

ACADIA NATIONAL PARK ROADS AND BRIDGES  
Bar Harbor Vicinity  
Hancock County  
Maine

HAER NO. ME-12

HAER  
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3-

MEASURED AND INTERPRETIVE DRAWINGS

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

# ACADIA NATIONAL PARK

## ROADS AND BRIDGES

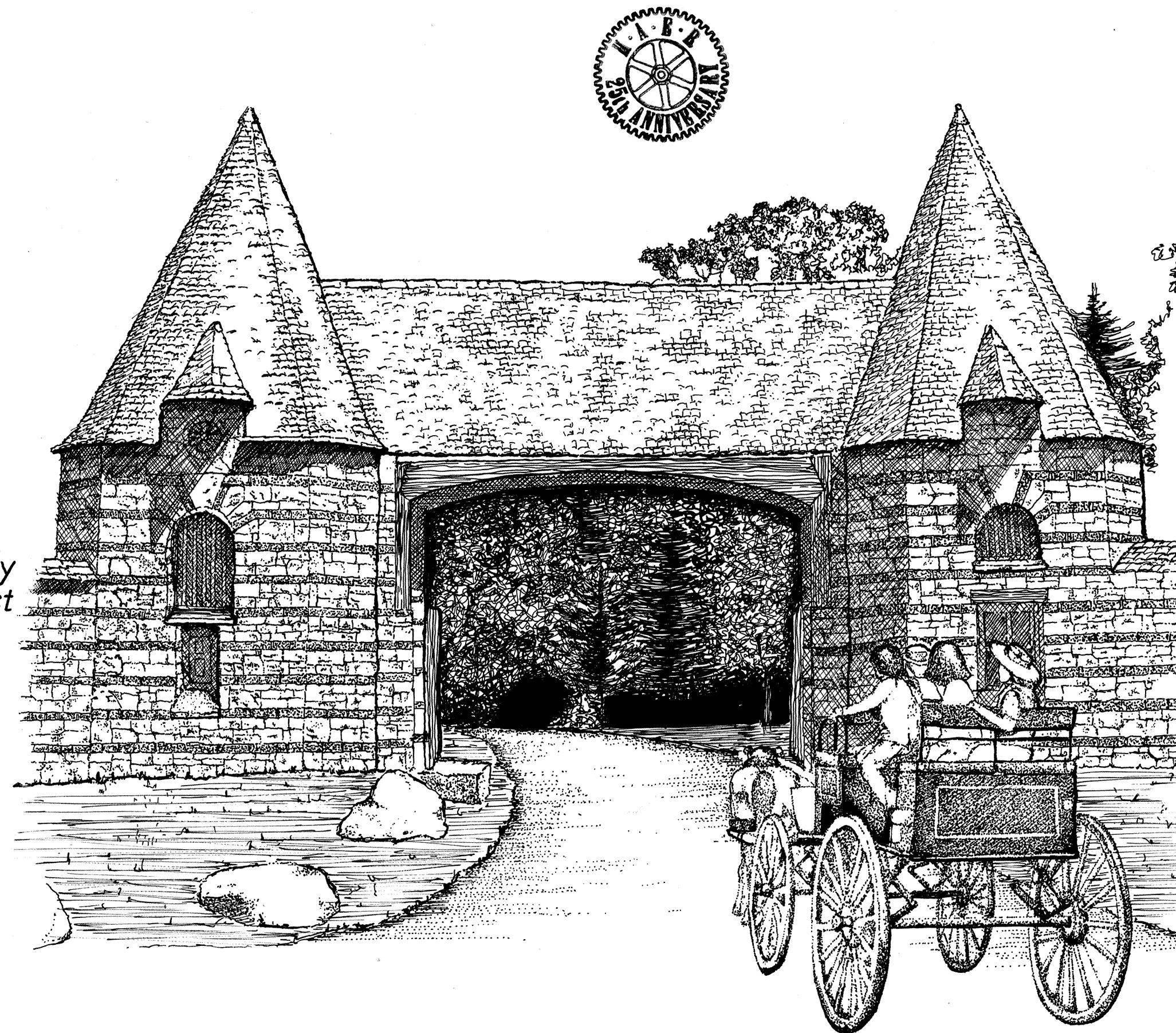


Located primarily on Mount Desert Island, Acadia National Park preserves all or portions of seven offshore islands and a peninsula jutting into the Gulf of Maine. Its approximately 35,000 acres include forty-one miles of coastline, the only fjord on the east coast, and the highest point on the American Atlantic coast.

The precursor to Acadia National Park, the Sieur de Monts National Monument, was established on July 3, 1916. When the monument was upgraded to park status three years later, it became the first national park east of the Mississippi and the only park in the country created solely from donations of private land. Initially called Lafayette in honor of its colonial heritage it was renamed Acadia in 1929.

Although present-day visitors traditionally drive to the top of Cadillac Mountain before dawn to witness the first sunlight striking the American continent, the roads of Mount Desert Island were not always so accommodating. Long before the park was established, Abnaki Indians hunted throughout the island on a sophisticated network of footpaths. When white settlers arrived in 1761, they too used these paths, widening many to make room for horses and buckboard wagons. The Native American trail to the top of Cadillac Mountain, for instance, was widened into a toll road during the 1850s. Early white settlers to Mount Desert Island also quickly began constructing their own roads in order to enhance economic and social interaction. As early as 1777 residents had connected the island communities of Bar, Bass, and Southwest Harbors with crude roads though they were often impassable during inclement weather.

With the rise of the automobile during the final decades of the 19th century, the beauty of Mount Desert Island became increasingly accessible to tourists. Sensing economic opportunity, some residents promoted road construction as a means of drawing visitors to the island. In 1888, for example, locals built a road to the shore of Eagle Lake in an effort to promote the island as a vacation destination. Other islanders were less enthused. Summer resident John D. Rockefeller, Jr., whose family fortune resulted from the Standard Oil Company, ironically saw the increase in the number of cars as a threat to his idyllic island getaway. In reaction to this symbol of urban industrial society, he began constructing carriage roads, first on his Seal Harbor estate and then by 1941 he had built more than forty miles of such roads throughout the park.



This project is part of the Historic American Engineering Record (HAER), a long-range program to document historically significant engineering and industrial works in the United States. The HAER program is administered by the National Park Service (NPS), US Department of the Interior. Conducted during the summers of 1994-95, the Acadia National Park Roads and Bridges Recording Project was jointly sponsored by HAER; Robert J. Kapsch, Chief and Eric DeLony, Principal Architect, the NPS Park Roads and Parkways Program; Mark Hartsoe, Program Manager, and Acadia National Park; Paul Haertel, Superintendent. Todd Croteau, HAER staff architect, and Richard Quin, HAER historian, gave overall supervision and direction to the project.

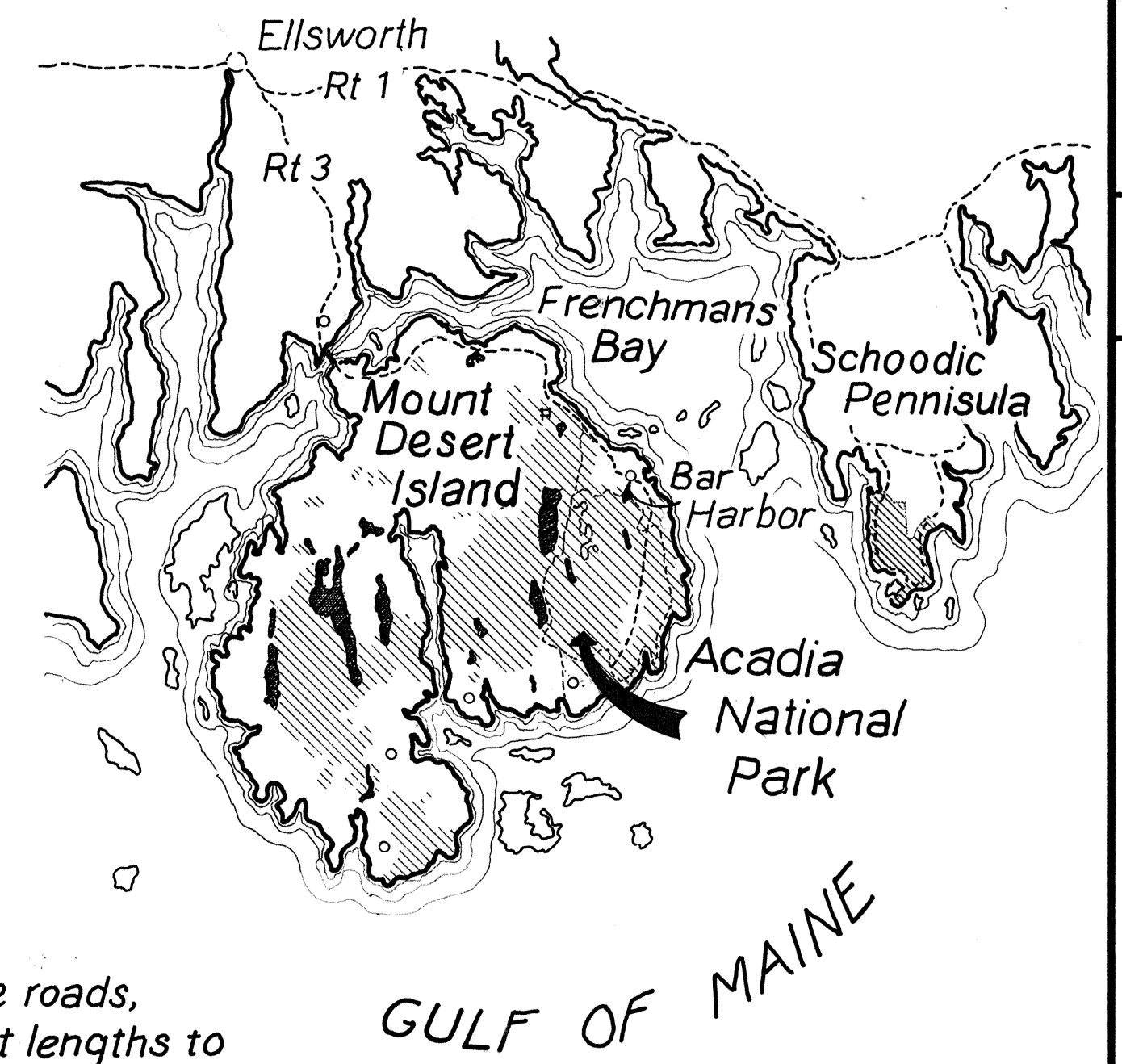
The 1994 recording team consisted of David Haney, supervising architect (Yale), landscape architectural technicians Joseph Korzeniewski (VPI), Kate Curtis (University of Leeds, England [International Council Of Monuments and Sites -US-ICOMOS]); architectural technician Shannon Barras (VPI); historian Richard Quinn; and Jet Lowe, HAER photographer.

The 1995 recording team consisted of harlen d. Groe, supervising landscape architect (ISU); landscape architectural technicians Edward Lupyak (PSU), Joseph Korzeniewski (VPI), architectural technician Sarah Desbiens (University of Montreal, Quebec, Canada [International Council of Monuments and Sites -US-ICOMOS]); historian Neil Maher (NYU); and Jet Lowe, HAER photographer.

In building these carriage roads, Rockefeller went to great lengths to ensure their aesthetic character. He personally oversaw much of their construction and hired landscape gardener Beatrix Farrand to recommend roadside plantings to hide unattractive scarring. Along with the beauty of the roads themselves, Rockefeller was equally concerned with the scenery they exhibited. He consciously designed his carriage routes to present the park visitor with a sequence of scenic experiences including views across meadows, alongside streams, and out from mountain tops. This desire to construct roads that complimented their natural surrounding is perhaps best illustrated by Rockefeller's sixteen stone carriage bridges. Painstakingly constructed from native materials that allow the bridges to blend in with the natural landscape, most also provide scenic vistas.

During the early 20th century as motorists continued to visit Mount Desert Island, they began urging park officials to open up Acadia's carriage roads to automobiles. Attempting to alleviate this public pressure, Rockefeller decided to build scenic motor roads for the park separate from the carriage system. He began in 1922 by constructing the "Mountain Road" motor road from the northern end of Eagle Lake to the Jordan Pond Tea House, and continued with similar projects during the following three decades. Here again Rockefeller maintained high aesthetic standards, this time by hiring landscape architect Frederick Law Olmsted, Jr. to consult on many of the routes. Although these roads were widely praised for their scenic quality, Rockefeller's overall plan to construct a twenty-three mile motor loop around the eastern portion of the park aroused considerable local disapproval from those fearing such a project would threaten the wilderness quality of several key regions. While Rockefeller was ultimately successful in seeing his plan carried out, when the Bureau of Public Roads completed the final segment in 1958 this community opposition had significantly altered the shape of his Park Loop Road.

In many ways the carriage and motor roads of Acadia National Park appear quite distinct. Signs, grade separations, and two picturesque gatehouses remind today's visitors that these two systems were intended to be kept physically separate. Yet the tension between Acadia's carriage and motor roads also lies at the heart of their shared history. Both were built in response to the rise of the automobile and each was influenced by the aesthetic vision of John D. Rockefeller, Jr. It is this common heritage that visitors atop Cadillac Mountain must keep in mind when they watch the sun rise over the horizon from the front seats of their automobiles.



DELINEATED BY: harlen d. Groe, Ed Lupyak, Sarah Desbiens, Joe Korzeniewski, and Neil Maher, 1995

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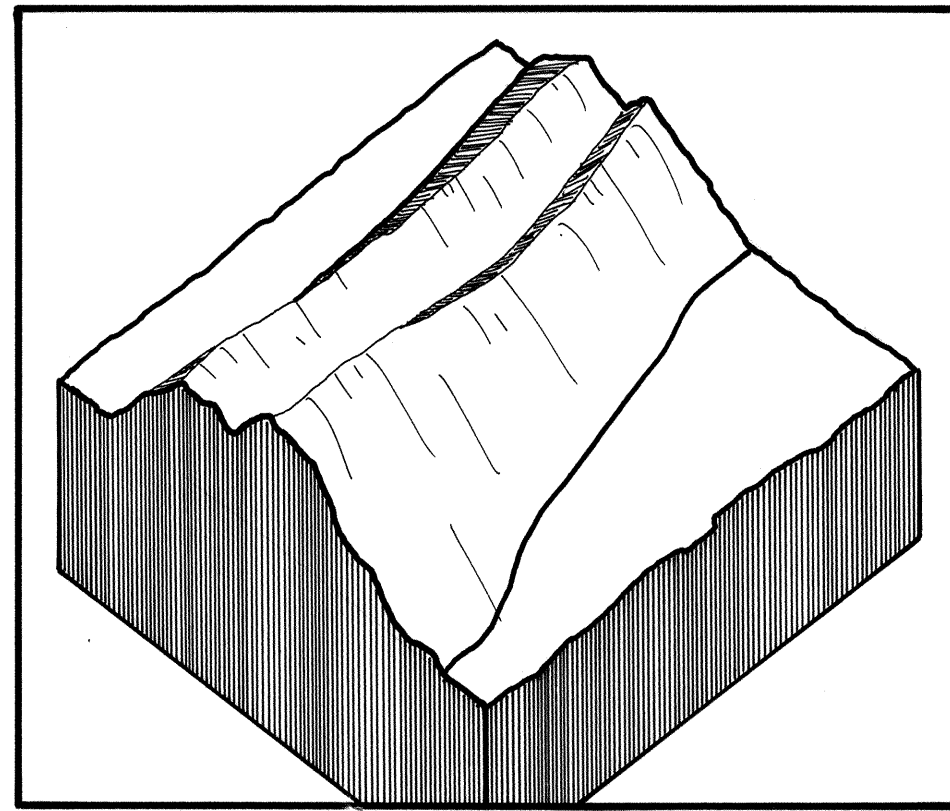
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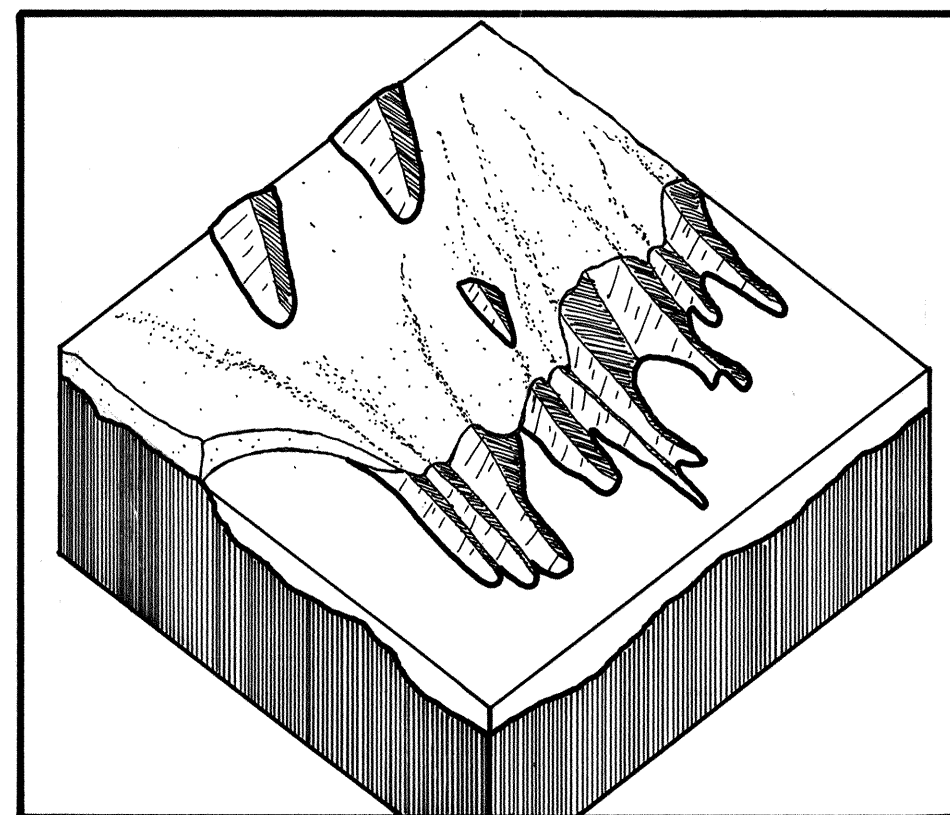
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# ACADIA NATIONAL PARK

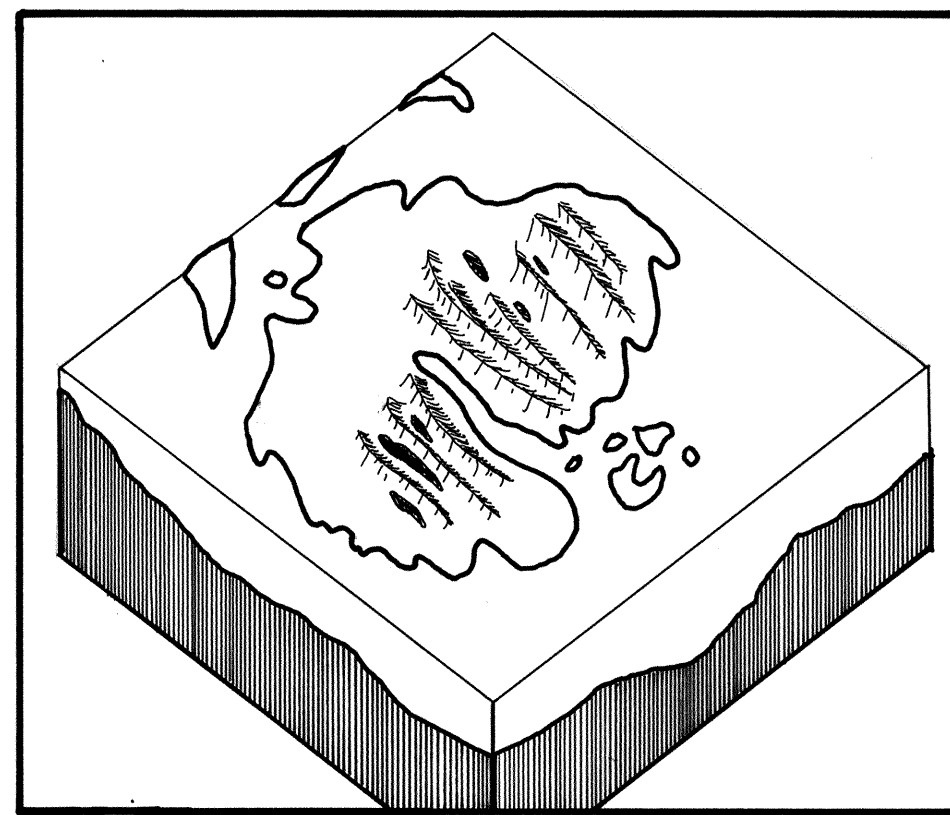
## Geology of the Landscape



1. Mountain Formation



2. Glacial Erosion

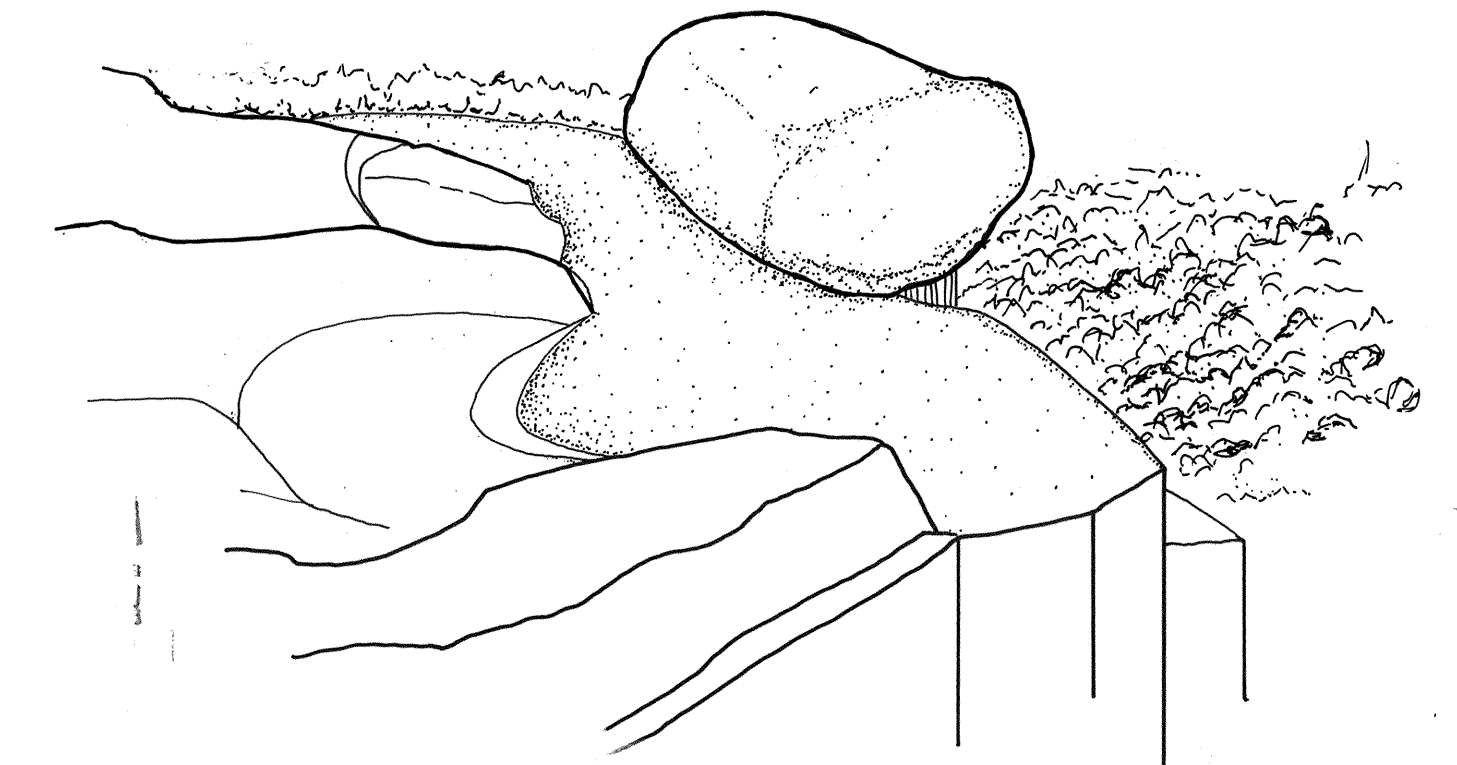
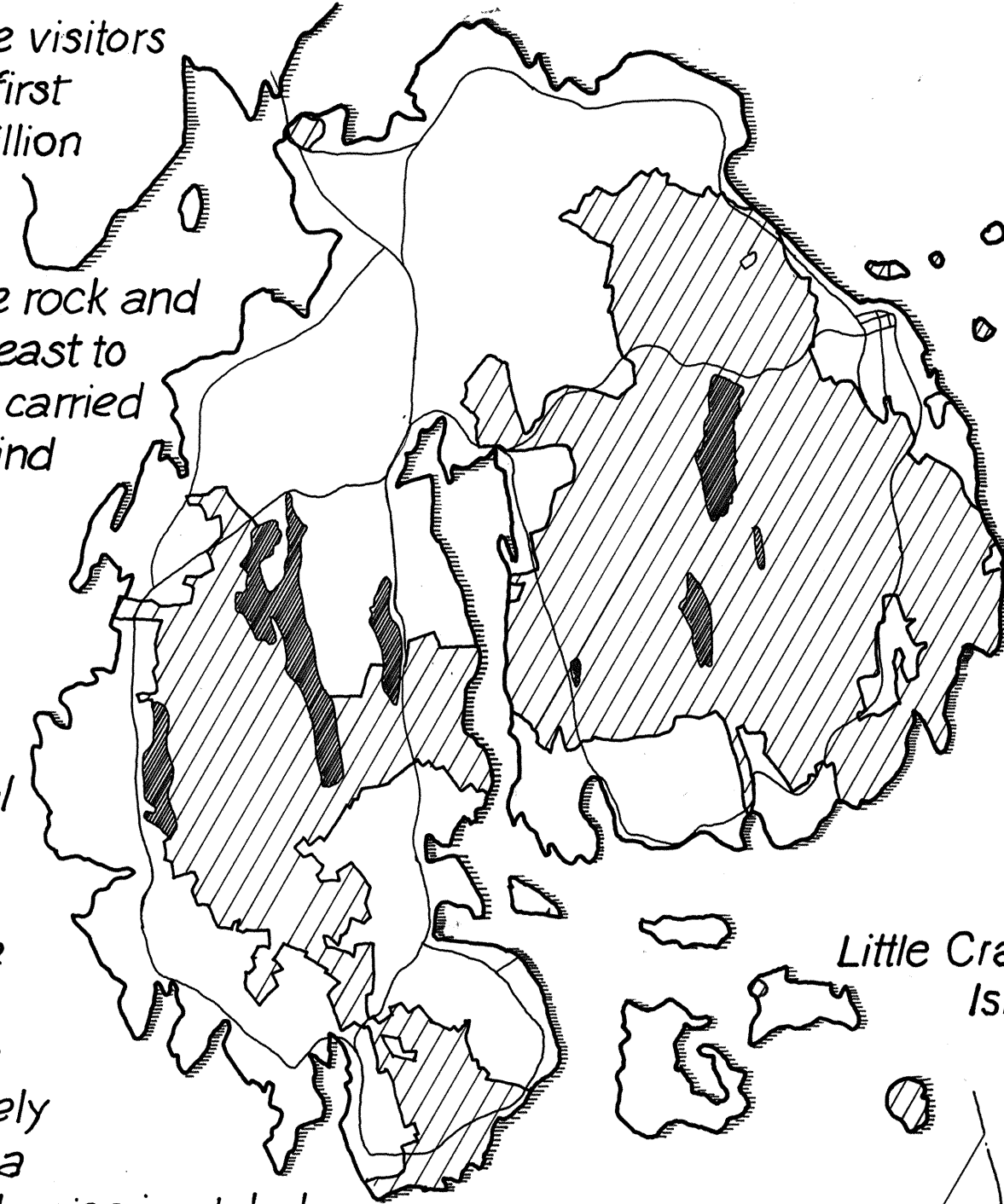


3. Present Landscape

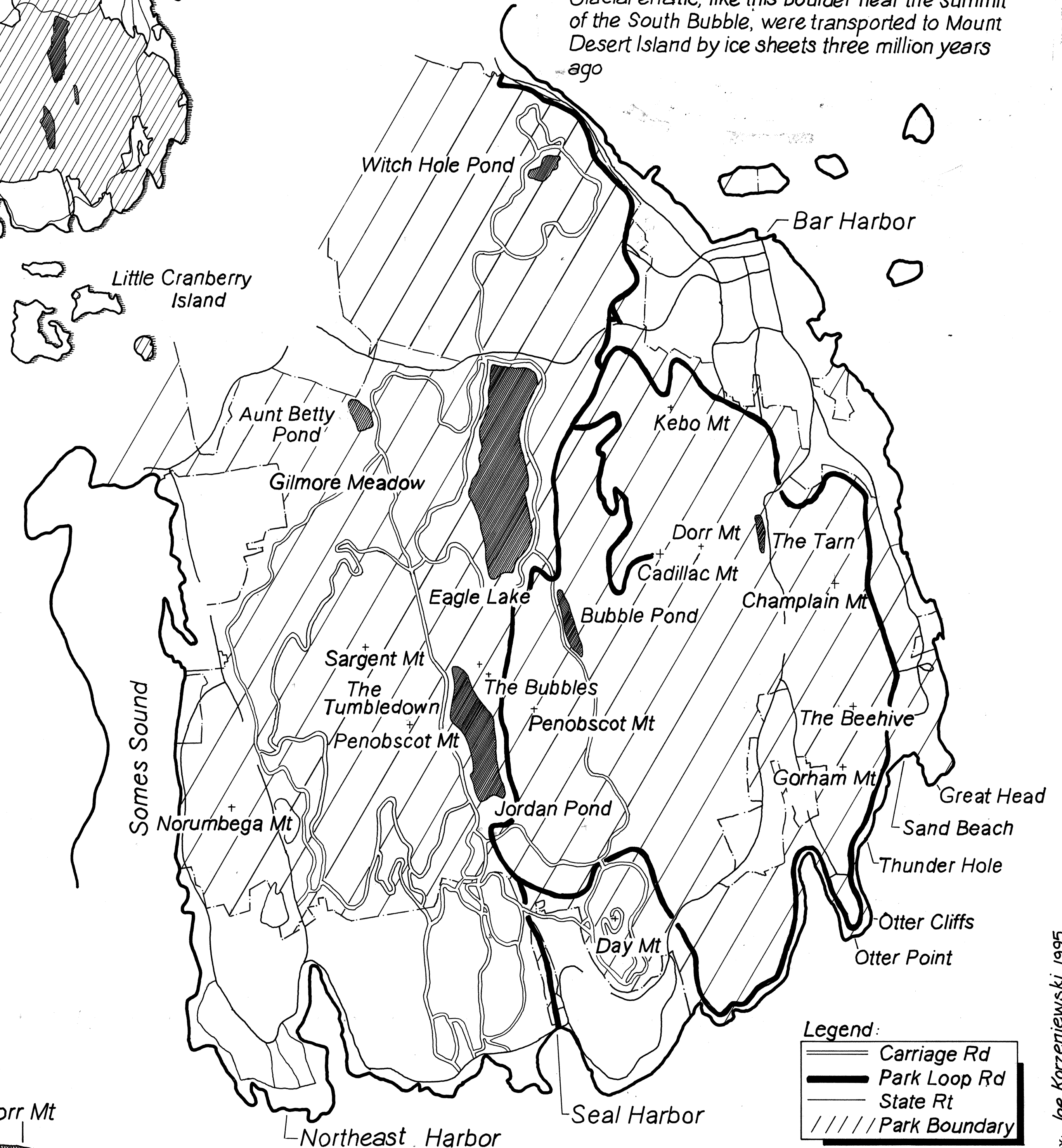
Acadia's mountains had their beginning long before visitors began watching the sunrise on Cadillac Summit. The first stage in their formation occurred approximately 400 million years ago, when a huge mass of molten rock moved upward beneath what is today Mount Desert Island. Eventually this magma broke through the older surface rock and cooled to form a coarse-grained granite ridge running east to west. As geologic time wore on, rivers, rain, and wind carried away much of the older surface rock while leaving behind the more resistant granites. As a result, V-shaped valleys were carved into this east-west lateral ridge.

When glaciers descended out of Canada across New England two to three million years ago, this lateral ridge on Mount Desert Island acted as a barrier. As the ice sheet built up on the north flank of the ridge, it eventually spilled through the low places in the divide to form long finger-like glaciers which descended the southern face. The streaming of glacial ice across the divide cut deep valleys running north to south completely across the lateral ridge, which was now dissected into a series of detached peaks. This erosion continued until a rise in global temperatures halted and reversed these glaciers approximately 18,000 years ago. Left behind were the mountains, valleys, and glacial lakes of the present day park. As the ice receded further, rising sea levels separated Mount Desert Island from the mainland.

Although volcanic fire and glacial ice dominated the early geologic history of Mount Desert Island, the ocean has more recently shaped Acadia's landscape. Every headland, bay, and inlet has been influenced by the power of the sea. The constant pounding of waves against the island's cliffs, for instance, dislodges rocks to create scenic wonders such as Thunder Hole. These same waves also grind these rocks into fine particles and deposit them along the shore at locations like Sand Beach. The geologic forces that continually eroded and built up the mountains of Mount Desert Island more than 400 million years ago, therefore, are still at work today in Acadia National Park.



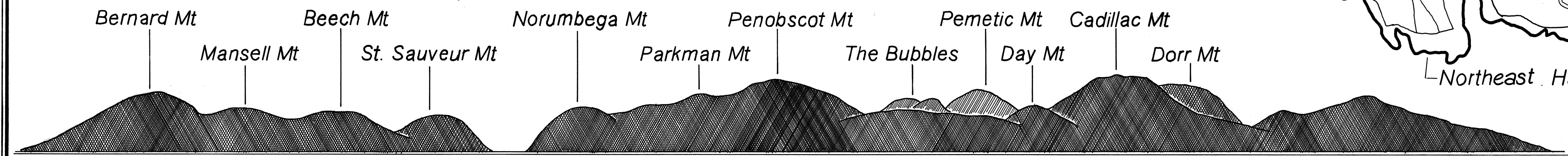
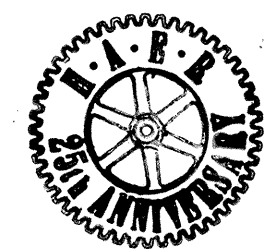
Glacial erratic, like this boulder near the summit of the South Bubble, were transported to Mount Desert Island by ice sheets three million years ago.



