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November 4, 2025

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

GFT Infrastructure, Inc. (GFT) has been contracted by the City of Philadelphia Streets Department to provide design services to replace the existing 59th Street Bridge over Amtrak and SEPTA. Located in West Philadelphia, the 59th Street Bridge provides a vital link for vehicles, pedestrians and mass transit between the Overbrook and Wynnefield Neighborhoods. This Project will involve a number of physical improvements in order to provide a safe, efficient, and long lasting multi-model transportation connection. In addition to the exiting bridge being replaced, improvements to the approaching roadway, sidewalks, and street lighting will be made between Lancaster Avenue and Upland Way.

The existing bridge was constructed in 1926. A four (4) span simply supported riveted steel through girder and floor beam bridge provides four (4) lanes of vehicular traffic and two (2) sidewalks for pedestrians and bicyclists. The bridge is showing signs of serious deterioration to its abutments and piers. The bridge is safe to travel on yet it currently has a 25 ton load carrying capacity. Both the deck and bridge superstructure are in poor condition and exhibit extensive deterioration. Additional deterioration may require the City to further reduce the carrying capacity of the bridge such that it may force public transit, school busing, and first responders to take an alternate route.

We respectfully request this project be on the agenda for the Commission's November 12th Meeting where major aspects of this transportation improvement project will be presented. The City of Philadelphia Streets Department is seeking an Administrative Approval on what is to be presented.

Feel free to contact me with any questions about this project

Sincerely,

A handwritten signature in blue ink, appearing to read "Matthew T. Ward", is positioned above the typed name.

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



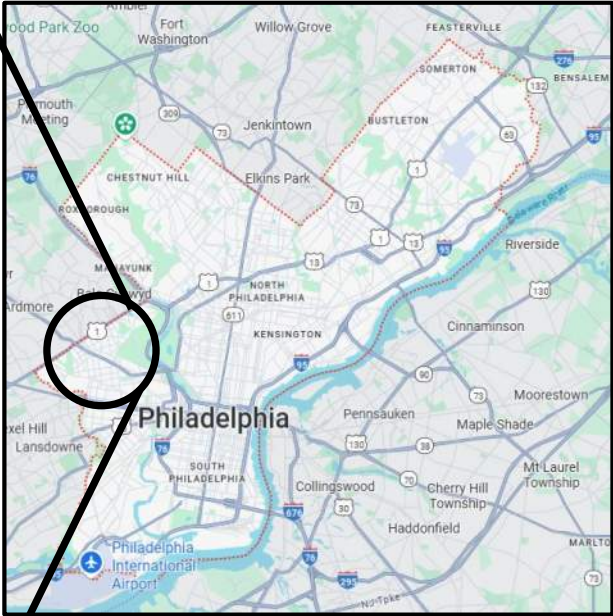
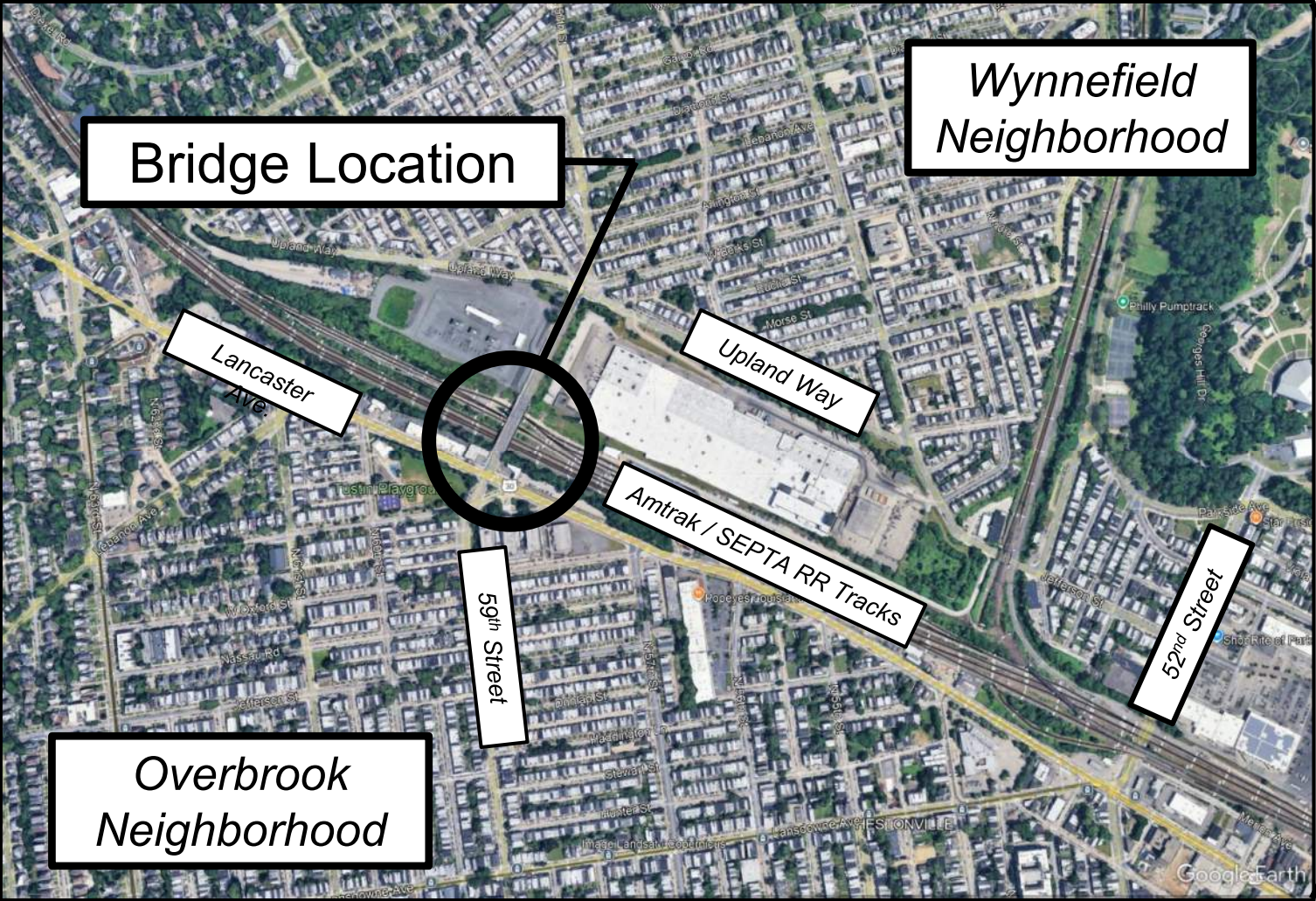
59th Street Bridge over Amtrak Replacement

