLY ALL PAVEMENT MARKINGS AT THE WIDTH INDICATED.

3. ALL EXISTING PAVEMENT MARKINGS WHICH ARE NO LONGER APPROPRIATE SHALL BE ERADICATED USING AN APPROVED ERADICATION METHOD.

CONSTRUCTION DETAILS OTHER THAN THOSE SHOWN ON THESE DRAWINGS TO CONFORM TO THE FOLLOWING STANDARD DRAWINGS:

TC-8700C	RECOMMENDED	JUNE 13, 2013
TC-8701A	RECOMMENDED	JUNE 13, 2013
TC-8701D	RECOMMENDED	JUNE 13, 2013
TC-8701E	RECOMMENDED	JUNE 13, 2013
TC-8702A	RECOMMENDED	JUNE 13, 2013
TC-8702B	RECOMMENDED	JUNE 13, 2013
TC-8702E	RECOMMENDED	JUNE 13, 2013



INDEX MAP

0 100' 200'

SCALE: 1" = 100'

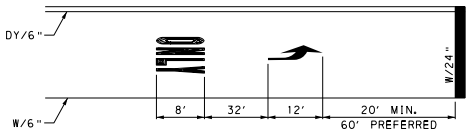
SHEET INDEX:

SIGNING AND PAVEMENT MARKING PLAN INDEX MAP

RECOMMENDED _____ 20_____

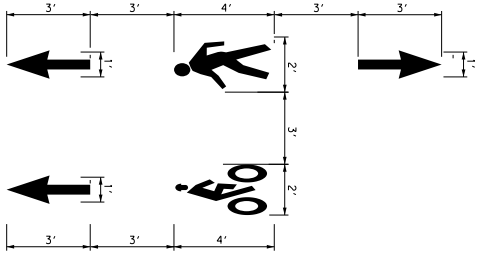
ASSISTANT DISTRICT EXECUTIVE - OPERATIONS

Michael Baker
INTERNATIONAL
1818 MARKET STREET, SUITE 3110
PHILADELPHIA, PA 19103
Phone: (215) 568-0539 · MBAKERINTL.COM



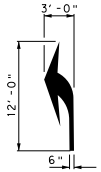
EXCLUSIVE TURNING LANE
PAVEMENT MARKING DETAIL

NTS



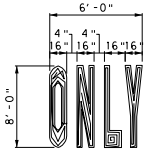
BICYCLE/PEDESTRIAN LEGEND
FOR SHARED USE PATH

NTS



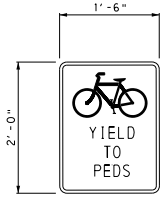
PAVEMENT
MARKING ARROW DETAIL

NTS



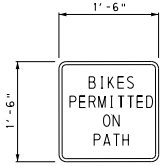
PAVEMENT
MARKING LEGEND DETAIL

NTS



SPECIAL SIGN #1

NTS



SPECIAL SIGN #2

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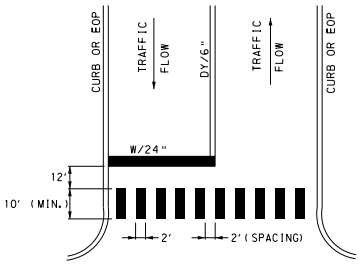
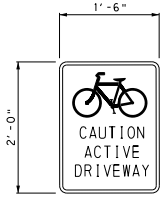


CONTINENTAL CROSSWALK &
STOP BAR PAVEMENT MARKING DETAIL

NTS



SPECIAL SIGN #3

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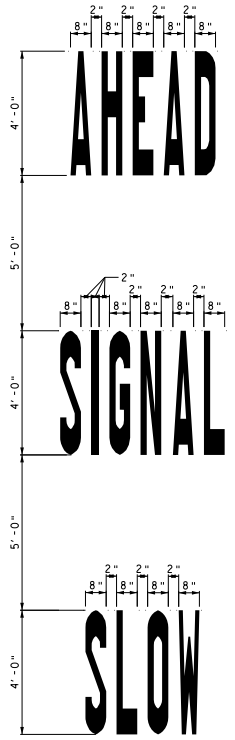