Legend:

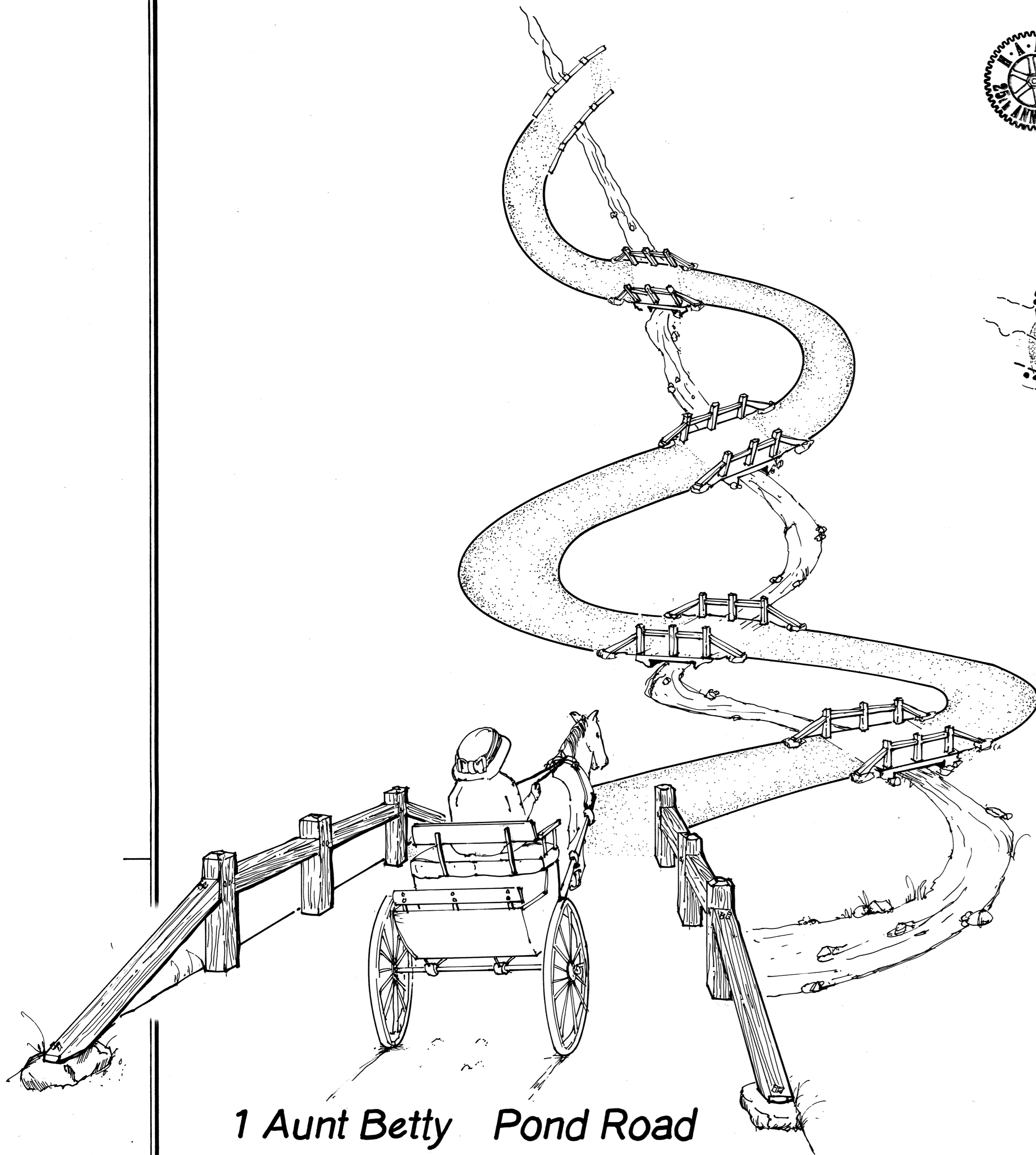
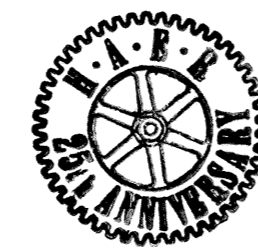
- Carriage Rd
- Park Loop Rd
- State Rt
- Park Boundary

### The Mountains of Acadia as Seen from Little Cranberry



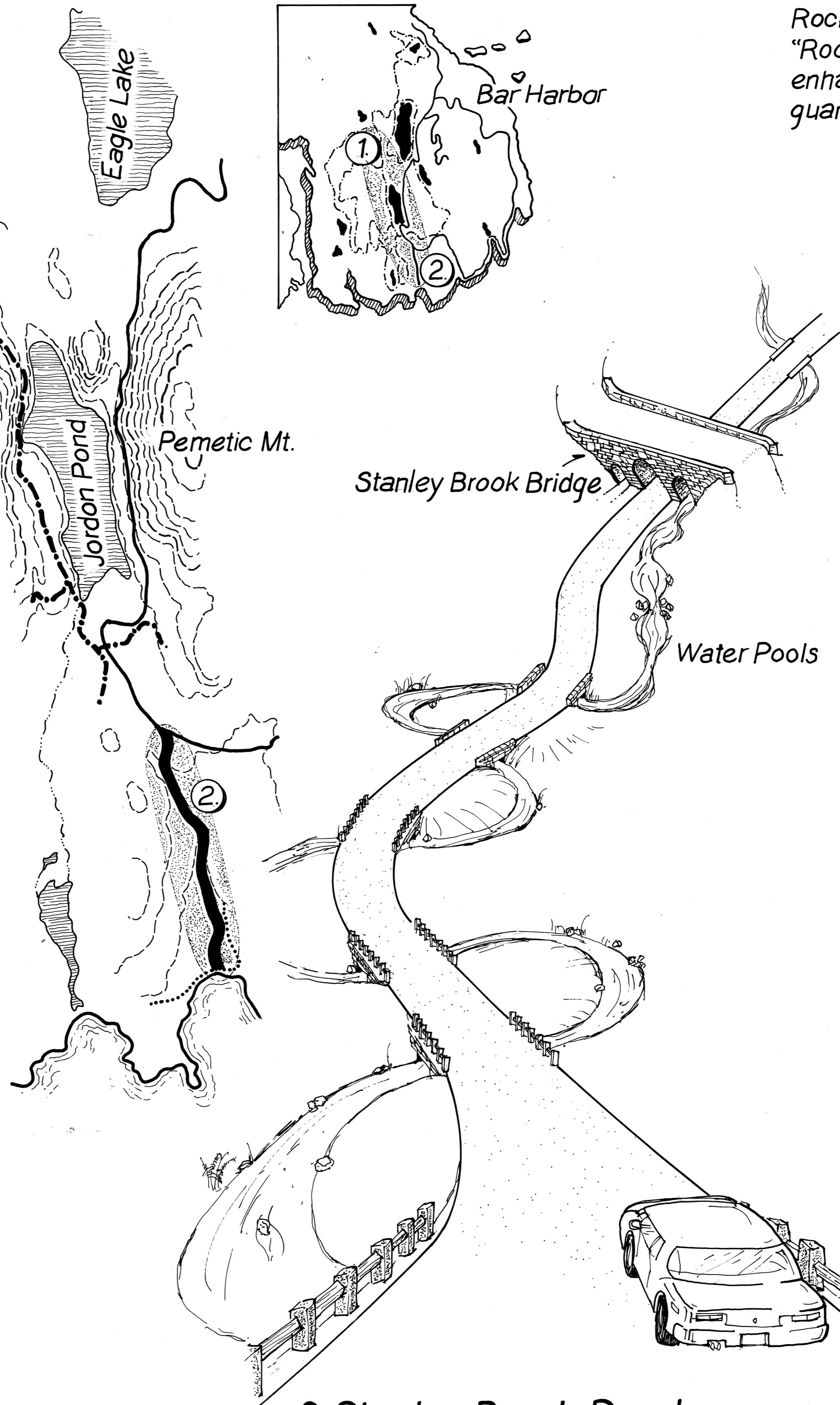
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# ROAD DESIGN SIMILARITIES



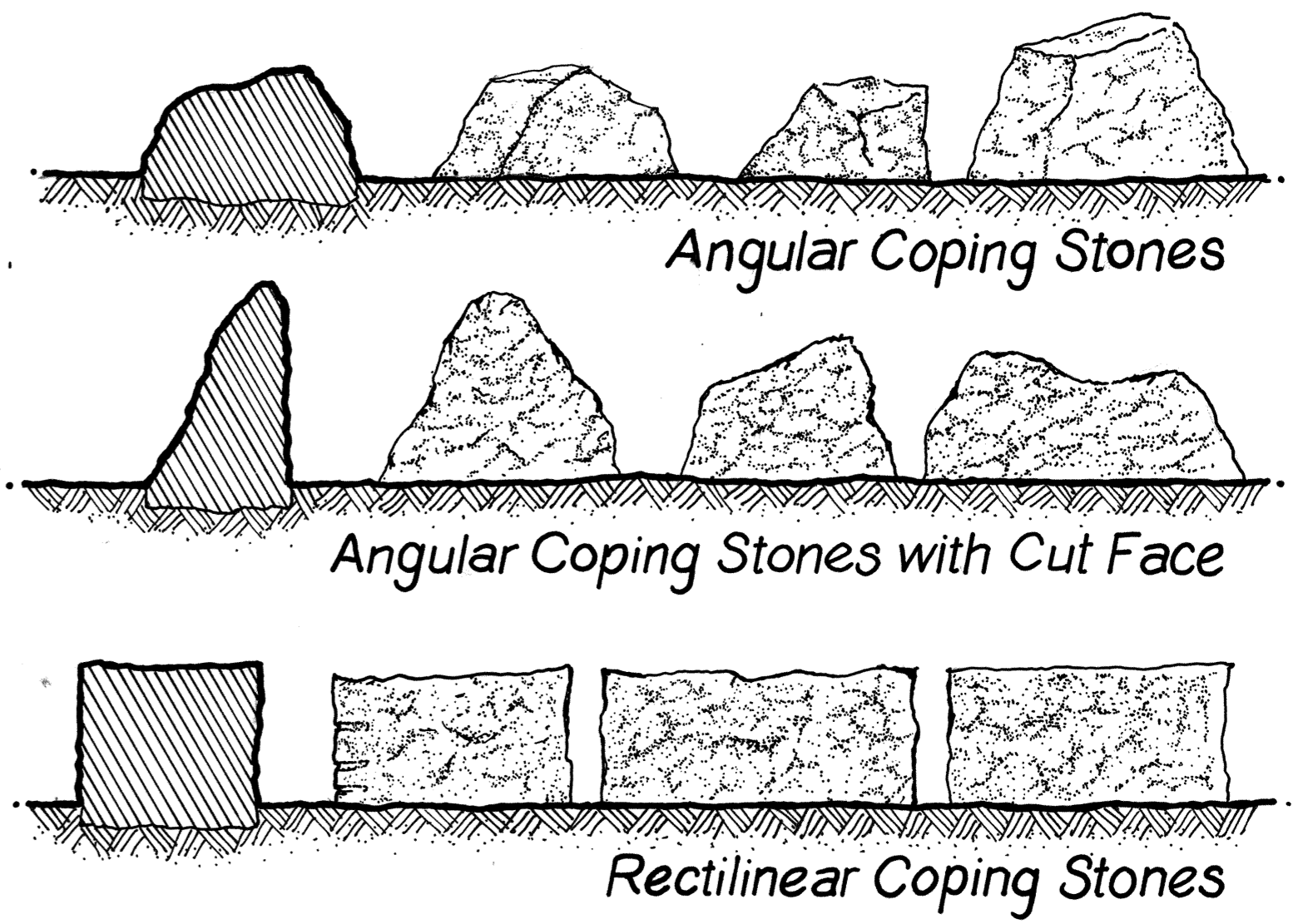
1 Aunt Betty Pond Road

Although the carriage and motor roads of Acadia were intended to remain separate, distinct transportation systems, they nevertheless share a variety of design similarities. For instance, planners of both systems attempted to lay out their roads to take full advantage of scenic areas within the park, especially along watercourses. Acadia's carriage roads, like this one to Aunt Betty Pond, were therefore often manipulated with tight turning radii in order to cross the stream beds numerous times. The designers of the park's motor roads, who had to incorporate straighter alignments in order to account for faster speeds, accomplished a similar design by manipulating the stream bed itself. The course of the Stanley Brook was altered to make it pass under the archway of the Stanley Brook Bridge. The flow of the brook was also changed when a number of scenic pools were created along the edge of the motor road.

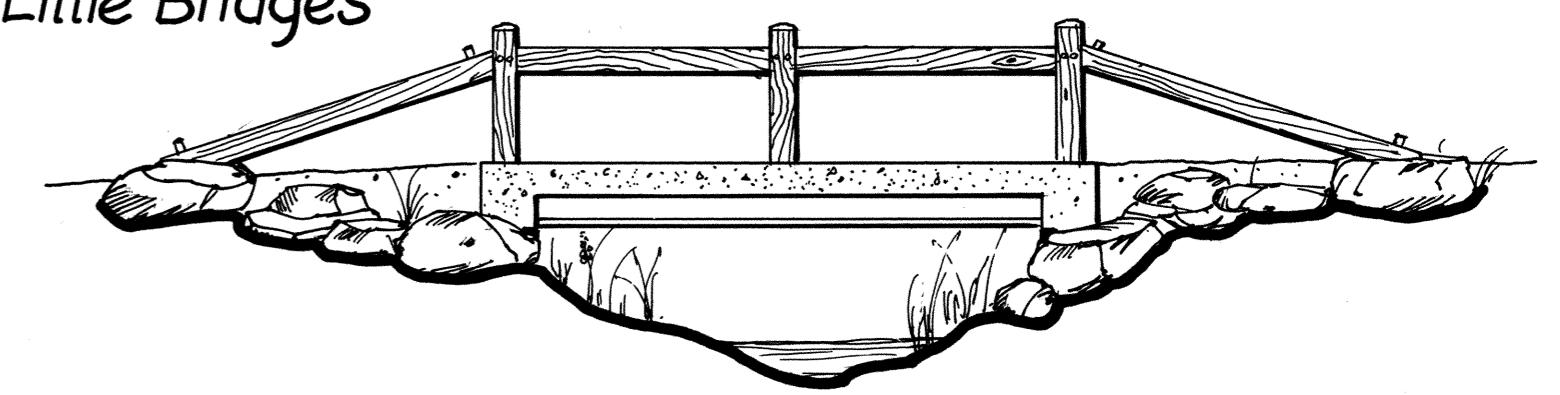


2 Stanley Brook Road

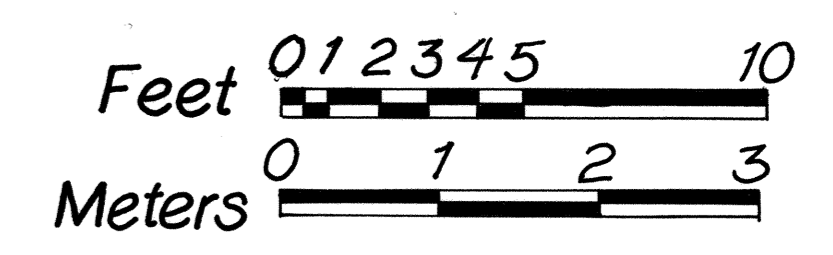
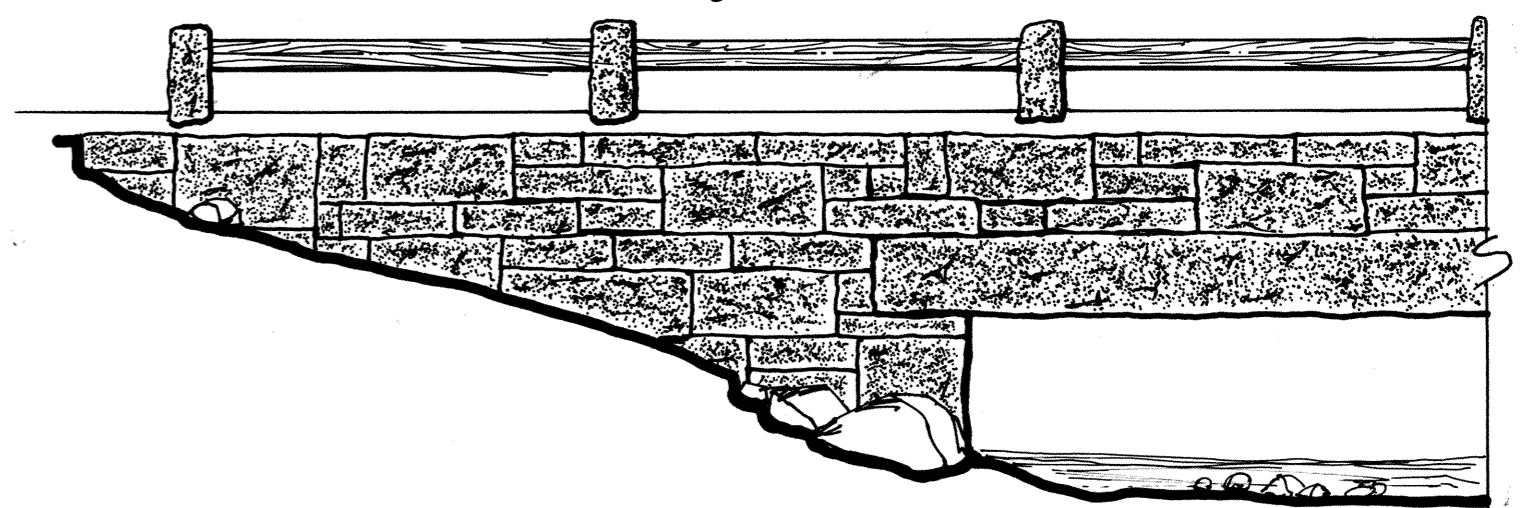
Rockefeller first used coping stones, known locally as "Rockefeller's teeth," on his carriage roads. In an attempt to enhance the consistency between the two systems, similar stone guardrails were also placed along the park's motor roads.



1. Aunt Betty Pond Road Little Bridges



2. Stanley Brook Road Bridges



DELINEATED BY: Ed Lupyak, 1995

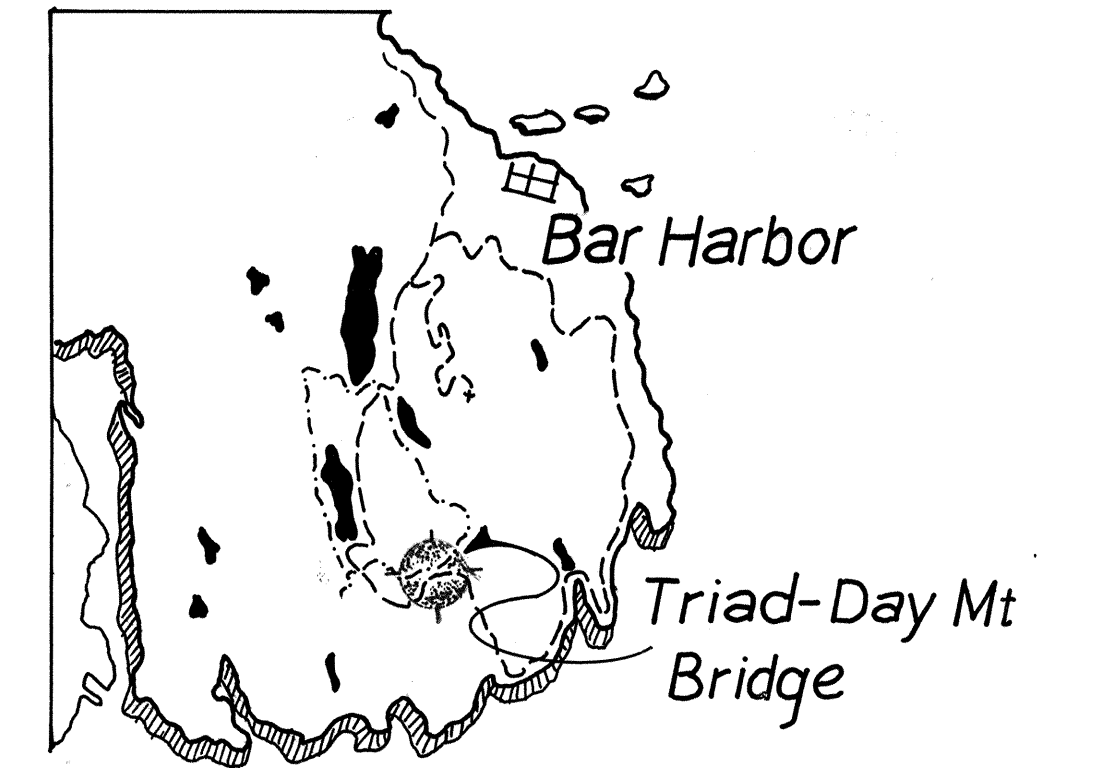
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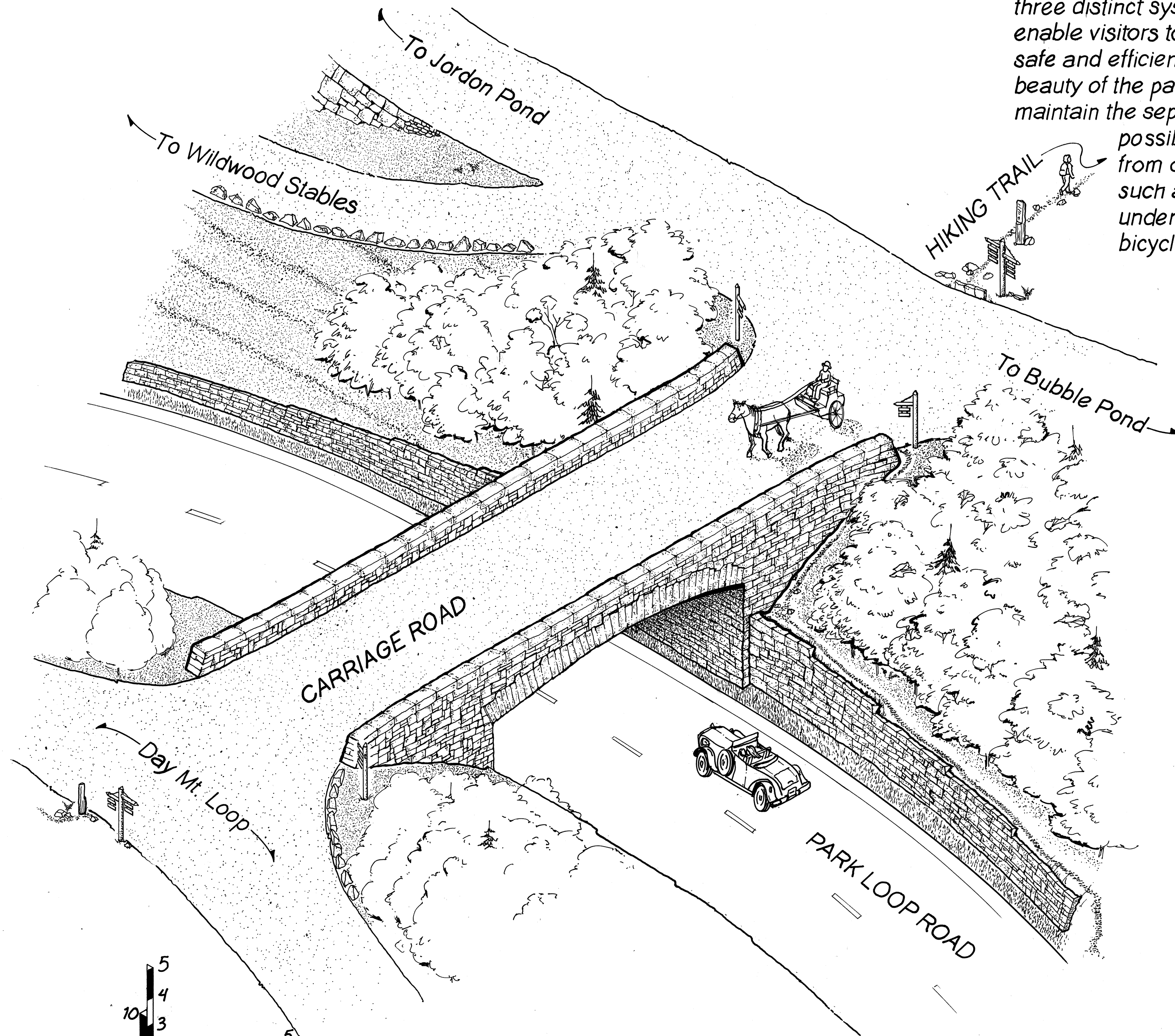
# SYSTEM SEPARATION



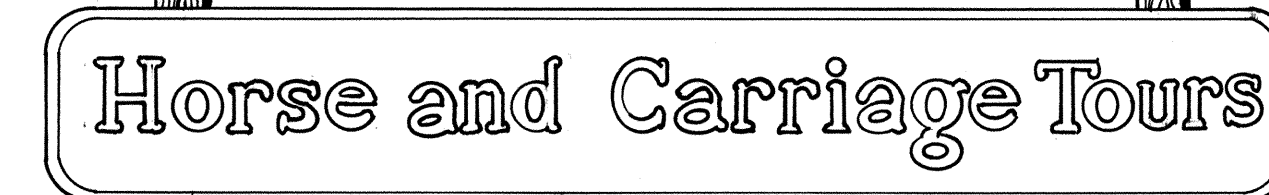
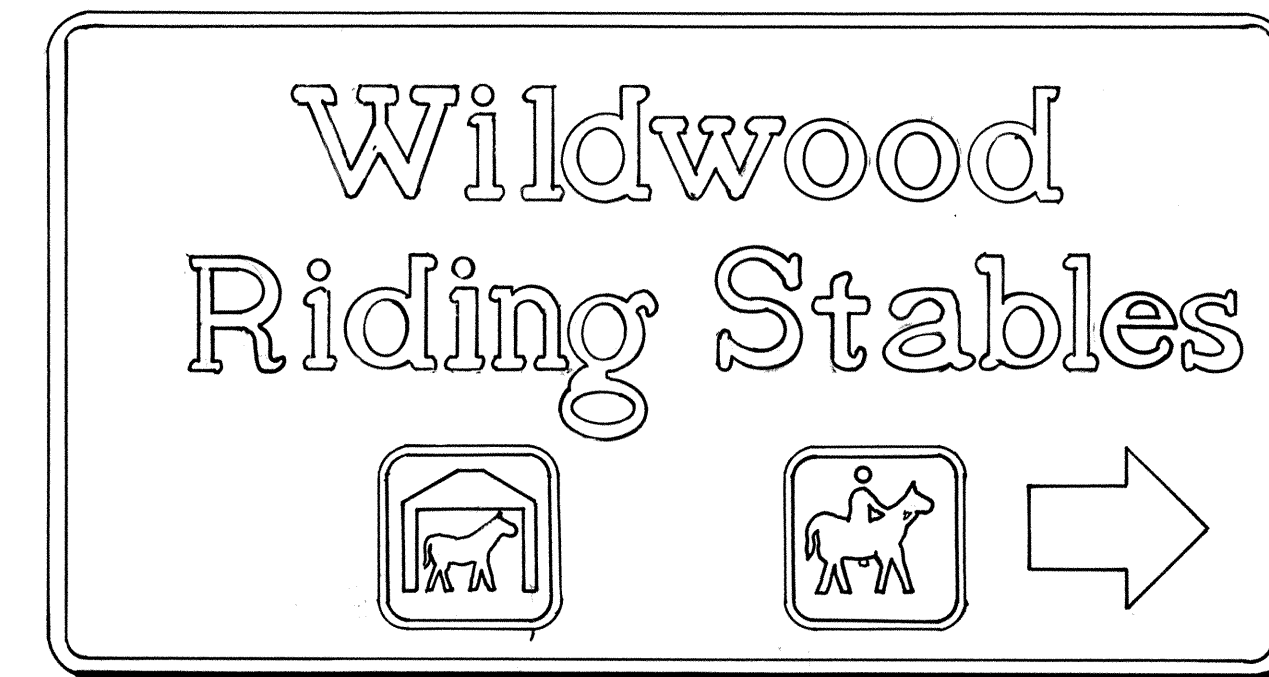
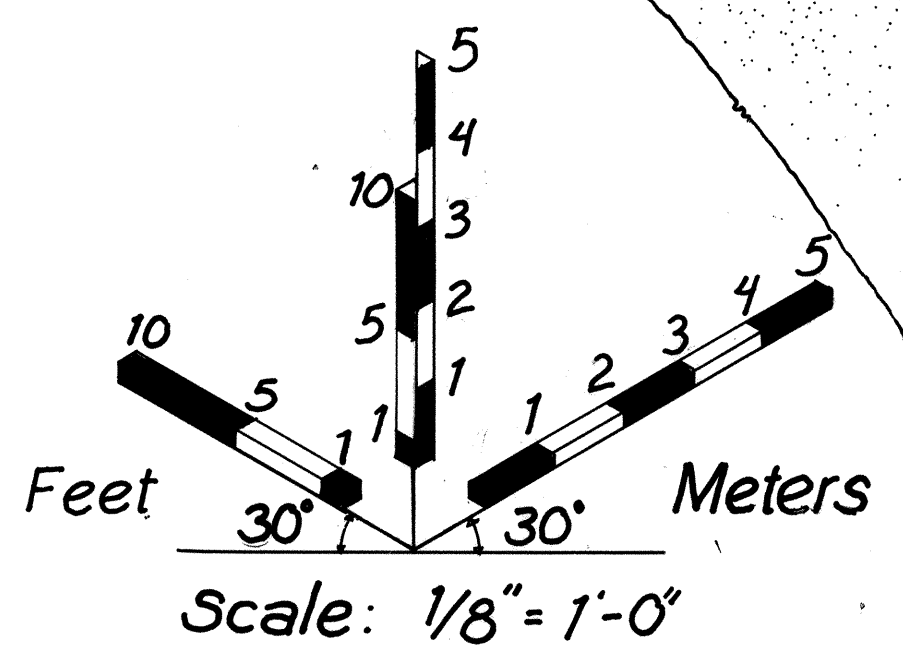
The transportation network of Acadia National Park is comprised of three distinct systems. Hiking trails, carriage roads, and motor roads enable visitors to enjoy the park by a variety of means. To ensure the safe and efficient flow of visitors, as well as to protect the natural beauty of the park, designers of this network have attempted to maintain the separateness of each of these three systems wherever

possible. On a physical level this is achieved by keeping systems from coming into contact with one another. Where this is unavoidable, such as at this intersection near the Wildwood Riding Stables, bridges, underpasses, and gates are used to allow hikers, carriage drivers, bicyclists, and motorists to bypass one another with minimal contact.

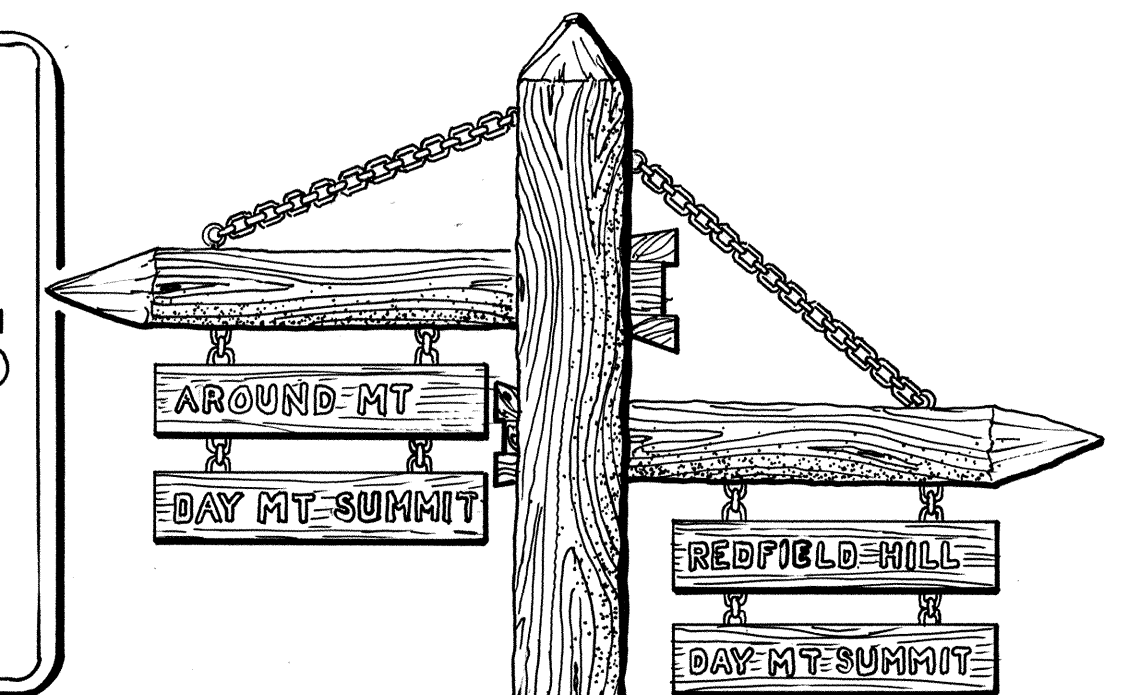
Acadia's signs also serve to direct the flow of visitors within these three transportation systems by providing directional and usage information. Due partly to the varying speeds at which visitors pass them, each system's signage is also distinctive. The more detailed, rustic quality of the trail and carriage road signs, as well as the more visible character of the signs along the park's motor roads, serve as psychological reminders of the separation of these three systems.



Triad-Day Mt. Bridge



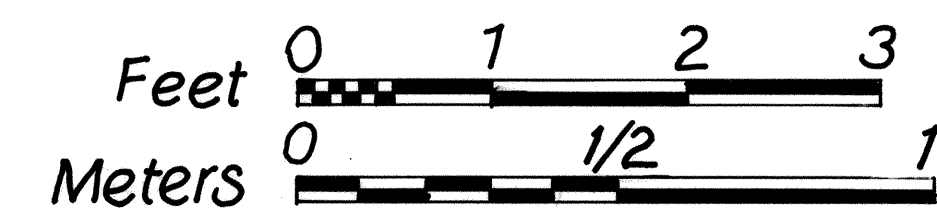
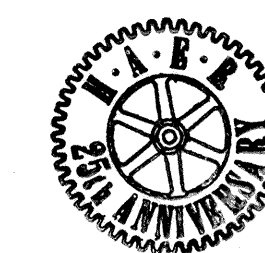
Park Motor Road Signage



Carriage Road Signage



Trail Head Signage



Ed Lupyak, 1995

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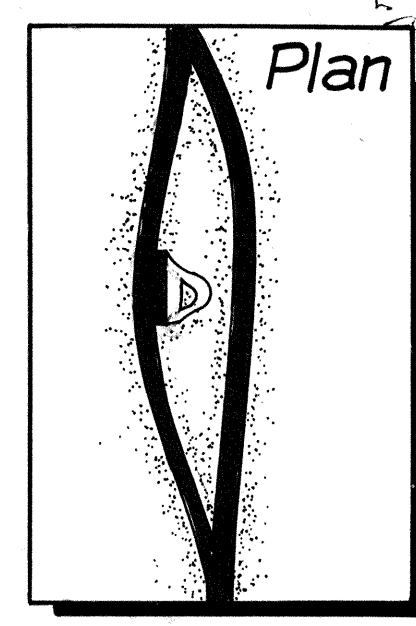
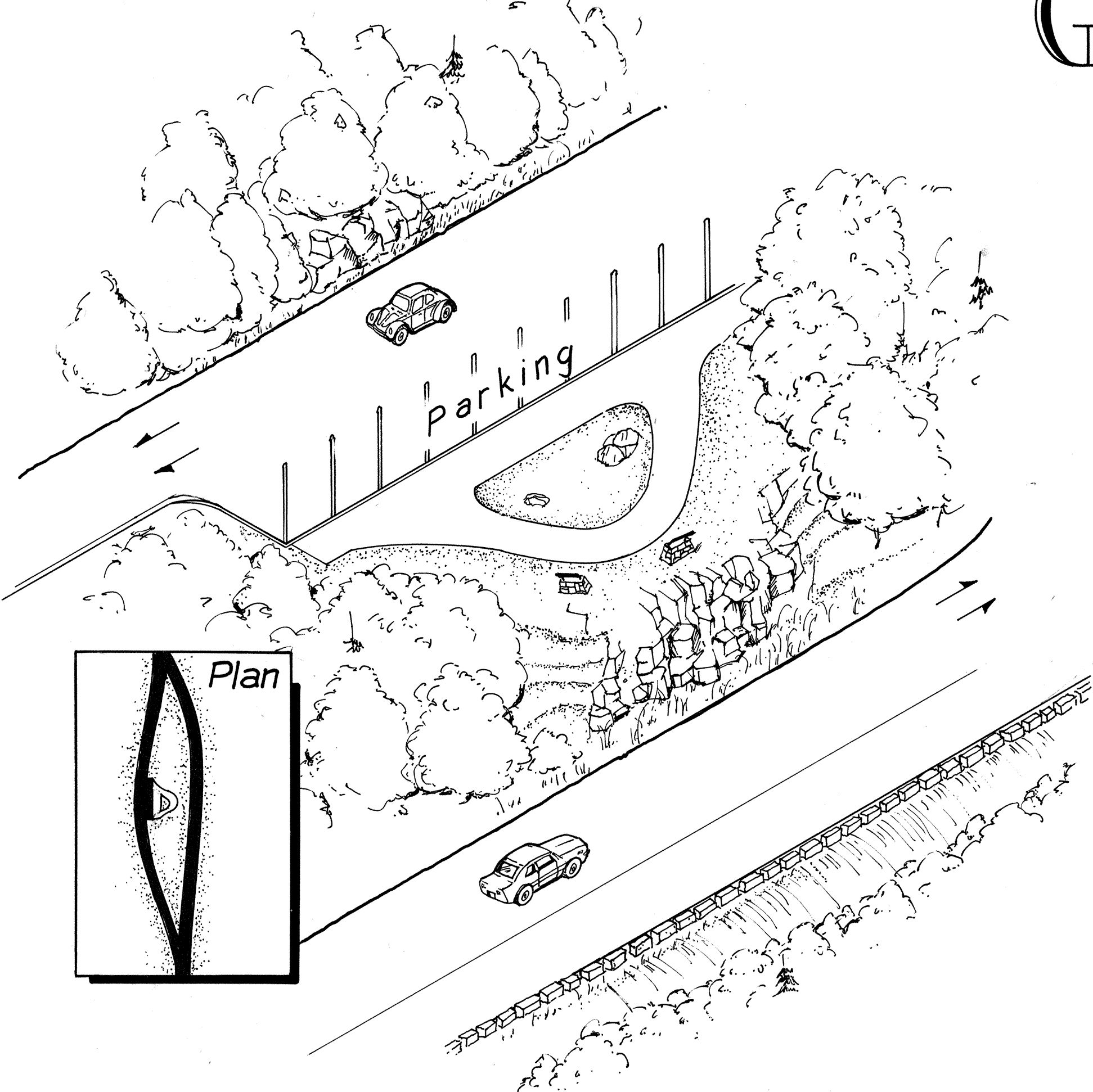
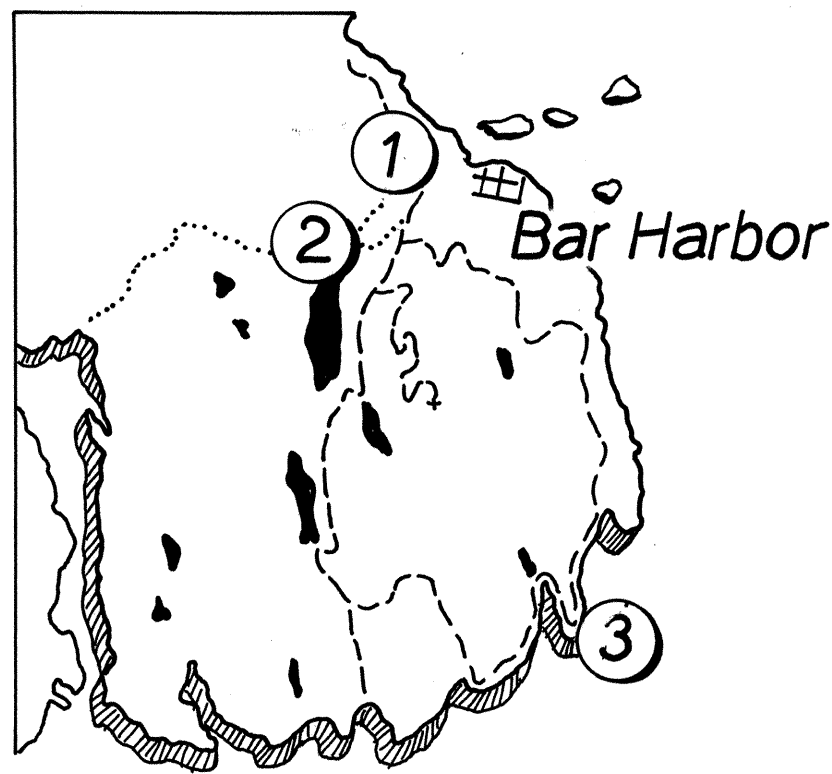
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# GRADE SEPARATIONS

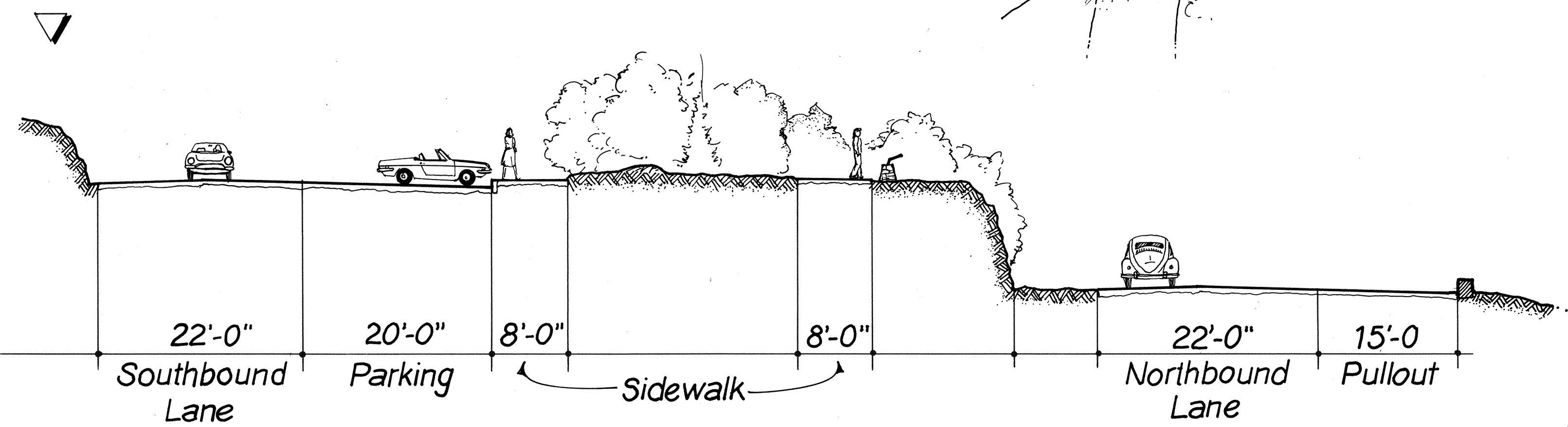
Designers of Acadia's carriage and motor roads faced the difficult task of ensuring traffic efficiency while simultaneously providing scenic vistas from which motorists, bicyclists, and hikers could view the natural wonders of the park. To accomplish both of these goals, they often used grade separations. By decreasing the number of intersections, grade separations not only improved the safety of the system as a whole, but also helped maintain the distinction of each of its component parts.

