

Maryland Historical Trust

Maryland Inventory of Historic Properties number: ~~G-IV-A-107~~ G-IV-A-189

Name: FOUR CROSSING OVER LITTLE YORK HIGHWAY
PO BOX 203X

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended _____
Criteria: <u> A </u> <u> B </u> <u> X </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> None
Comments: _____ _____ _____	
Reviewer, OPS: <u> Anne E. Bruder </u>	Date: <u> 3 April 2001 </u>
Reviewer, NR Program: <u> Peter E. Kurtze </u>	Date: <u> 3 April 2001 </u>

Maryland Inventory Of Historic Bridges
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

G-II-A-189
MHT No. ~~G-IV-A-109~~

SHA Bridge No. G-29 Bridge name Fricks Crossing over Little Youghiogheny River and CSX

Location:

Street/Road name and number Fricks Crossing Road

City/town Deer Park Vicinity X

County Garrett

This bridge projects over: Road Railway X Water X Land

Ownership: State County X Municipal Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes No X

 National Register-listed district National Register-determined-eligible district
 locally designated Other

Name of District

BRIDGE TYPE:

Timber Bridge X :
Beam Bridge X Truss -Covered Trestle Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge

Movable Bridge :
Swing Bascule Single Leaf Bascule Multiple Leaf
Vertical Lift Retractable Pontoon

Metal Girder :
Rolled Girder Rolled Girder Concrete Encased
Plate Girder Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever _____

Concrete ____:

Concrete Arch _____ Concrete Slab _____ Concrete Beam _____ Rigid Frame _____

Other _____ Type Name _____

DESCRIPTION:**Describe Setting [briefly]:**

Fricks Crossing Road crosses the CSX Railroad and the Little Youghiogheny River south of the town of Deer Park. There is limited development around the bridge. The bridge is aligned north and south, perpendicular to the Little Youghiogheny. The river and the railroad run east and west.

Describe Superstructure and Substructure:

Bridge G-29 is a three span timber bridge that carries Fricks Crossing Road over the Little Youghiogheny River and the CSX Railroad. All three spans are simple beam spans and have span lengths of 11'-7", 13'-5", and 11'-0", north to south respectively. The bridge has an overall span length of approximately 43.5 feet. The piers, timber bents, and abutments are timber bents with horizontal lagging to retain the soil.

Each span has eight timber beams supporting a timber deck. The beams are 4" x 12" and are spaced at approximately 1'-10" apart except for the two exterior beams. The eastern exterior beam is 1'-3" from the second beam and the western exterior 2'-1/4" from the second beam. The longitudinal beams are basically sound. There are some splits in the fourth beam in the northern span.

Discuss Major Alterations:

No major alterations have been conducted on this structure. In 1994 the county replaced the timber rails on the parapets. However, the original design of the structure's railing system was not changed.

HISTORY:WHEN was bridge built (actual date or date range) 1930This date is: Actual Estimated _____Source of date: Plaque _____ Design plans _____ County bridge files/inspection form

Other (specify) _____

WHY was bridge built? Development around old Deer Park Hotel

WHO was the designer? N/A

WHO was the builder? N/A

WHY was bridge altered? N/A

Was bridge built as part of an organized bridge-building campaign? Yes ___ No X

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A Events X B- Person ___
C- Engineering/architectural character X

Was bridge constructed in response to significant events in Maryland or local history?

Yes, the area around the bridge began developing in 1852 with the arrival of the Baltimore and Ohio Railroad. The railroad opened up the wilderness. Eastern residents realized the western mountains were excellent for summer escapes from the metropolitan heat. The last three decades of the nineteenth century saw a boom in mountain resorts in western Maryland. In 1870 Henry Davis, founder of the Western Maryland Railway and John W. Garrett, President of the Baltimore and Ohio enclosed 10 acres east of Oakland as a deer refuge. Soon after this became the site of a resort area called Deer Park. Fricks Crossing Road is accessed from Hotel Road the former site of Deer Park Hotel. The turn of the century saw a decline in Garrett County's economic and recreational prosperity. The advent of the automobile released wealthy resort visitors from their dependence on the railroad based resorts. The hotel was opened on July 4, 1873 and operated until 1929. It was razed in 1942. Access to Fricks Crossing is directly opposite the site of the hotel. The new bridge, built in 1930, would have eased access to rural areas around Deer Park. Residents living south of the town needed a crossing point over the Little Youghiogeny.

