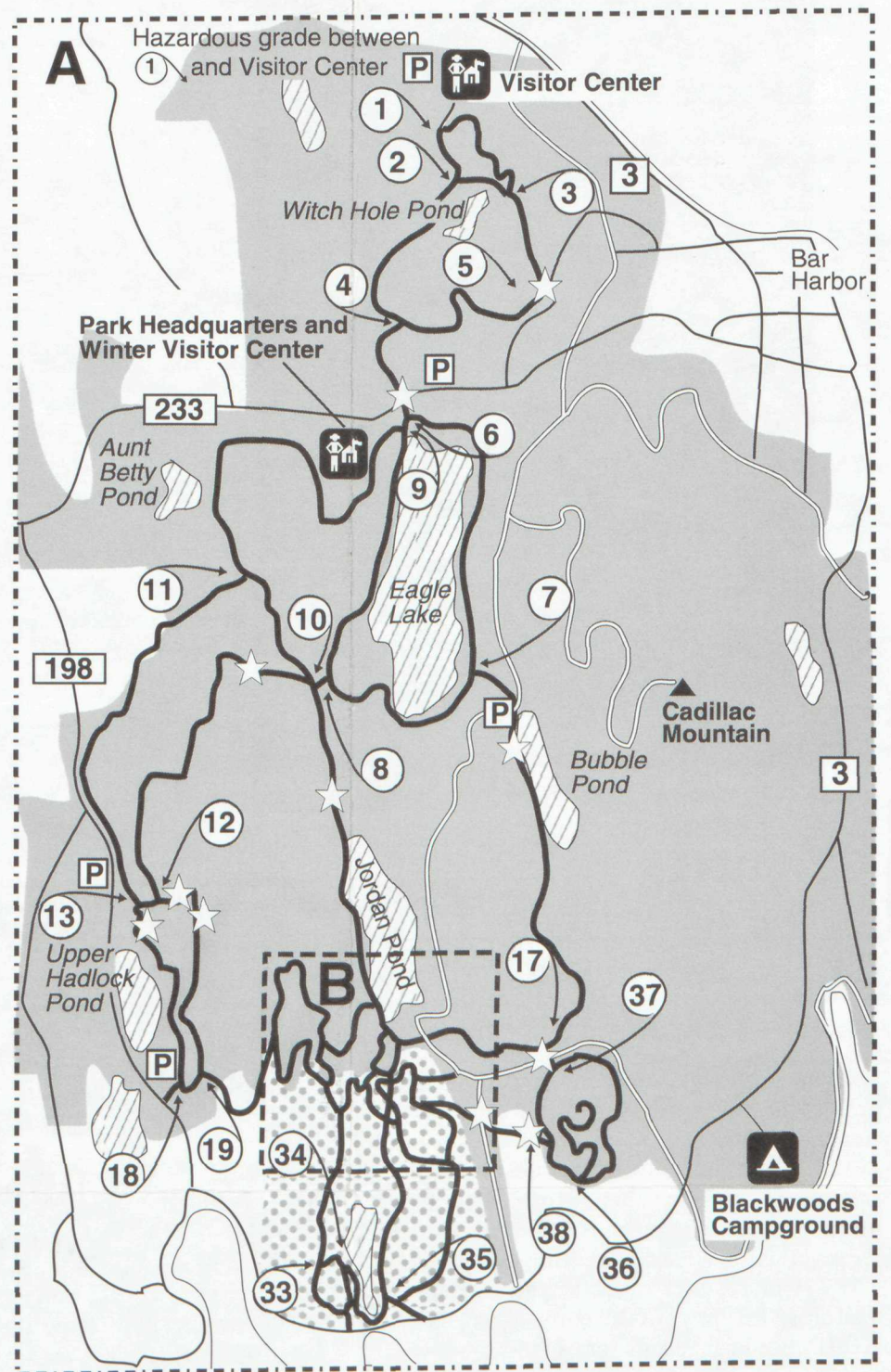
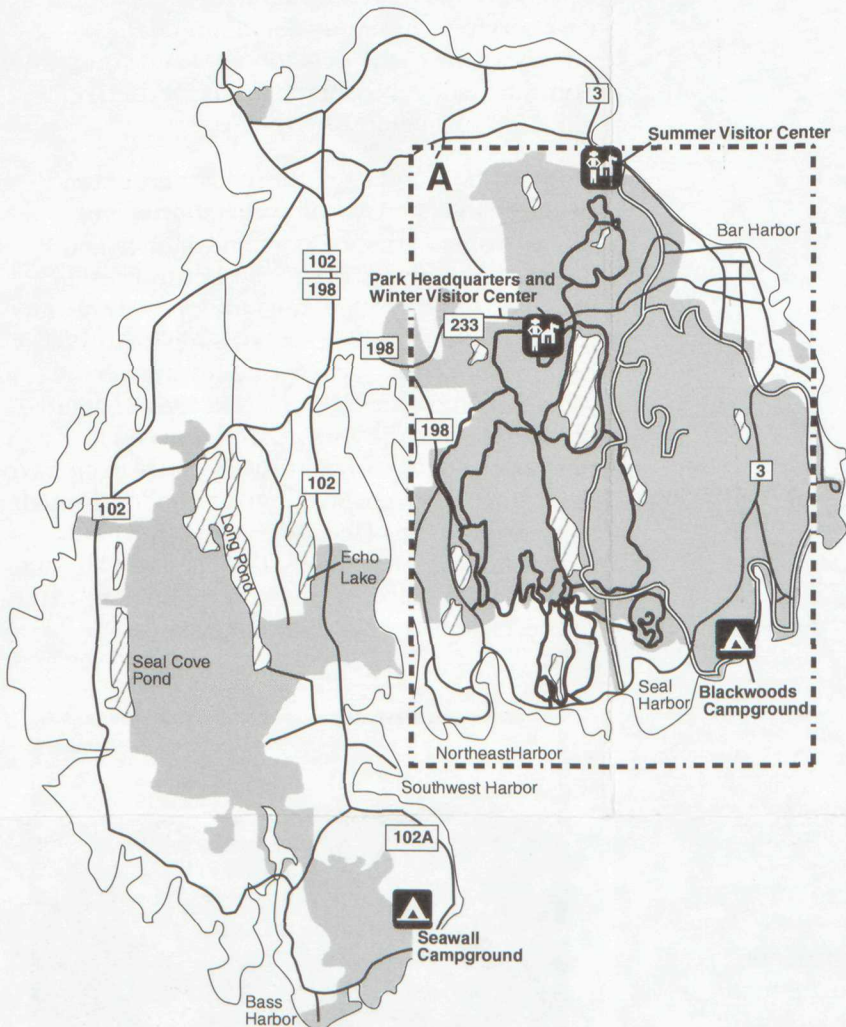
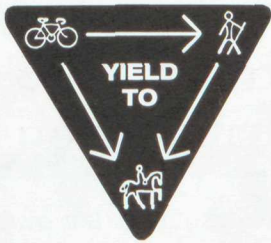