November 2025



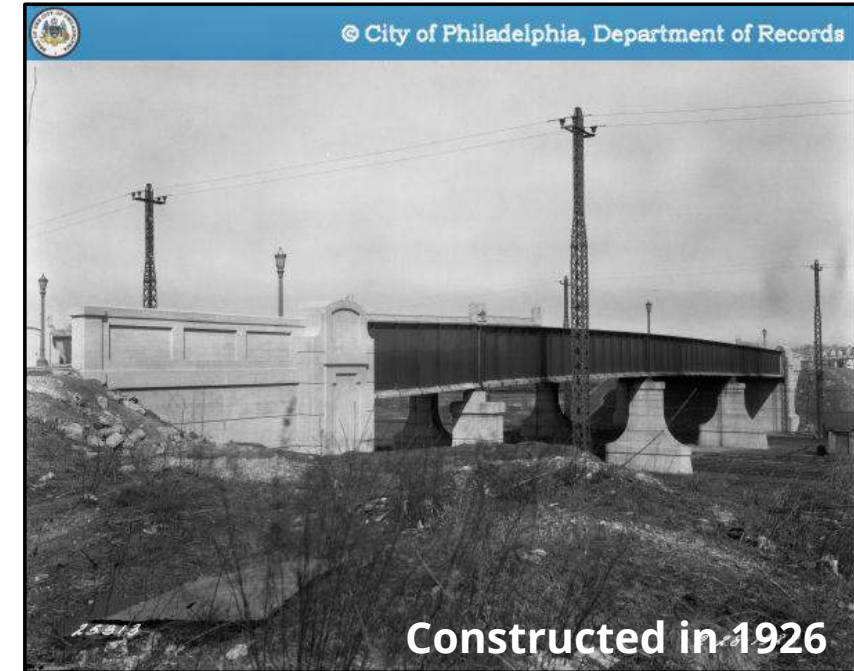
City of
Philadelphia

Project Location



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 Condition

Type: 4 Span - Simply Supported Riveted Steel Through Girder Bridge

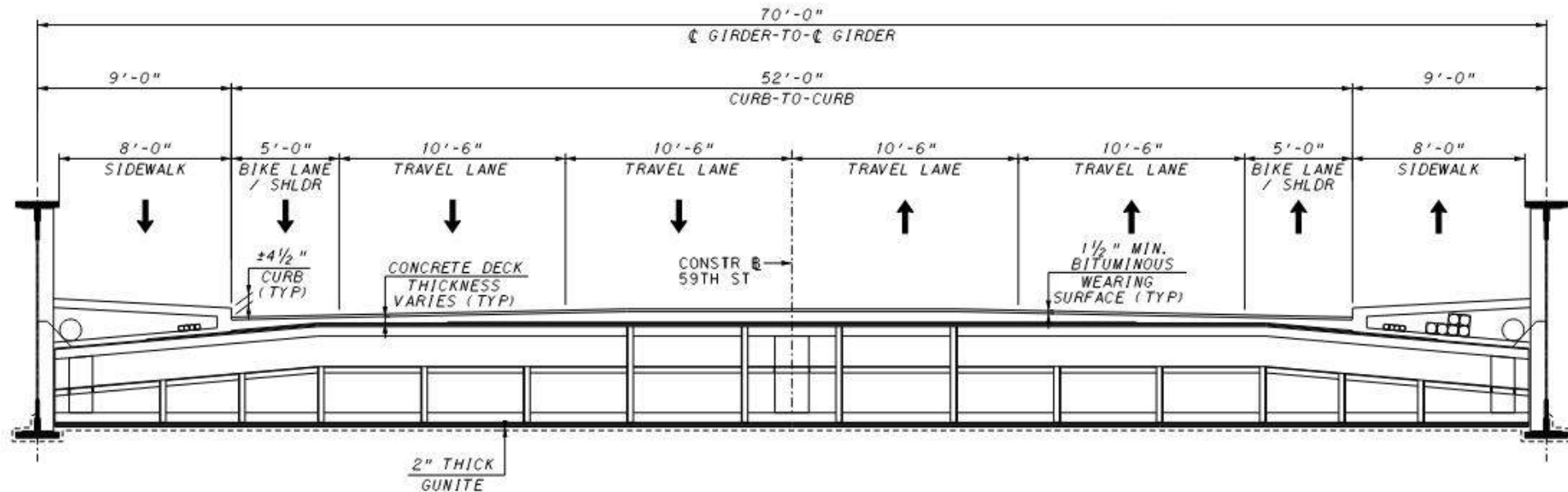
- Total Bridge Length = 310 Feet

- 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



Purpose & Need

Substructure: Serious Condition

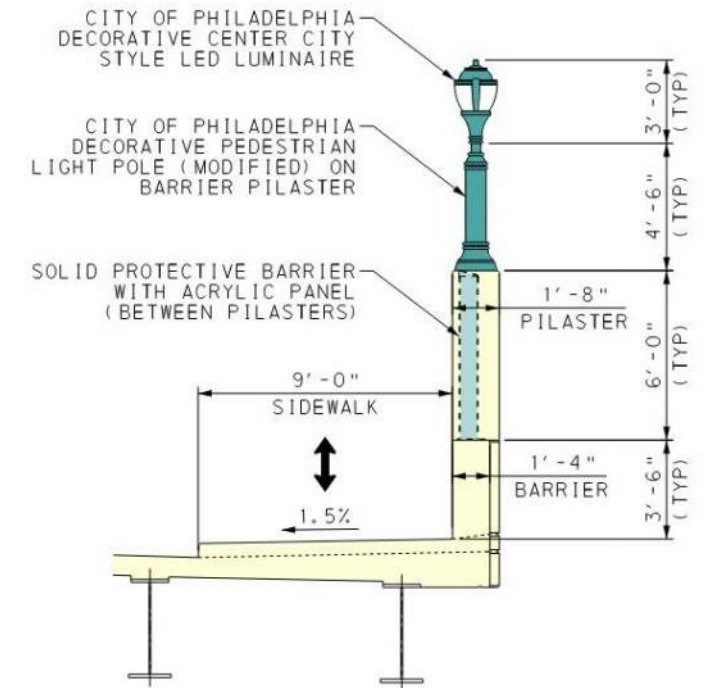