Bridges are the most common form of grade separation in Acadia. By allowing intersecting traffic to cross at different levels, bridges ensure the safe, continuous flow of visitors within the park. While a number of bridges at Acadia serve to separate intersecting motor roads, Eagle Lake Bridge, constructed in 1928, allows Maine Route 233 to pass over the carriage road connecting Eagle Lake and Witch Hole Pond.

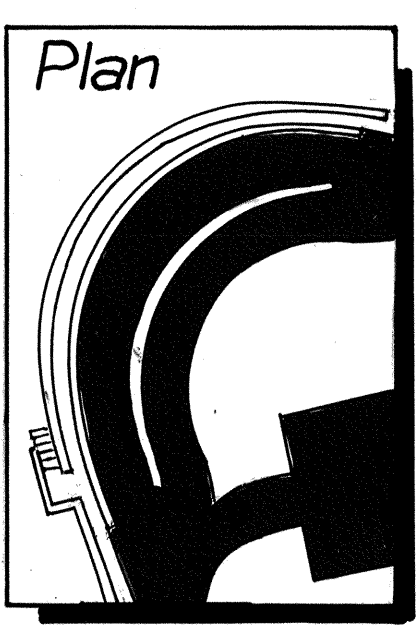
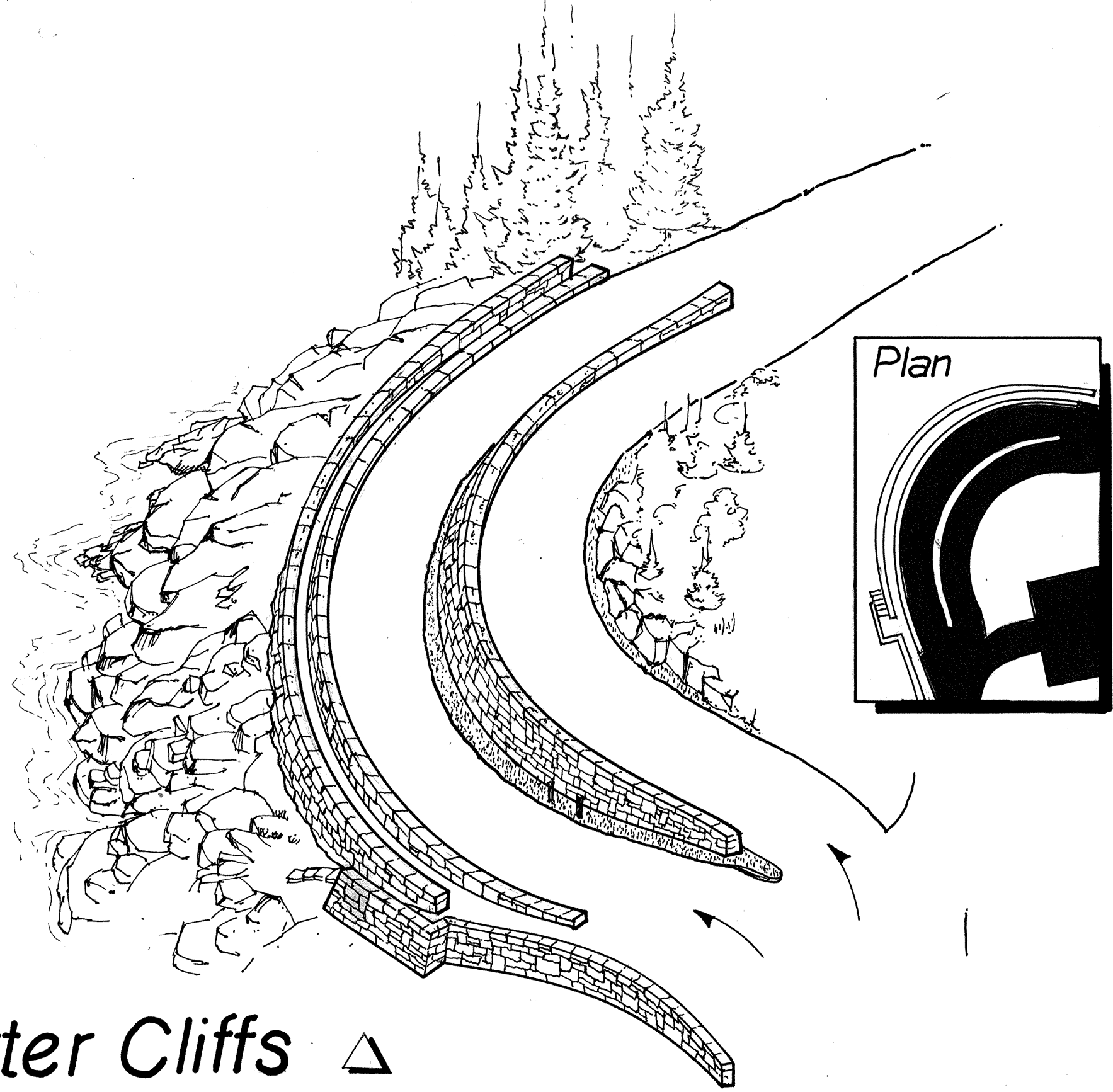
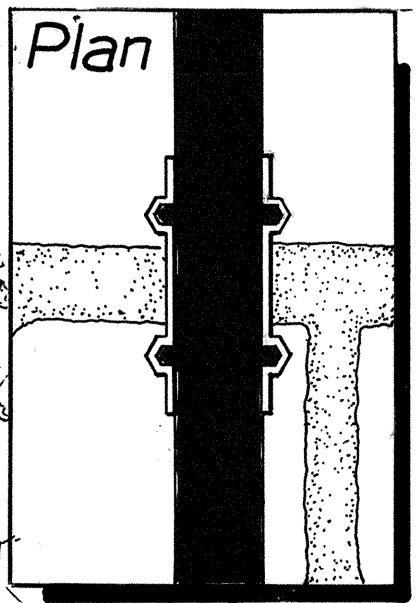
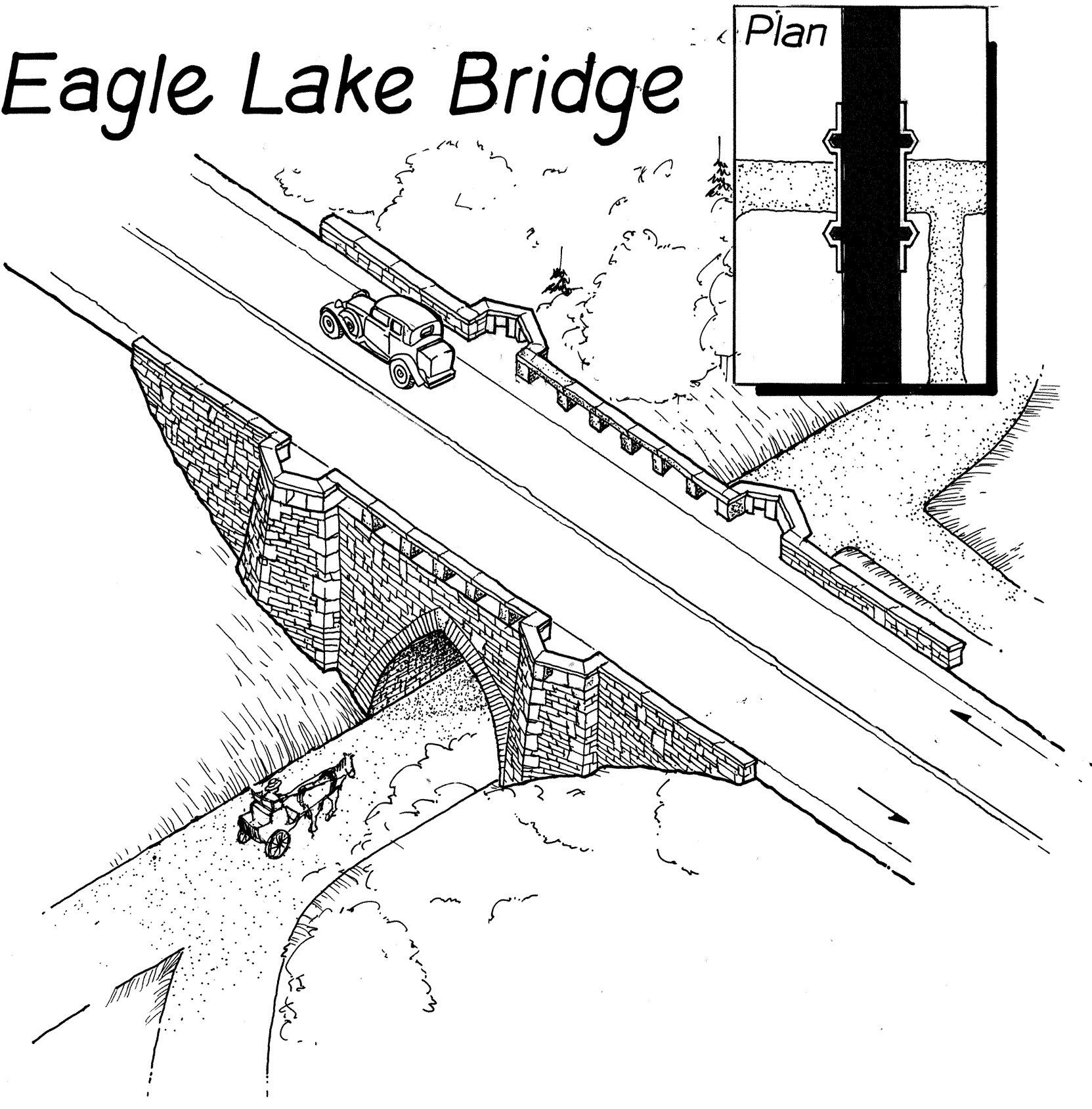


## ① Paradise Hill

By placing each lane of traffic on a different level, the grade separation on Paradise Hill Road offers motorists traveling in both directions an unobstructed view of Frenchman Bay off the eastern coast of Mount Desert Island. Completed in 1963 by the Bureau of Public Roads, this separation also includes both a parking and viewing area on the more elevated grade. Thus, the Paradise Hill Road grade separation was constructed more to highlight the scenic view spread out below the passing motorist than to increase the safety and efficiency of park traffic.

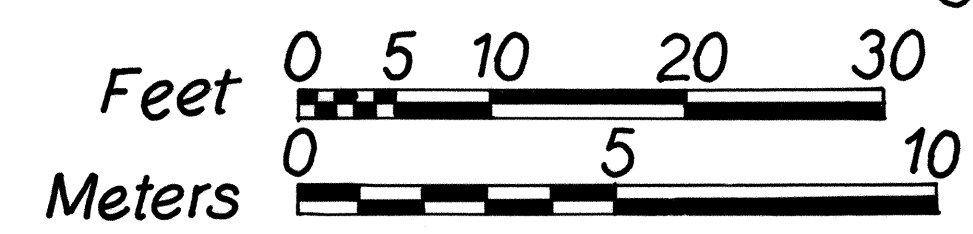
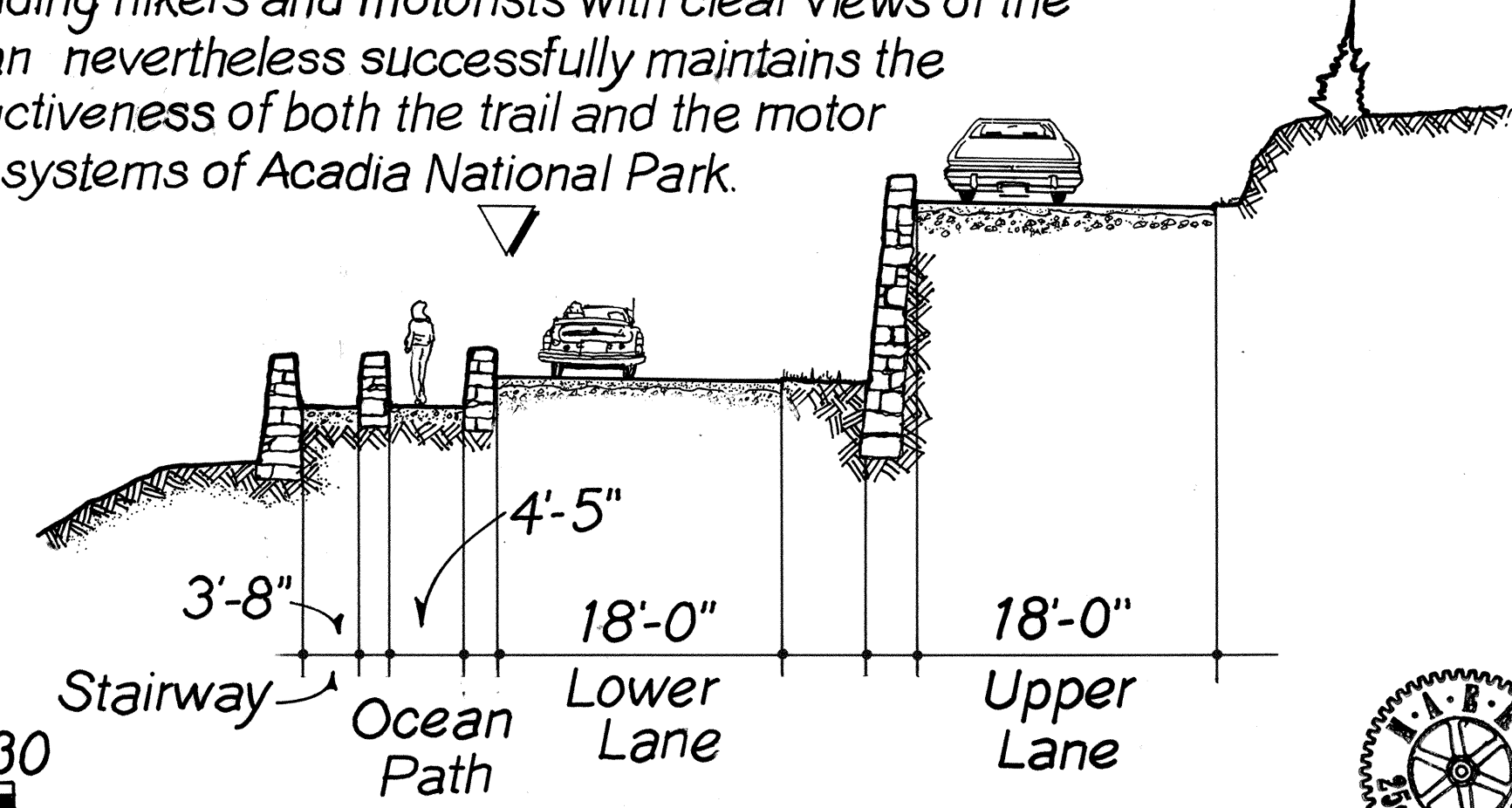


## ② Eagle Lake Bridge



## ③ Otter Cliffs

Designed by landscape architect Frederick Law Olmsted, Jr., the Otter Cliffs grade separation was built in 1936 to provide opposing lanes of motor traffic with unobstructed ocean views, much like the separation on the Paradise Hill Road. Otter Cliffs, however, includes a third lower level grade that allows the Ocean Path to also hug the shoreline. This three-tiered separation therefore, while simultaneously providing hikers and motorists with clear views of the ocean nevertheless successfully maintains the distinctiveness of both the trail and the motor road systems of Acadia National Park.



Note: Direction of travel changed to one-way in 1980s at Otter Cliffs.

Ed Lupyak, 1995

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# MOTOR ROAD DEVELOPMENT

A) *Jordan Pond/Eagle Lake (1923-27):* Park Superintendent George Dorr originally planned this road in 1922 to open up the interior of the park to visitors and to protect against wildfire. When federal appropriations for the road fell through, John D. Rockefeller, Jr. agreed to fund the project. The Jordan Pond/Eagle Lake road connects Rt. 233 near Eagle Lake with Seal Harbor.

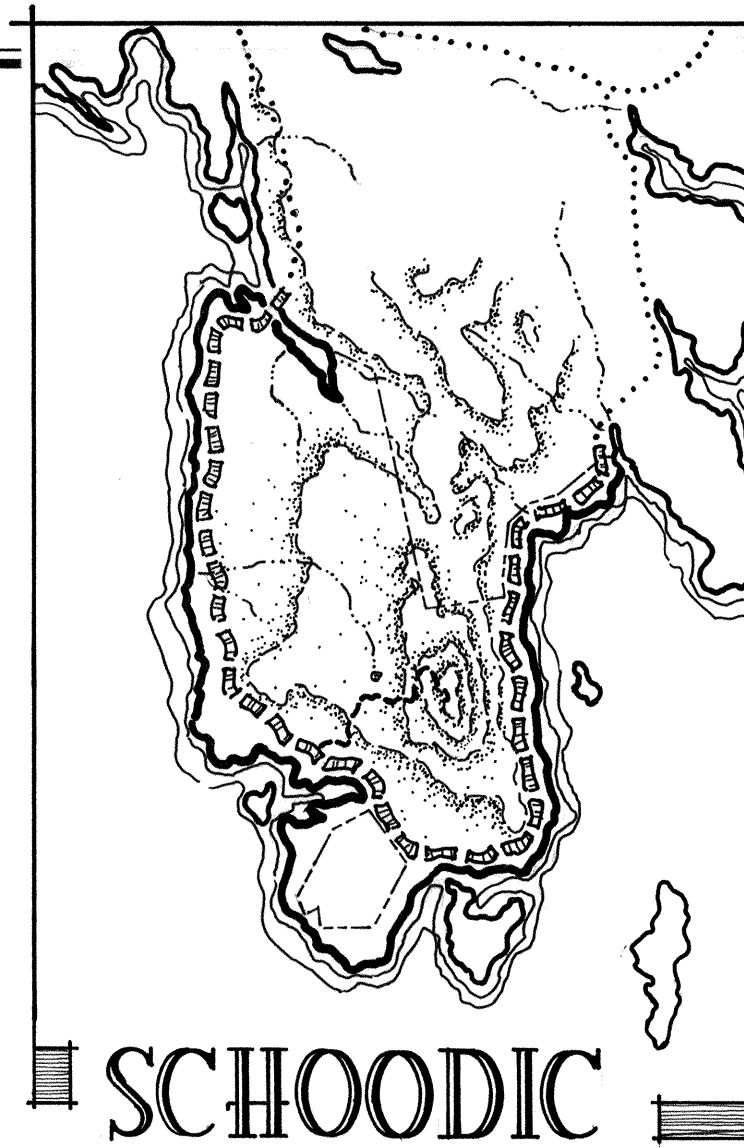
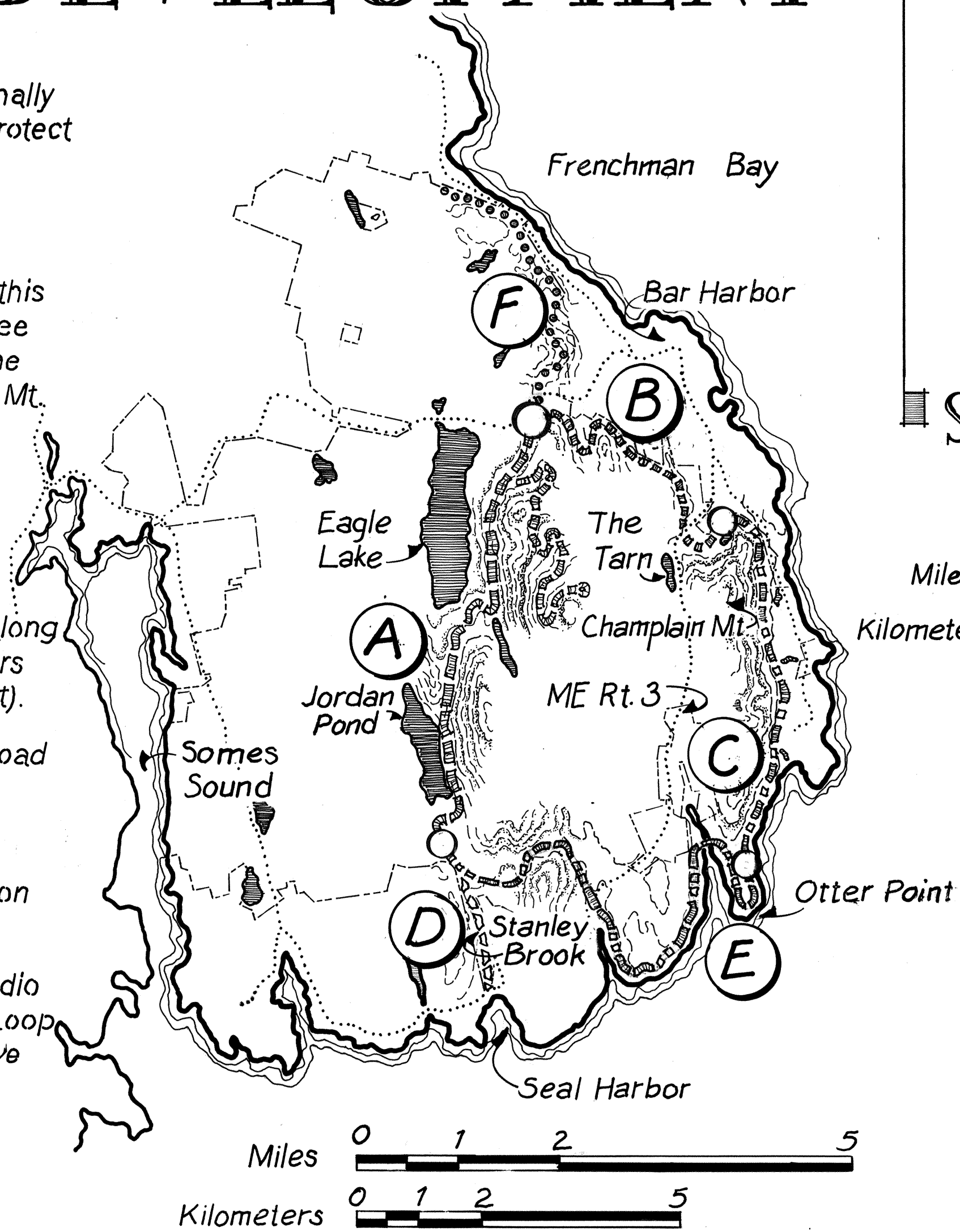
B) *Sieur de Monts (planned 1929, built 1940):* Although not represented here, this section of the Park Loop motor road was the most controversial to construct (see *Sieur de Monts Spring sheet*). Originally designed to run alongside The Tarn, the final layout went around Champlain Mt., connecting Ocean Drive and the Kebo Mt. section with the old park headquarters near downtown Bar Harbor (on Ledge lawn Ave.).

C) *Ocean Drive (1929-58):* Because much of its proposed route ran across privately owned land, Ocean Drive took longer to complete than any other section of the Park Loop motor road. As Acadia obtained these properties, more segments of Ocean Drive were added. The Ocean Path, a trail running along the road's southern portion, was reconstructed during the Depression by workers from President Roosevelt's Civilian Conservation Corps (see *Ocean Drive sheet*).

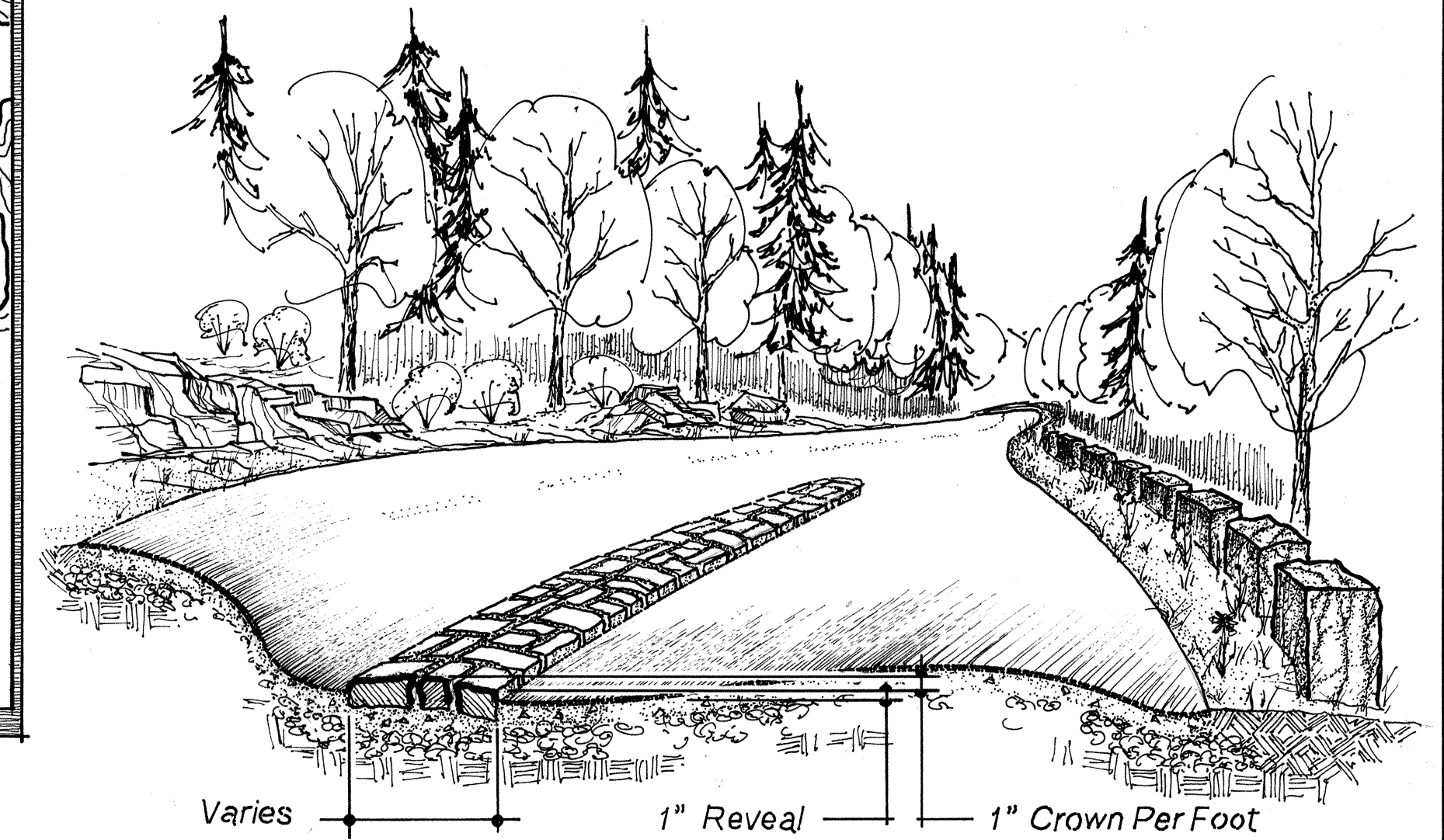
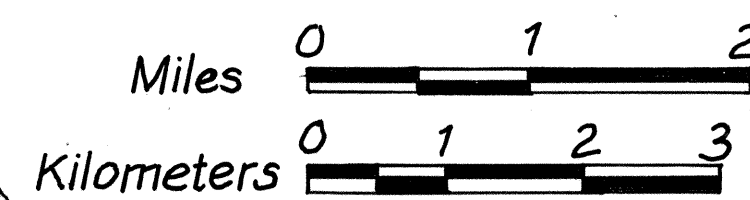
D) *Stanley Brook (1934-36):* Rockefeller constructed the Stanley Brook motor road on his own land and then donated it to Acadia. In order to maintain the scenic quality of both the brook and the narrow valley, as well as to alleviate local opposition to the road, Rockefeller hired landscape architect Frederick Law Olmsted, Jr. to help design it. The final route crosses Stanley Brook six times on small, unadorned bridges. (Extensively landscaped by Beatrix Farrand).

E) *Otter Point (1938-39):* The 1932 decision, relocating the Otter Cliff Naval Radio Station to nearby Schoodic Peninsula made way for the extension of the Park Loop motor road through Otter Point. Rockefeller donated the land for the Otter Cove Causeway and confirmed the design with F. L. Olmsted, Jr. A memorial to Alessandro Fabbri, commander of the radio station, marks the station's former location.

F) *Paradise Hill (1940-41):* One of the last sections of the park motor road to be completed, the Paradise Hill Road was built so that motorists entering the park from Rt. 3 could avoid Bar Harbor traffic. Although it was constructed by the Bureau of Public Roads, the land for the road was donated by Rockefeller.

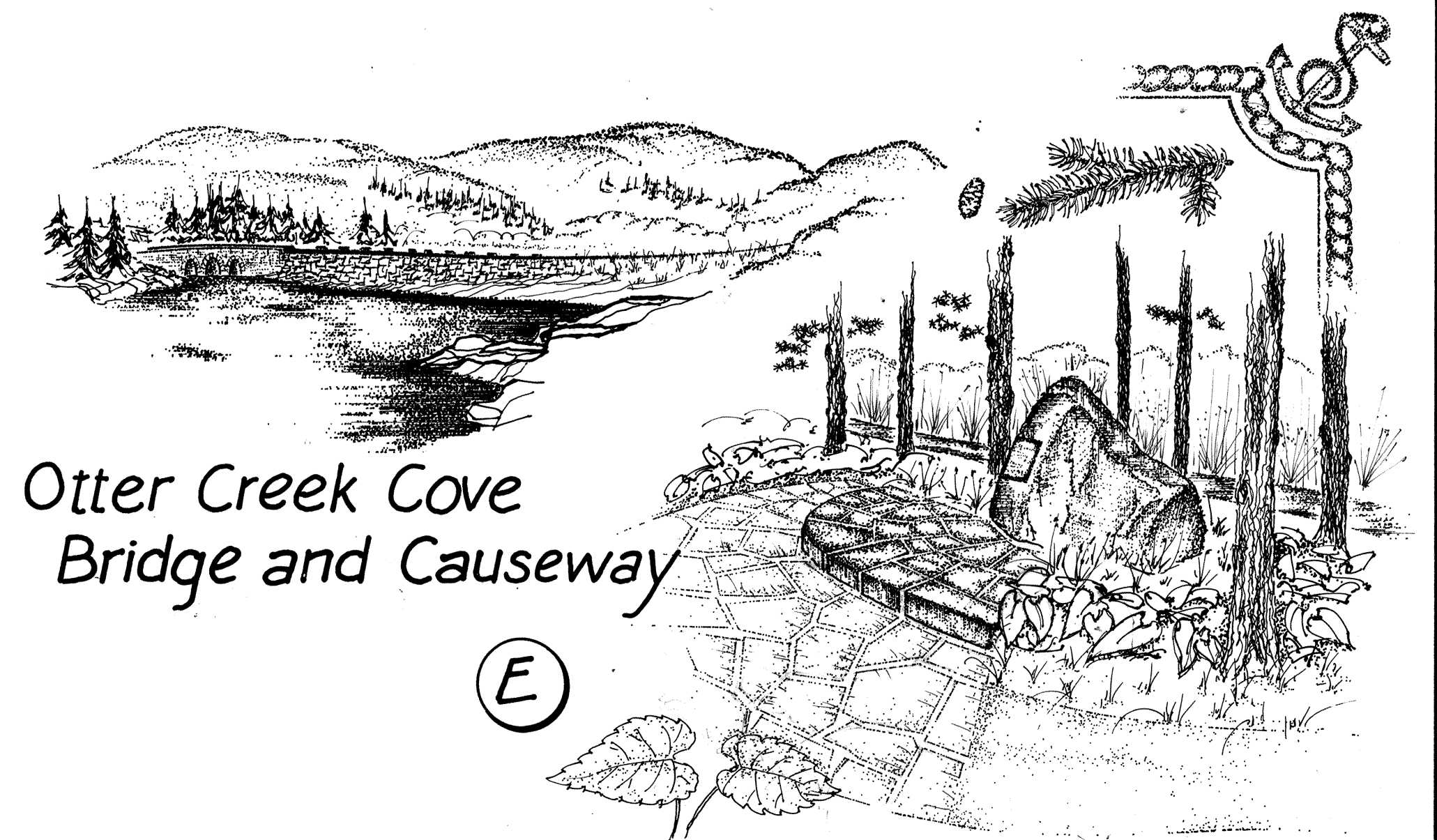


SCHOODIC PENINSULA



F) Granite Median (rumble strips)

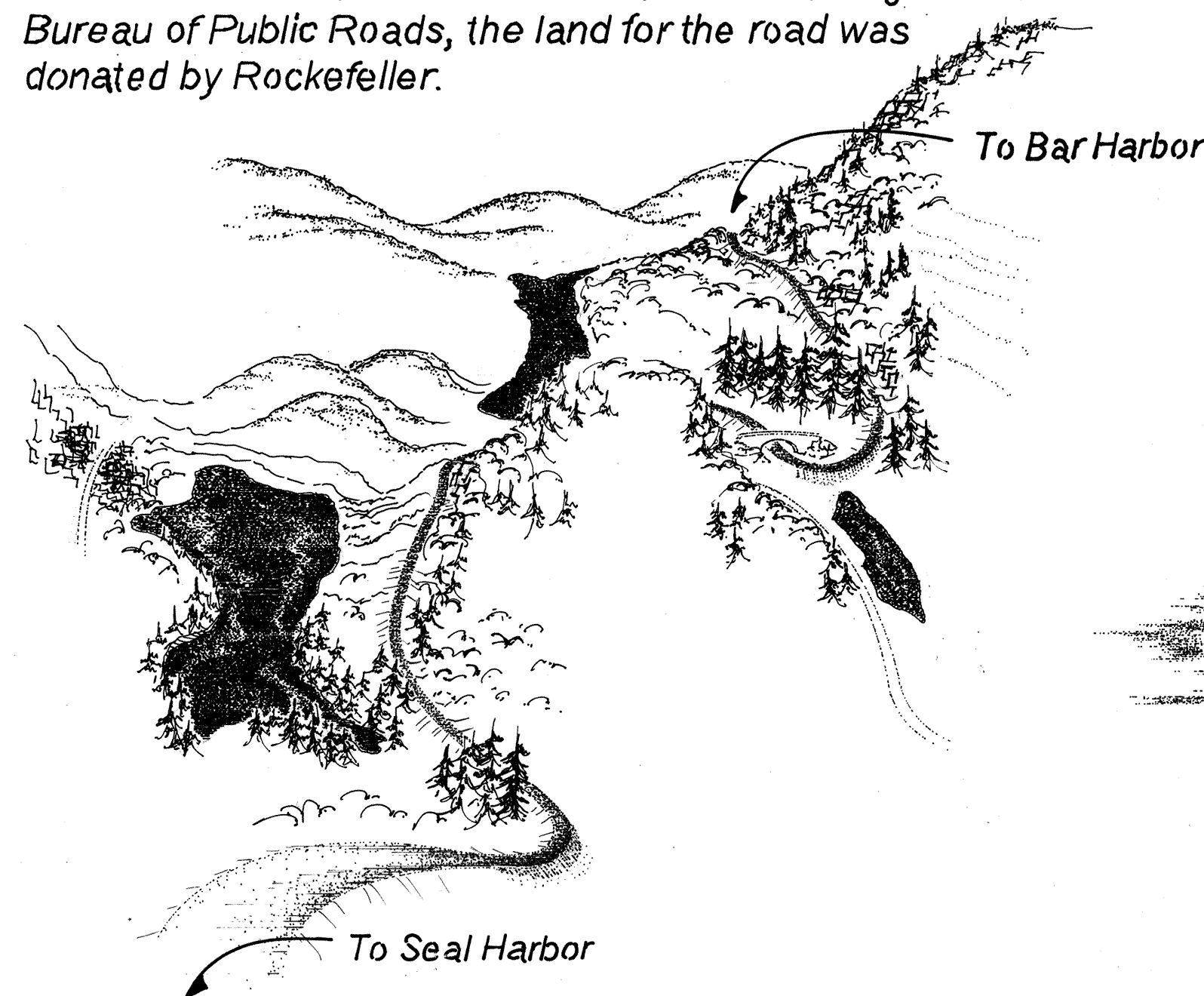
lookout area — Paradise Hill  
scale 1/2" = 1'-0"



