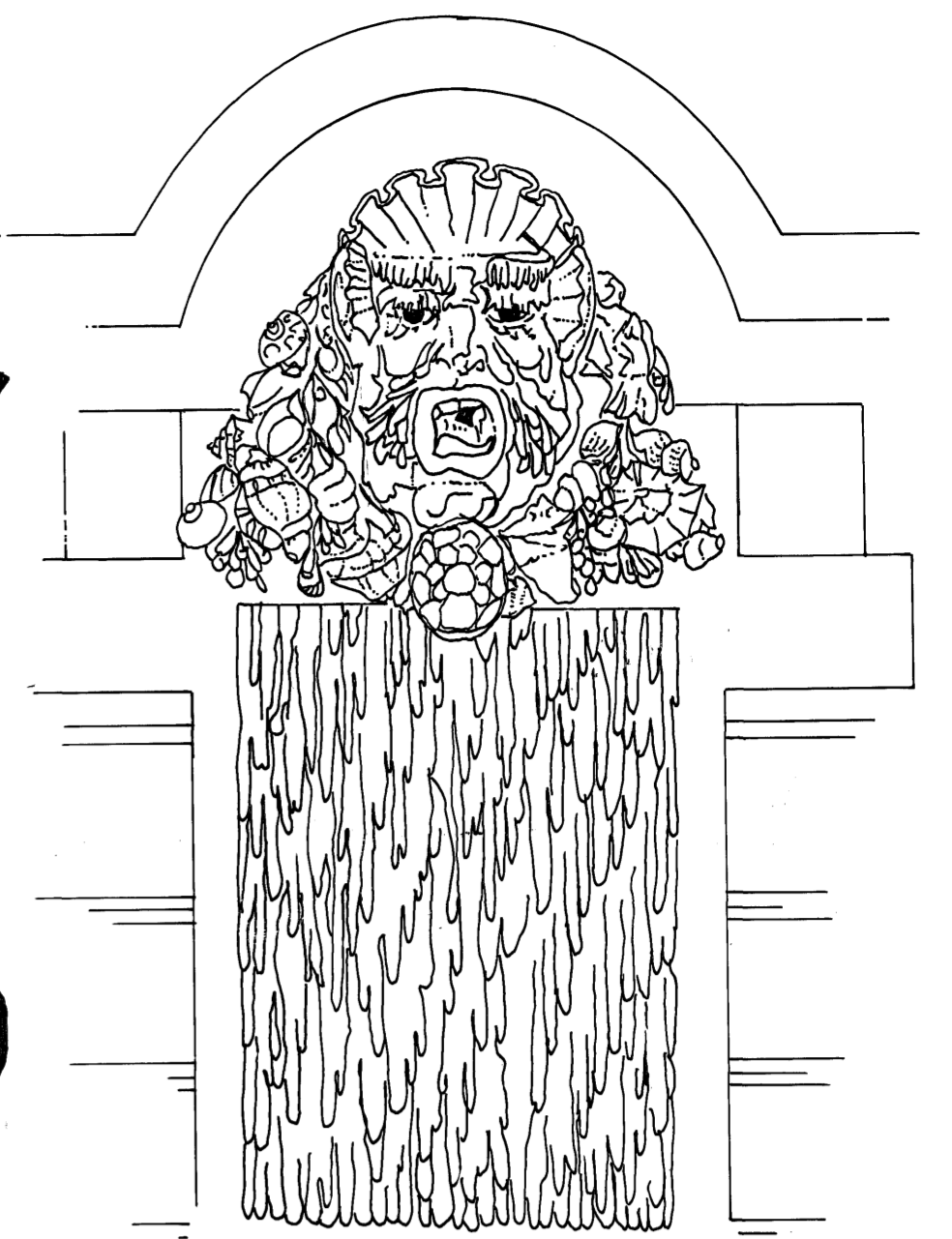


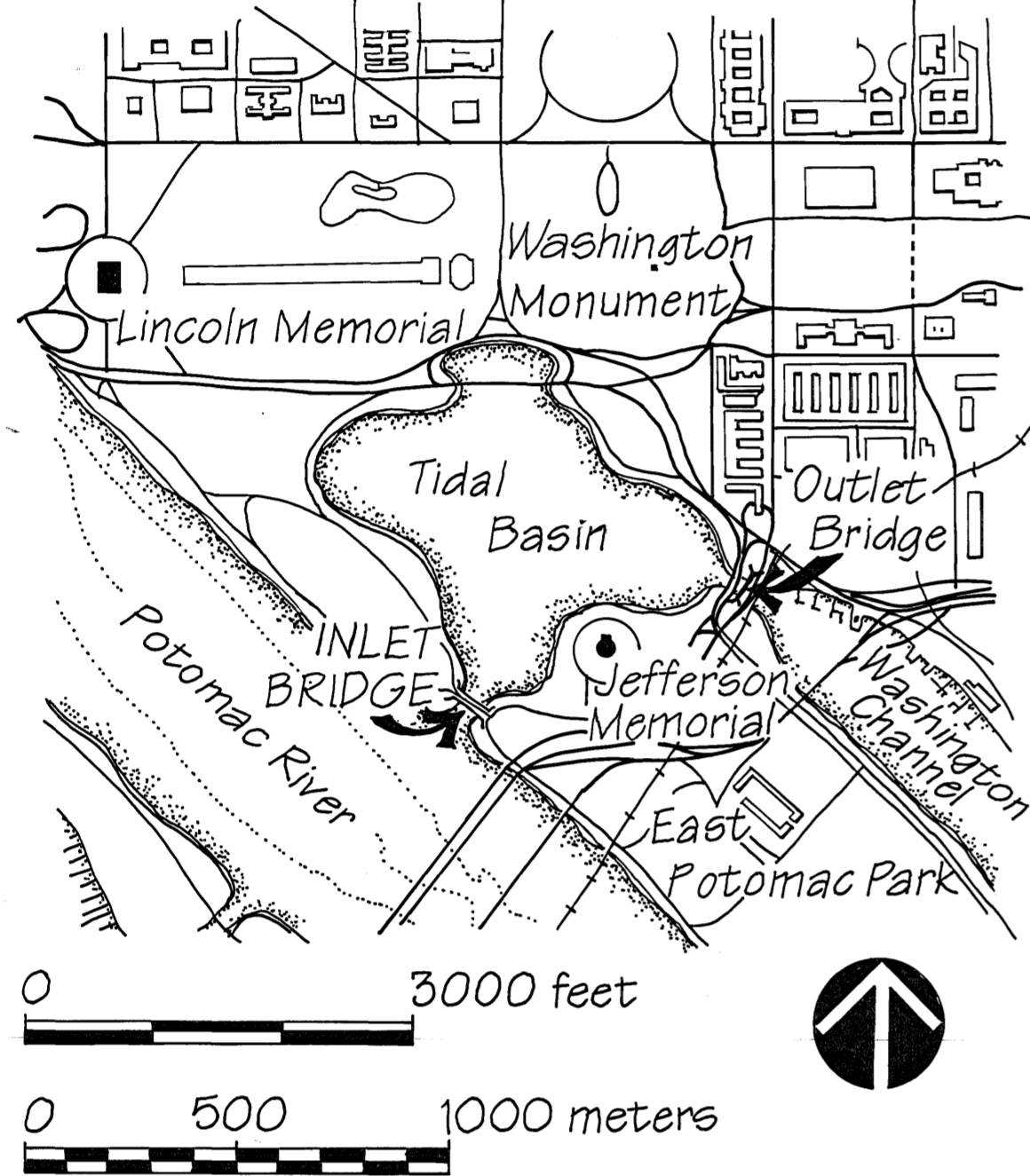
TIDAL BASIN INLET BRIDGE 1909



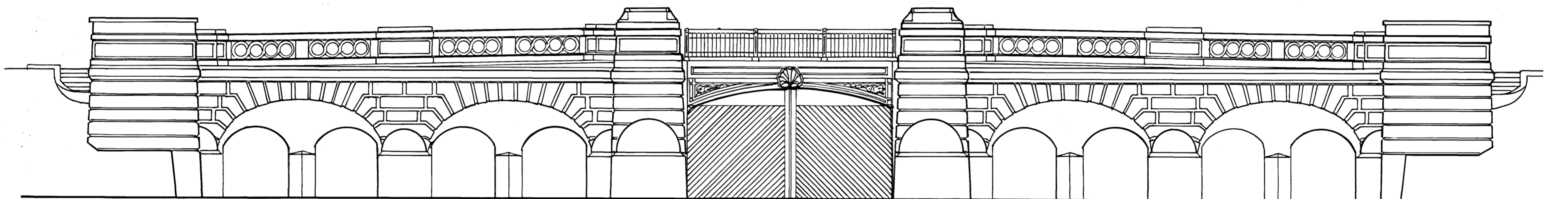
Concrete grotesque,
Tidal Basin side of the Inlet Bridge.