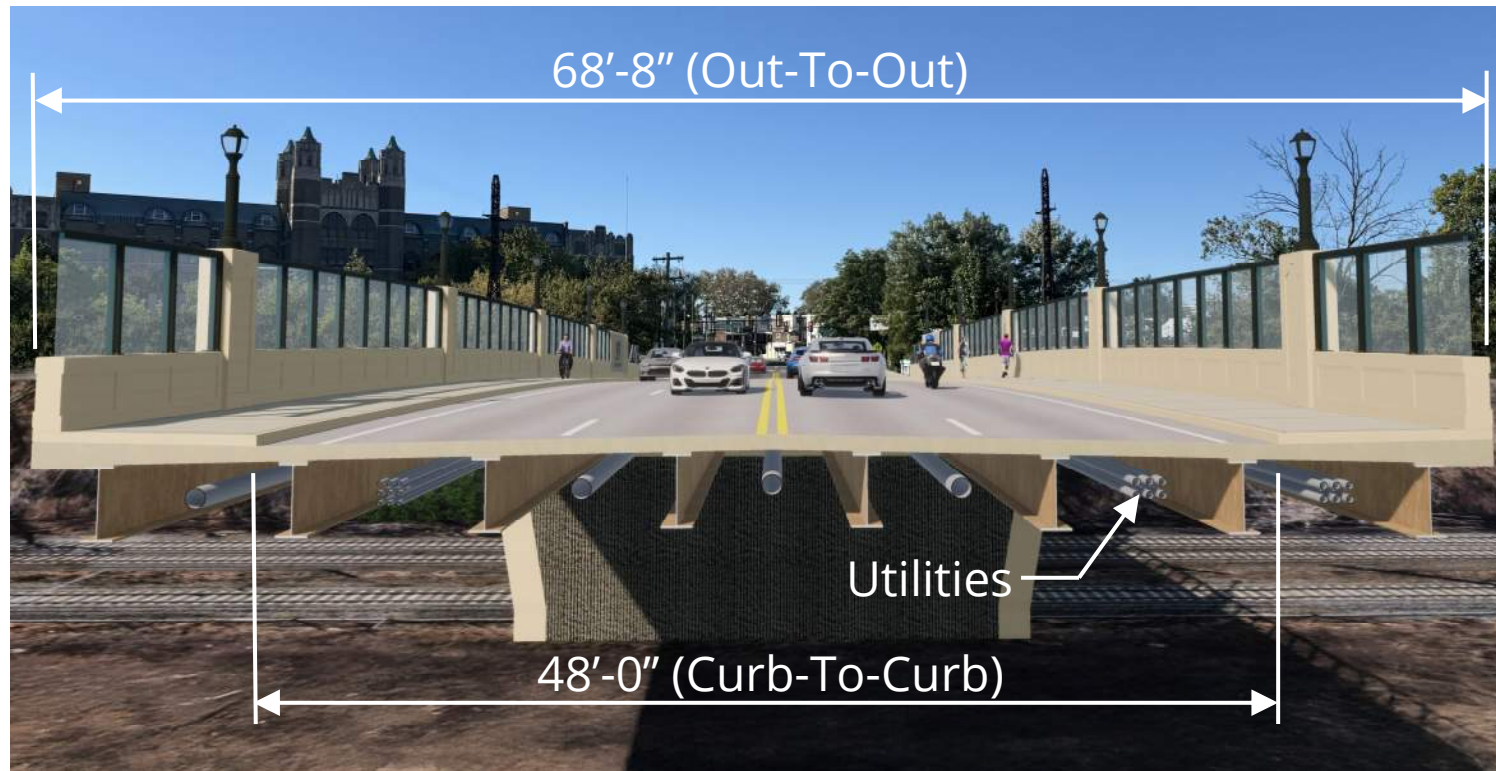
- Severe deterioration of North Abutment and tops of Pier 1



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



GFT

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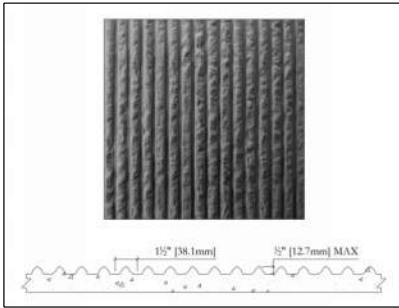


Steel Girders

- 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



Proposed Elevation



Lighting

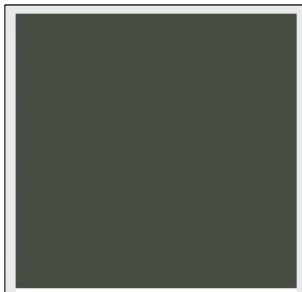
- Modified decorative Center City Pedestrian Pole
- Supported on concrete pilaster with 1" deep inset pattern on both faces

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



Proposed Lighting and Protective Barrier





Before and After

Existing Conditions



Proposed Conditions

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Before and After

Existing Elevation



Proposed Elevation

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