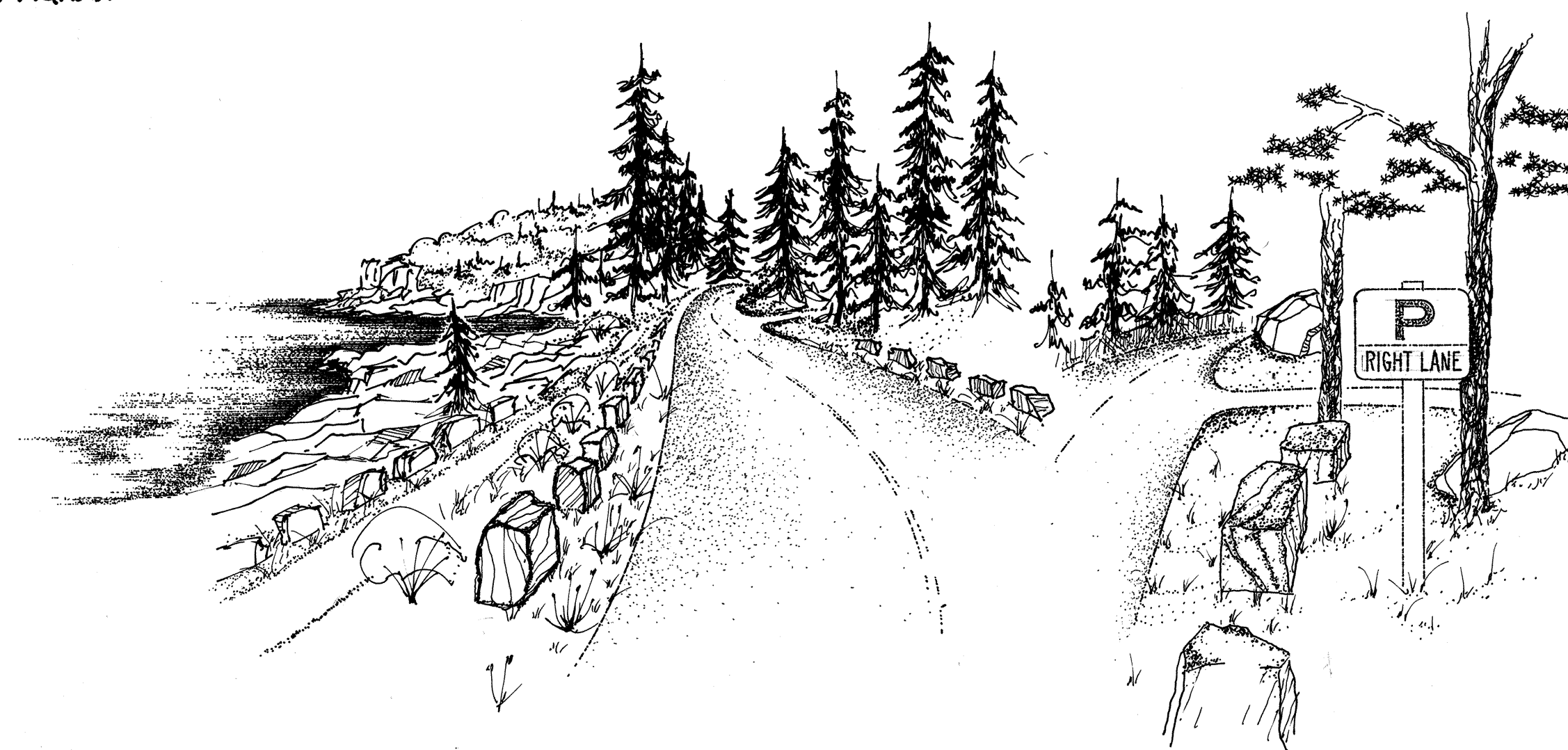
Otter Creek Cove Bridge and Causeway

E)

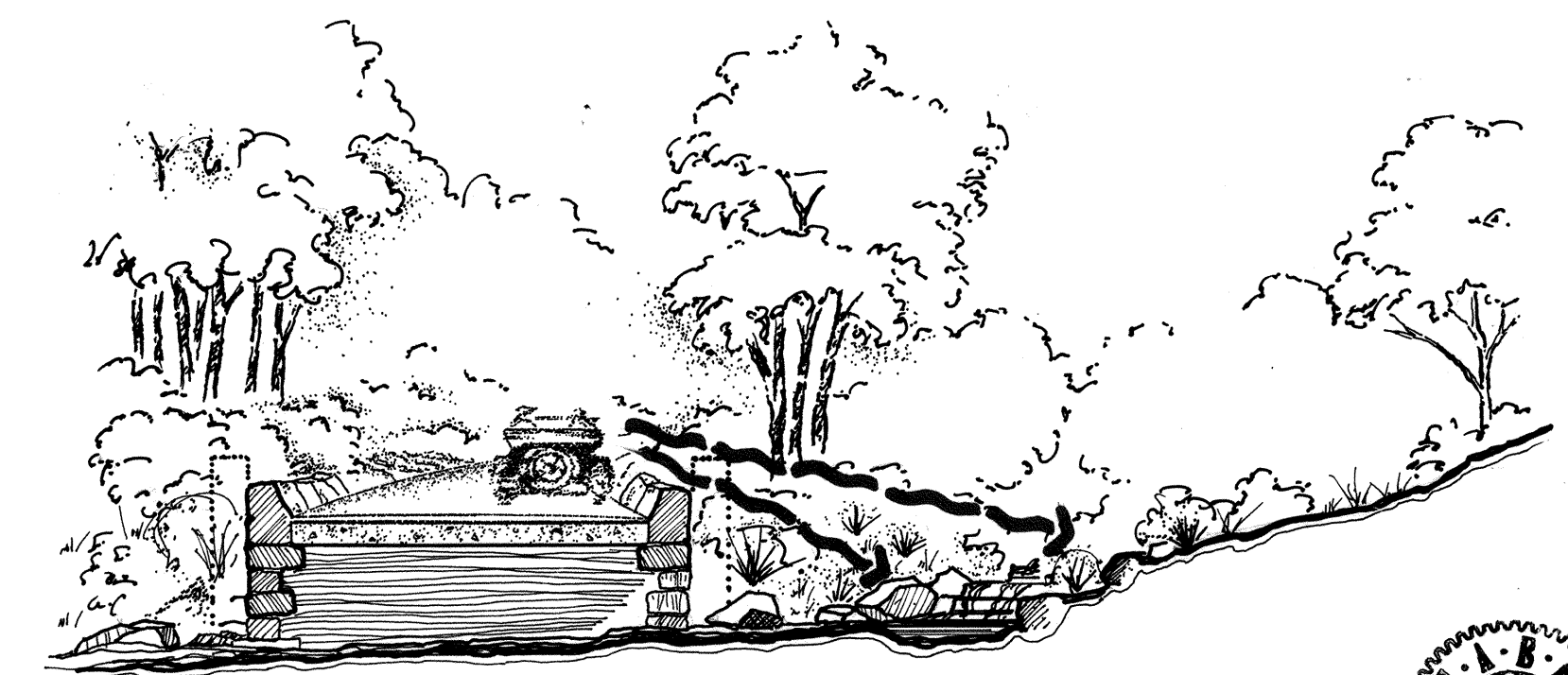
Fabbri Memorial — planting



A) Jordan Pond / Eagle Lake Road "Mountain Road"



C) Ocean Drive with Pulloff Parking



D) Stanley Brook Road

concept drawing — F. L. Olmsted Jr.  
never implemented



DELINEATED BY: harlen d. groe, 1995

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HANCOCK COUNTY

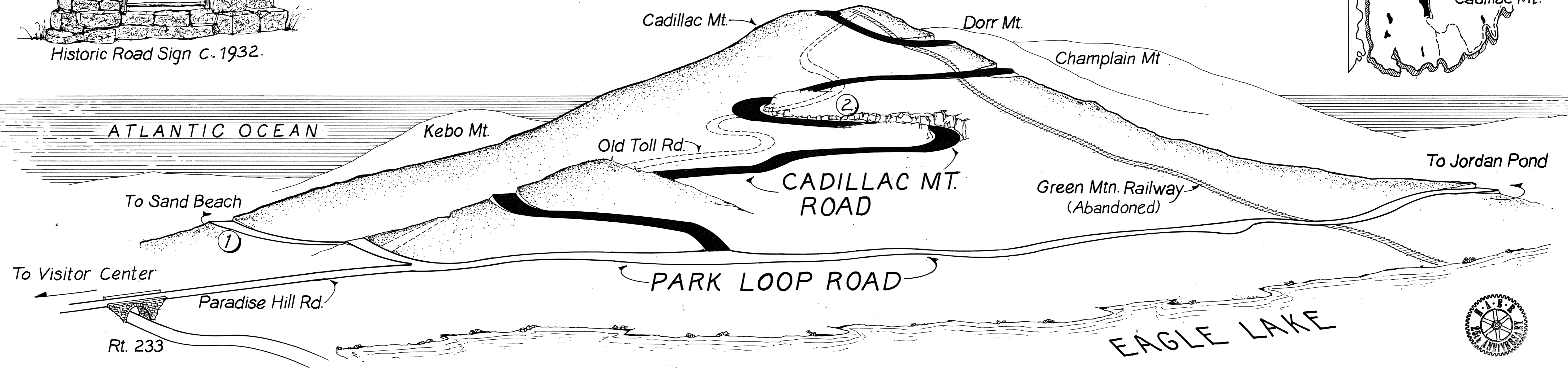
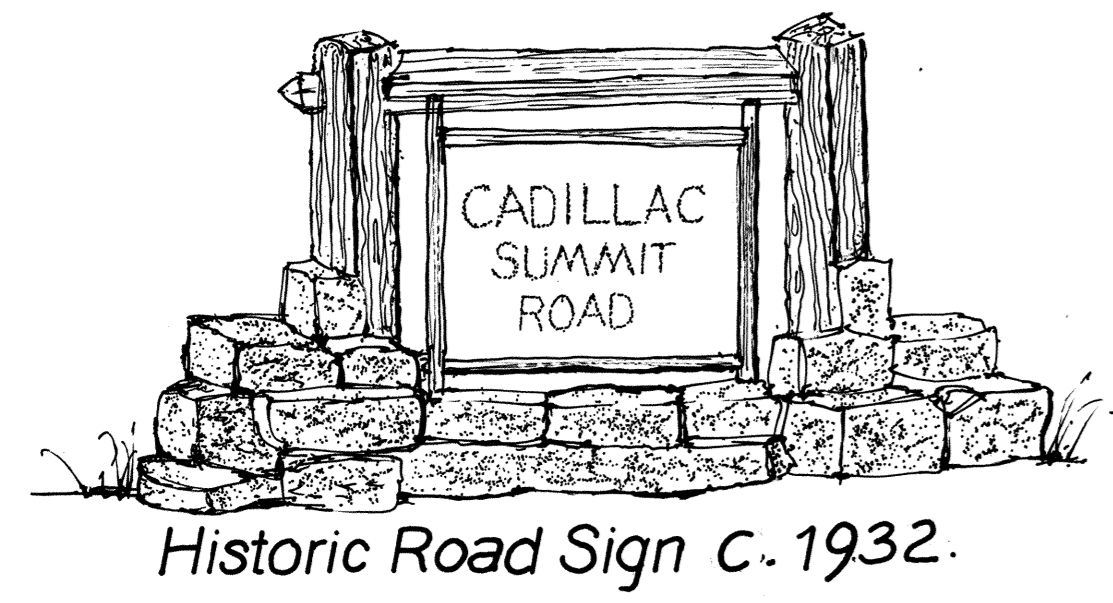
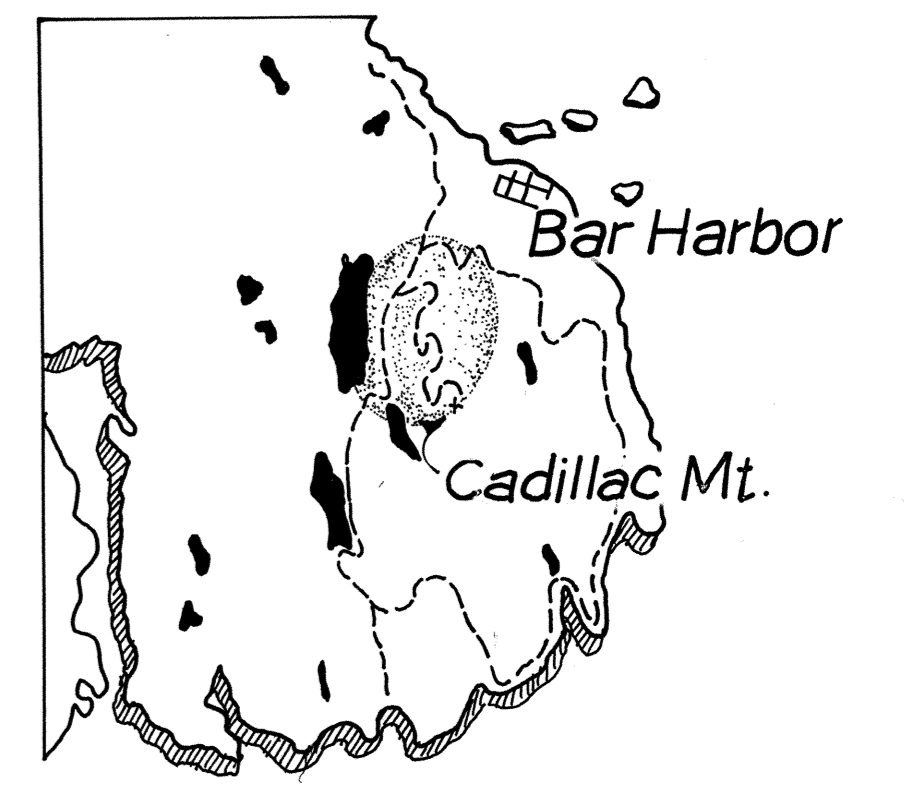
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SHEET 6 OF 19

HISTORIC AMERICAN  
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ME-12

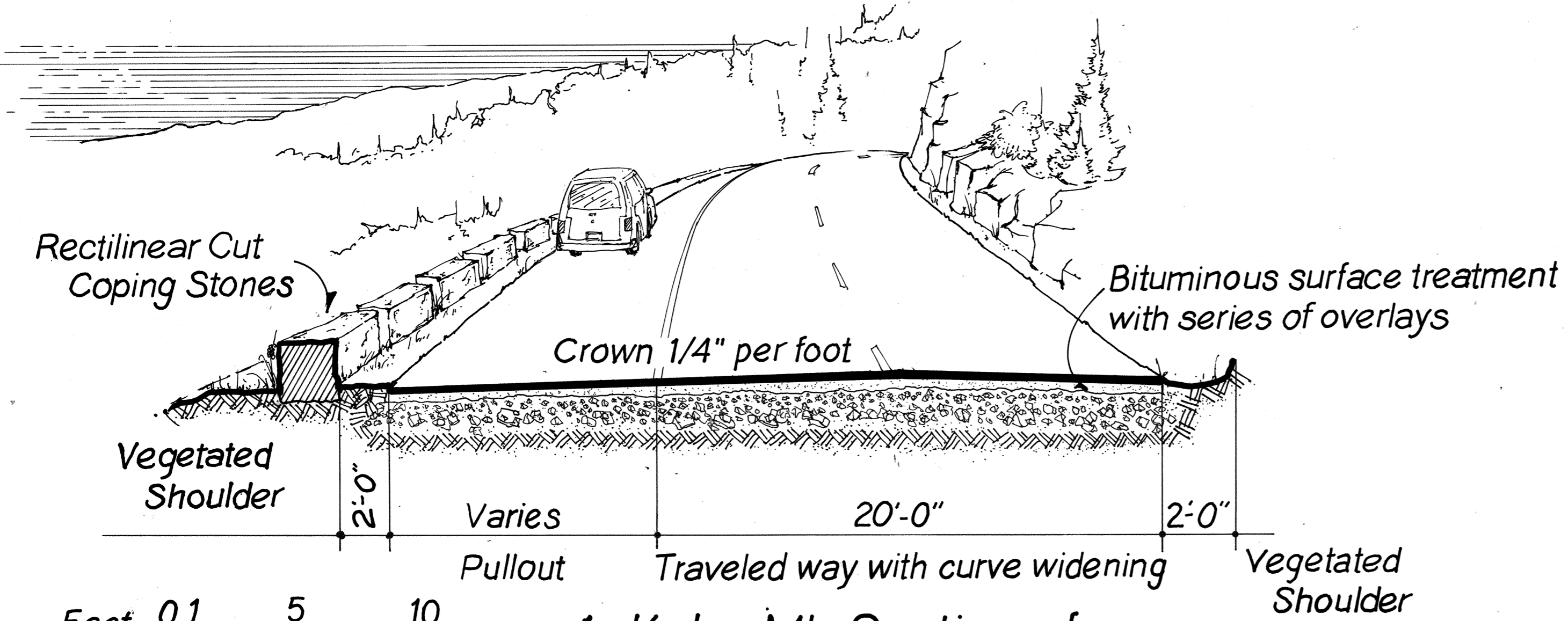
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# CADILLAC MT. ROAD and Park Loop Road

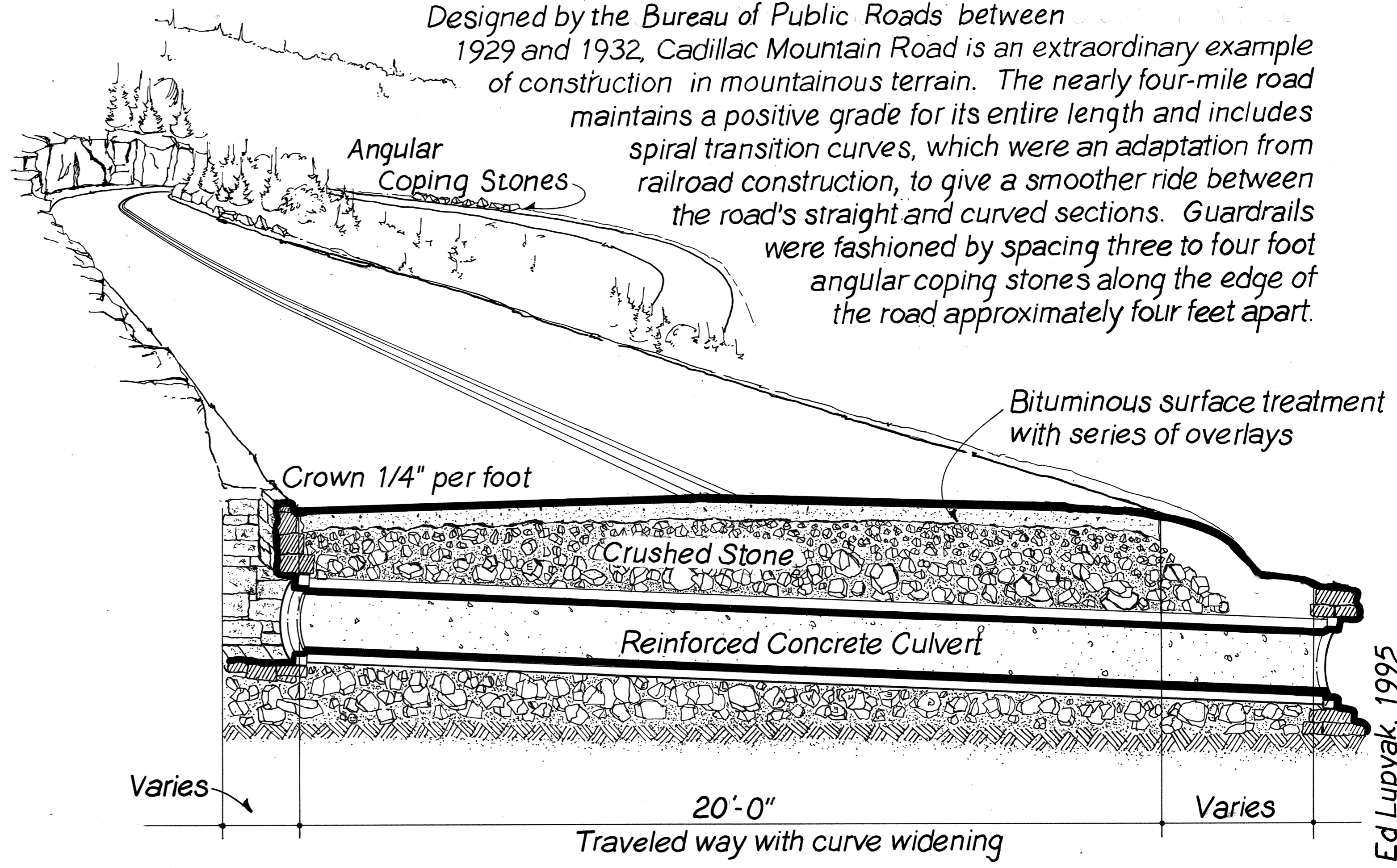
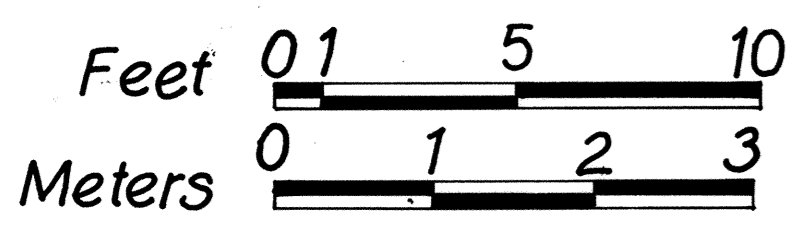


The present Cadillac Mountain Road was not the first route to the top of Acadia's highest mountain. Long before it was completed by the Bureau of Public Roads in 1932, Abnaki Indians blazed a footpath to Cadillac's Summit. By widening much of this Native American trail, early white settlers were able to lay out the first buckboard toll road up the mountain during the 1850s. Because of increasing tourism on Mount Desert Island, a cog railway was also constructed up Cadillac from the shore of Eagle Lake in 1883. The present Cadillac Mountain Road, which connects with the Park Loop Road near Eagle Lake, allows visitors to drive continuously from the highest point on America's Atlantic seaboard down to the ocean's edge.

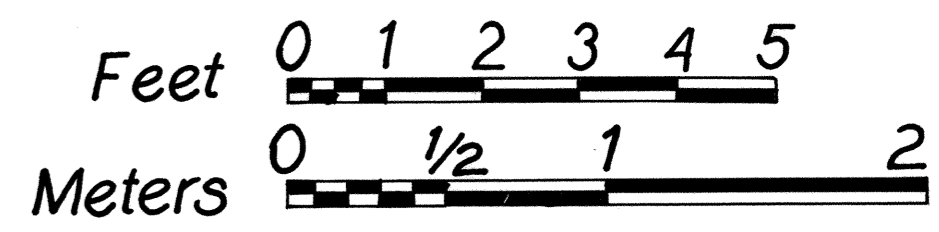
Designed by the Bureau of Public Roads between 1929 and 1932, Cadillac Mountain Road is an extraordinary example of construction in mountainous terrain. The nearly four-mile road maintains a positive grade for its entire length and includes spiral transition curves, which were an adaptation from railroad construction, to give a smoother ride between the road's straight and curved sections. Guardrails were fashioned by spacing three to four foot angular coping stones along the edge of the road approximately four feet apart.



1. Kebo Mt. Section of Park Loop Road



2. Cadillac Mt. Road

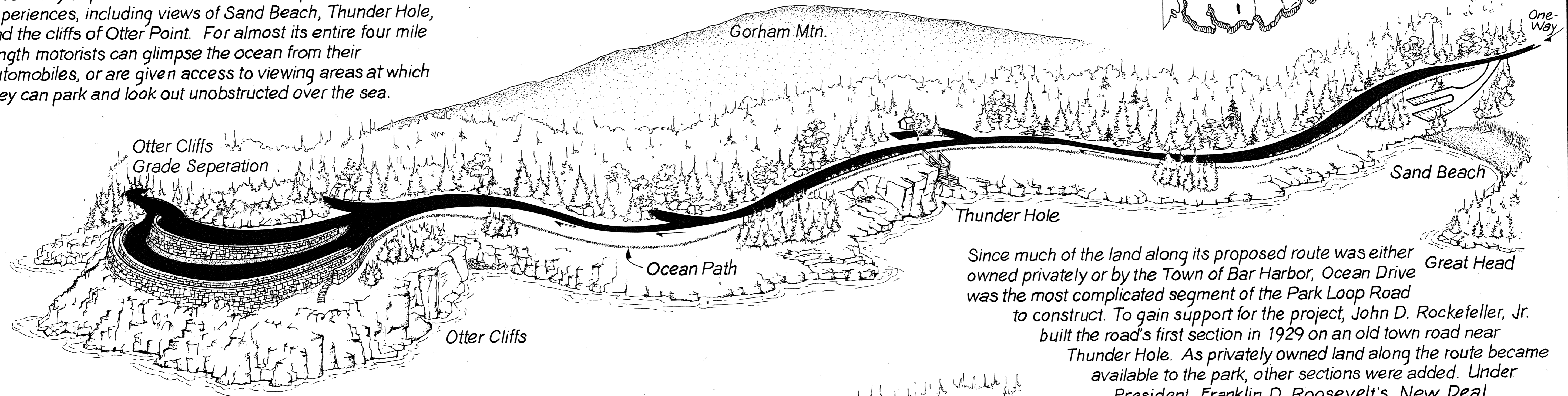
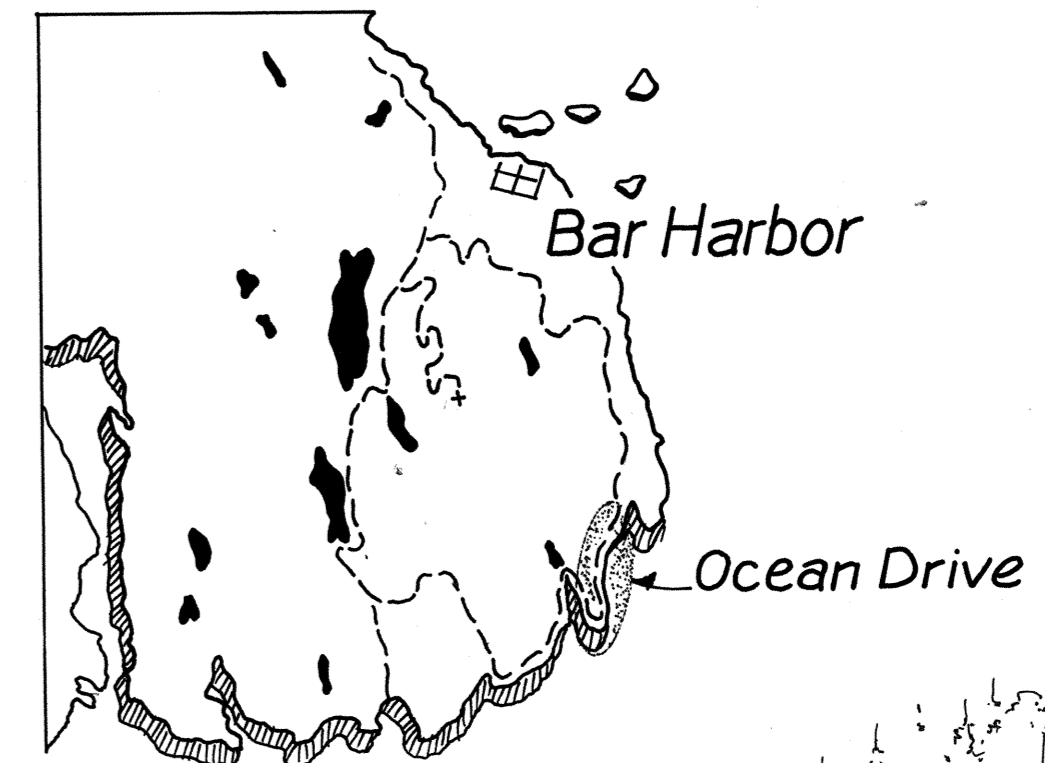


Ed Lupyak, 1995

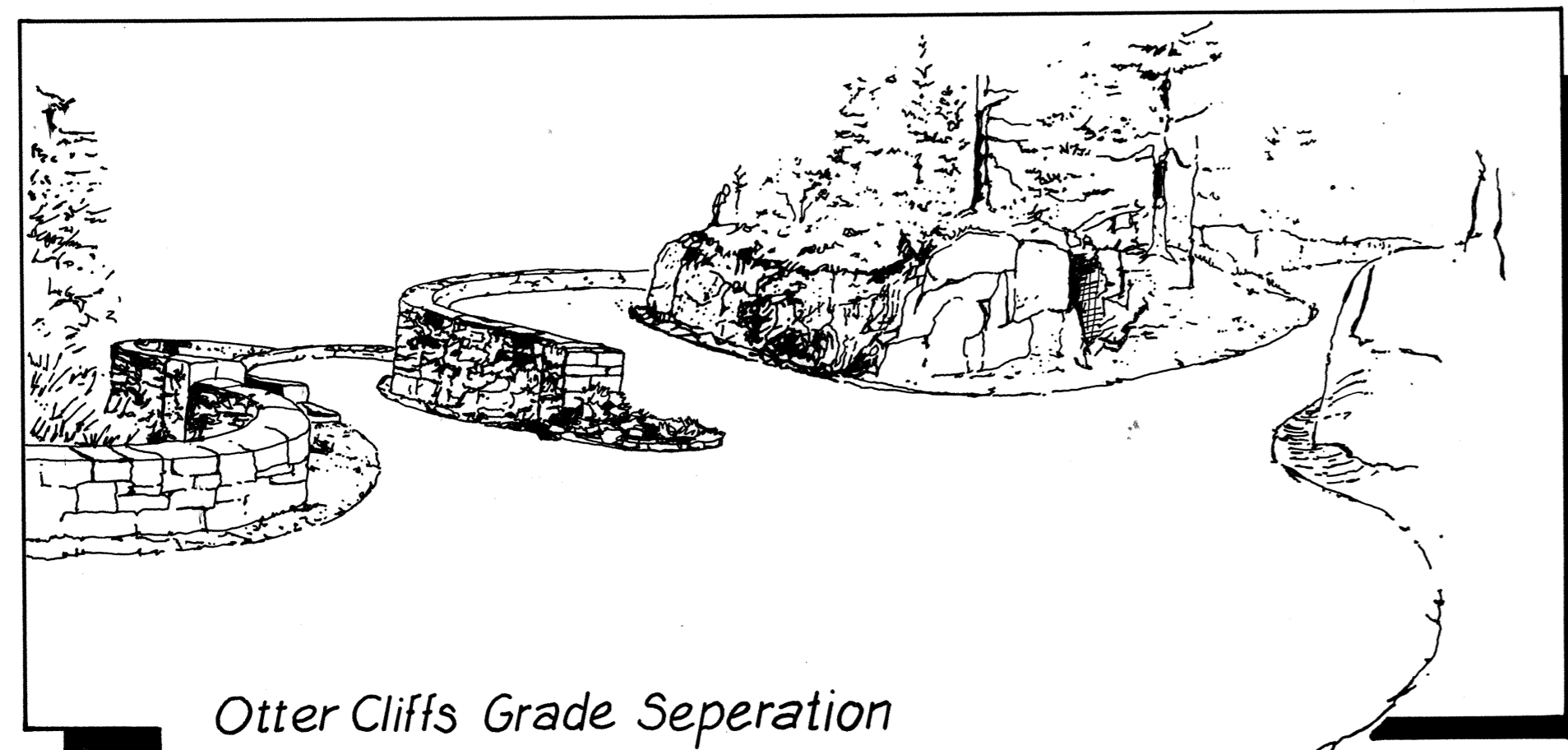


# OCEAN DRIVE

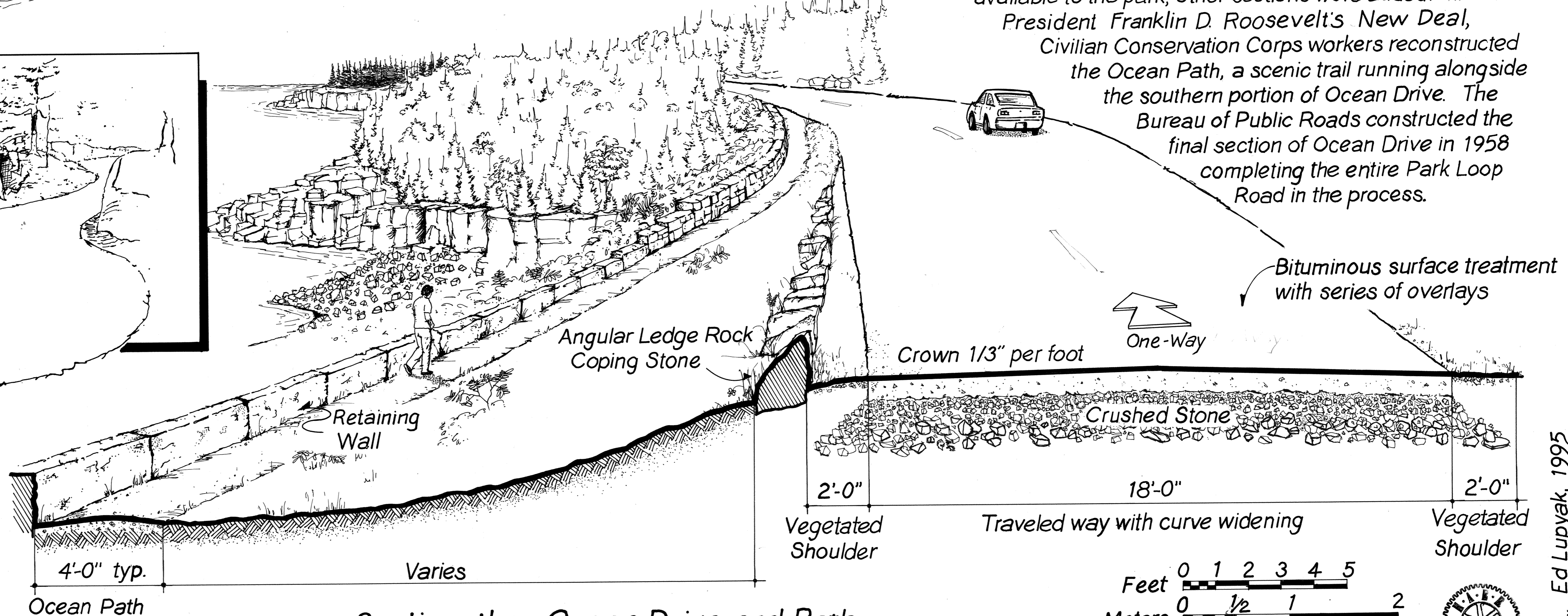
Hugging the eastern shoreline of Mount Desert Island from the Sieur de Monts Spring park entrance to the grade separation at Otter Cliffs, Ocean Drive is one of the most breathtaking roads on the Atlantic seaboard. It was designed specifically to present motorists with a sequence of scenic experiences, including views of Sand Beach, Thunder Hole, and the cliffs of Otter Point. For almost its entire four mile length motorists can glimpse the ocean from their automobiles, or are given access to viewing areas at which they can park and look out unobstructed over the sea.



Since much of the land along its proposed route was either owned privately or by the Town of Bar Harbor, Ocean Drive was the most complicated segment of the Park Loop Road to construct. To gain support for the project, John D. Rockefeller, Jr. built the road's first section in 1929 on an old town road near Thunder Hole. As privately owned land along the route became available to the park, other sections were added. Under President Franklin D. Roosevelt's New Deal, Civilian Conservation Corps workers reconstructed the Ocean Path, a scenic trail running alongside the southern portion of Ocean Drive. The Bureau of Public Roads constructed the final section of Ocean Drive in 1958 completing the entire Park Loop Road in the process.