SITE LOCATION MAP

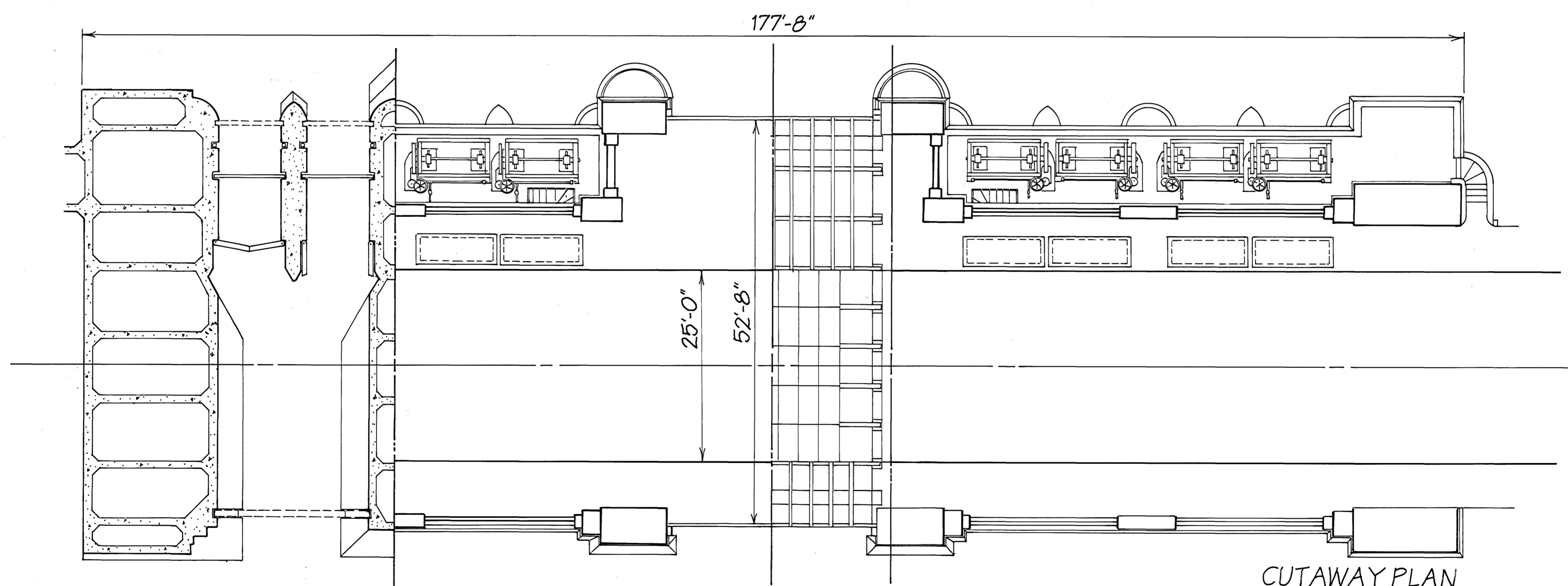
Map Adapted from USGS 7.5 Minute Series,
Washington West, District of Columbia,
UTM Reference: Z18, E323000 N4305240



The original plans for the Tidal Basin did not include an inlet bridge, and in 1894, the chief engineer for the project reported that the Outlet Bridge was working satisfactorily on its own. However, the build-up of silt in the reservoir soon convinced the engineers that an inlet structure would be required to regulate the water flow, and in 1908 funds were appropriated for a structure that combined inlet gates with a new roadway bridge to provide access to East Potomac Park. Construction in the river fill necessitated construction of a cofferdam and the driving of 1,184 pilings. Above these rose the new ornamental concrete bridge, a 184' structure incorporating a central lock with steel mid-span flanked by two semicircular concrete arches on each side, each containing two sets of tidal gates. The Neoclassical style concrete work was molded and scored to look like ashlar masonry. Decorative features included bronze water fountains in the piers that drained out through the mouths of two grotesques facing the Tidal Basin side, and ornamental bronze lamp standards, long since removed. The structure was widened in 1926.