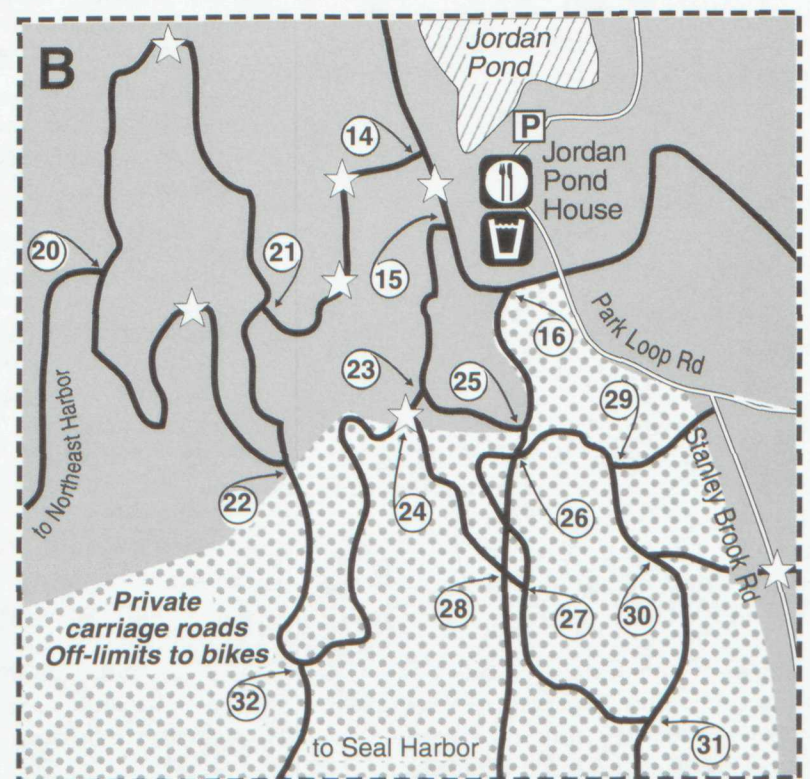
CARRIAGE ROAD USER'S MAP

MULTI-PURPOSE TRAIL



	Bridges		Off-limits to bikes
	Numbered intersection signpost		Carriage Road
	Park land		Park Loop Road
	State and local route numbers		Paved road
	Ranger station		Campground
	Drinking water		Parking Area
	Food service		0 1 2 miles

◆ You may encounter heavy machinery and trucks used for maintenance of the carriage roads.



Carriage Road Courtesy and Safety

- ▼ Bicyclists—slow down! Speeding is discourteous to others, and dangerous.
- ▼ Be prepared to stop—gravel surfaces are loose, sudden stops are dangerous.
- ▼ Stay to the right. Give a clear warning before passing on the left.
- ▼ Bicyclists yield to ALL users.
- ▼ EVERYONE yields to horses. Horses can be startled by sudden movements. Warn riders before passing.
- ▼ Move to the side when stopped.
- ▼ Wear a helmet and carry water.

Some Rules

- ▼ Motor vehicles are prohibited.
- ▼ Hiking trails are off-limits to bicycles and horses.
- ▼ Horses are prohibited on the Witch Hole Pond and Eagle Lake loops, except between signposts 7 and 8.
- ▼ Green Rock Company carriage roads are off-limits to bicycles.
- ▼ Pets must be leashed.
- ▼ Leave no trace. Carry out what you carry in.
- ▼ Swimming, wading, and pets are prohibited in public water supplies. Please respect posted regulations at lakes and ponds.



Courtesy of the RockefellerArchive Center

The Carriage Roads

Forty-five miles of rustic carriage roads weave around the mountains and through the valleys of Acadia National Park, the gift of philanthropist John D. Rockefeller, Jr., and family. Rockefeller, a skilled horseman, desired to travel on motor-free byways via horse and carriage into the heart of Mount Desert Island. His construction efforts, from 1913-1940, resulted in roads with sweeping vistas and close-up views of the landscape. His love of road building ensured a state-of-the-art system.

Rockefeller's love of road building grew naturally from his father's. John D. Rockefeller, Sr., the founder of Standard Oil, had built and landscaped carriage roads on his Ohio and New York estates. The junior Rockefeller learned many techniques from his father which he applied to building his Mount Desert Island carriage roads.

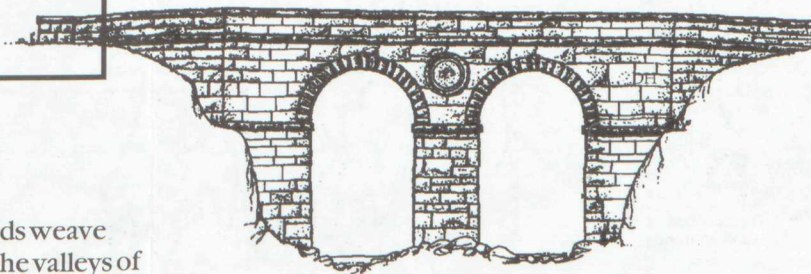
State of the Art Roads

The carriage roads are *broken stone* roads, a type commonly used at the turn of the century. Acadia's roads are the best example of broken stone roads left in America today. They are true roads, approximately 16 feet wide, constructed with methods which required much hand labor.