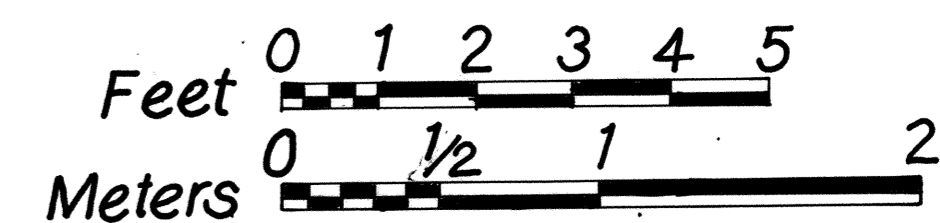


Otter Cliffs Grade Separation



Section thru Ocean Drive and Path

Landscape architect Frederick Law Olmsted, Jr. first began work with motor roads in Acadia in 1929, when John D. Rockefeller, Jr. hired him to settle a dispute concerning a planned realignment in the Sieur de Monts Spring area of the park. His continual involvement throughout the following decade ensured much of the aesthetic character of Acadia's motor road system. In this 1935 sketch Olmsted laid out his design for the Otter Cliffs grade separation.



Note: Ocean Drive in its present form is a redesign/reconstruction of a road by the same name built ca. 1890.

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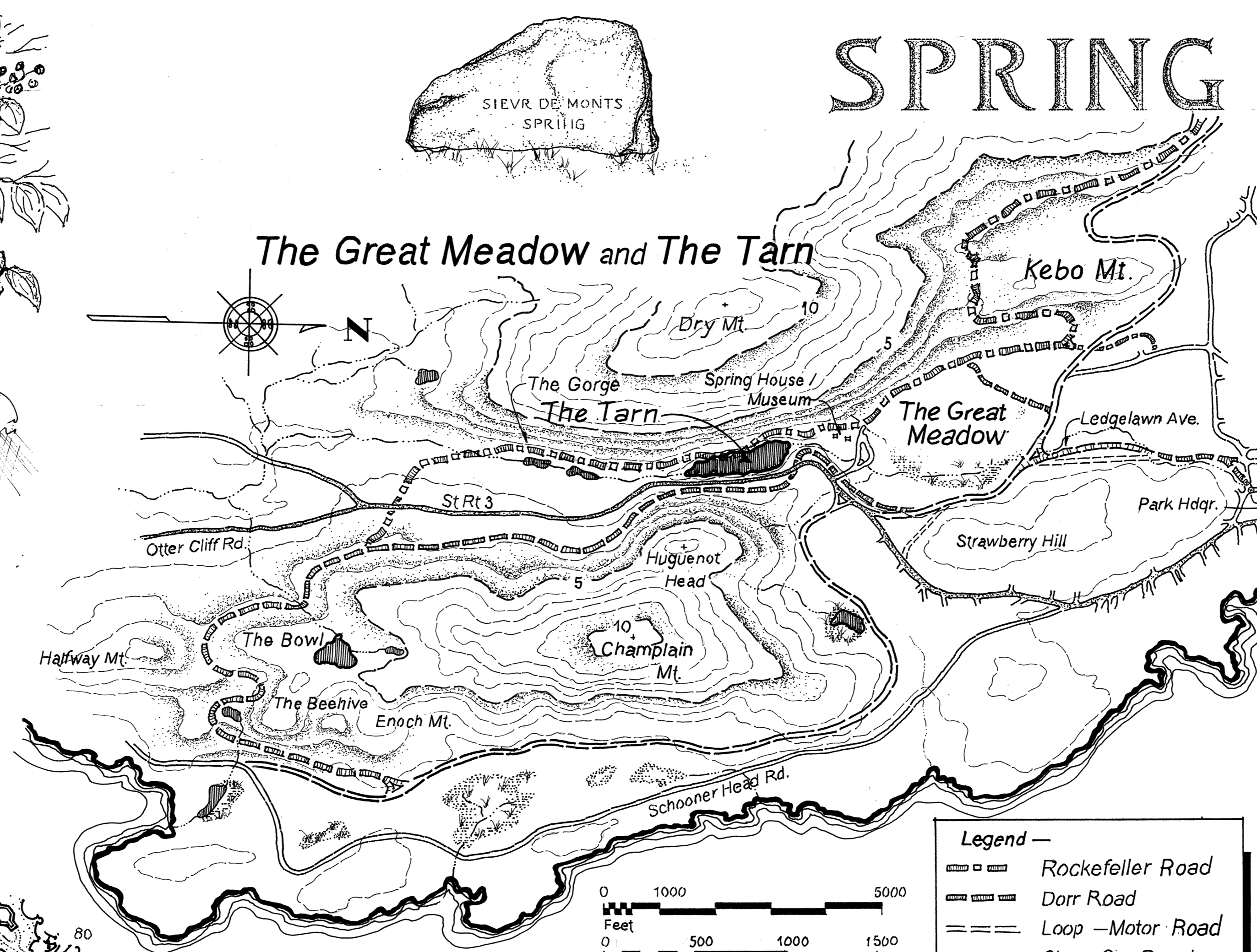
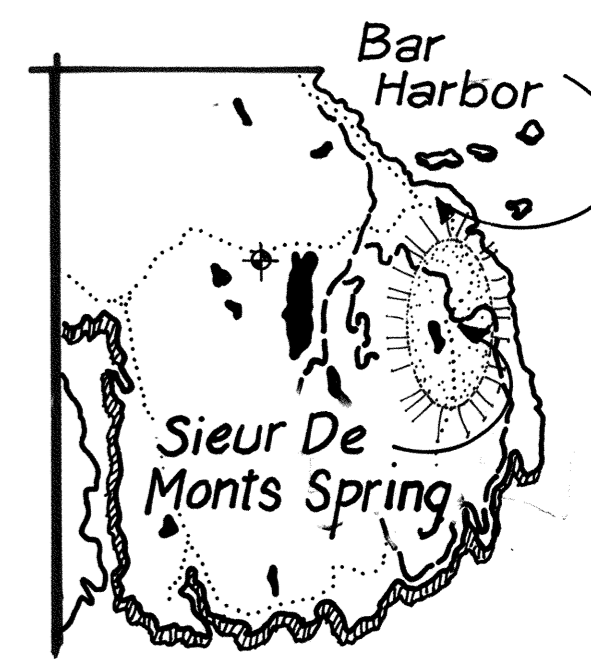
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# SIEVR DE MONTS

## SPRING

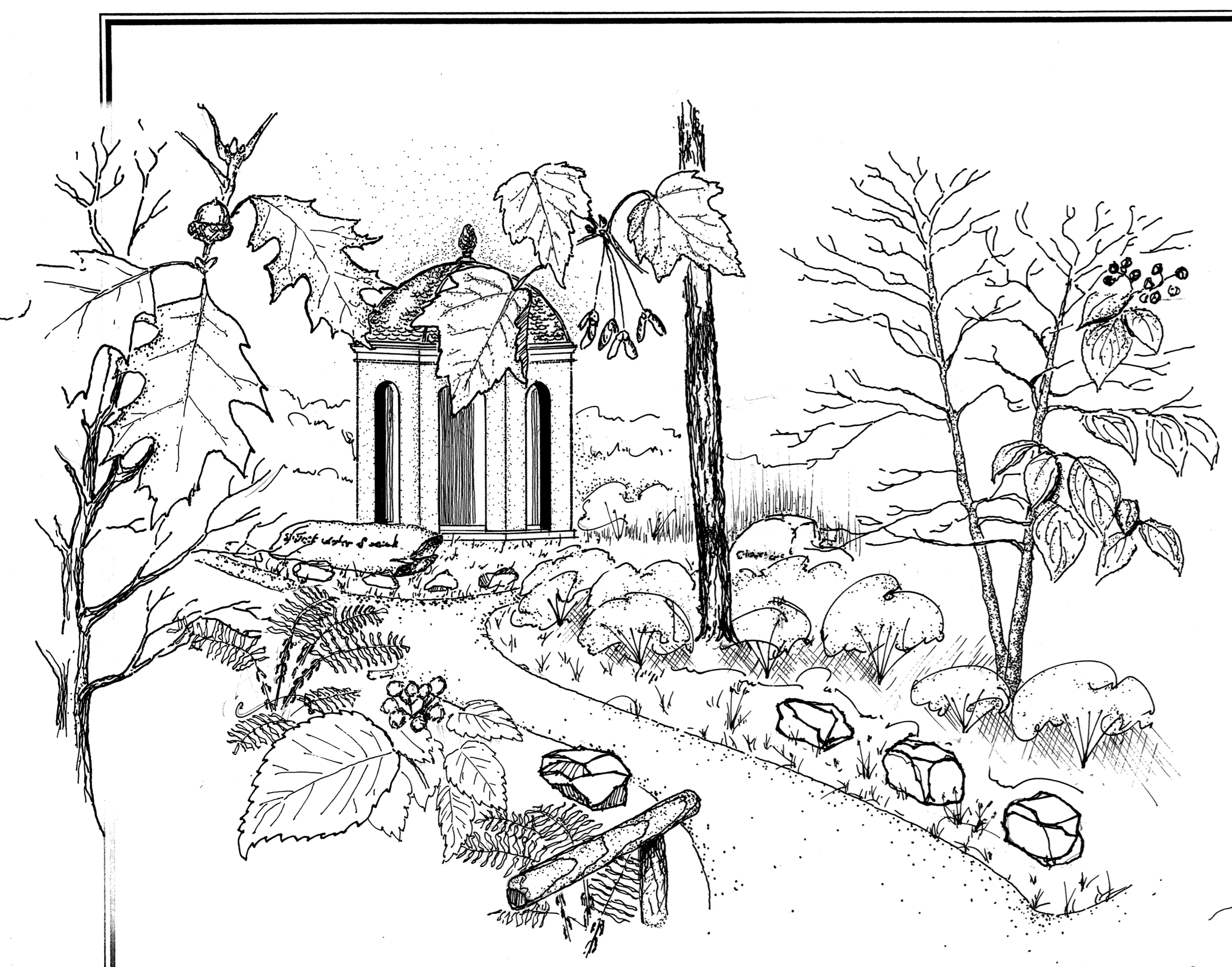
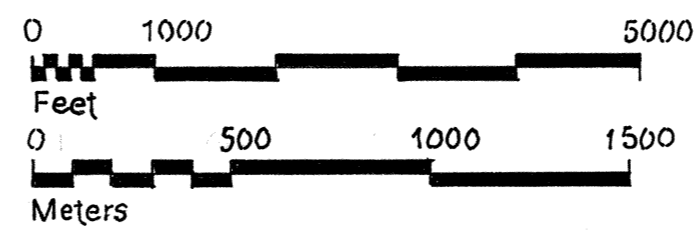


The Great Meadow and the Tarn — Motor Road Controversy

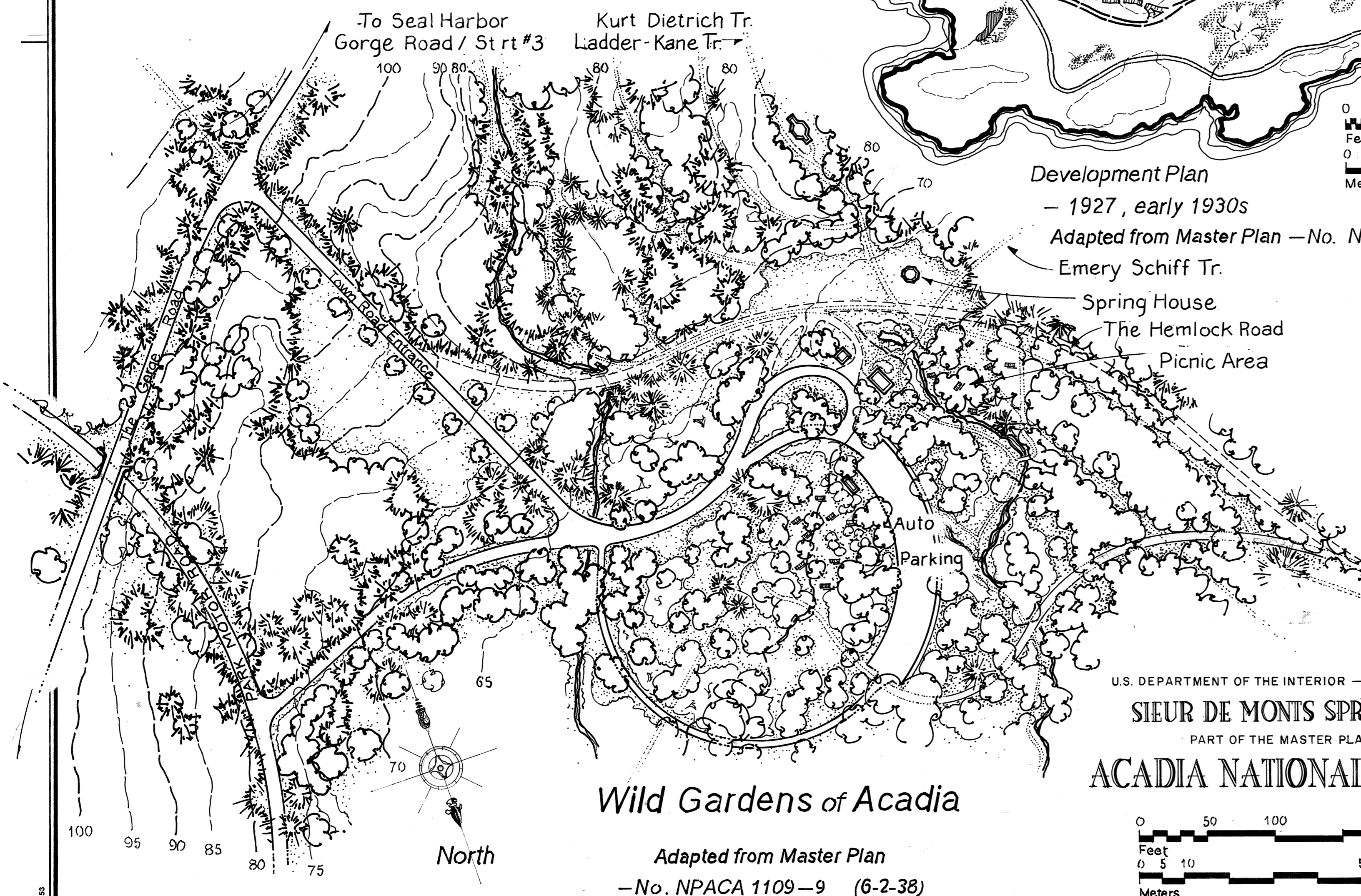
The Sievr de Monts Spring segment of the Park Loop was the most controversial road built in Acadia. The debate began in 1929, when the two men most responsible for constructing Acadia's motor and carriage roads failed to agree on a route connecting the Kebo Mountain section with Ocean Drive. Park Superintendent George Dorr favored running the road to the north of the Sievr de Monts Spring area and then along the east side of The Tarn. John D. Rockefeller, Jr., who had financed much of the park's carriage and motor road construction, wanted it to pass south of the spring along the foot of what was then called Dry Mountain and continue down the west side of The Tarn. To settle this dispute, Rockefeller hired landscape architect Frederick Law Olmsted, Jr.

Although Olmsted favored Dorr's route, as news of this proposal became public in 1931 the citizens of Mount Desert Island got involved. Believing that the road would spoil the wilderness quality of the area south of The Tarn, some cottagers protested its construction. Others, fearing that such protests would cause Rockefeller to rescind his offer to build other motor roads, publicly encouraged him by voting to relinquish municipal control of a portion of the old Ocean Drive so that he could proceed with plans to reconstruct that road for the park. The combined effect of these community pressures encouraged both Dorr and Rockefeller to swing the route away from The Tarn and towards Ocean Drive. This road was finally completed in 1938.

Development Plan — 1927, early 1930s  
Adapted from Master Plan — No. NPACA 1109-6 (1 of 2)



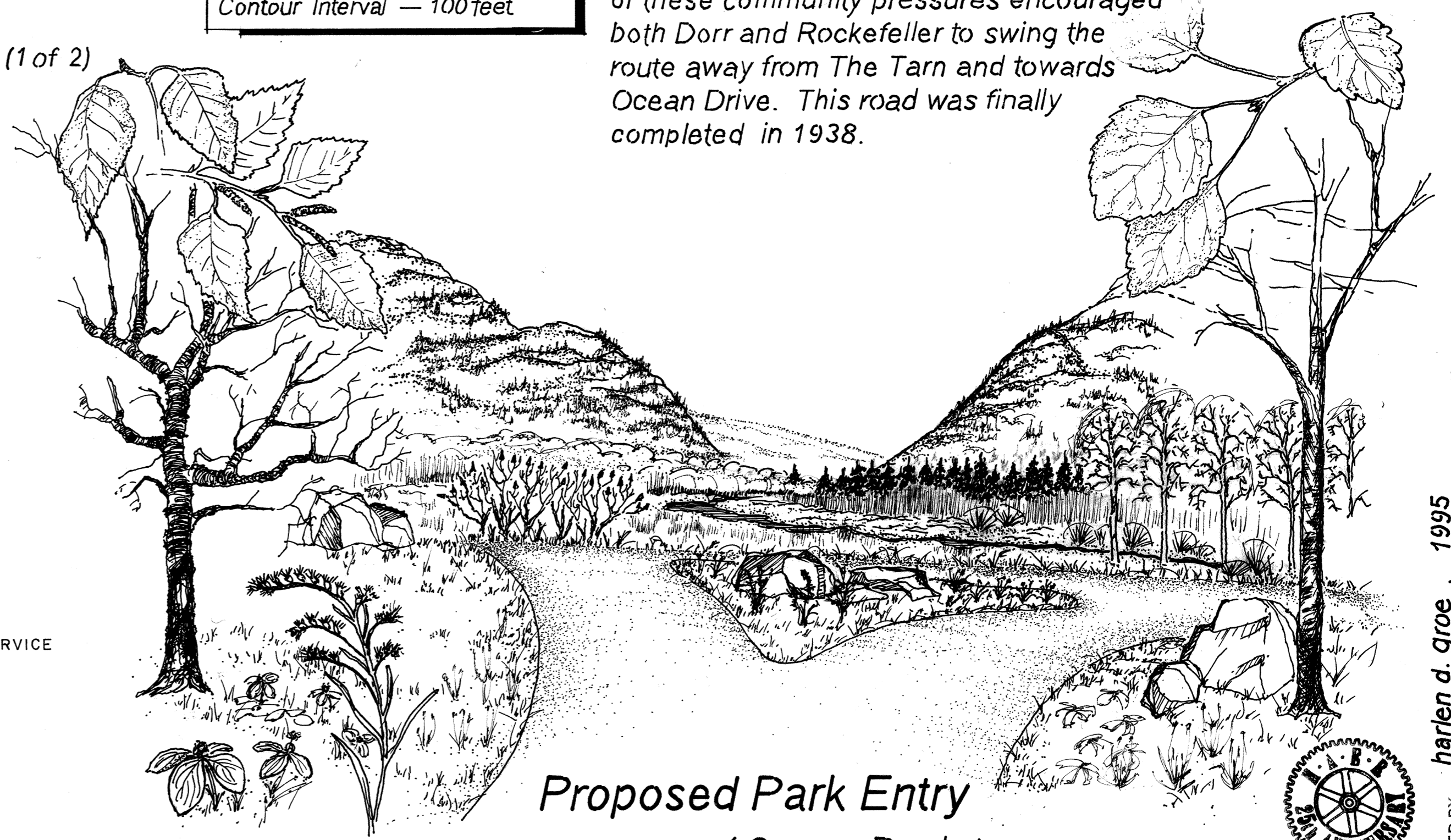
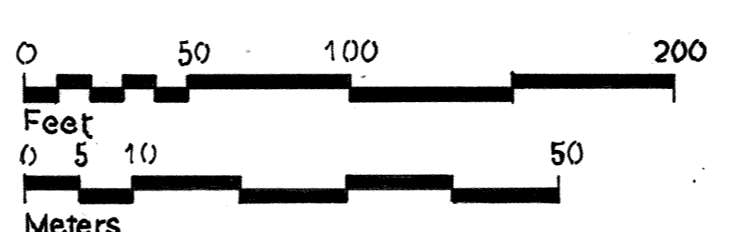
View of Spring House and access to Trails



### Wild Gardens of Acadia

Adapted from Master Plan — No. NPACA 1109-9 (6-2-38)

U.S. DEPARTMENT OF THE INTERIOR — NATIONAL PARK SERVICE  
**SIEVR DE MONTS SPRING AREA**  
PART OF THE MASTER PLAN  
**ACADIA NATIONAL PARK**



### Proposed Park Entry

(George Dorr's)

View of Great Meadow and The Gorge — LedgeLawn Ave.

DELINEATED BY: *harlen d. groe*, 1995  
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SHEET 9 of 19

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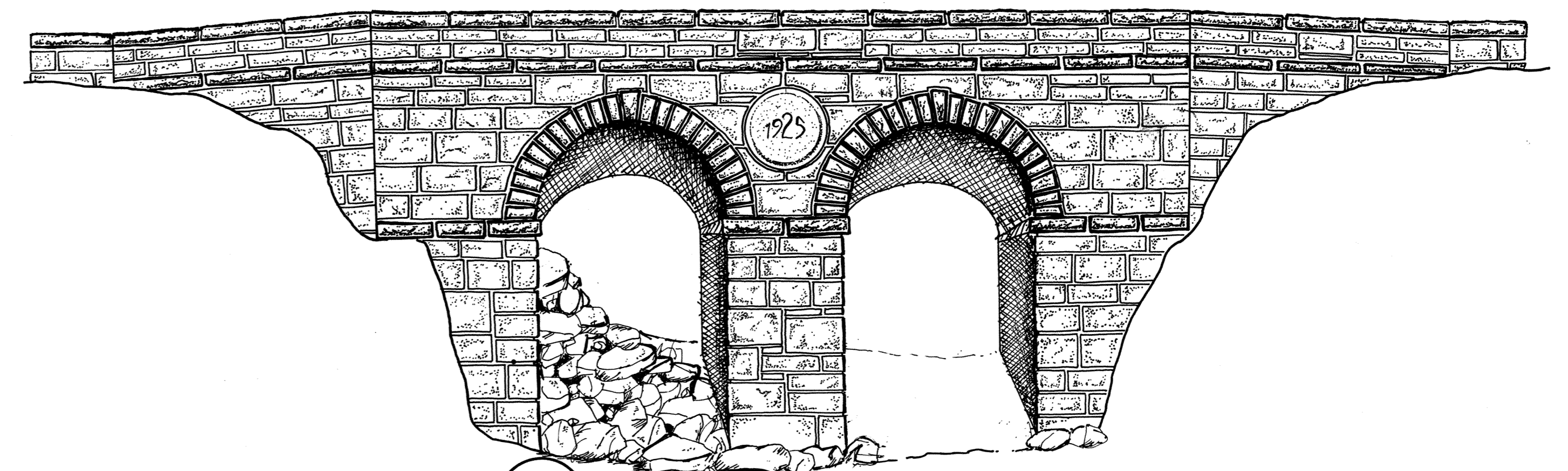
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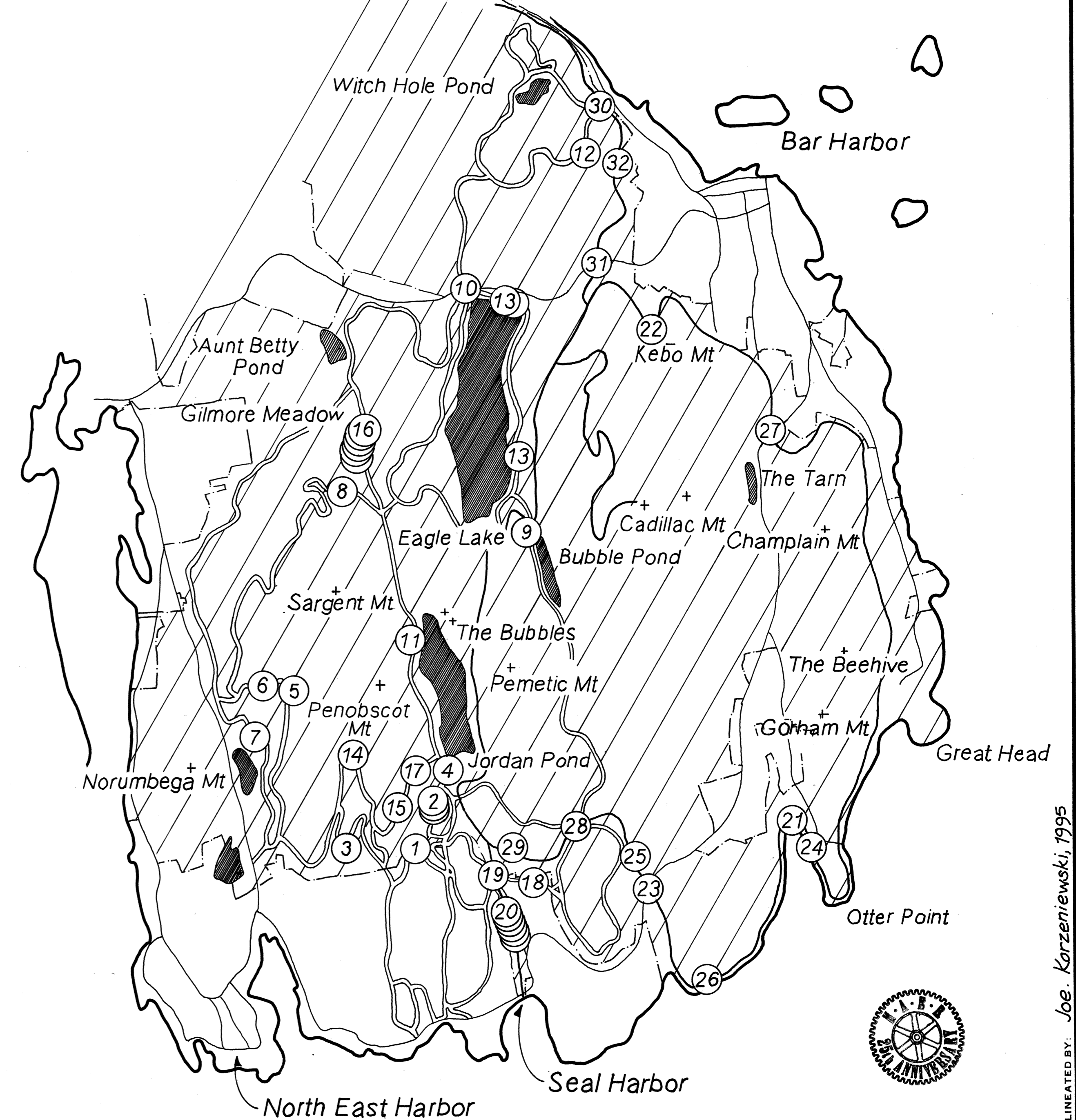
# THE BRIDGES OF ACADIA NATIONAL PARK

Bridge Name	Date	HAER #			
1 Cobblestone Bridge	1917	ME-31	19 Stanley Brook Bridge	1933	ME-45
2 Jordan Stream Little Bridges	1919	ME-48a-c	20 Stanley Brook Bridges (Stanley Brook Road)	1933	ME-24a-f
3 Little Harbor Brook Bridge	1919	ME-32	21 Otter Creek Cove Bridge And Causeway	1938	ME-19
4 Jordan Pond Dam Bridge	1920	ME-33	22 Kebo Brook Bridge	1938	ME-20
5 Hemlock Bridge	1924	ME-34	23 Route 3 Bridge (Blackwoods)	1939	ME-15
6 Waterfall Bridge	1925	ME-35	24 Fish House Bridge	1939	ME-16
7 Hadlock Brook Bridge	1926	ME-37	25 Little Hunters Beach Brook Bridge	1939	ME-21
8 Chasm Brook Bridge	1926	ME-28	26 Hunters Beach Brook Bridge	1939	ME-22
9 Bubble Pond Bridge	1928	ME-39	27 Sieur de Monts Spring Bridge	1949	ME-14
10 Eagle Lake Bridge	1928	ME-55	28 Triad-Day Mountain Bridge	1941	ME-46
11 Deer Brook Bridge	1929	ME-36	29 Wildwood Farm Bridge	1941	ME-47
12 Duck Brook Bridge	1929	ME-40	30 Duck Brook Bridge (Paradise Hill Road)	1950	ME-30
13 Eagle Lake Little Bridges	1931	ME-19a-b	31 Route 233 Bridge (Paradise Hill Road)	1952	ME-17
14 Amphitheatre Bridge	1931	ME-41	32 New Eagle Lake Road Bridge	1952	ME-18
15 West Branch Jordan Stream Bridge	1931	ME-42			
16 Aunt Betty Pond Little Bridges	1931	ME-50a-g			
17 Cliffside Bridge	1932	ME-43			
18 Jordan Pond Road Bridge	1932	ME-44			

Acadia National Park contains the most diverse and detailed collection of historic bridges within the National Park Service. Since 1917, when John D. Rockefeller forces constructed the first of his carriage road bridges, a legacy of spans have been created that heighten the aesthetic experience of the park's carriage and motor roads. Constructed mainly of reinforced concrete with stone facing, these spans range in size from small slabs to monumental arches, spanning various brooks, chasms and valleys. Acadia's bridges illustrate two distinct design philosophies; Rockefeller and federally funded creations differ in their attention to details, site location and overall character. Rockefeller influenced structures maintain a higher level of detailing, which includes gothic arches, antiquated masonry surfaces, protruding scuppers and reliefs. Rockefeller spans exclaim the craft in the creation. Federally designed and engineered structures of the NPS and Bureau of Public Roads continued the traditions of building with stone; however, the level of detail is reduced. Function and efficiency was of primary concern, with appearance receiving less attention. The later motor road bridges are consistent with the national tradition of NPS spans, while Rockefeller's survive as sculptural inspirations.



**11 Deer Brook Bridge**  
Carriage Road



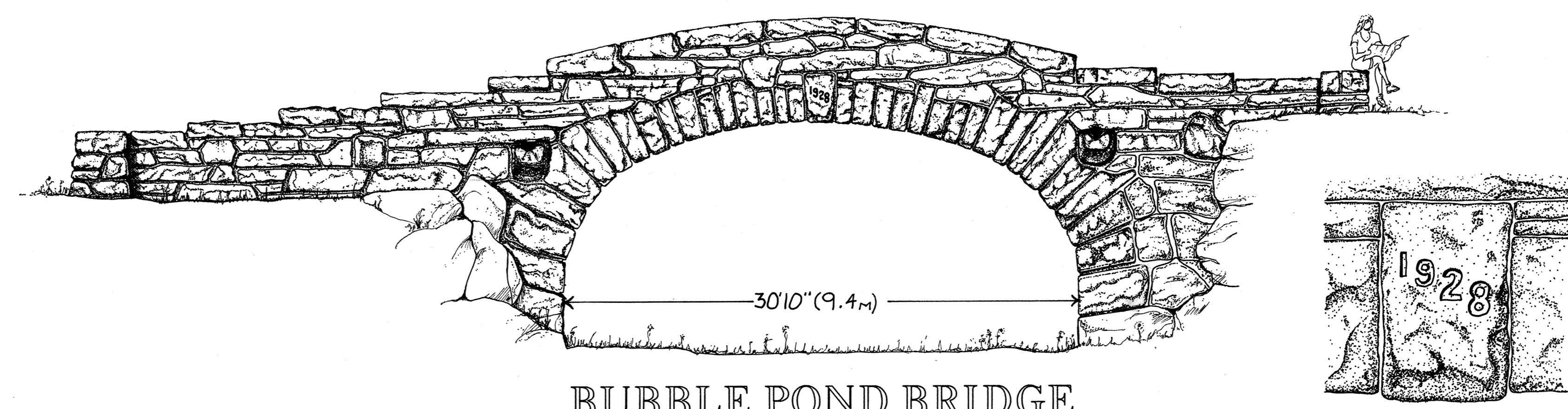
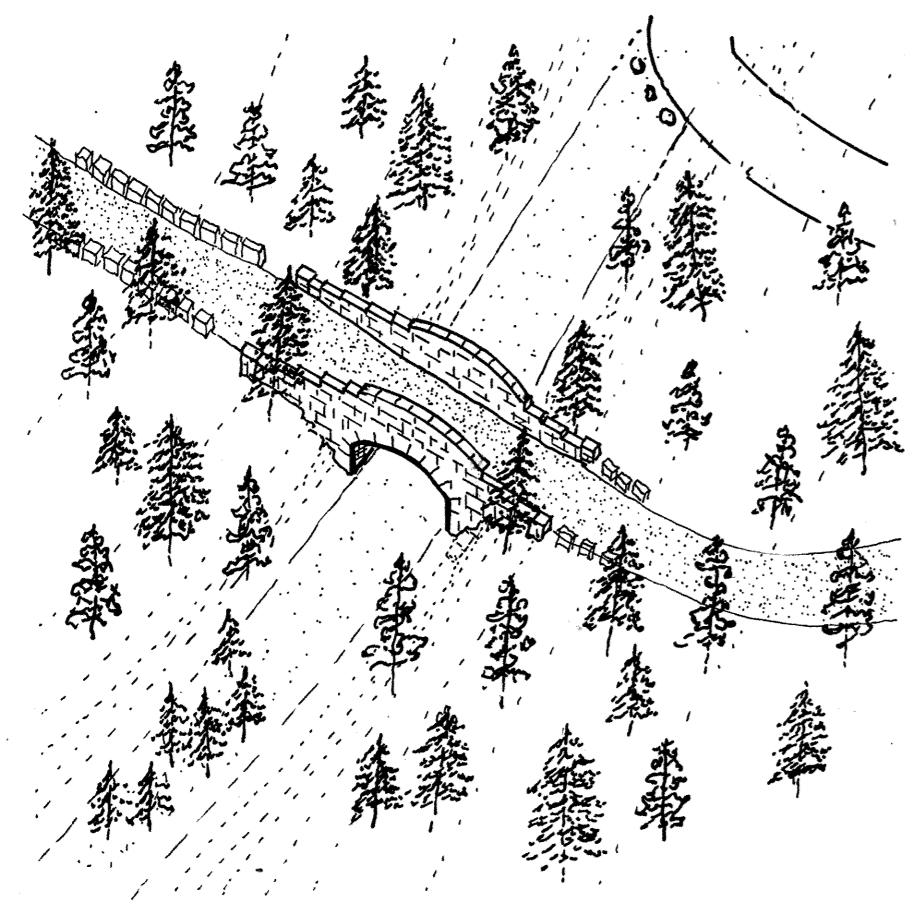
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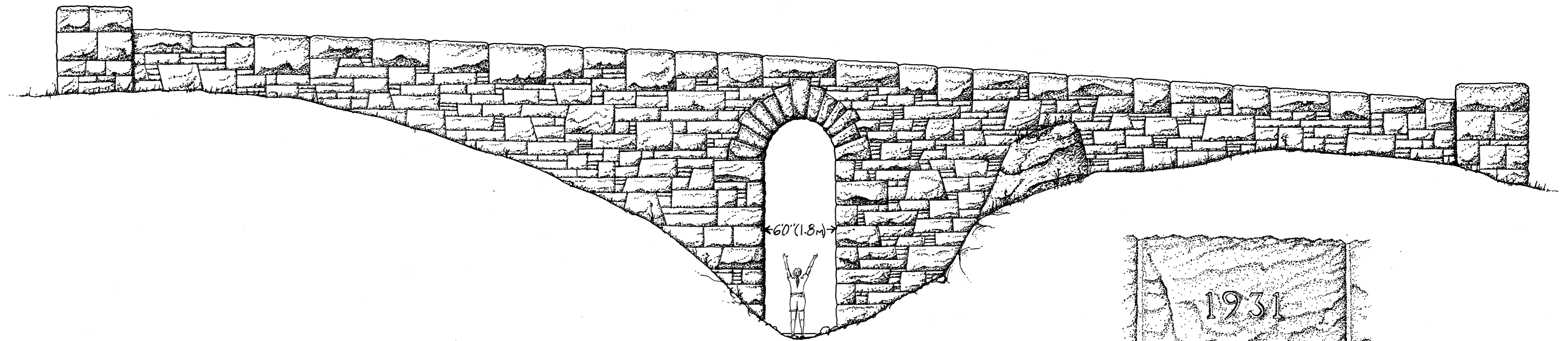
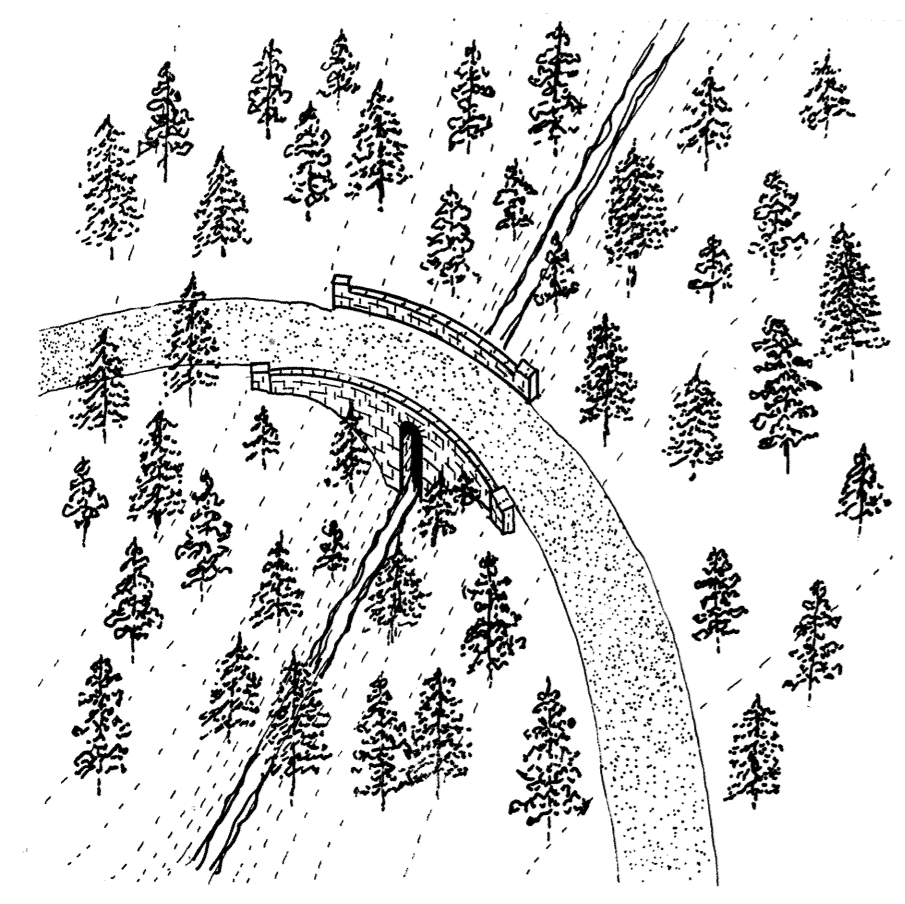
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ME-12