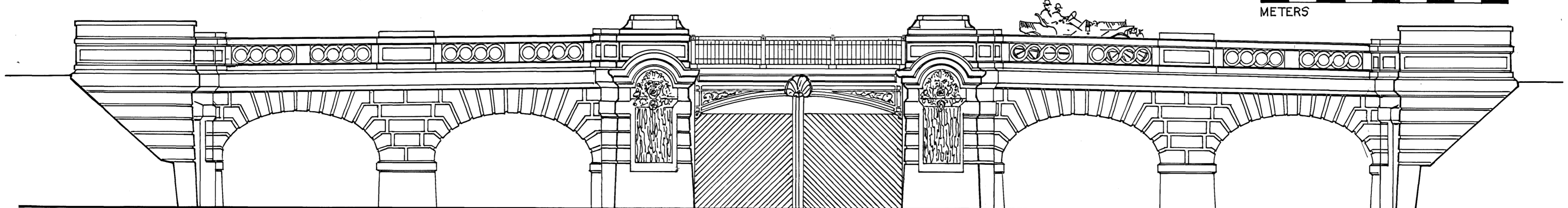
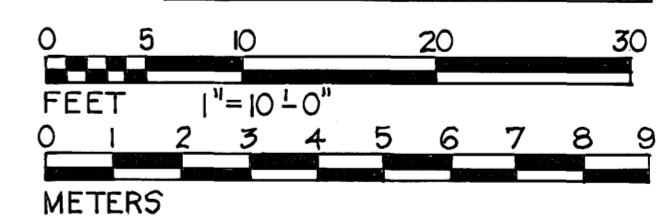


RIVER ELEVATION



CUTAWAY PLAN

Drawings based on field measurements, historical photographs, and original design documents.