The roads were engineered to contend with Maine's wet weather. Three layers of rock, stone culverts, wide ditches, and a substantial six to eight inch crown ensured good drainage.

Rather than flattening hillsides to accommodate the roads, breast walls and retaining walls were built to preserve the line of hillsides and save many trees. Rockefeller, naturally gifted with the eye of a landscape architect, aligned the roads to follow the contours of the land and to take advantage of scenic views. He graded the roads so they were not too steep or too sharply curved for horse drawn carriages.

Road crews quarried island granite for road material and bridge facing. Roadsides were landscaped with native vegetation such as blueberries and sweet fern. The use of native materials helped blend the roads into the natural landscape.



An Integrated System

Rockefeller participated in the construction process. He walked areas staked out for road alignment and observed work in progress. He knew the laborers by name and used experts to design the bridges and engineer the roads.

Throughout it all, he paid rapt attention to the minutest details, from the placement of coping stones, to the cost of a running foot of road.

Following are some elements that unify the carriage road system:

Coping stones: Large blocks of granite lining the roads serve as guardrails. Cut roughly and spaced irregularly, the coping stones create a rustic appearance. These coping stones have been affectionately called *Rockefeller's teeth*.

Signposts: Cedar signposts were installed at intersections to direct carriage drivers. The posts were stained with Cabots shingle stain #248. The lettering was painted first with one coat of flat yellow paint, then with another coat of enamel yellow. Today, numbers are attached to the signposts which match maps and guidebooks, and help carriage road users find their way.

Roadside grooming and landscaping: Rockefeller employed a crew of foresters to remove debris from the roads and roadsides. Nationally known landscape architect, Beatrix Farrand, consulted on planting designs to frame vistas and bridges, and to heal scars left behind by carriage road construction. The Fire of 1947 destroyed much of her work.

Gate lodges: Two gate lodges, one at Jordan Pond and the other near Northeast Harbor, ornament the roads and serve as whimsical welcomes to the system. A third gate lodge was planned at Eagle Lake, but never built. During carriage road construction, engineer Paul Simpson and his family lived at the Jordan Pond Gate Lodge.

Bridges: Rockefeller financed 16 stone-faced bridges, each unique in design, to span streams, waterfalls, roads, and cliffsides. The bridges are steel-reinforced concrete, but the use of native stone for the facing gives them a natural appearance. Over time, the stone cutters grew very skilled and Rockefeller often requested them not to cut the facing too well lest the rustic look be lost!

The result of Rockefeller's vision and attention to detail is an integrated system of carriage roads that blends harmoniously with the landscape.

Carriage Road Rehabilitation

In 1989, an historic resource study on the carriage roads was completed for the National Park Service. That study documented the sequence of the roads' development and construction and made recommendations for their rehabilitation and maintenance.

Between 1992 and 1995, the roads were extensively rehabilitated. Woody vegetation was removed from roads, shoulders, and ditches, and drainage systems were reestablished to arrest erosion. The crown and subgrade layers were restored and new surface materials applied to replace thousands of cubic yards washed away over the years. Coping stones were reset or replaced, and some of the historic vistas that once greeted horseback riders, carriage drivers, and walkers have been reopened. Rehabilitation was funded through a special program of federal construction funds with matching private funds. This funding will ensure that the roads will continue to be maintained in the future, close to their original condition.



Courtesy of the RockefellerArchive Center

A Spirit of Philanthropy

John D. Rockefeller, Jr., was one among several men and women who in some way contributed to the formation of Acadia National Park. Today, people still help preserve the park by donating time to work on trails and carriage roads, or to contribute financially to carriage road rehabilitation. Ask at the visitor center to learn how to join in these efforts. Such spirit allows the park to better meet its mission of protecting and preserving its cultural and natural resources for present and future generations.