SLOW SIGNAL AHEAD LEGEND
FOR SHARED USE PATH

NTS

SIGNING AND PAVEMENT MARKING PLAN DETAILS

07-NOV-2025

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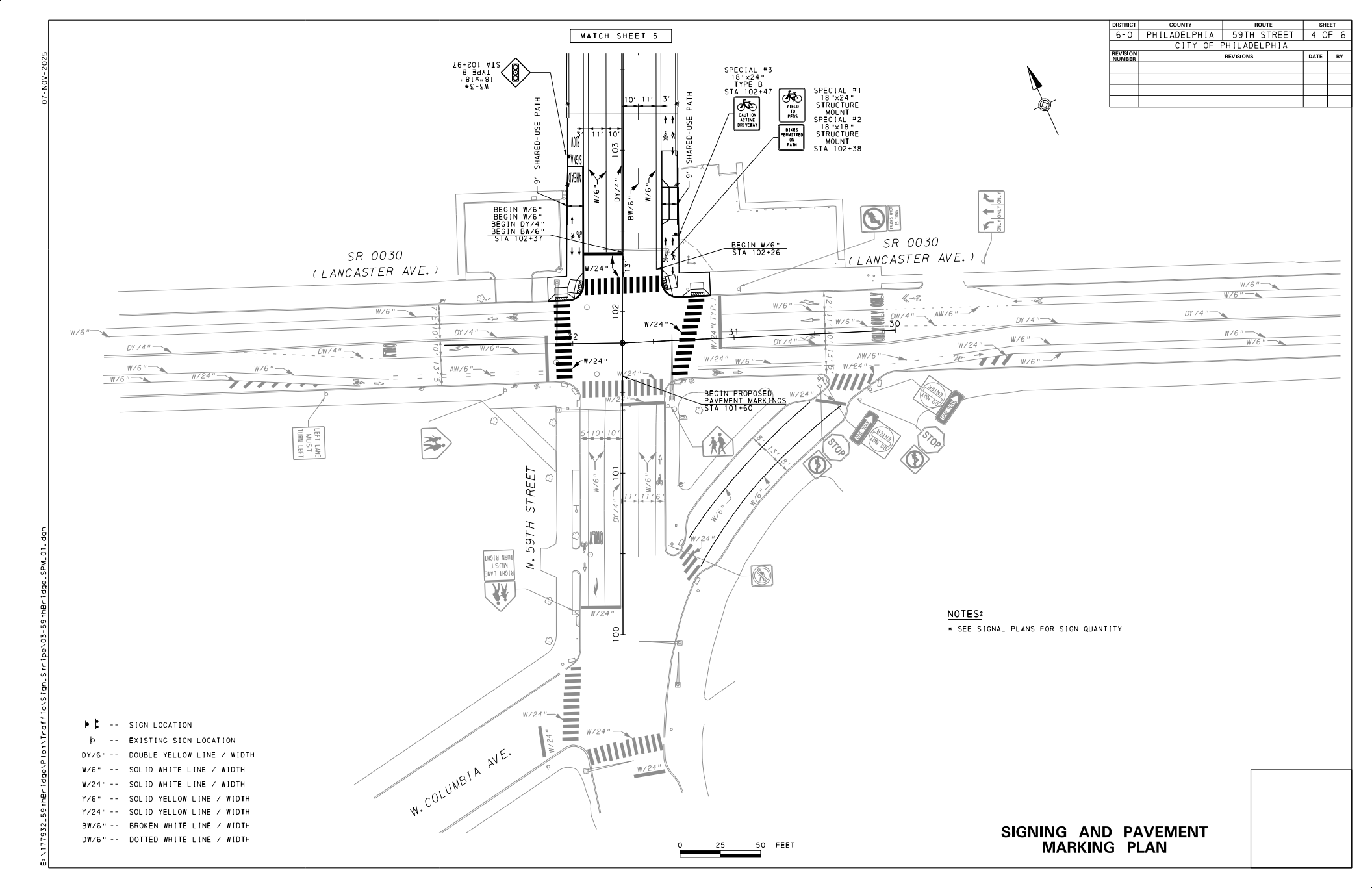