TIDAL BASIN ELEVATION

DELINEATED BY: Jill Patricia Caouette, 2000

NPS PARK ROADS & BRIDGES
RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

WEST POTOMAC PARK

TIDAL RESERVOIR, INLET BRIDGE - 1909
OHIO DRIVE SPANNING INLET OF TIDAL BASIN
WASHINGTON

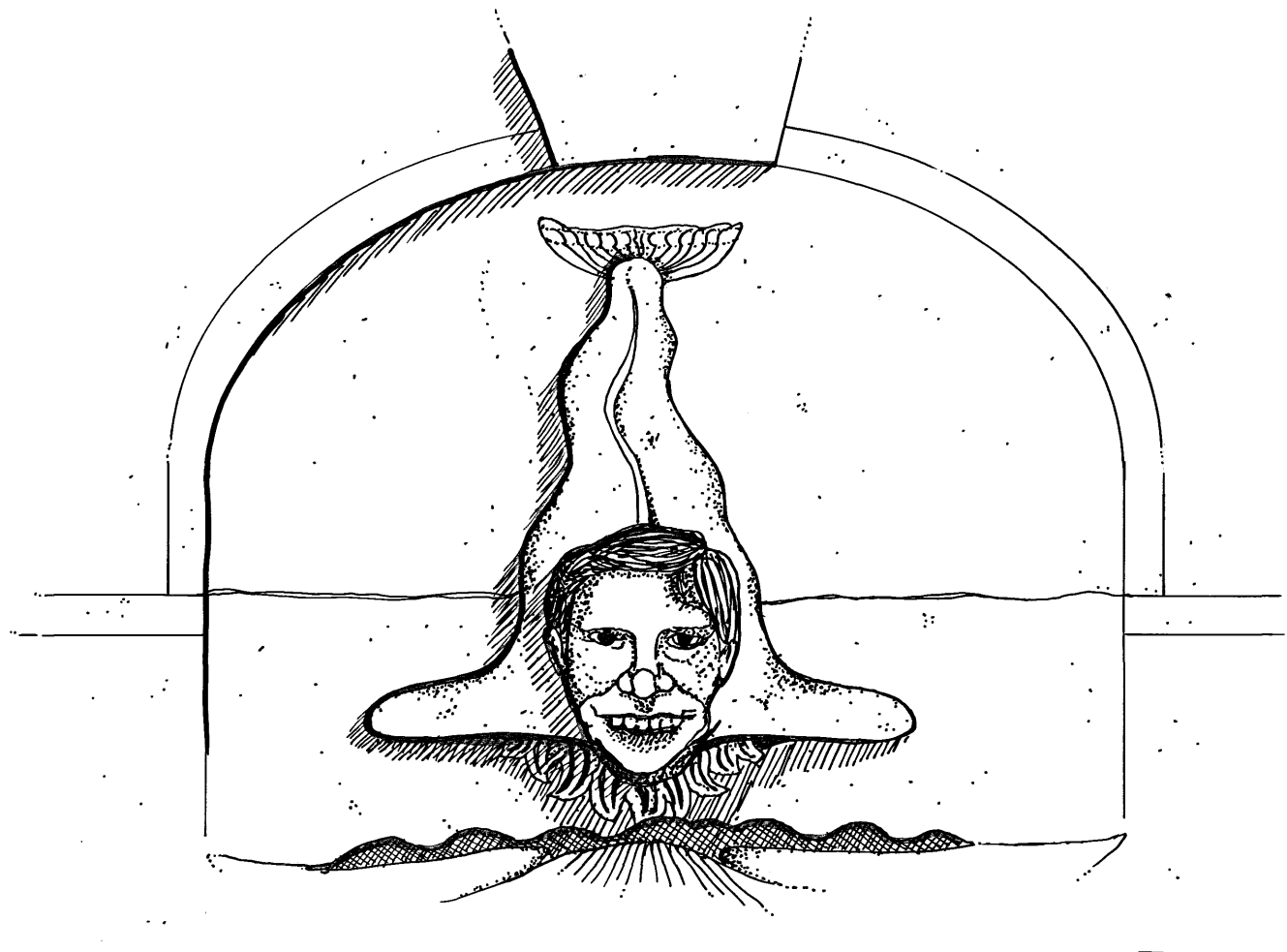
DISTRICT OF COLUMBIA

SHEET
1 of 2

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DC-9A

3 METHODS OF OPERATION

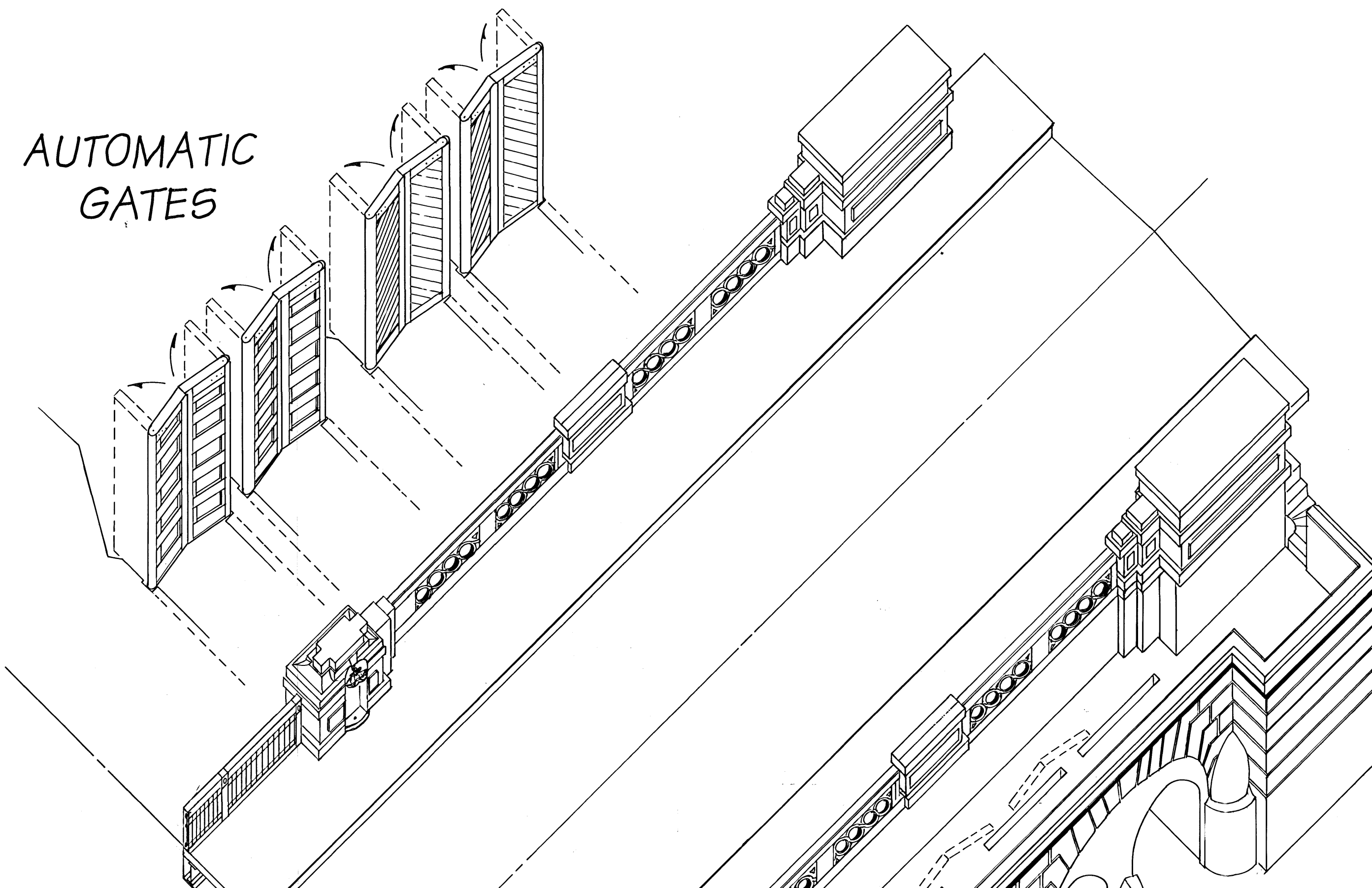
The Inlet Bridge on the Tidal Basin Reservoir has three purposes as originally designed and built. The primary purpose is to be an inlet tidal gate to flush the water through the basin to the outlet by way of eight sets of wooden automatically swinging gates. They would open during flood tide and close during ebb tide. These gates have since been replaced with steel-plated gates of the same dimensions. The second purpose is to completely prevent water from entering the Tidal Basin by closing a group of eight steel and iron curtain gates on the Potomac River side. It was intended to close off the Tidal Basin from the Potomac when the river contained large amounts of silt and sediments, during times of heavy rains or flooding. These extremely heavy gates, each with two cast iron counter-weights, are raised and lowered by manually operating a series of wheels and gears located on a sub-floor 4-1/2' below the road level. In 1926, along with widening the roadbed, this area was covered and above the ceiling of this mechanical room a spacious walkway now exists.