In 1933 the Maryland General Assembly passed an Act known at the time as the *County Road Act*. This Act made it optional for each of the respective Board of County Commissioners to continue to maintain their county roads from local tax levies, or to turn such roads over to the State Roads Commission for maintenance. All but Anne Arundel, Baltimore, and Harford counties accepted the state's offer. The law authorized the Commission to apply a 1 1/2-cent gasoline tax, previously available only for the construction of state roads, to finance the maintenance of county roads and municipal roads, debt service for both the counties and municipalities and the continued construction of state roads. The act allowed the state to consolidate and control the funding for road and bridge construction during the Depression. All personnel, overhead expenses, incidental charges, and engineering services furnished by the counties would now be absorbed by the State Roads Commission. The *County Road Act* allowed the State Roads Commission to use the limited funds of the state more wisely. The use of these funds combined with Bonds authorized by Chapter 463 of the 1933 General Assembly, allowed the state to create a program of major road construction, to be performed under the directions of the Federal government. The State Roads Commission received approval for its program and \$1,411,828.00 in 1933. By the end of 1934, sixty percent of the money had been spent.

The Board of County Commissioners of Garrett County agreed to allow the State Roads Commission to control and maintain the county's roads. On July 1, 1933 the State of Maryland began maintaining the roads of Garrett County. G29 was probably built to replace a preexisting

timber bridge of similar design. The crossing was deemed necessary because of the area's residential development.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

No, the bridge was built after the rise of Deer Park and the surrounding areas.

Is the bridge located in an area which may be eligible for historic designation?

No, this bridge is not located in an area which is eligible for historic designation.

Would the bridge add to/or detract from the historic & visual character of the possible district?

No, the bridge is close to the structures associated with the Deer Park resort but is not part of the complex and was built after the resort closed. Although the development associated with the resort and the railroad necessitated the building of the crossing, the bridge is not close enough to add or detract from the area.

Is the bridge a significant example of its type?

Yes, the bridge is a significant example of a timber bridge because of its condition. The structure is isolated and in fair condition.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum?

Yes, the bridge's current condition is based on the condition of its character defining elements. The character defining elements for timber beam bridges are the superstructure's longitudinal beams, and the bents, abutments, and piers of the substructure. Except for some splits in the fourth beam, there are no major areas of deterioration.

Is bridge a significant example of work of manufacturer, designer and/or engineer?

No, this bridge was built during the time that the State Roads Commission was taking control of county systems. There were no standards kept for timber bridges because the builders simply replaced preexisting structures using similar designs.

Should bridge be given further study before significance analysis is made?

No, this structure should not be given further study because it is a simple span with a simple history. The building of this structure although needed due to development caused by the growth of resorts and industry within western Maryland did not greatly increase the growth of industry of the area after it arrival.

BIBLIOGRAPHY:

Brugger, Robert J. Maryland: A Middle Temperament: 1634- 1980. Baltimore: Johns Hopkins University Press, 1988.

Spero, P.A.C. & Company, and Louis Berger I Associates. Historic Bridges in Maryland: Historic Bridge Context, September 1994.

State Roads Commission Report 1930-32.