DISTRICT	COUNTY	ROUTE	SHEET
6-0	PHILADELPHIA	59TH STREET	4 OF 6
	CITY OF PHILADELPHIA		

REVISION NUMBER	REVISIONS	DATE	BY

SIGNING AND PAVEMENT MARKING PLAN

07-NOV-2025

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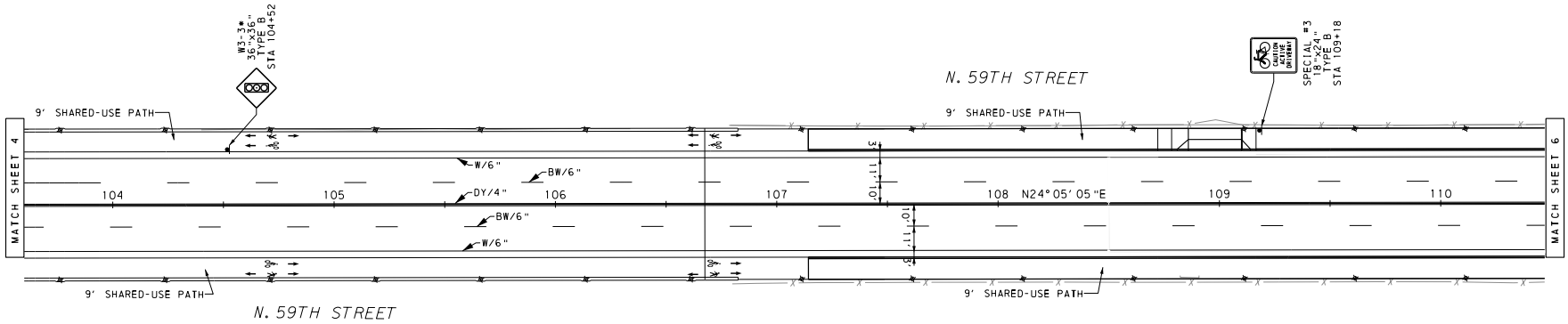
DISTRICT	COUNTY	ROUTE	SHEET
6-0	PHILADELPHIA	59TH STREET	5 OF 6
	CITY OF PHILADELPHIA		

REVISION NUMBER	REVISIONS	DATE	BY



NOTES:

* SEE SIGNAL PLANS FOR SIGN QUANTITY

-- SIGN LOCATION

-- EXISTING SIGN LOCATION

DY/6" -- DOUBLE YELLOW LINE / WIDTH

W/6" -- SOLID WHITE LINE / WIDTH

W/24" -- SOLID WHITE LINE / WIDTH

Y/6" -- SOLID YELLOW LINE / WIDTH

Y/24" -- SOLID YELLOW LINE / WIDTH

BW/6" -- BROKEN WHITE LINE / WIDTH

DW/6" -- DOTTED WHITE LINE / WIDTH

0 25 50 FEET

SIGNING AND PAVEMENT MARKING PLAN

07-NOV-2025

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DISTRICT	COUNTY	ROUTE	SHEET
6-0	PHILADELPHIA	59TH STREET	6 OF 6
	CITY OF PHILADELPHIA		