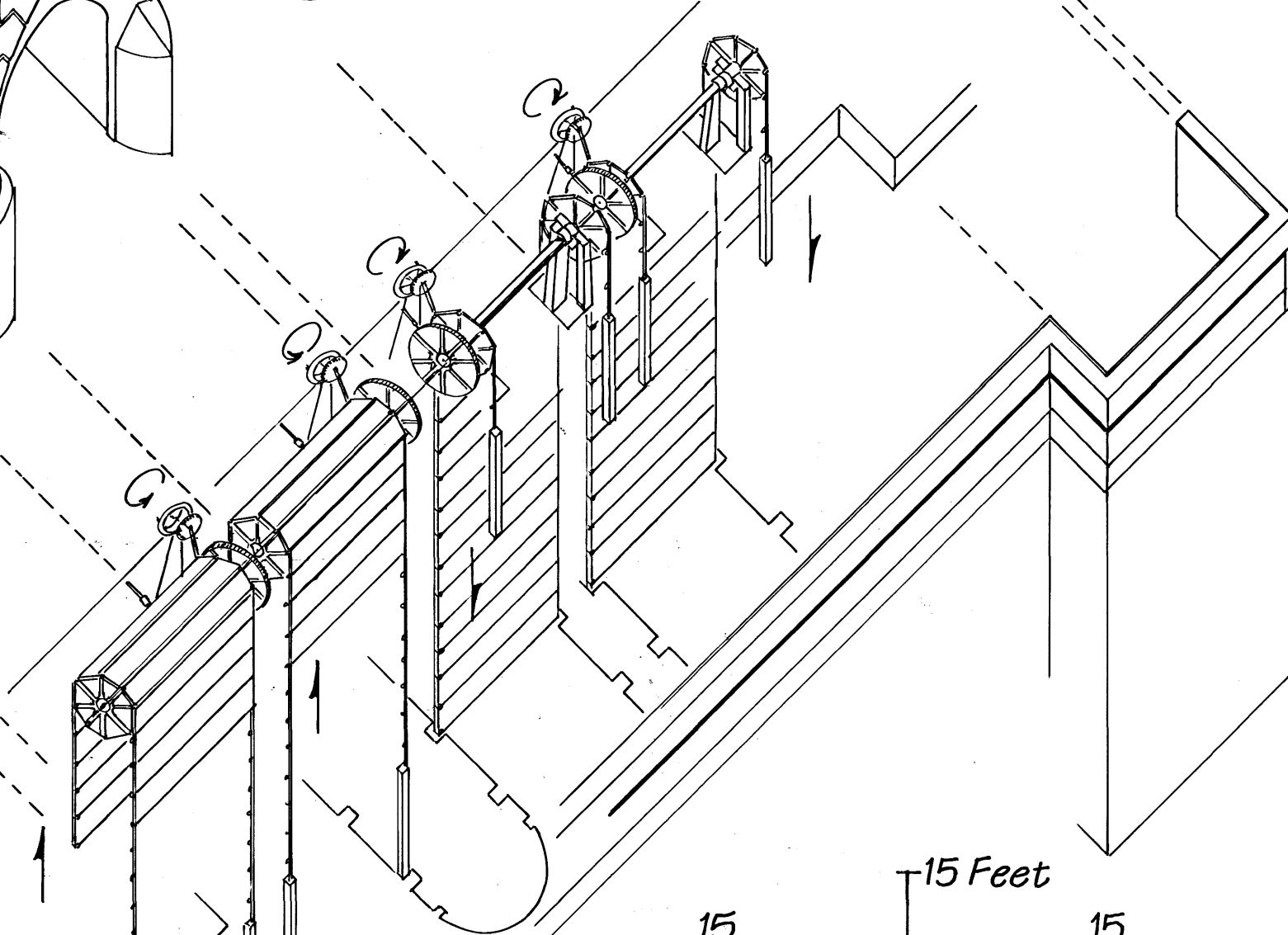
Bronze fountain with figure representing Manus J. "Jack" Fish, Regional Director, National Capital Region.

