

SEVENTY-NINTH STREET CABIN JOHN UNDERPASS
(Riverside-Cabin John Bridge)
Clara Barton Parkway, spanning Seventy-Ninth Street
Cabin John Vicinity
Montgomery County
Maryland

HAER No. MD-93

HAER
MD
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WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Department of the Interior
P.O. Box 37127
Washington, D.C. 20013-7127

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I. INTRODUCTION

Location: Clara Barton Parkway milepost 4.38, 0.7 miles from Interstate 495; carries Clara Barton Parkway over 79th Street in Montgomery County.

FHWA Structure No.: 3300-031P.

Date of Construction: 1961.

Type: Reinforced concrete rigid frame bridge.

Designer: Bureau of Public Roads (BPR) engineers with approval from the National Park Service (NPS).

Present Owner: National Capital Region, National Park Service.

Present Use: Non-commercial vehicular traffic.

Significance: Built as part of the Maryland segment of the George Washington Memorial Parkway.

Project Information: Documentation of the George Washington Memorial Parkway and Clara Barton Parkway was undertaken as a multi-year project by the Historic American Buildings Survey and the Historic American Engineering Record (HABS/HAER), a combined division of the National Park Service, Robert Kapsch, Chief. The project was sponsored by the Park Roads Program of the National Park Service, John Gingles, Deputy Chief, Engineering and Safety Services Division. The Project Supervisor was Sara Amy Leach, HABS Historian. Bridge reports were prepared by Elizabeth M. Nolin (1988); Michael P. Kucher (University of Delaware, 1993); and Jennifer P. Wentzien (University of Washington, 1994).

HABS Report No. VA-69 prepared by Timothy Davis (University of Texas) provides an overview history of the entire parkway project. Jack E. Boucher and Jet Lowe produced the large-format photographs. The Washington-based summer 1994 documentation team was headed by landscape architect Tim Mackey (Harvard University, Graduate School of Design).

II. DESCRIPTION

The Seventy-Ninth Street Underpass is one of several bridges built in the 1960s along the Maryland segment of the George Washington Memorial Parkway (GWMP). The bridge, also known as the Riverside-Cabin John Bridge, allows 79th Street to pass under the GWMP in Cabin John, Maryland.

The Seventy-Ninth Street Underpass is a rigid-frame reinforced concrete bridge. The frame spans 30'-8". The square opening has a horizontal clearance of 28' and vertical clearance of 13'-10". , with a single 28' span. The reinforced concrete deck is 85'-6" wide. The concrete guardrail is 2'-5" high.

III. SOURCES

U.S. Department of Commerce, Bureau of Public Roads. Plans for Proposed Project 100A4. Microfiche reductions of original construction drawings on file at National Capital Region Park Headquarters, National Park Service, Washington D.C.

U.S. Department of Commerce, Bureau of Public Roads. "Final Construction Report, George Washington Memorial Parkway, Project 100A4." Eastern Federal Lands Division, FHWA, Sterling, VA. Unable to locate this report at the remote storage facility in Sterling, VA.

U.S. Department of the Interior, Historic American Buildings Survey (HABS), No. VA-69, "George Washington Memorial Parkway," 1994. Prints and Photographs Division, Library of Congress, Washington D.C.

U.S. Department of Interior, National Park Service. "Structure Inventory and Appraisal Sheet - Structure No. 3300-031P." 4/21/93.