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 9/27/95

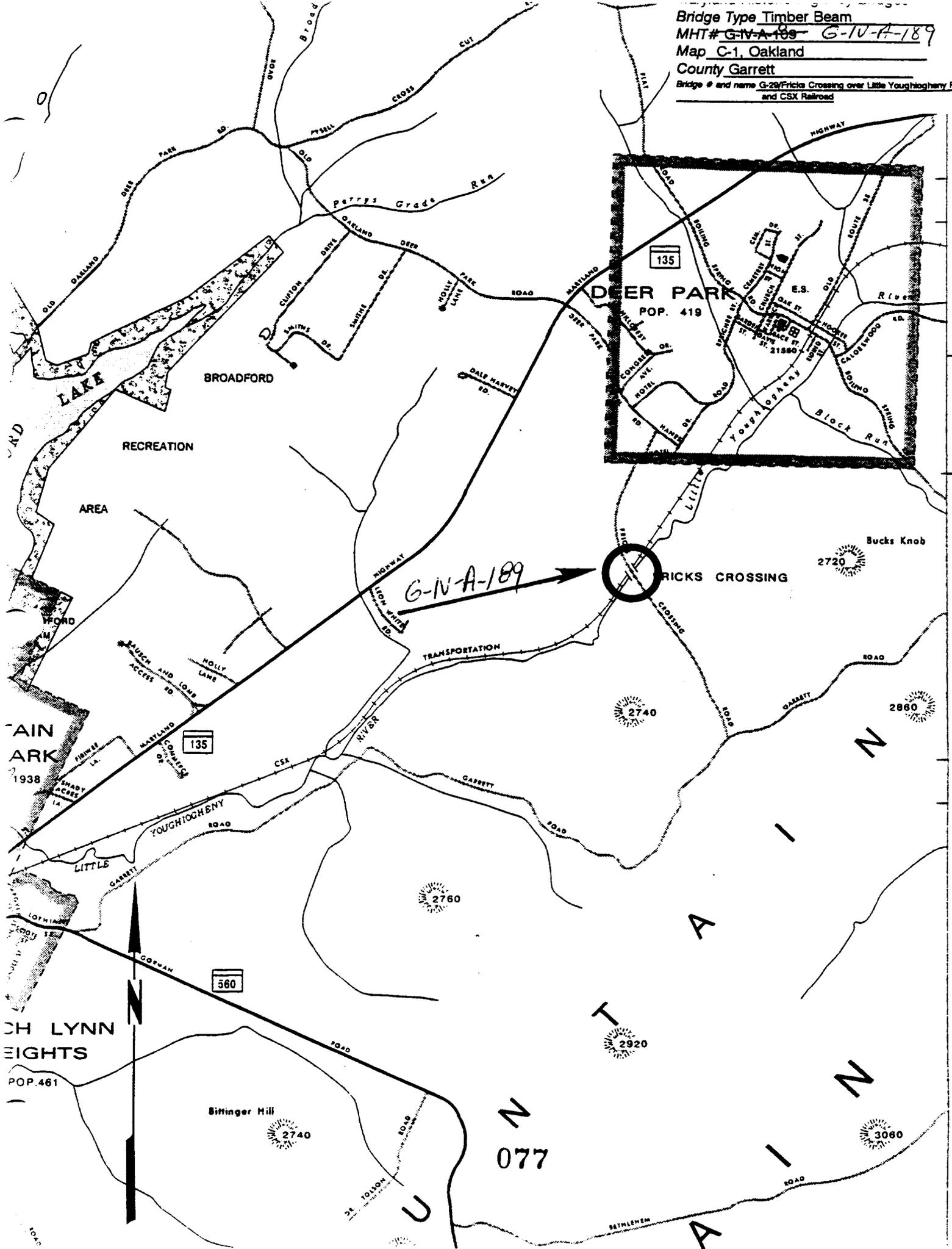
Name of surveyor Stacie Webb

Organization/Address State Highway Administration, 707 North Calvert Street, Baltimore, MD

Phone number 410-545-8559 **Fax Number** 410-333-1105

Revised by P.A.C. Spero & Company, March 1998

Bridge Type Timber Beam
 MHT# ~~G-N-A-189~~ G-TV-A-189
 Map C-1, Oakland
 County Garrett
 Bridge # and name G-29/Fricks Crossing over Little Youghiogheny River
 and CSX Railroad



MAP NO. C-2



1 3-1, 2-1, 0

2 Ficus Crossing 219 Little Spang, Ogden River

3 Lower 2, 11

4 3/78

5 Lower 2, 11

6 11/2, 11/2

7 4/11, 11/2, 11/2, 11/2, 11/2

8 11/2



1 3-1-4 87

2 Soil below one Little Leucispermium, Kinn

3 Same as 119

4 477

5 Same as above

6 477

7 One also east side locality North

8 2 of 5



1 G-IV-A-189

2 Sicks Crossing over Little Aughlin River

3 Garrett Co. MD

4 3/98

5 Max's Heron unit

6 MD SHPO

7 Elevation looking east

8 3 of 5



WEIGHT
LIMIT
3
TONS



1 5-12-91 8:

2 - Old Cassin, over Little Youghiogheny River

3 - Nettell Co. MD

4 - NY

5 - Mount Leman, MD

6 - MD State

7 - Lookout South

8 - NY