The Inlet Bridge's third purpose is to allow the passage of small vessels between the Potomac and the Tidal Basin. These recreational or maintenance craft could be locked through without the removal of the bridge floor overhead. In case a larger vessel such as the presidential yacht or a dredge or pile driver was ever required to enter the reservoir, the twenty-six foot wide central span above was removed by a lift-draw mechanism. It is uncertain whether or not this was ever performed. In 1985, this span was replaced with a fixed span along with permanent pour-in-place concrete walkways on either side of the roadbed.

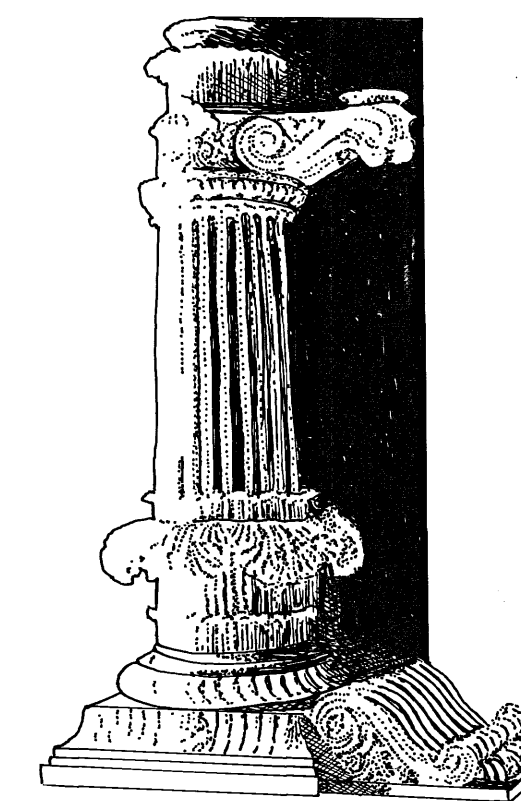
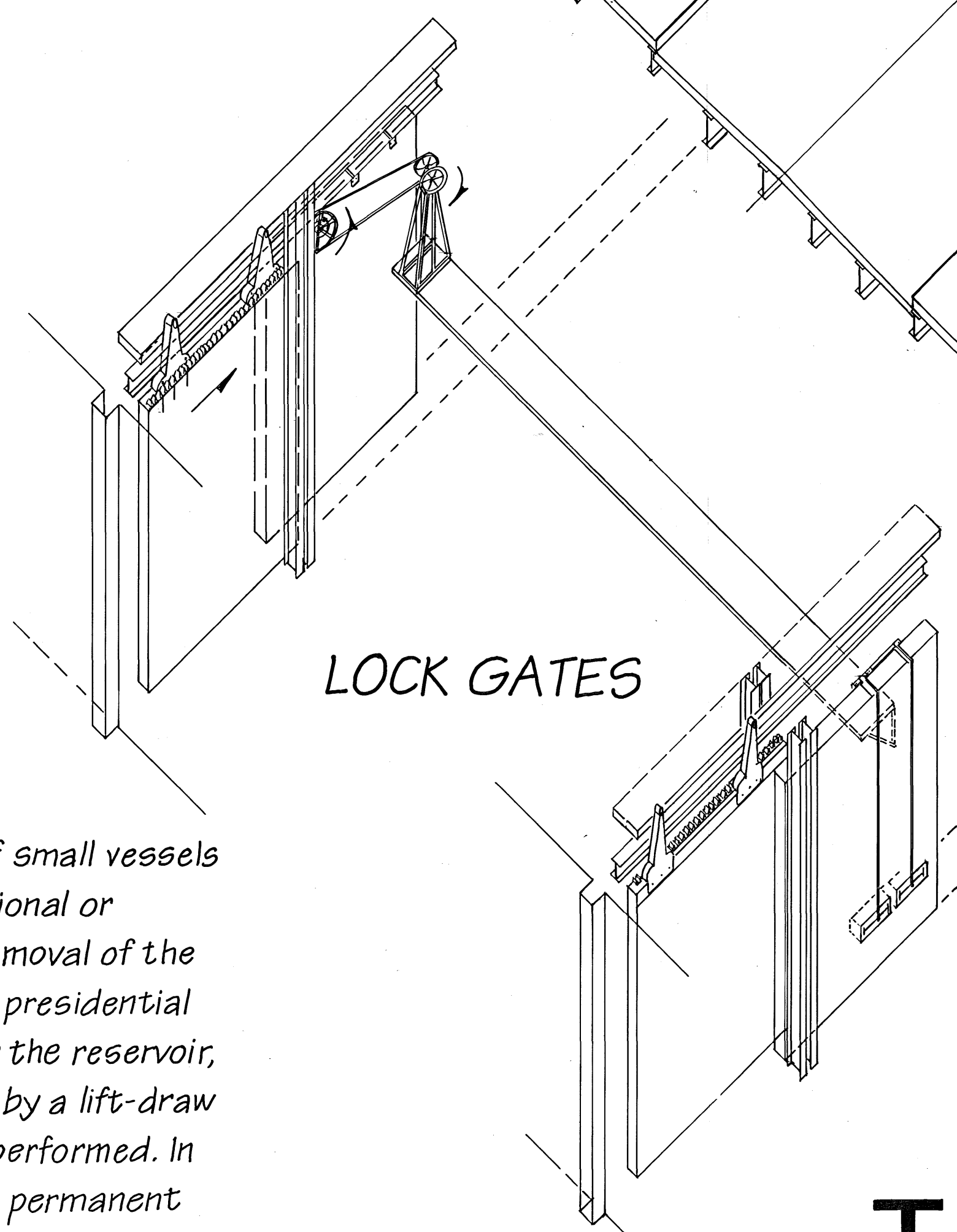
AUTOMATIC GATES