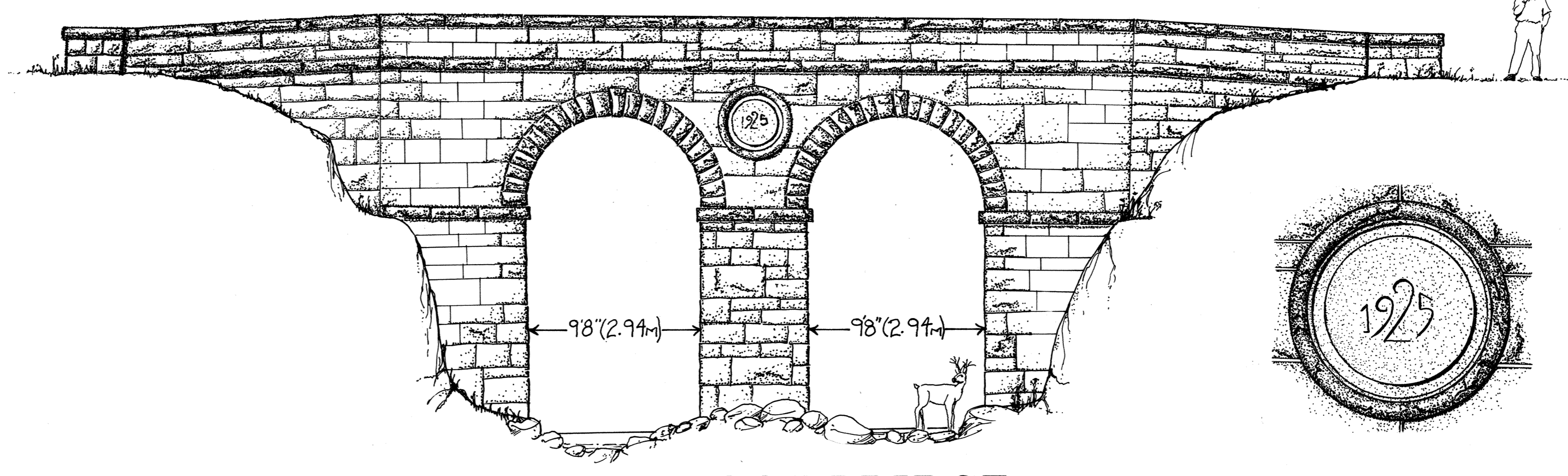
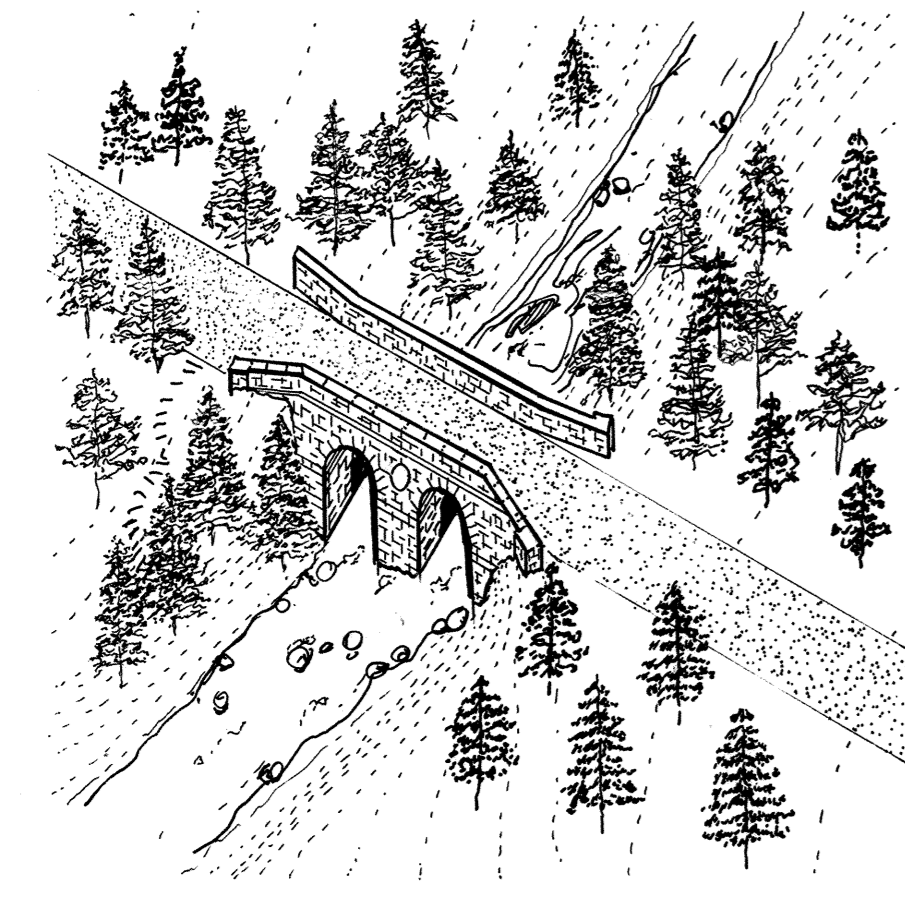
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BUBBLE POND BRIDGE  
HAER NO. ME-39

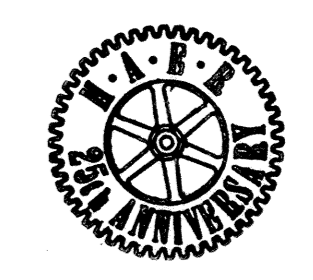
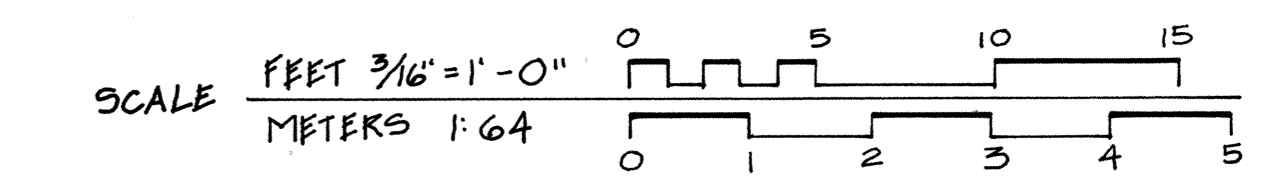


WEST BRANCH JORDAN STREAM BRIDGE  
HAER NO. ME-42



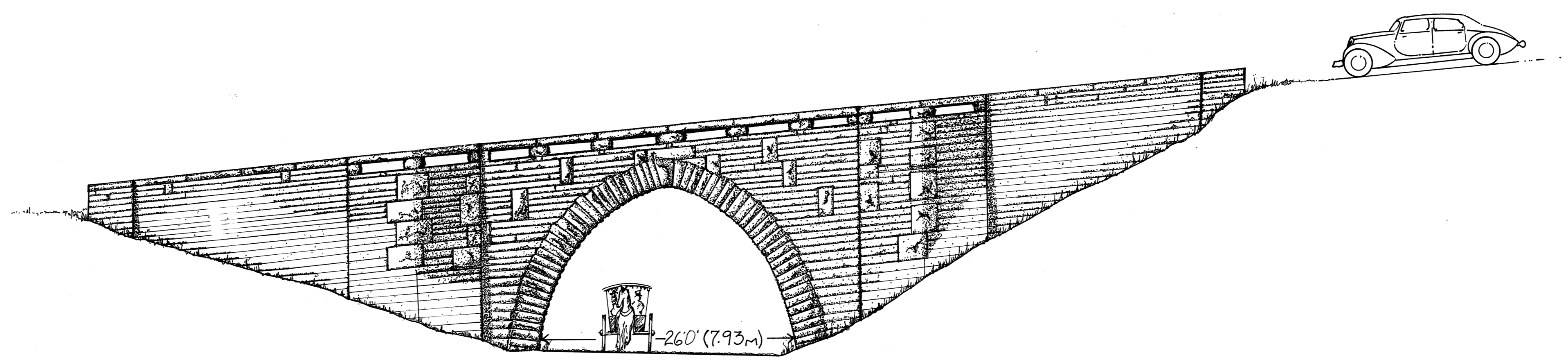
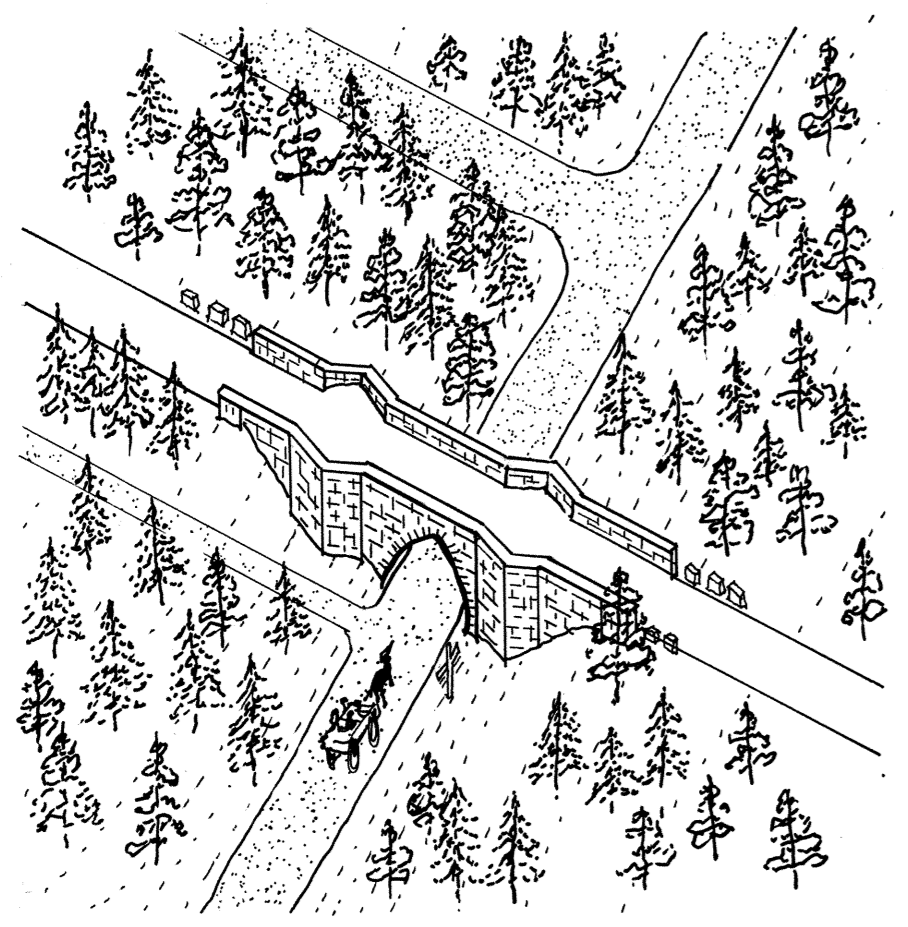
DEER BROOK BRIDGE  
HAER NO. ME-36

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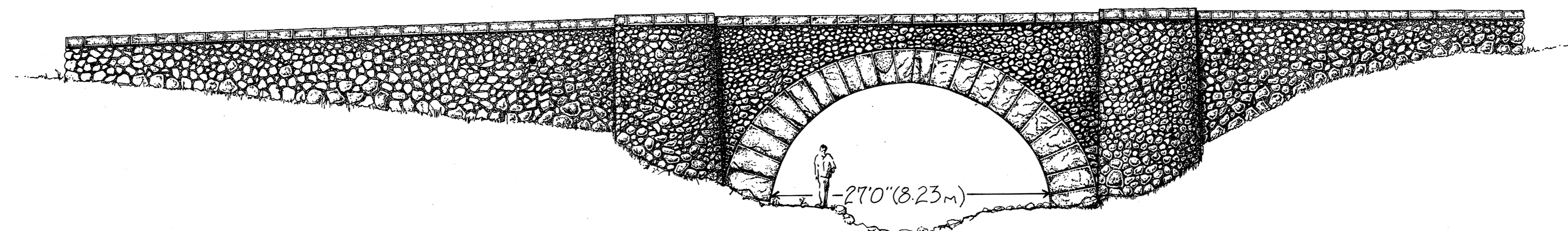
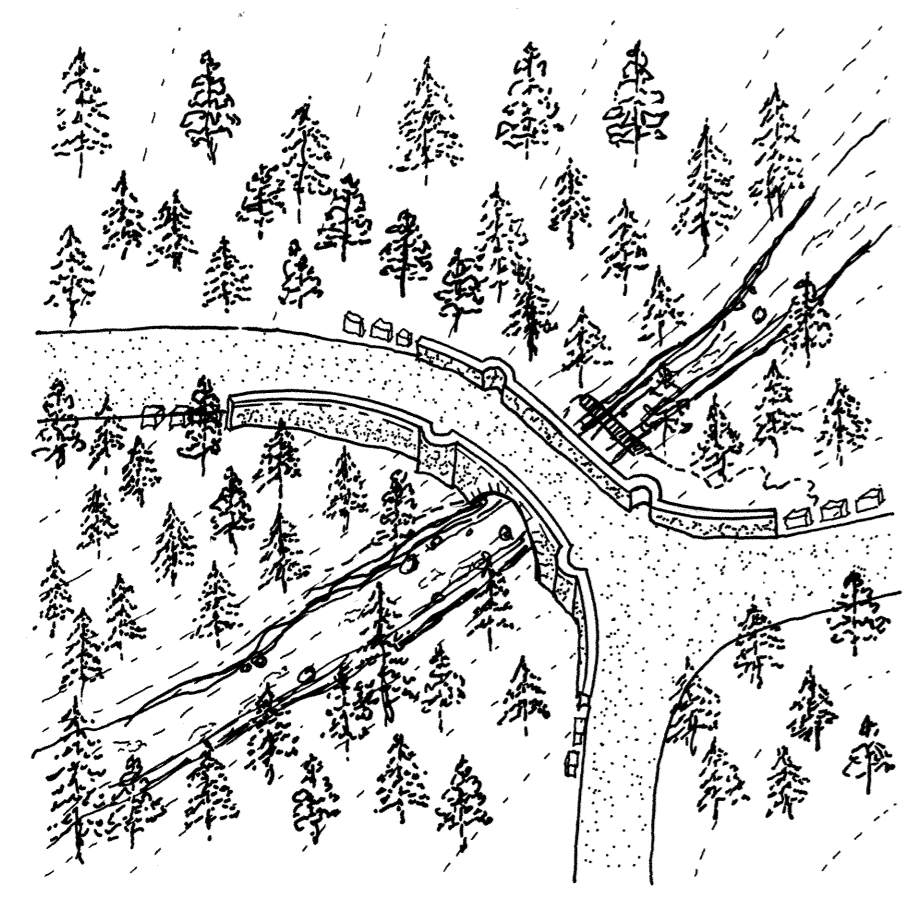


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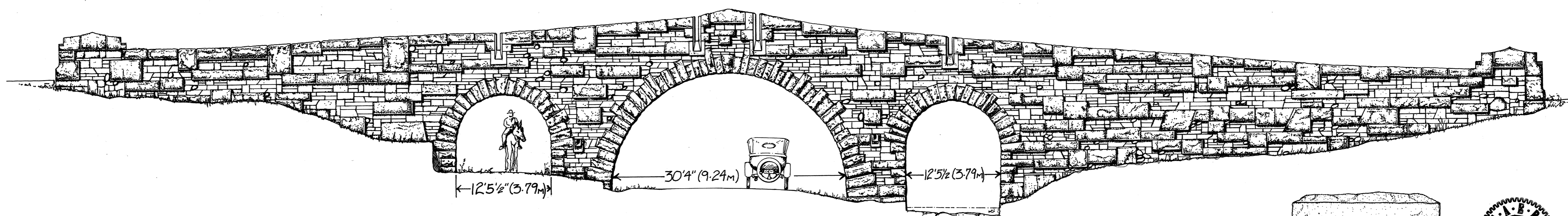
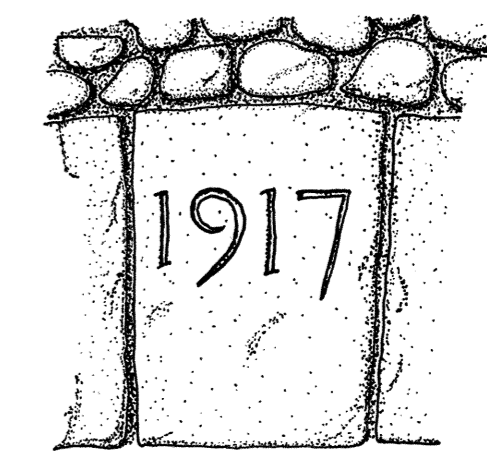
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EAGLE LAKE BRIDGE 1928  
HAER NO. ME-55



COBBLESTONE BRIDGE  
HAER NO. ME-31



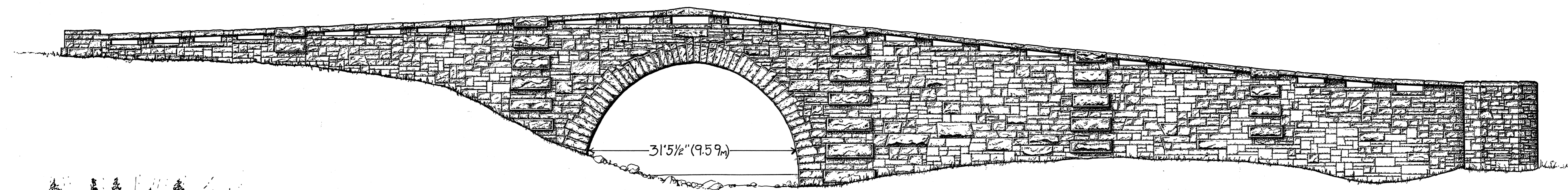
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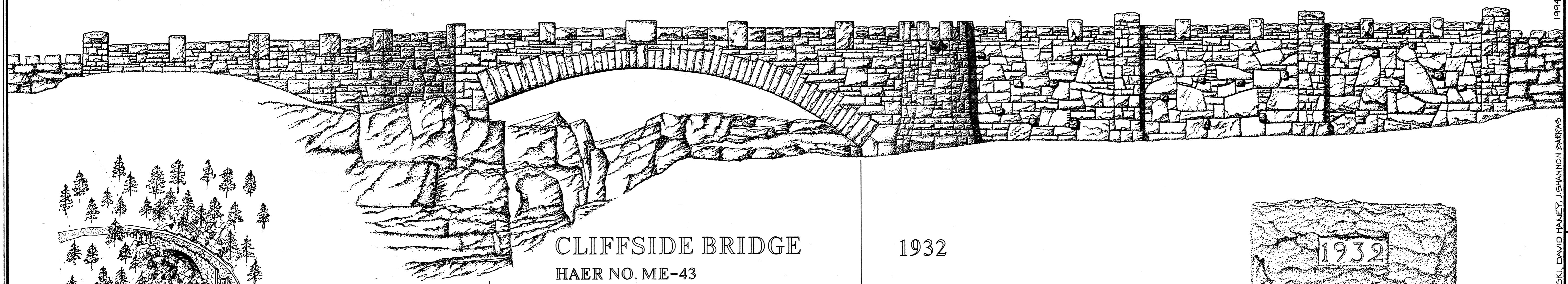
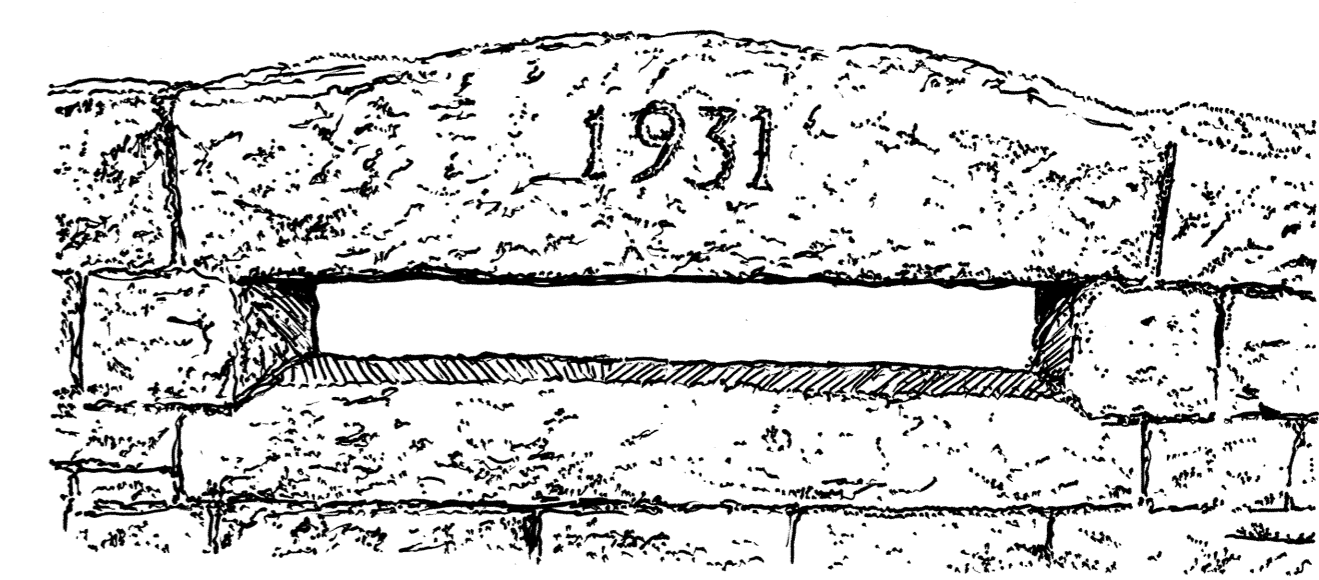
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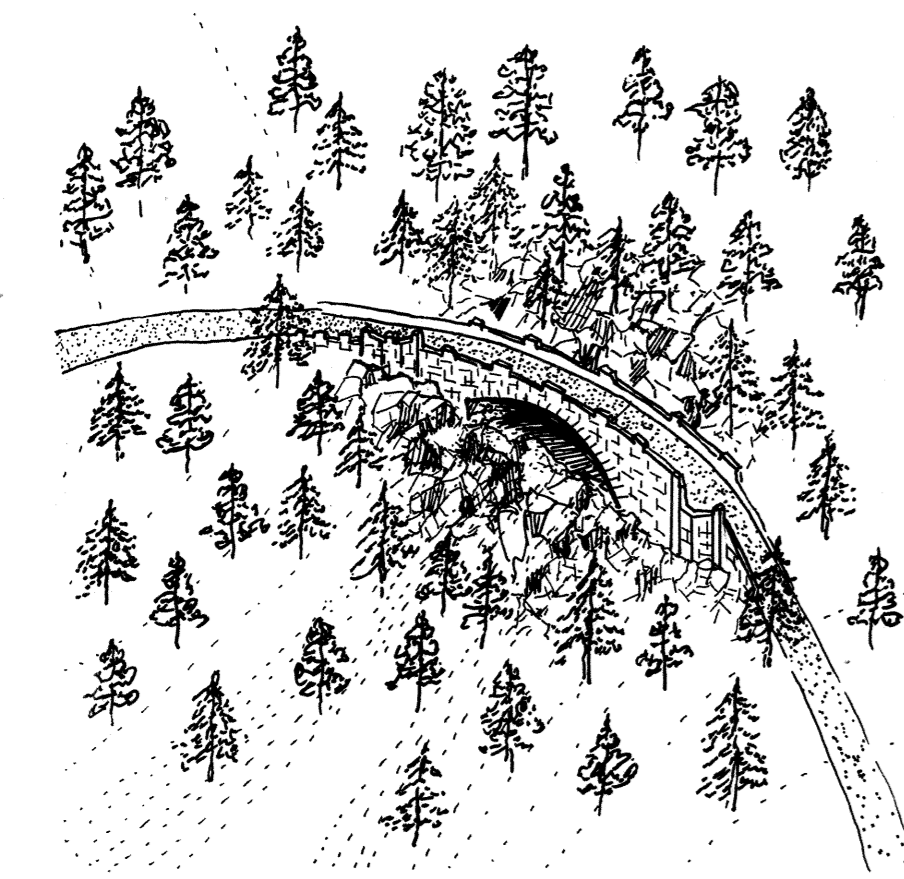
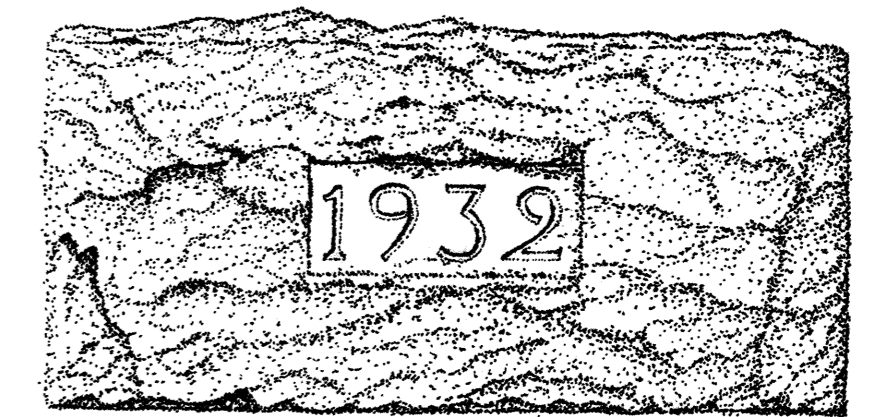
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HAER NO. ME-41

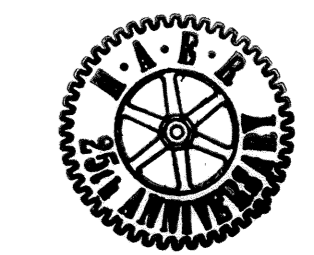


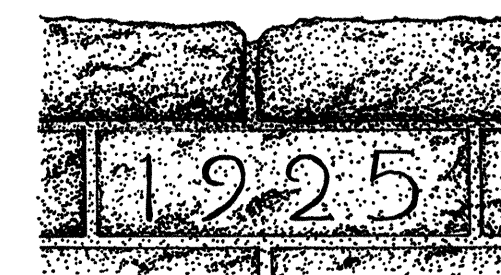
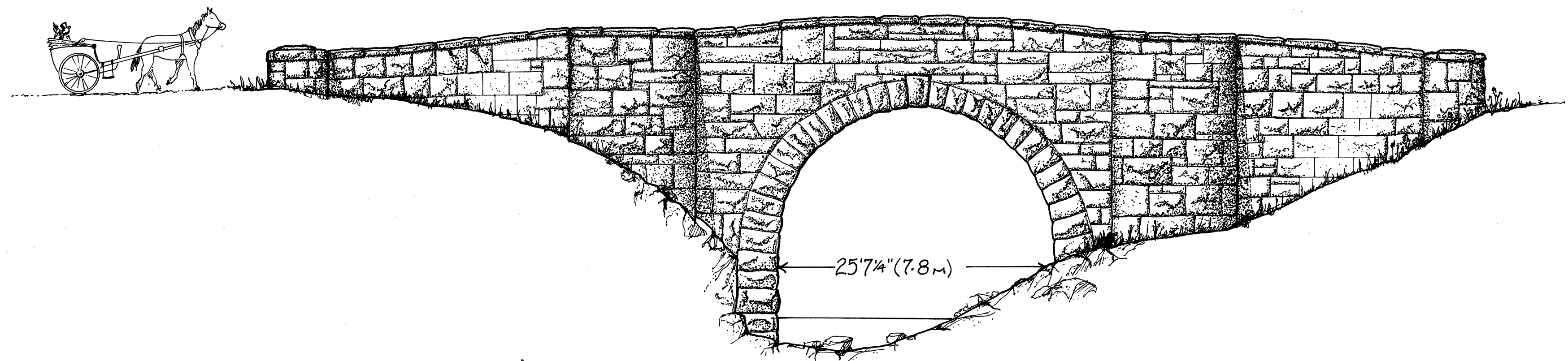
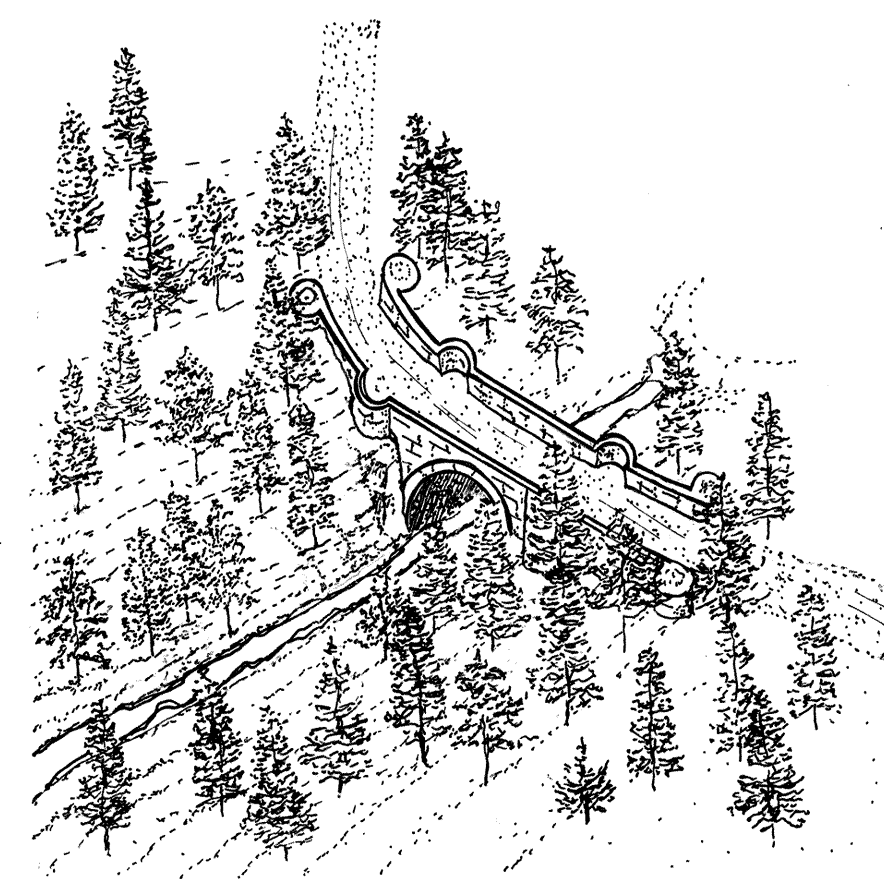
CLIFFSIDE BRIDGE 1932  
HAER NO. ME-43



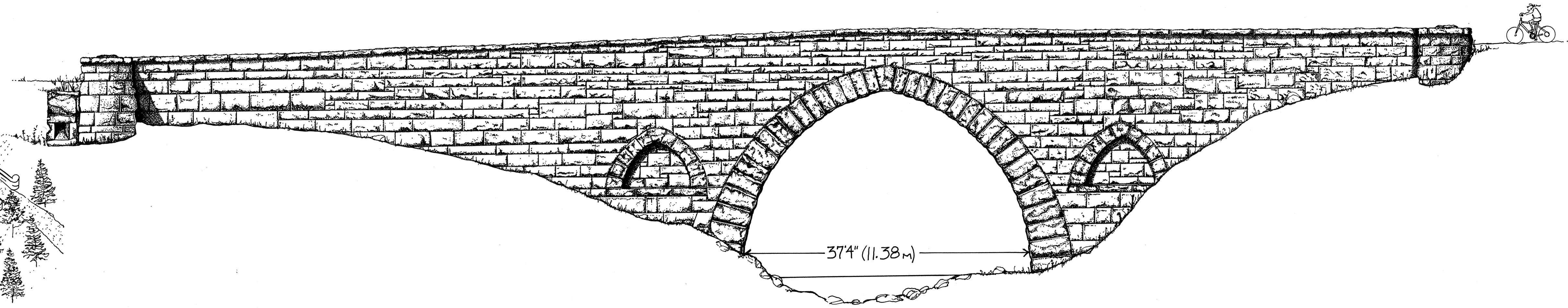
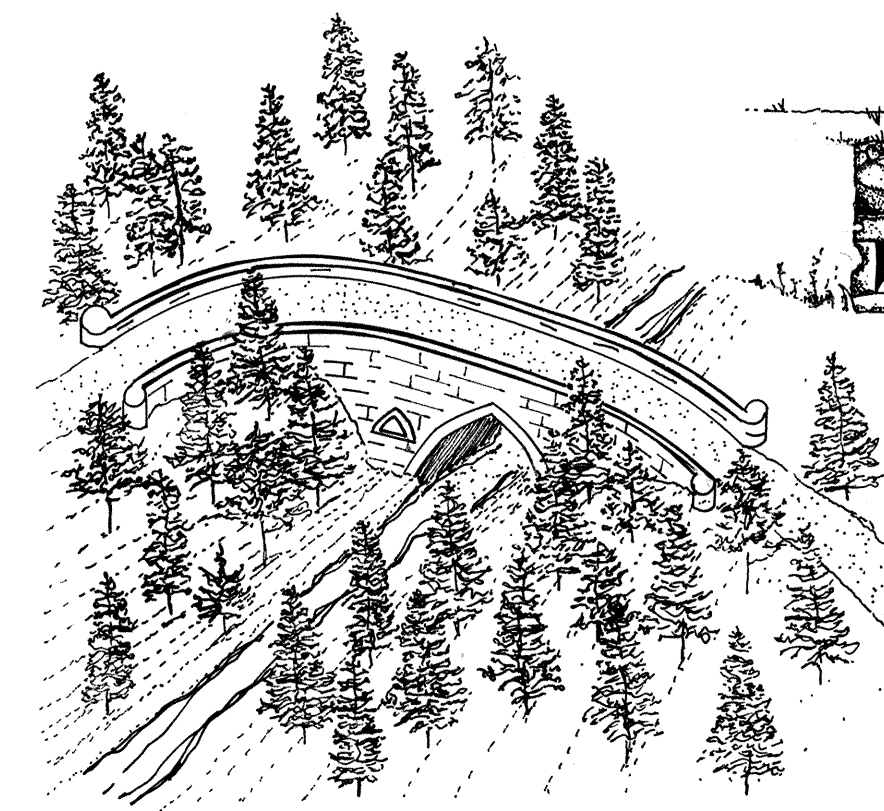
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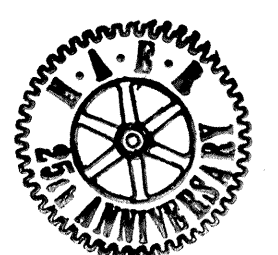
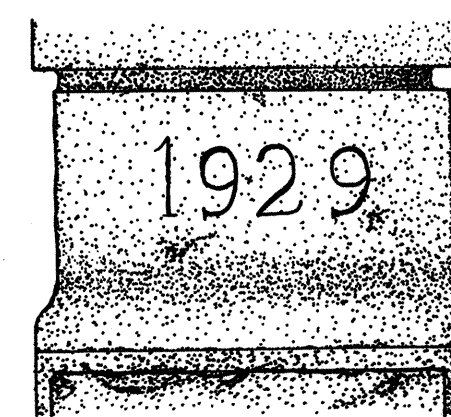
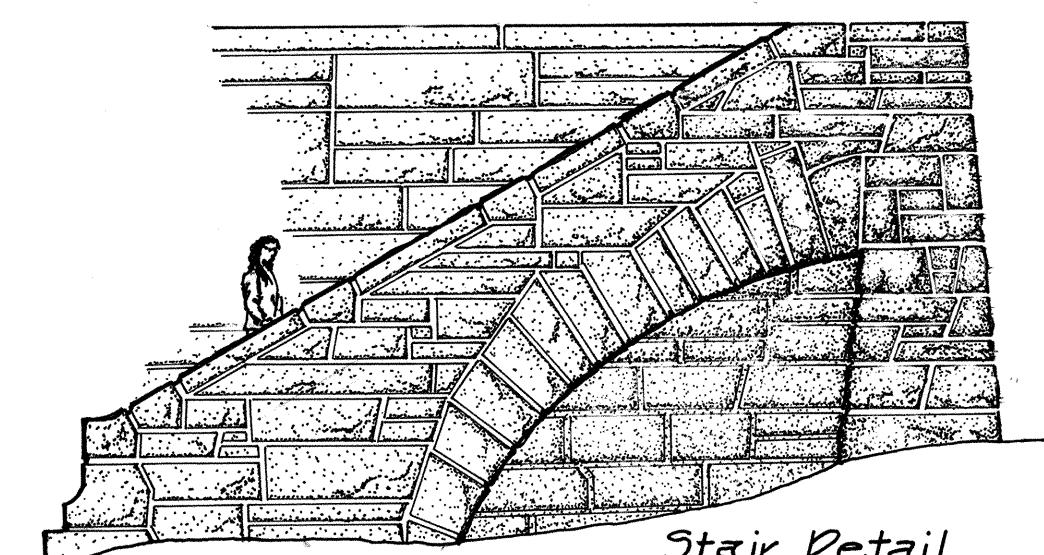
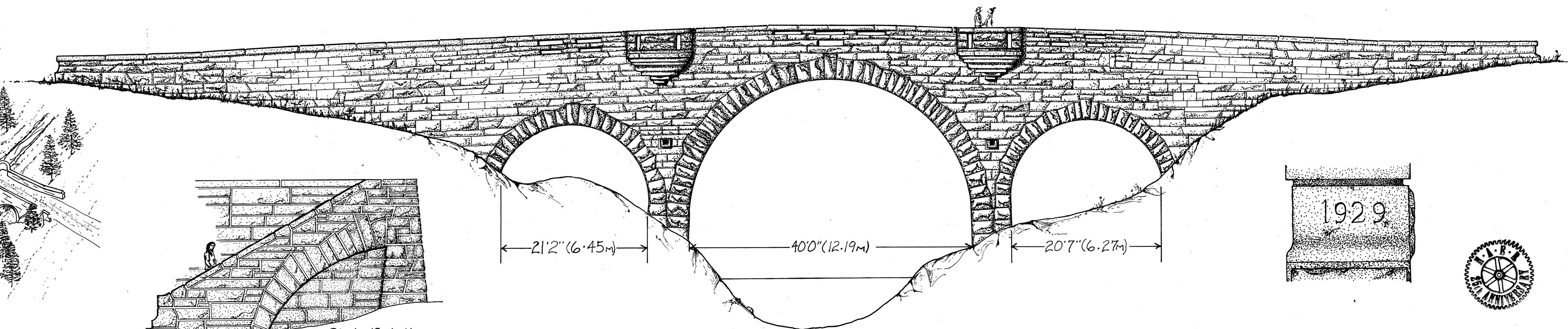
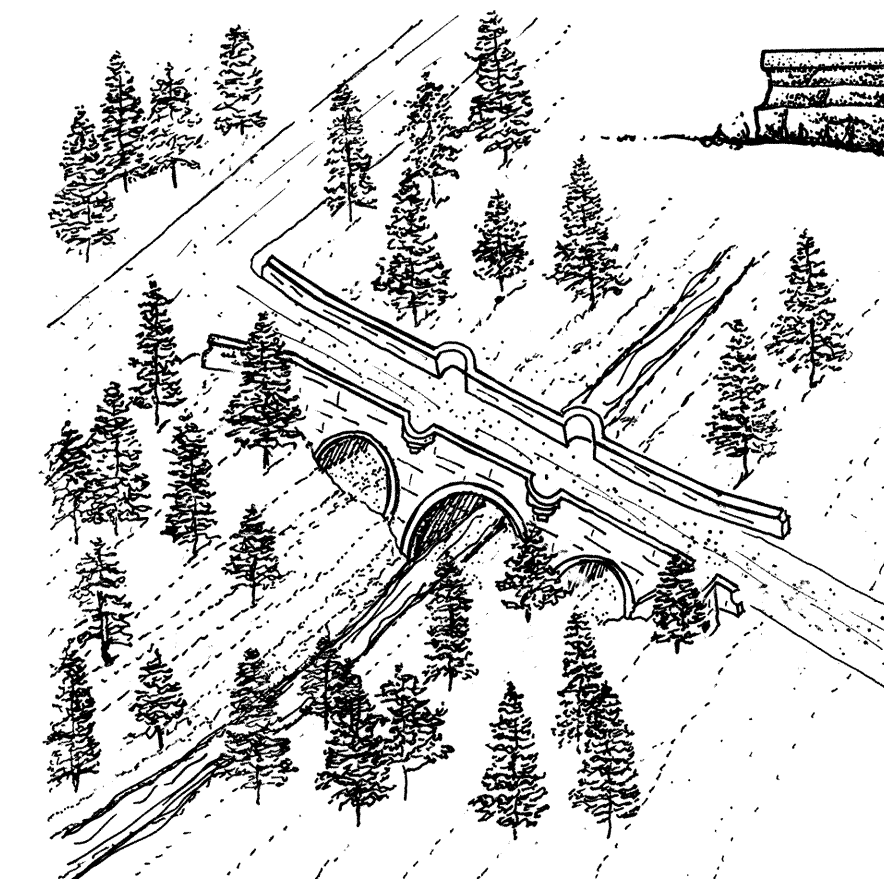