REVISION NUMBER	REVISIONS	DATE	BY

07-NOV-2025

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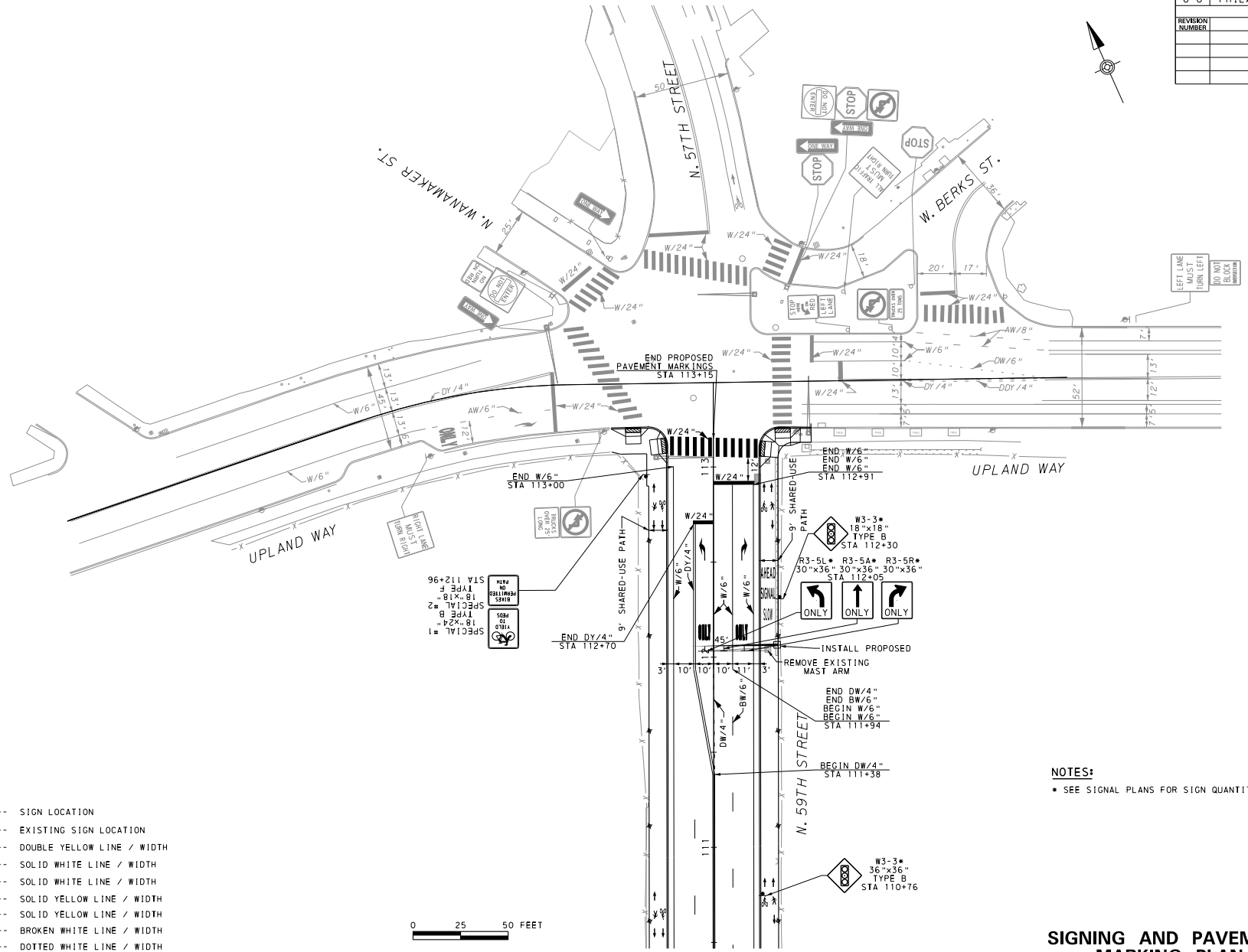

MATCH SHEET 5

-- SIGN LOCATION

-- EXISTING SIGN LOCATION

DY/6" -- DOUBLE YELLOW LINE / WIDTH

W/6" -- SOLID WHITE LINE / WIDTH

W/24" -- SOLID WHITE LINE / WIDTH

Y/6" -- SOLID YELLOW LINE / WIDTH

Y/24" -- SOLID YELLOW LINE / WIDTH

BW/6" -- BROKEN WHITE LINE / WIDTH

DW/6" -- DOTTED WHITE LINE / WIDTH

NOTES:

* SEE SIGNAL PLANS FOR SIGN QUANTITY

SIGNING AND PAVEMENT MARKING PLAN