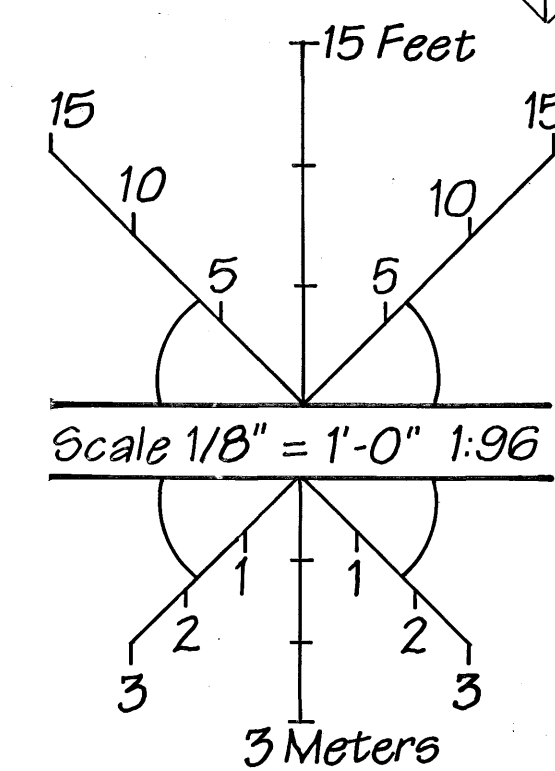
CURTAIN GATES



LOCK GATES



Detail of the model used for the lighting standards on the Inlet Bridge (one arm shown).



Note: Deck shown as originally constructed. Drawing based on original design documents.

TIDAL BASIN INLET BRIDGE

DELINEATED BY: Jill Patricia Caouette, 2000

NPS PARK ROADS & BRIDGES RECORDING PROJECT

WEST POTOMAC PARK

TIDAL RESERVOIR INLET BRIDGE - 1909

OHIO DRIVE SPANNING INLET OF TIDAL BASIN WASHINGTON

DISTRICT OF COLUMBIA

SHEET 2 of 2

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