

## **Market Street Bridge Rehabilitation Shifts North this Spring**

**Spring 2026** – Reconstruction of the Market Street Bridge over 30<sup>th</sup> Street Station rail lines this spring has shifted to the north side of the structure, closing 30<sup>th</sup> Street north of Market Street to through traffic and reducing westbound Market Street to one lane.

Crews will demolish and rebuild the north section of the structure over the coming months. Motorists heading to the train station will continue to have access to the west portico to drop off and pick up passengers. Through traffic will follow a detour along JFK Boulevard back to Market Street near 32<sup>nd</sup> Street.

Work on the center section of the bridge over the rail lines wrapped up in late winter.

Area sidewalks remain open, but there have been changes where certain crosswalks are located. Also, bus stops and parking along Market Street have been temporarily suspended or moved to accommodate the new traffic flows.

Meanwhile, construction activities to improve lighting and for utility work on the underside of the Market Street Bridge over Interstate 76 (Schuylkill Expressway) will continue until mid-year. That work requires the overnight closure of westbound I-76 (Schuylkill Expressway) overnight on Sundays through Thursdays. Detoured traffic directed onto Schuylkill Avenue back to the ramps to I-76 west and Interstate 676 east.

Extensive utility relocations will continue within the Market Street work area that extends from 23<sup>rd</sup> through 31<sup>st</sup> Street under the Pennsylvania Department of Transportation's (PennDOT) \$148.9 million project to rehabilitate or replace the bridges that carry Market Street over Interstate 76, the Schuylkill River, the Schuylkill River Trail, and CSX Railroad in Center City Philadelphia.

Work crews also have begun activities on the Market Street Bridge over the Schuylkill River and on the nearby Walnut Street Bridge that will impact pedestrians and motorists. Market Street work includes structural repairs and utility work. Walnut Street activities will include expansion joint and beam bearing replacements.

Off-peak lane closures will be in place on both bridges during this work. The crossings will remain available to pedestrians with a sidewalk on each bridge remaining open at all times.

Although work on the Market Street bridges will ramp-up in 2026, the Market Street corridor will remain open during the U.S. 250<sup>th</sup> Anniversary Celebrations this summer.

The entire project is expected to take at least four years to complete.

Under this contract,

- The superstructure on the Market Street bridge over Amtrak and Interstate 76 (Schuylkill Expressway) near 30<sup>th</sup> Street will be replaced.
- The deteriorated deck and sidewalks of the Market Street Bridge over the Schuylkill River will be replaced.
- The four-span Market Street bridge over the Schuylkill River Trail and CSX Railroad on the east side of the river will be replaced.
- A two-way bicycle lane with concrete separators will be installed and connected to the existing bicycle facilities at 23<sup>rd</sup> Street. A bicycle signal will be installed at Market Street and Schuylkill Avenue West.
- Preservation improvements will be made to the Walnut Street Bridge over the Schuylkill River, and Walnut Street will be repaved between 33<sup>rd</sup> and 22<sup>nd</sup> streets.
- A parking-protected bicycle lane will be installed on Walnut Street from 33<sup>rd</sup> Street to 22<sup>nd</sup> Street where parking exists.
- Modifications and upgrades also will be made to traffic signals, signing and lighting in the project area.

Buckley & Company Inc., of Philadelphia, is the general contractor. The entire project, financed with 80 percent federal and 20 percent state funds.

For more information, please visit the [Market Street Bridges project page](#)