WATERFALL BRIDGE  
HAER NO. ME-35



HEMLOCK BRIDGE  
HAER NO. ME-34



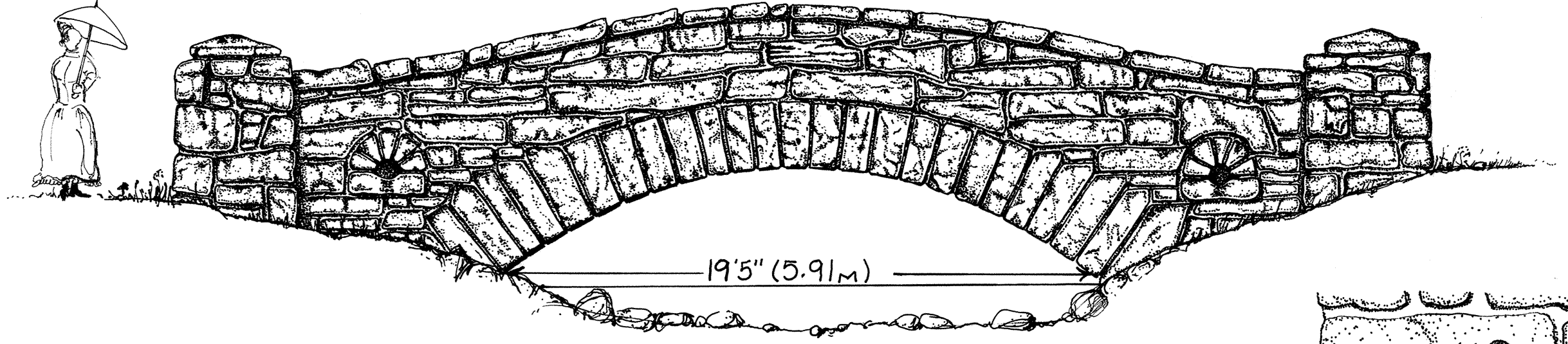
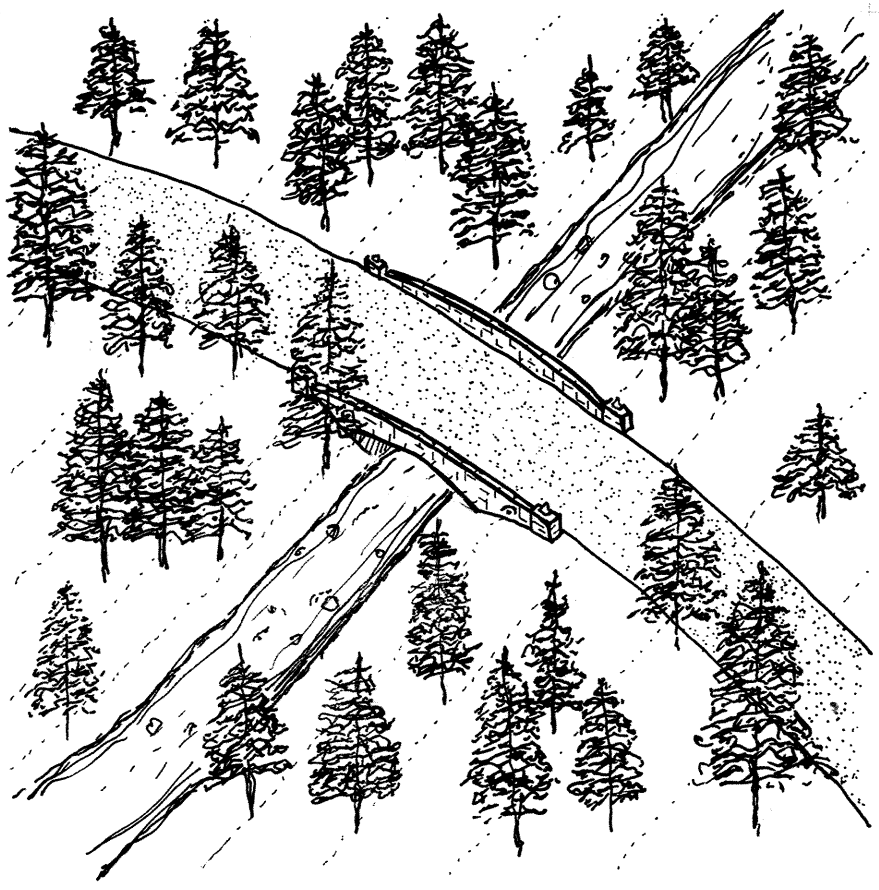
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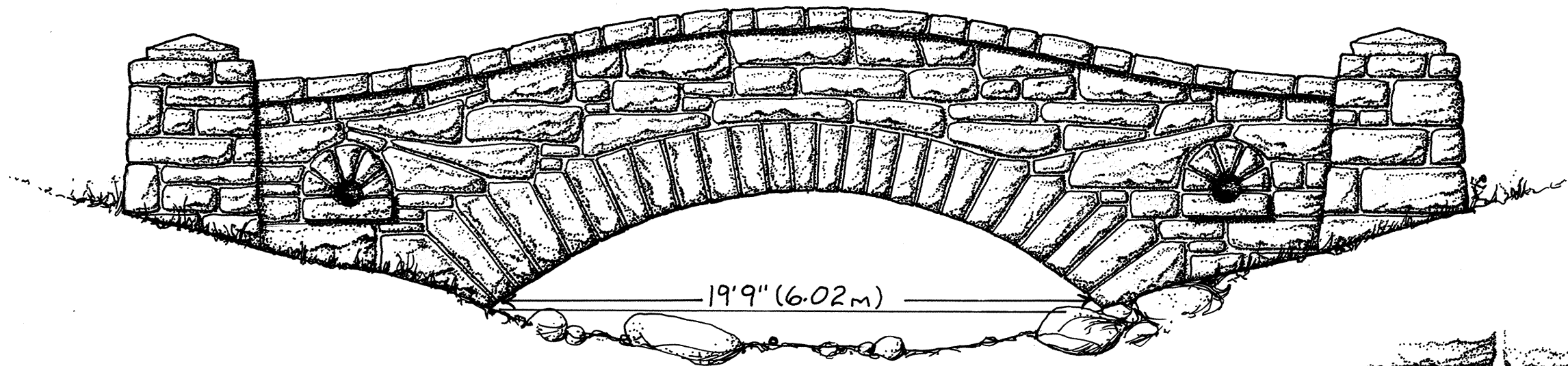
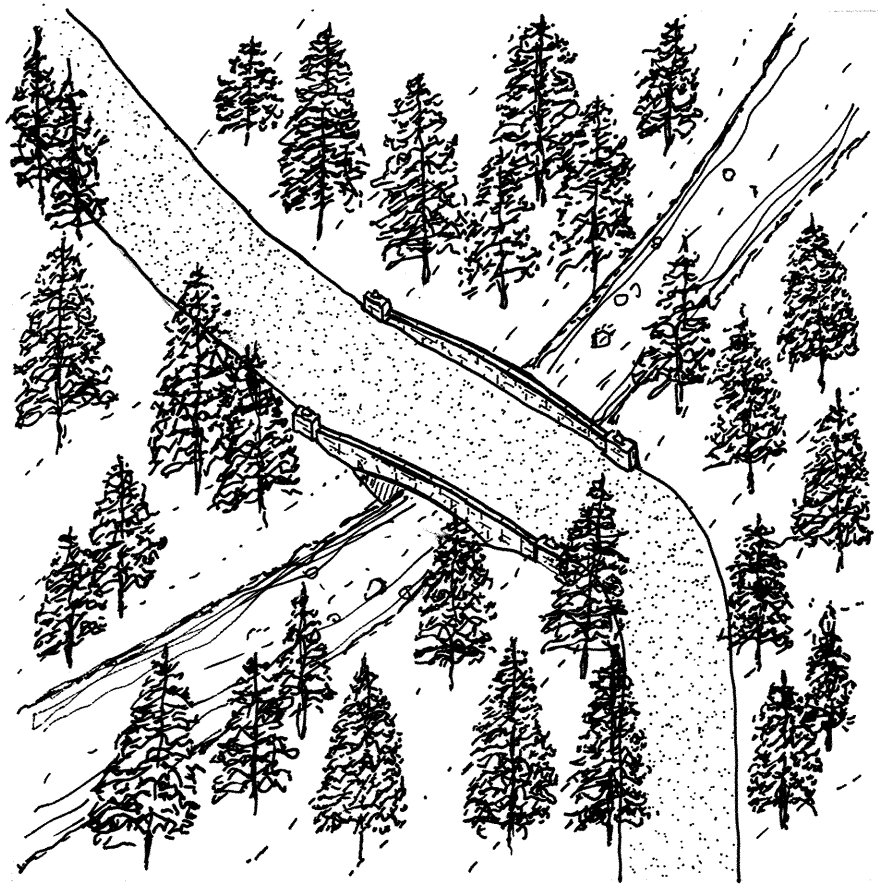
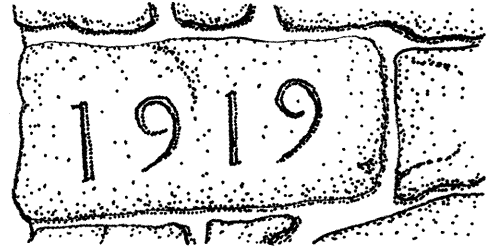
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DELINEATED BY: J. SHANNON BARRAS, KATE E. CURTIS  
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ACADIA PARKS & BRIDGES  
UNITED STATES DEPARTMENT OF THE INTERIOR  
ACADIA NATIONAL PARK ROADS & BRIDGES  
HANCOCK COUNTY  
BAR HARBOR VICINITY  
HANCOCK COUNTY  
SHEET 14 OF 19  
MAINE  
HISTORIC AMERICAN ENGINEERING RECORD  
ME-12

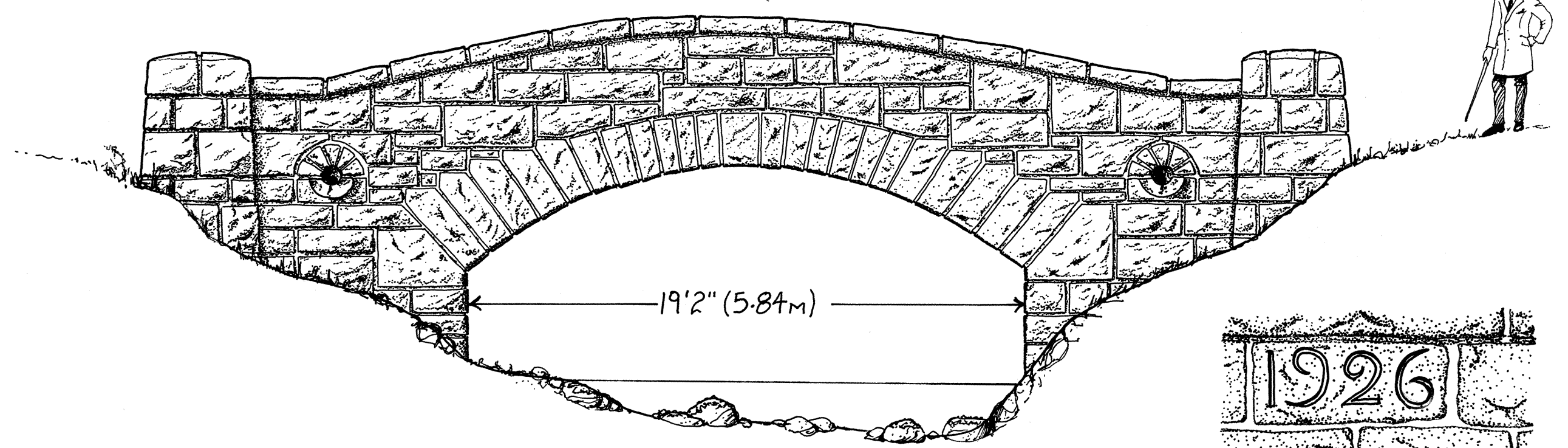
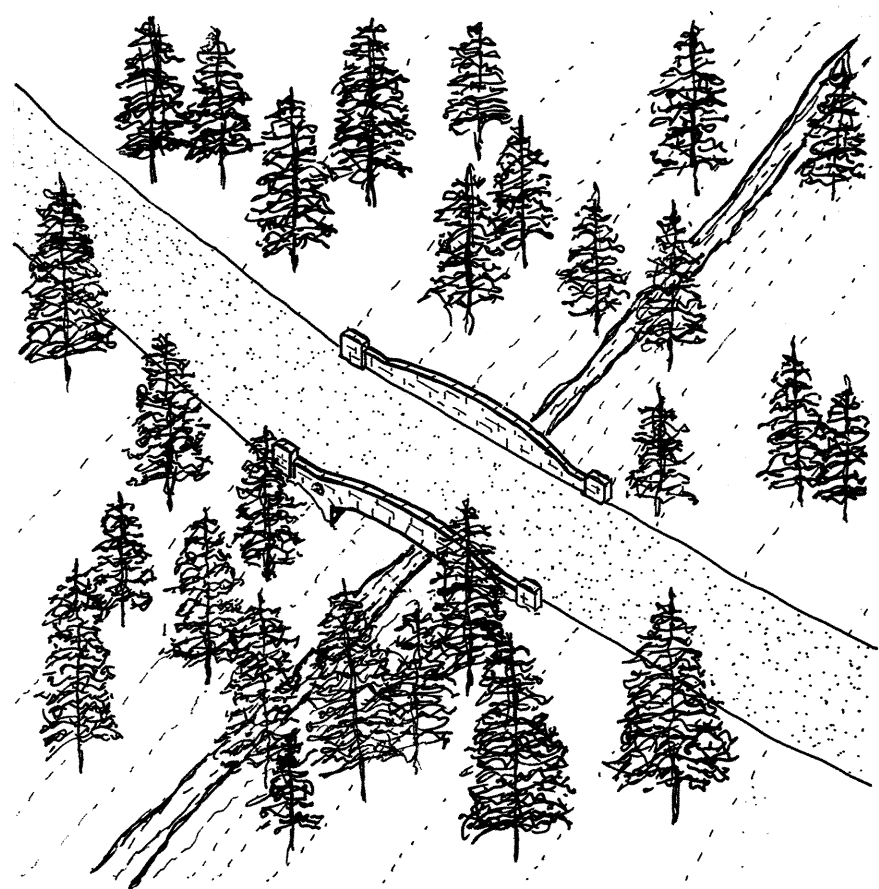
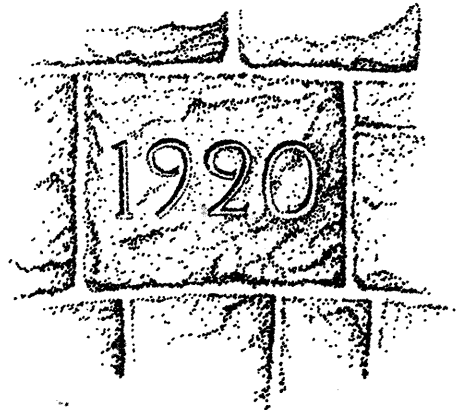
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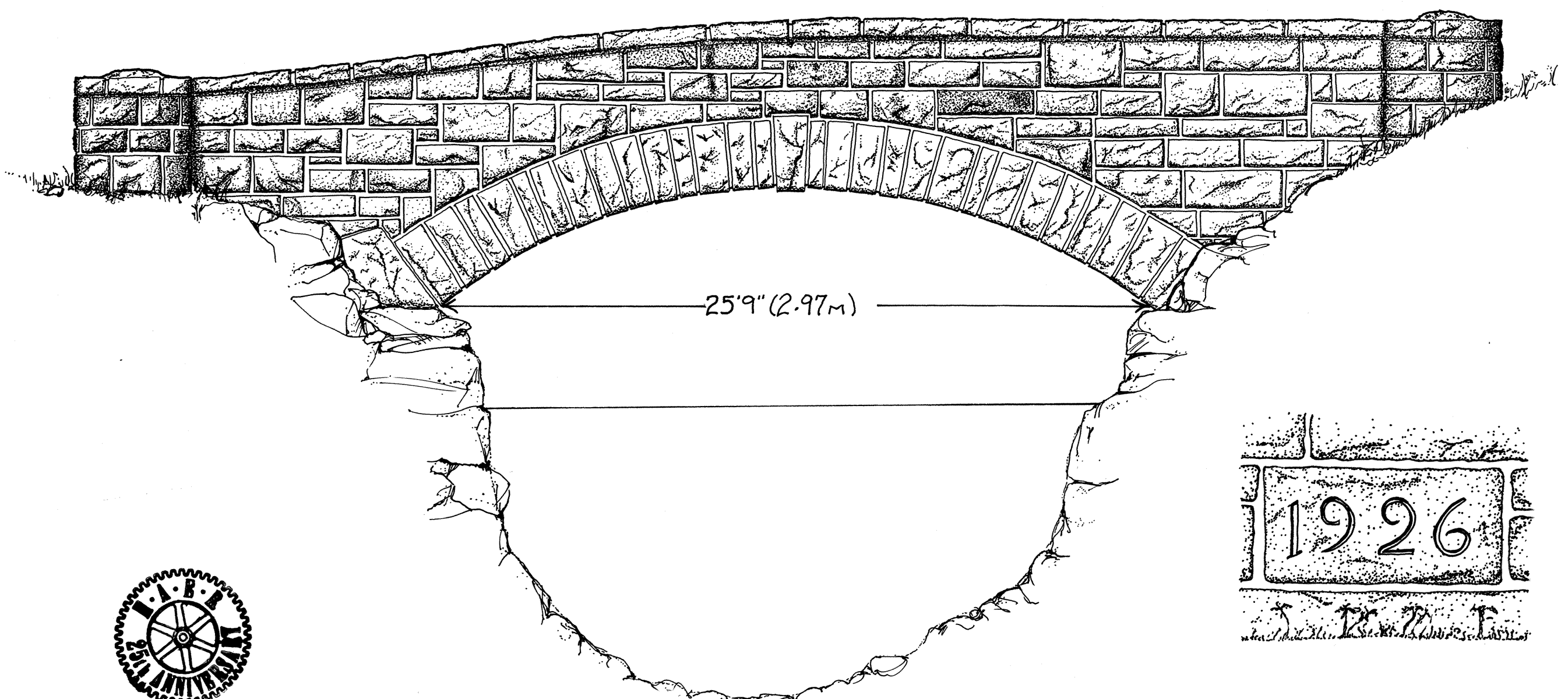
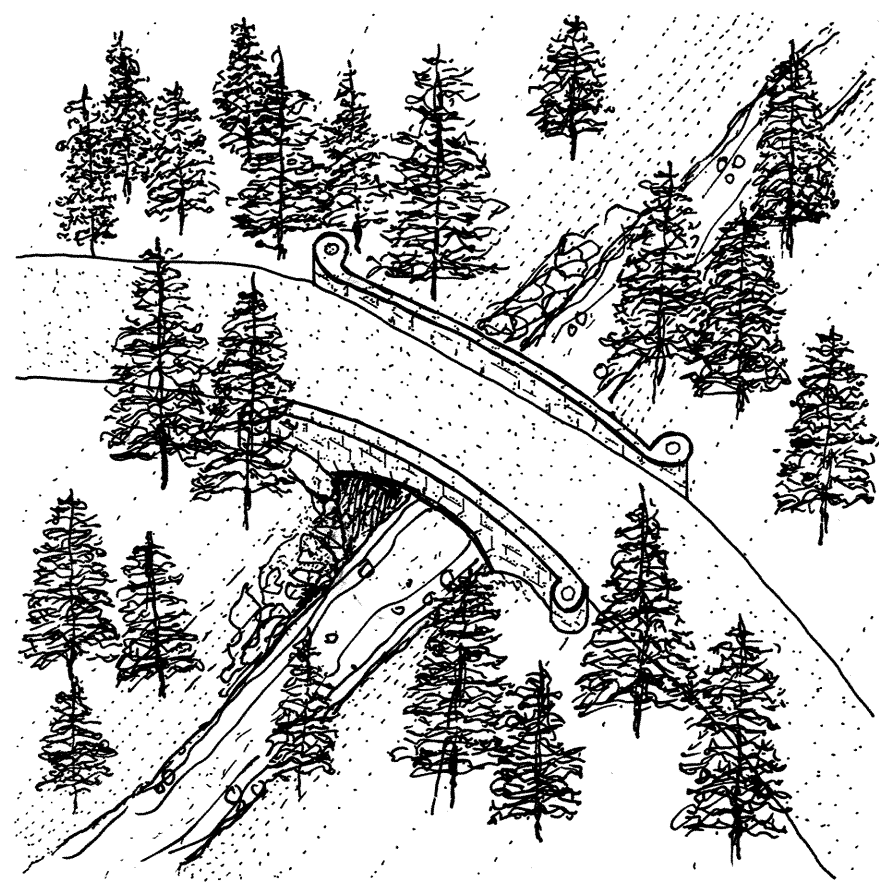
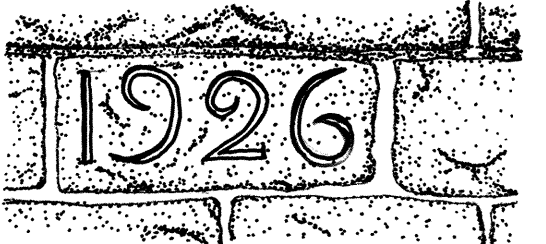
LITTLE HARBOR BROOK BRIDGE  
HAER NO. ME-32



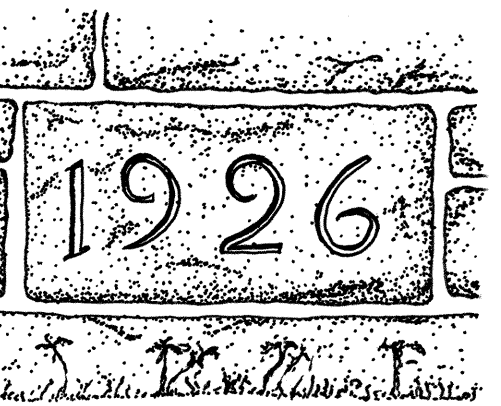
JORDAN POND DAM BRIDGE  
HAER NO. ME-33



HADLOCK BROOK BRIDGE  
HAER NO. ME-37



CHASM BROOK BRIDGE  
HAER NO. ME-38



Note: Elevations drawn flat to show actual length of facade.

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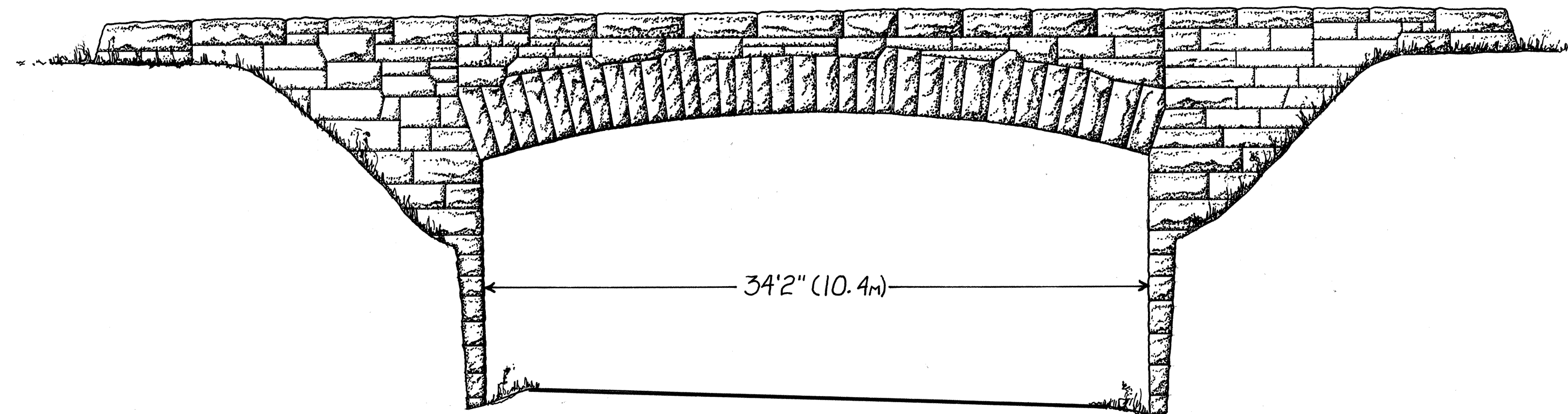
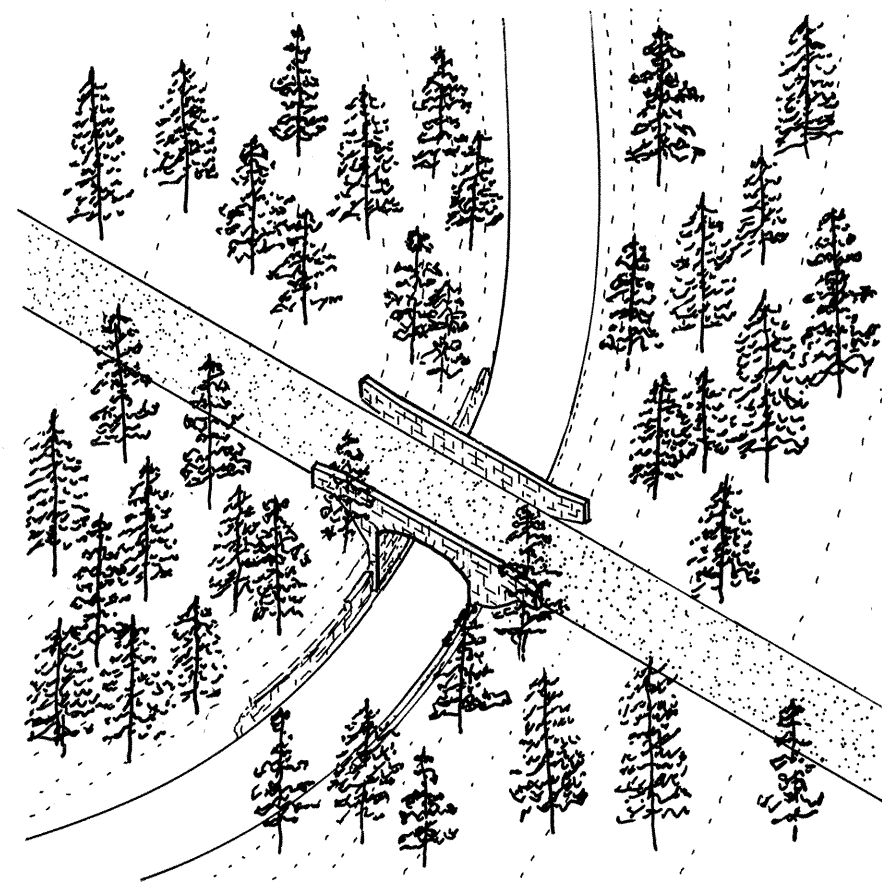
MAINE

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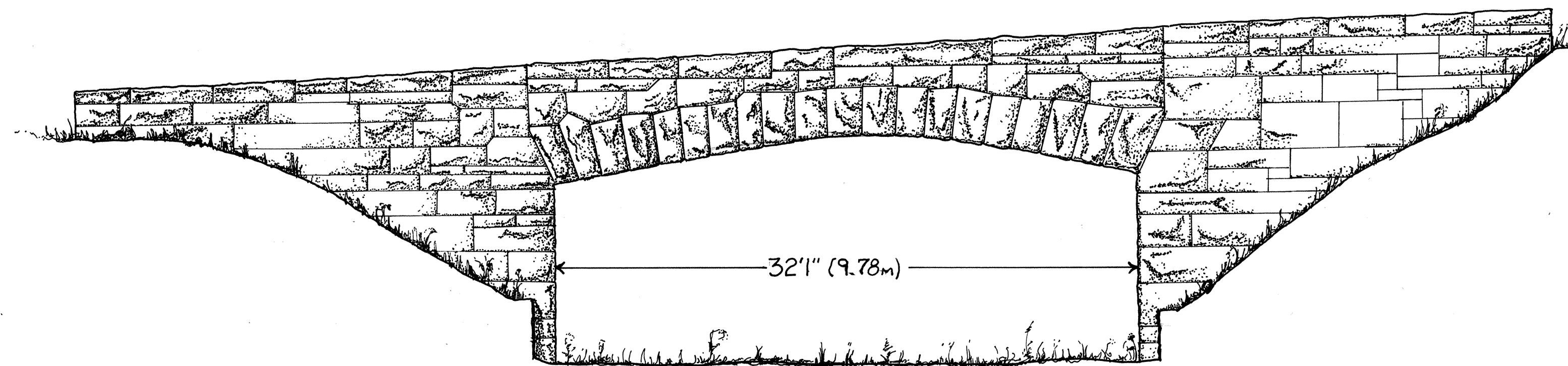
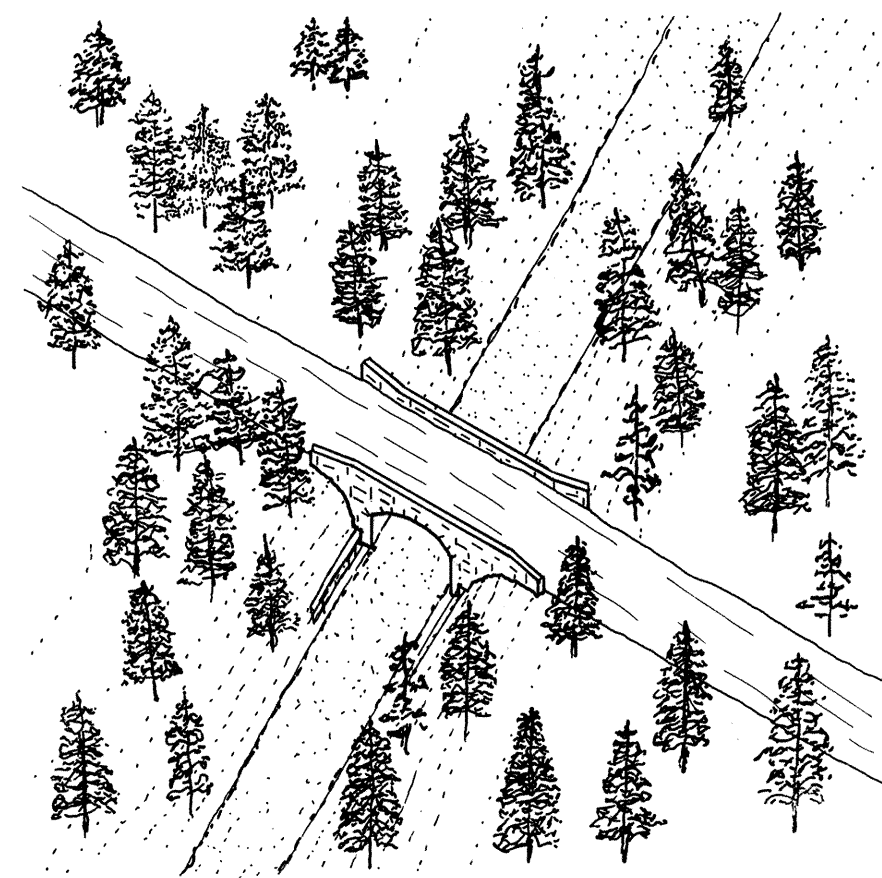
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ME-12

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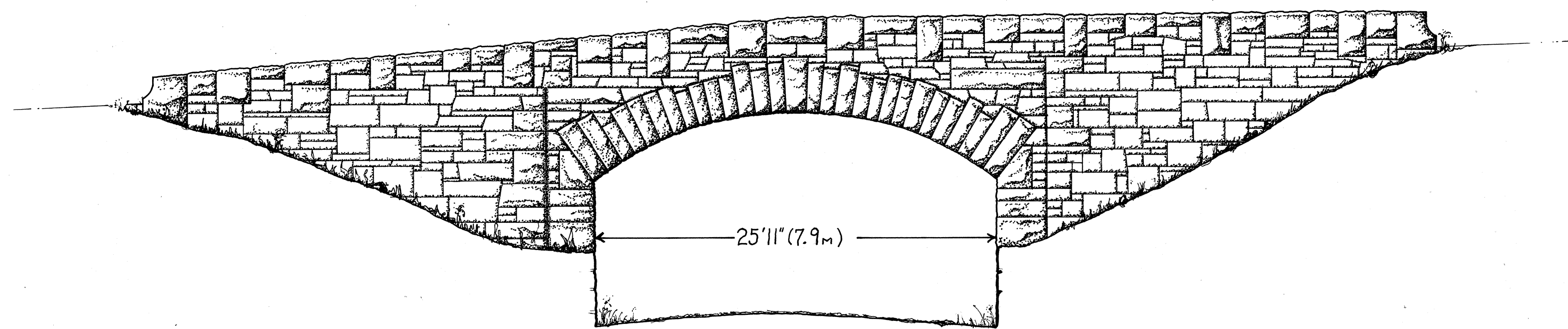
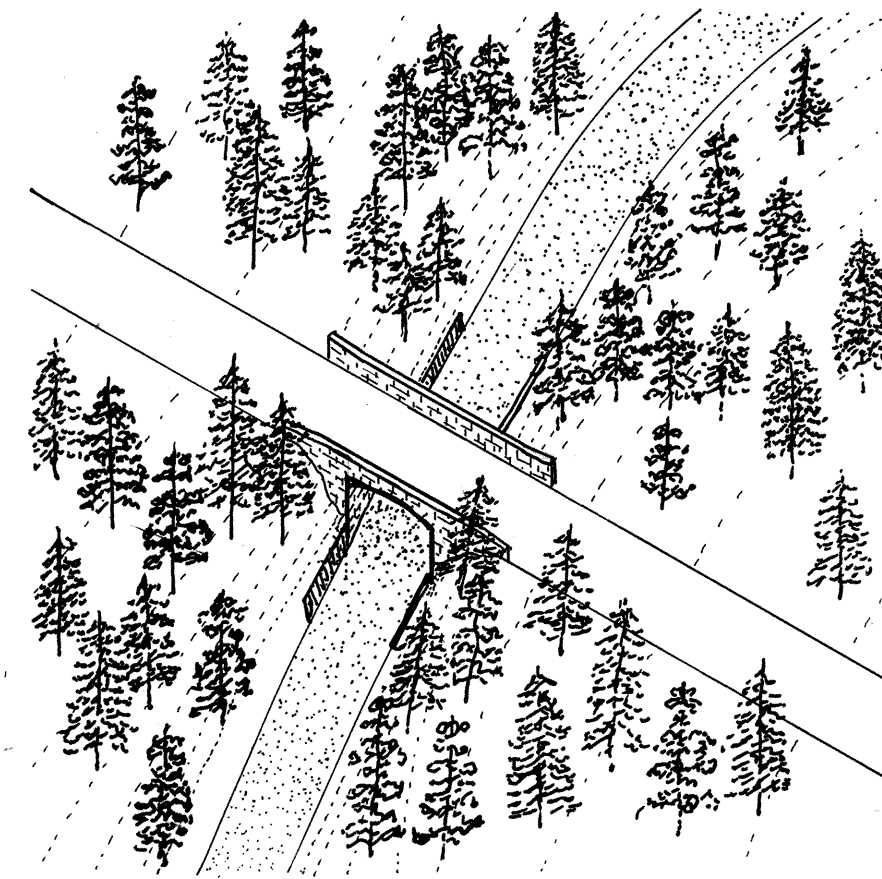




TRIAD DAY MOUNTAIN BRIDGE 1941  
HAER NO. ME-46

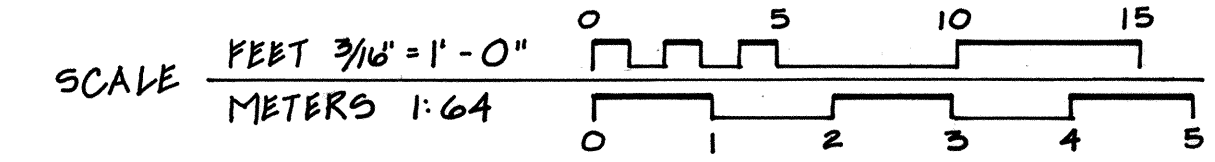


WILDWOOD FARM ROAD BRIDGE 1940  
HAER NO. ME-47



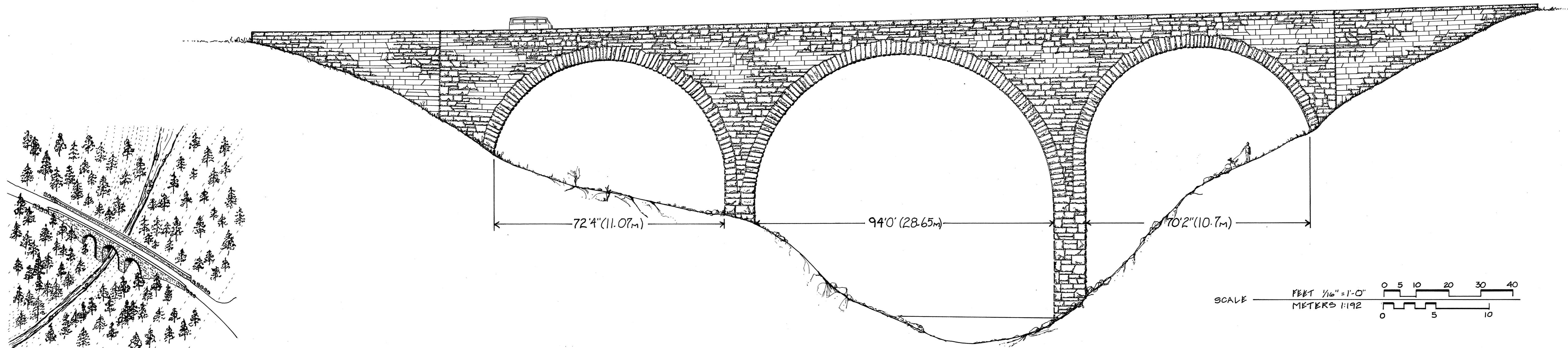
JORDAN POND ROAD BRIDGE 1932  
HAER NO. ME-44

Note: Elevations drawn flat to show actual length of facade.



