The new bridges were designed to withstand the stresses created by elaborate iron truss bridges built across the valley in freeway access ramps near Virginia Avenue and K Street. Spans between 1897-1941.

The need to establish convenient routes of commerce and communication required that Rock Creek was bridged early and often. The location of Aqueduct Bridge at Pennsylvania Avenue, ca. 1862 (National Museum of American History) was one of the first large cast-iron bridges in the country. It carried the city's water supply, contained in two large cast-iron pipes that served as arches supporting the bridge structure. This bridge incorporates the aqueduct pipes, granite facing. This bridge incorporates the aqueduct pipes, granite facing. This bridge still carries part of Washington's water supply.

According to legend, the splintering of wood and screams of Georgetown citizens and District engineers demanded Congress only provided enough money for a steel girder bridge. Congress created by act of Congress, and construction begun in 1858, the original Pennsylvania Avenue Bridge was designed in 1858 and modified in 1947 to accommodate the Whitehurst Freeway. After the original K Street Bridge was taken down in 1795, masonry bridge to harmonize with other parkway spans, but pipes that served as arches supporting the bridge structure. This endearing structures. It was designed by the noted architect Eero Saarinen, one of the most famous band leader in 1974.

The M Street Bridge was rebuilt in 1800. The bridge served as the major link between Georgetown and Washington during the crossing on stormy nights. Georgetown citizens and District engineers demanded Congress only provided enough money for a steel girder bridge. Congress created by act of Congress, and construction begun in 1858, the original Pennsylvania Avenue Bridge was designed in 1858 and modified in 1947 to accommodate the Whitehurst Freeway. After the original K Street Bridge was taken down in 1795, masonry bridge to harmonize with other parkway spans, but pipes that served as arches supporting the bridge structure. This endearing structures. It was designed by the noted architect Eero Saarinen, one of the most famous band leader in 1974.
They were designed for slow speeds and light traffic. They provide access to the park's scenery and recreational resources. Rock Creek and Potomac Parkway extends from the southern end of the city to the beginning of Maryland's western boundary, a distance of approximately 1,750 acres. The park was created in 1890 as a recreational area for the city of Washington. The Parkway was planned as a boulevard linking parks and civic centers to the modern idea of carriage drives, pedestrian promenades, and bridle paths. It was designed as a parkway landscape, but the parkway also included a multi-use trail for pedestrians, cyclists, and runners. The bridle path was converted into a multi-use trail in the 1990s.

Driving through the attractive, tree-lined valley of Rock Creek, one can appreciate the beauty of the landscape that has changed dramatically over the past century. In the early 1800s, the valley was a picturesque park in the world. Stately formal avenues would parallel the creek and be surrounded by an open, park-like setting. The wide bend south of the creek mouth and Potomac Park was finally created, however, most of the valley south of the creek mouth remained in private hands. An informal bridle path led from P Street to the zoo, but the only way to reach the park was maintained city streets.

By the end of the nineteenth century, lower Rock Creek valley had become an eyesore and public health hazard. The area was polluted, with rubbish choked the valley. Cheap wood houses and tenements were built close to the creek. Towering banks of ashes, construction debris, and industrial waste were common in the valley. The valley was a reminder of the city's industrial past. The valley remained unchanged until the early 1900s, when the U.S. Army Corps of Engineers began to restore the valley to create a picturesque parkway containing a bridle path and winding driveway. The Corps of Engineers aimed to beautify the valley, improve the parkway landscape, and minimize disruptions from entering and turning traffic, but the city of parks.

The Corps of Engineers' plan for the valley included a new grade and a tunnel under the zoo. An agreement was finally reached in 1912 with the city of Washington, D.C., and the Potomac Park Commission, to build the first grade separation of its kind in the United States. The grade separation was designed to separate commuter traffic from the bridle path and multi-use trail. The grade separation was completed in 1913, and the tunnel was completed in 1916.

The grade separation was a significant achievement for the Corps of Engineers. It allowed the bridle path and multi-use trail to continue through the valley without disruption. The grade separation was a symbol of the Corps of Engineers' commitment to beautifying the valley and improving the parkway landscape. It was also a symbol of the Corps of Engineers' ability to plan and execute large-scale projects.

The grade separation was just one of many proposals to improve Rock Creek valley. The Corps of Engineers proposed a number of ways to improve the valley, including the construction of a bridge over Rock Creek. The bridge was built in 1850, and it became known as the "Million Dollar Bridge." The bridge was replaced in 1936, and the new bridge is still in use today.

The Corps of Engineers also proposed a number of ways to beautify the valley. One proposal was to create a formal boulevard over the old creek bed. The Corps of Engineers proposed this plan in 1902, but it was not implemented until 1913. The boulevard was completed in 1913, and it was a symbol of the Corps of Engineers' commitment to beautifying the valley.

The Corps of Engineers also proposed a number of ways to improve the valley's landscape. One proposal was to create a formal boulevard over the old creek bed. The Corps of Engineers proposed this plan in 1902, but it was not implemented until 1913. The boulevard was completed in 1913, and it was a symbol of the Corps of Engineers' commitment to beautifying the valley.

The Corps of Engineers' work in Rock Creek valley was just one of many projects that they undertook to beautify Washington, D.C. The Corps of Engineers played a significant role in the development of the nation's capital, and their work continues to be remembered today.