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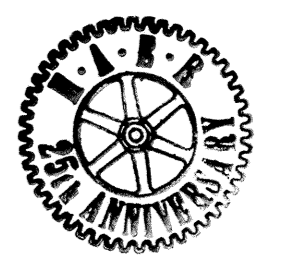
DUCK BROOK BRIDGE (PARADISE HILL ROAD) 1952  
HAER NO. ME-30



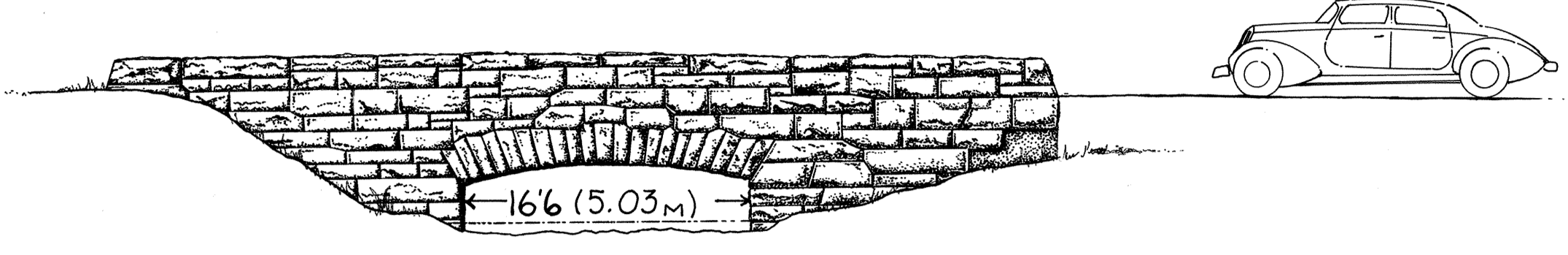
OTTER CREEK COVE BRIDGE AND CAUSEWAY 1938  
HAER NO. ME-19

Note: Elevations drawn flat to show actual length of facade.

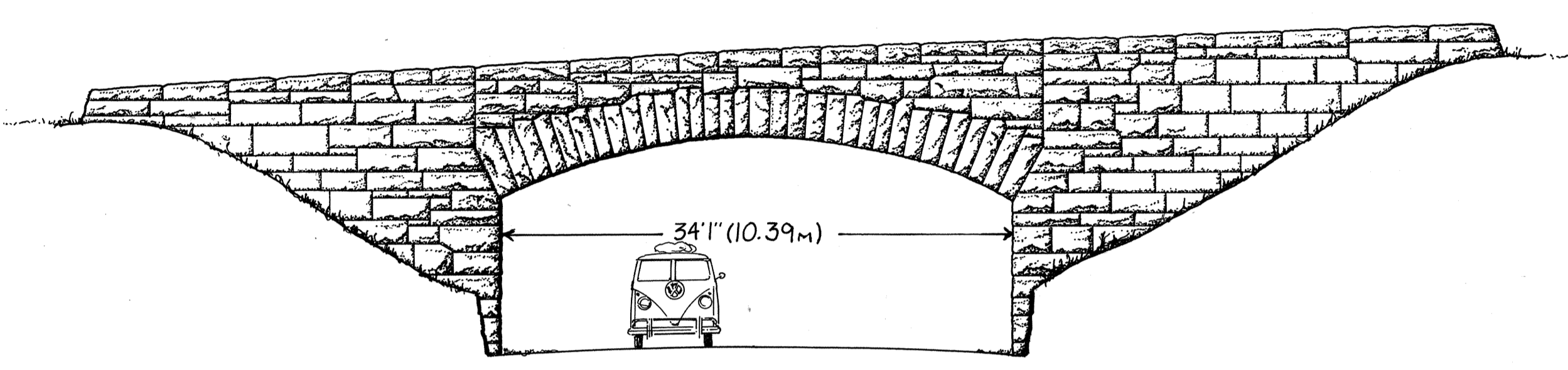
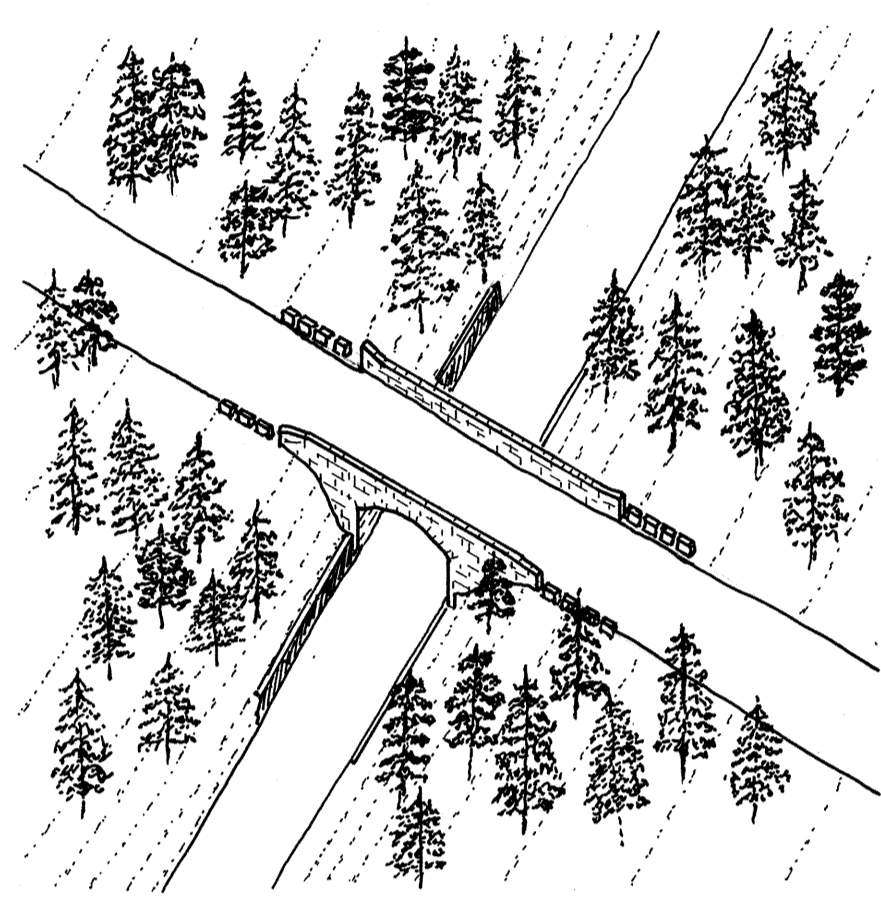
SCALE — FEET 1/8"=1'-0"  
METERS 1:96



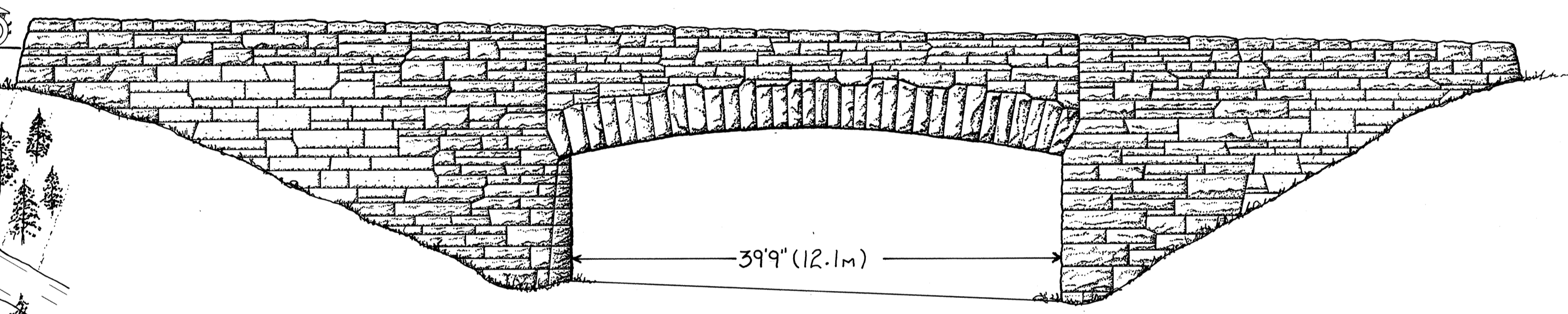
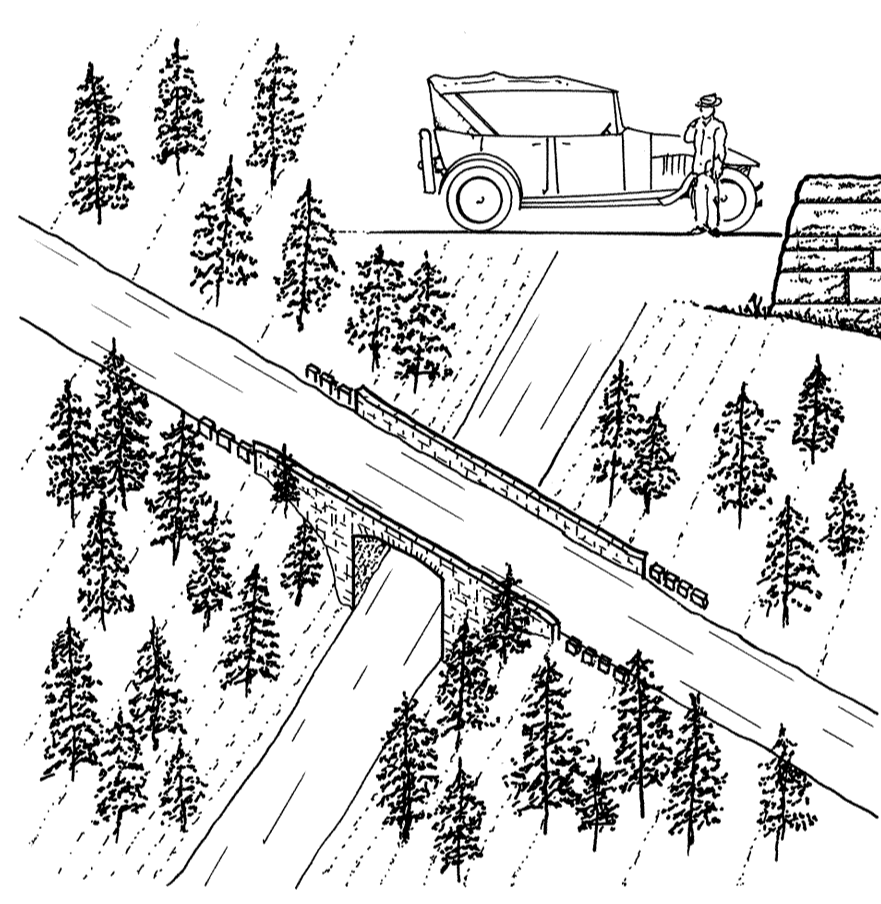
HISTORIC AMERICAN ENGINEERING RECORD  
 SHEET 17 OF 19  
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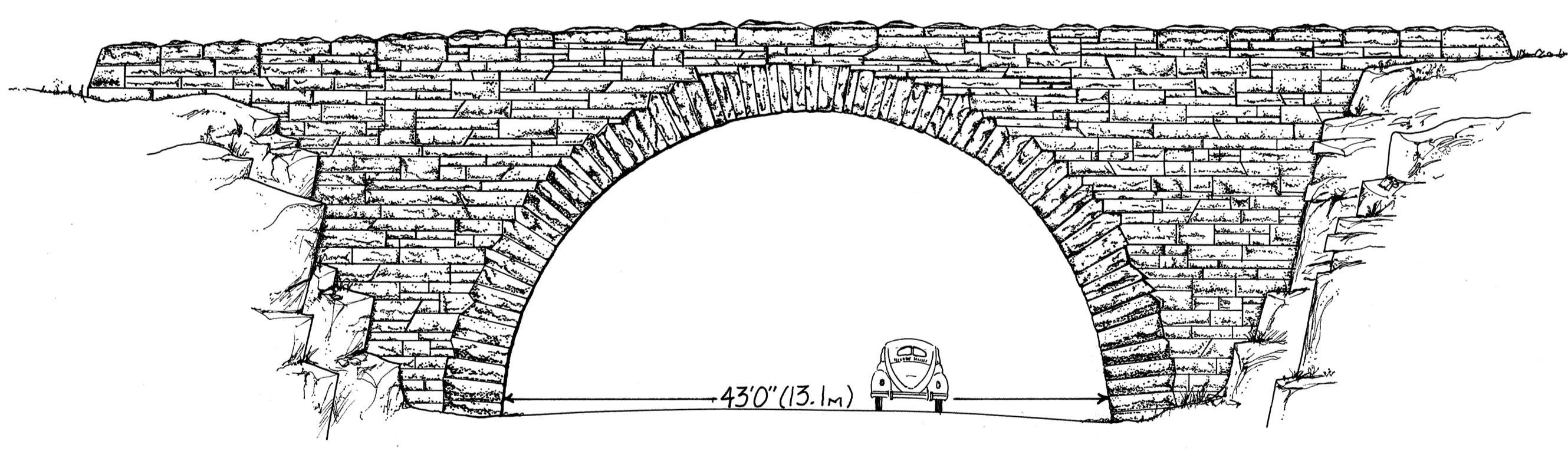
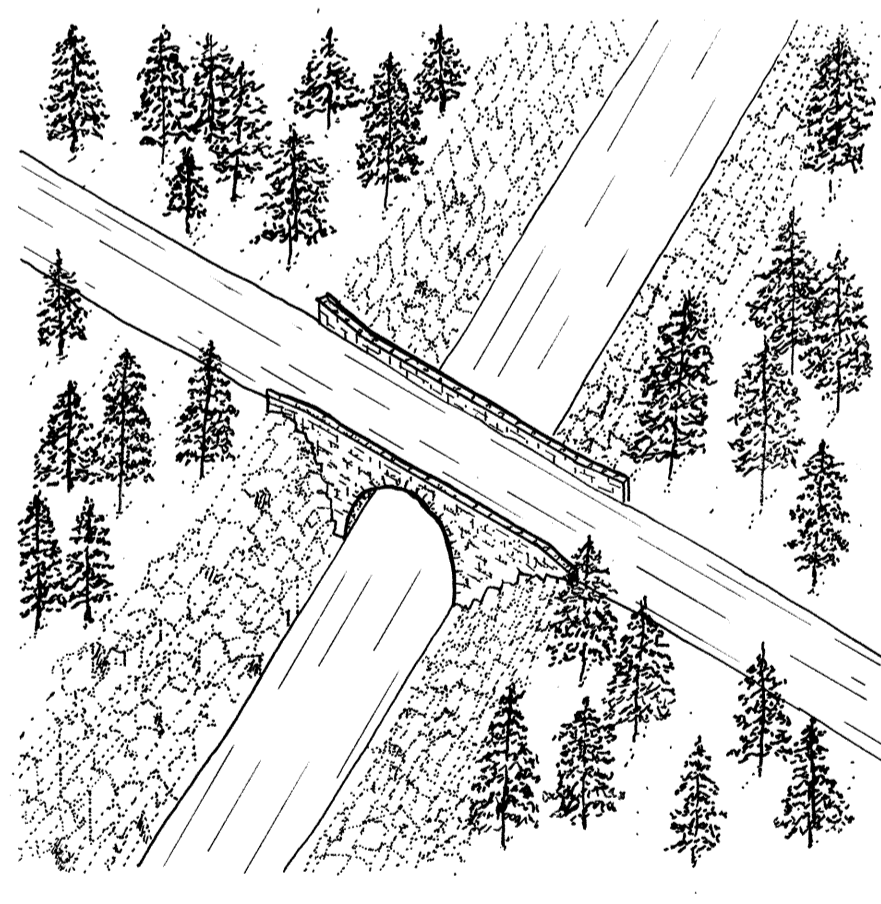
HUNTERS BEACH BROOK BRIDGE 1939  
HAER NO.ME-22



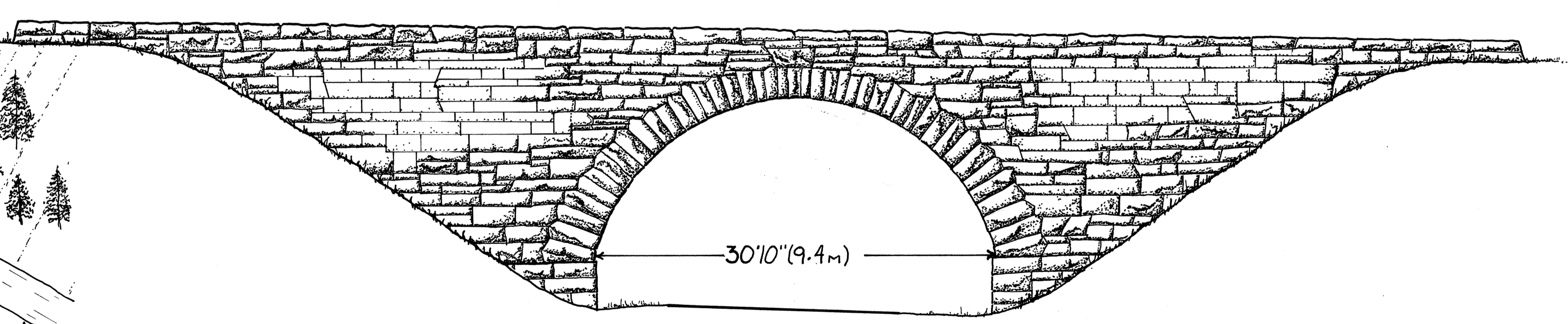
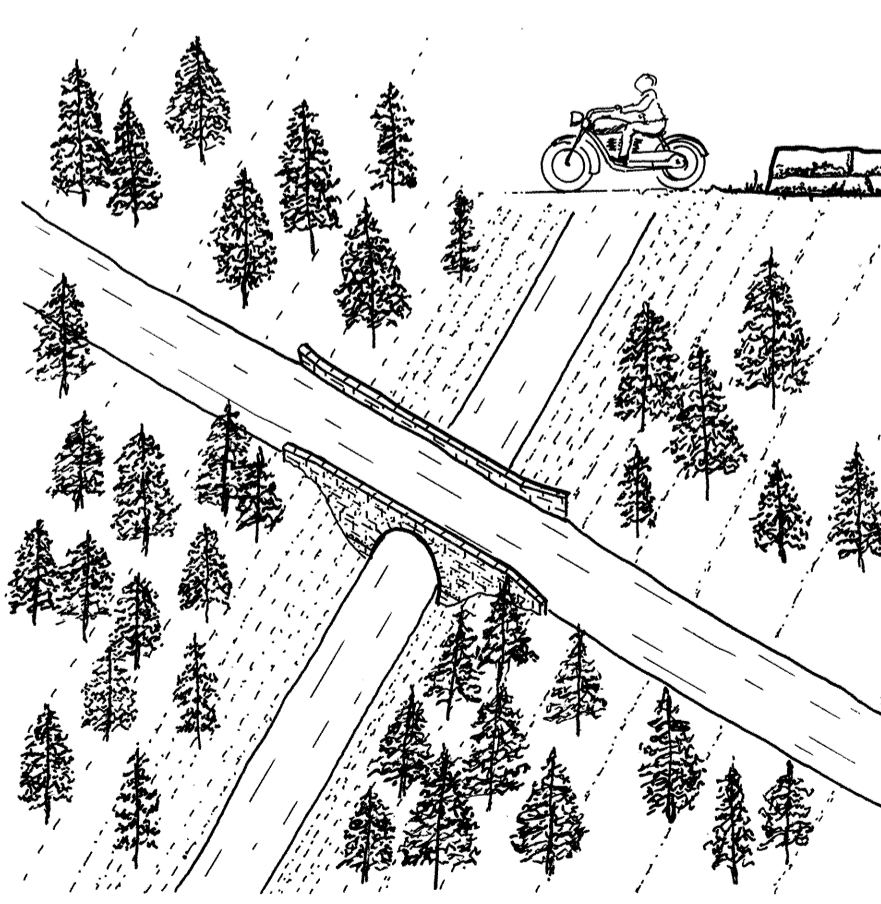
BLACKWOODS BRIDGE 1939  
HAER NO.ME-15



SIEUR DE MONTS SPRING BRIDGE 1940  
HAER NO.ME-14



ROUTE 233 BRIDGE (PARADISE HILL ROAD) 1952  
HAER NO.ME-17



NEW EAGLE LAKE ROAD BRIDGE (PARADISE HILL ROAD) 1952  
HAER NO.ME-18

Note: Elevations drawn flat to show actual length of facade.

SCALE — FEET 1/8"=1'-0"  
METERS 1:96



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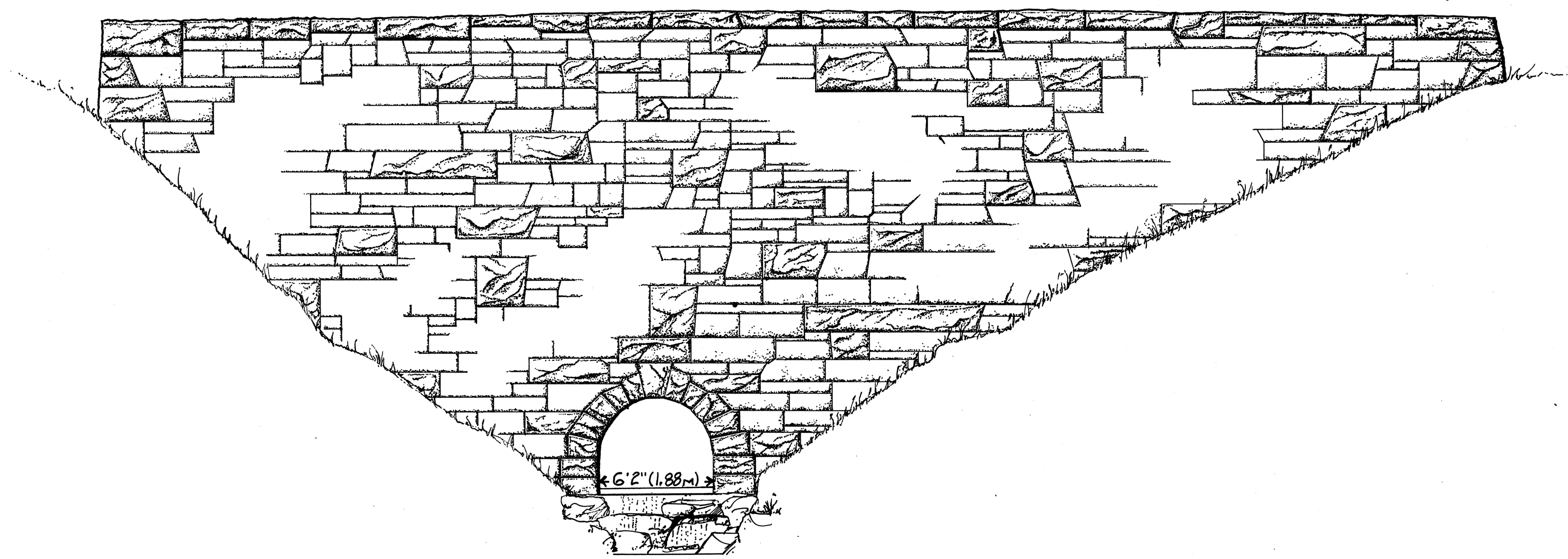
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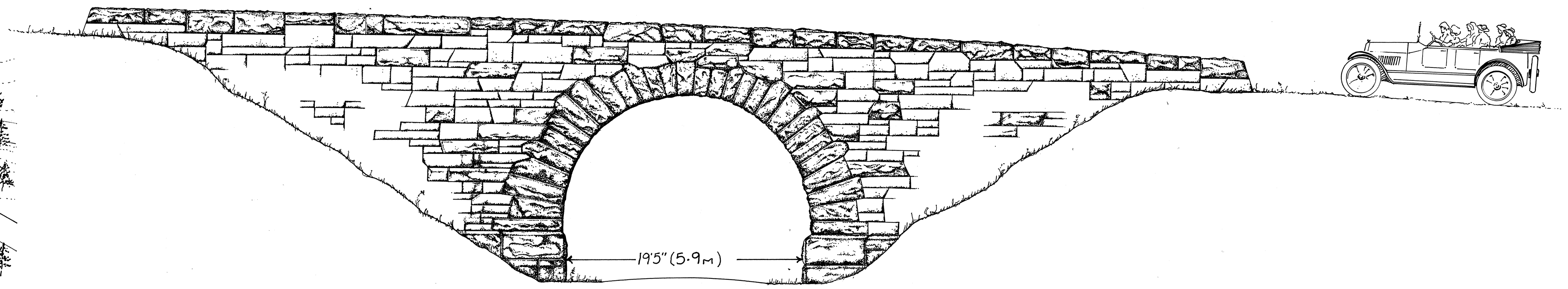
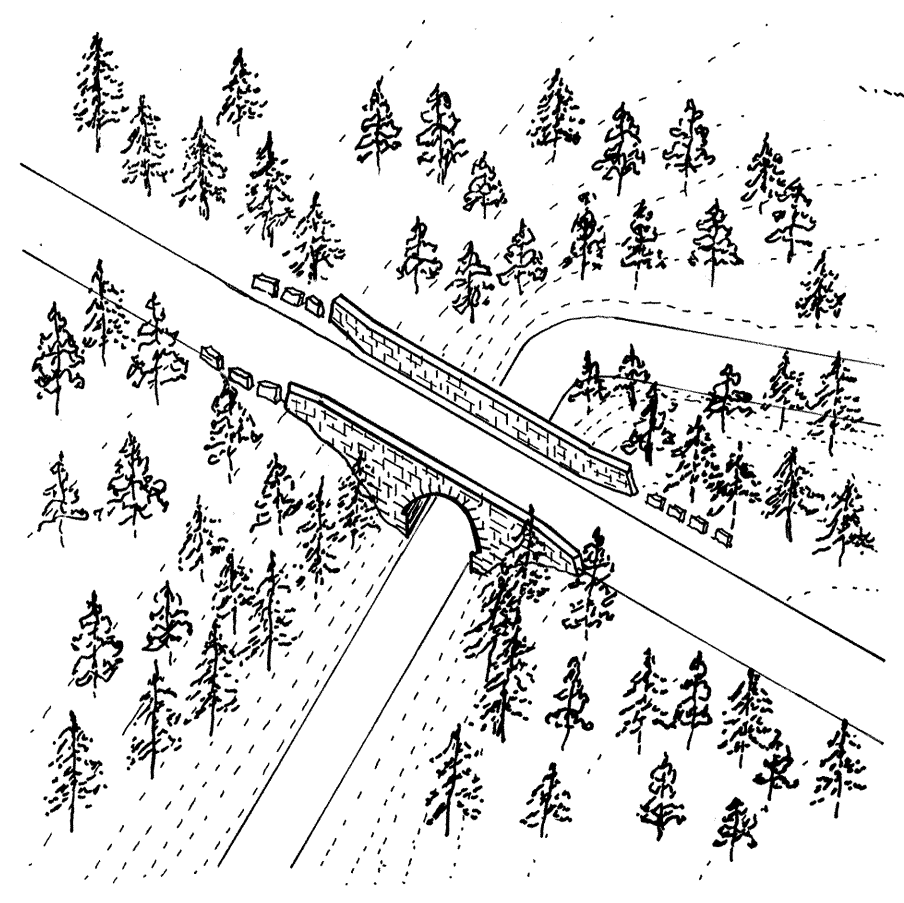
MAINE

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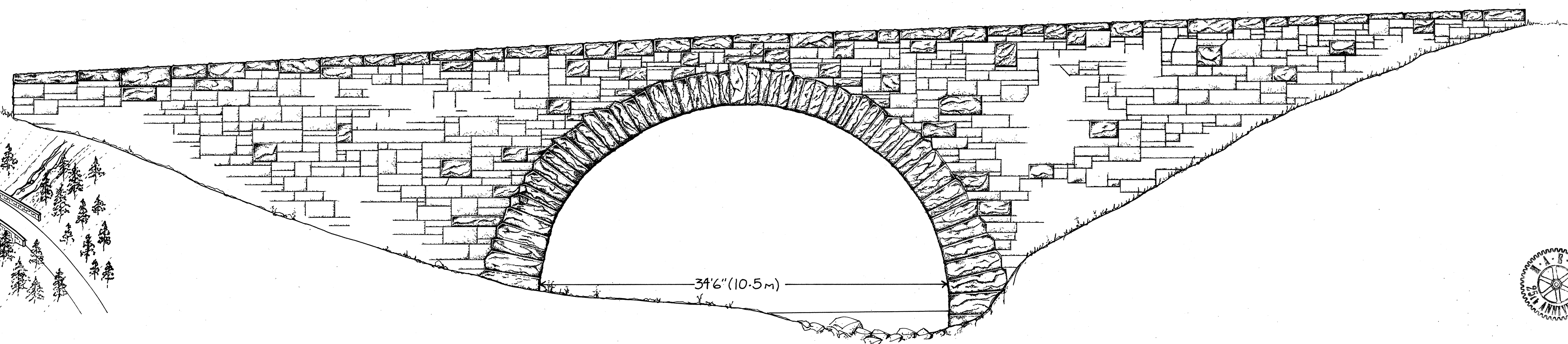
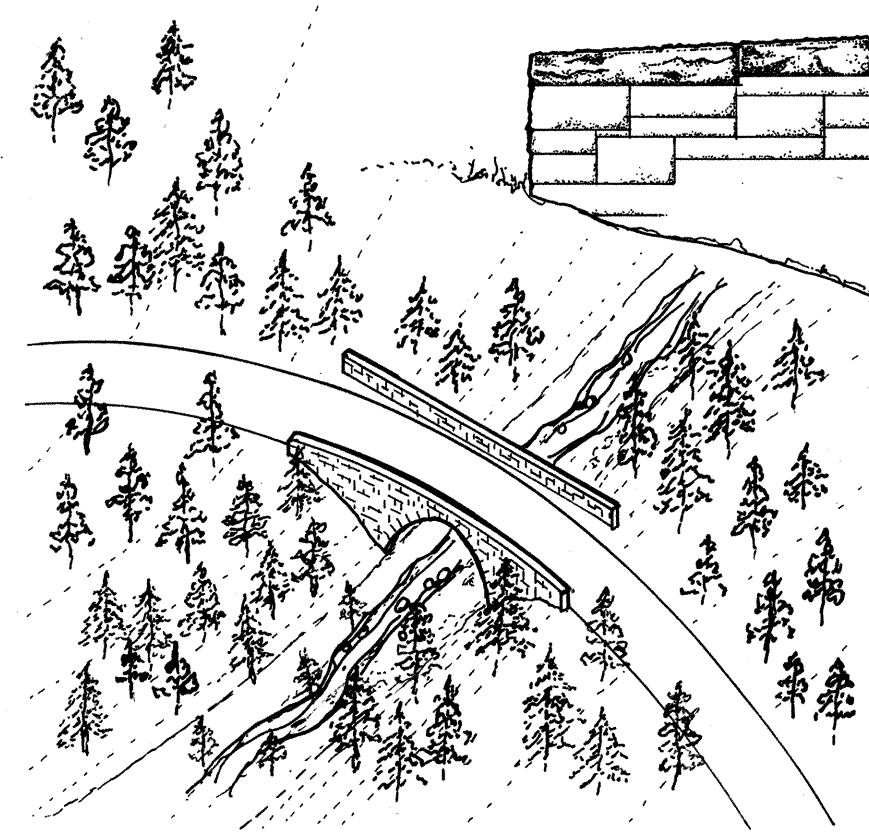
HISTORIC AMERICAN  
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LITTLE HUNTERS BEACH BROOK BRIDGE 1939  
HAER NO. ME-21

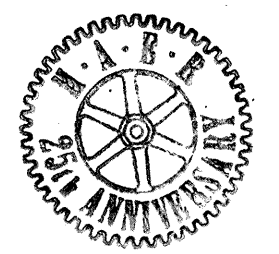
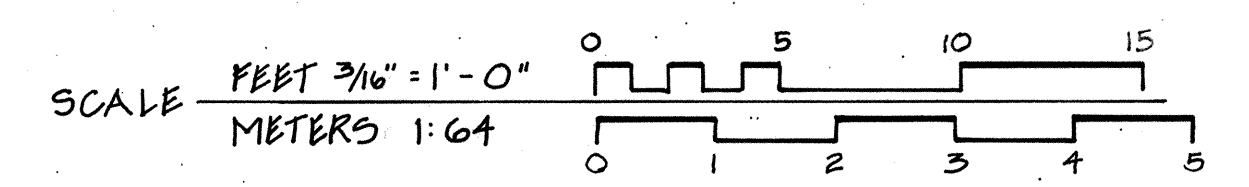


FISH HOUSE BRIDGE 1939  
HAER NO. ME-16



KEBO BROOK BRIDGE 1938  
HAER NO. ME-20

Note: Elevations drawn flat to show actual length of facade.



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