

WILDWOOD FARM BRIDGE
(Dane Farm Bridge)
Acadia National Park Roads & Bridges
Spanning abandoned road on Park Loop Road
Seal Harbor Vicinity
Hancock County
Maine

HAER NO. ME-47

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WRITTEN HISTORICAL AND DESCRIPTIVE DATA
PHOTOGRAPHS

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Department of the Interior
P.O. Box 37127
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WILDWOOD FARM BRIDGE
(Dane Farm Bridge)

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LOCATION: Spanning abandoned Wildwood Farm Road on Park Loop Road, .5 miles east of Stanley Brook Road junction, Seal Harbor vicinity, Acadia National Park, Mount Desert Island, Hancock County, Maine

Quad: Seal Harbor, Maine
UTM: 19/560875/4906610

DATE OF CONSTRUCTION: 1939-41

DESIGN: Bureau of Public Roads, U.S. Department of Commerce

ENGINEER: Leo Grossman, Assistant Highway Engineer, Public Roads Administration, supervising engineer
Philip Mabel, Resident Junior Highway Engineer, Public Roads Administration, project engineer

CONTRACTOR: W. H. Hinman, Inc., North Anson, Maine

STRUCTURE TYPE: Stone-faced rigid frame filled segmental arch bridge

FHWA STRUCTURE NO.: 1700-004S

OWNER: Acadia National Park, National Park Service

SIGNIFICANCE: Construction of the Wildwood Farm Bridge was necessary to carry the Park Loop Road over an access road to the private Wildwood Farm tract. The farm road is now abandoned. The stone-faced concrete structure is typical of the rustic style design employed by the National Park Service and the Bureau of Public Roads/ Public Roads Administration in Acadia National Park.

PROJECT INFORMATION: Documentation of the Wildwood Farm Bridge is part of the Acadia National Park Roads and Bridges Recording Project, conducted in 1994-95 by the Historic American Engineering Record.

Neil Maher, Historian, 1995

This is one in a series of reports prepared for the Acadia National Park Roads and Bridges Recording Project. HAER No. ME-11, ACADIA NATIONAL PARK ROADS AND BRIDGES, contains an overview history of the park road systems.

HISTORY

The Wildwood Farm Bridge was constructed to carry the Day Mountain Road segment of the Park Loop Road over a private access road to E. B. Dane's Wildwood Farm. While Mount Desert Island, on which Acadia National park is located, has an extensive road system, the Park Loop Road was designed as a self-contained closed-loop system separated from local roads by parallel routes or grade separation structures. Construction of the Wildwood Farm Bridge would allow access to the Dane tract without impeding park traffic.

John D. Rockefeller Jr., who funded much of the construction of the Park Loop Road, wrote Dane in 1937, asking him to allow the park road to be extended across his property. Dane agreed to the request, stipulating an underpass would have to be provided to allow him access to the Jordan Pond motor road, a town route connecting Seal Harbor with the Jordan Pond House. While Rockefeller felt Dane had no real need for the road, he realized Dane's objections could prevent the extension of the loop road, and in September, he wrote National Park Service Director Arno B. Cammerer, indicating the underpass would have to be included in the budget for the road.¹

The bridge was constructed as part of Day Mountain Road Project 9A1 of the Park Loop Road, which also included grading, subgrade reinforcement, installation of drainage structures, and bituminous gravel surfacing between the Stanley Brook Road and the Otter Cliffs section of the Park Loop Road.² The work was carried out under the supervision of the Public Roads Administration, the Depression-era successor to the Bureau of Public Roads. The

¹John D. Rockefeller Jr. to National Park Service Director Arno B. Cammerer, 8 September 1937. Rockefeller Archives Center, Offices of the Messrs. Rockefeller, Record Group 2, Homes (Seal Harbor), Box 121, Folder 59.

²Leo Grossman, Associate Highway Engineer, Federal Works Agency, Public Roads Administration, District No. 9, "Final Construction Report, 1939-1941, Acadia National Park, Day Mountain Road, Hancock County, Maine, Project No. 9A1, Account No. 5663" (Albany, New York: Federal Works Agency, Public Roads Administration), 1.

Bureau of Public Roads became responsible for major road construction and reconstruction projects in the national parks under a 1926 agreement with the National Park Service.

Surveys for the project were begun by the Bureau of Public Roads in March 1937 and conducted until August 1939. Several alternate routes were investigated, and the final location was decided upon by H. J. Spelman, District Engineer of the Public Roads Administration, Thomas, C. Vint, Chief of the Branch of Plans and Design for the National Park Service, and Mr. Rockefeller.³

Bids were opened in the Public Road's Administration's Albany, New York district office on 24 August 1939. Work began on the project on 18 September, and the bridge was completed by May 1941. The Public Roads Administration assigned Associate Highway Engineer Leo Grossman, who was resident engineer for most of the road work at Acadia National Park, as supervising engineer. Assistant Highway Engineer Philip Mabel was resident engineer for the bridge construction. Although designed by the Bureau of Public Roads, Wildwood Farm Bridge was constructed by W. H. Hinman, Inc., of North Anson, Maine.⁴

The Wildwood Farm Bridge is 120' in length. The semicircular arch has a 33' clear span and vertical clearance of 10' 9". The 30'-wide deck carries a two-lane road 21' wide. The granite-faced reinforced concrete structure is typical of the rustic style design employed by the National Park Service and the Bureau of Public Roads/Public Roads Administration in Acadia National Park.⁵

A 1990 inspection of the Wildwood Farm Bridge by the Federal Highway Administration determined that the bridge was "structurally sound" but in need of rehabilitation. The bridge safety inspection report recommended an expenditure of \$400 to remove vegetation from along the wings of the bridge.⁶

³Ibid., 11.

⁴Ibid., 19.

⁵U.S. Department of Transportation, Federal Highway Administration, "Bridge Safety Inspection Report, Park Loop Road Over Abandoned Carriage Road, Acadia National Park, Str. No. 1700-004P, Inspected: June 27, 1990," (Sterling, Virginia: Federal Highway Administration, Eastern Direct Federal Division, 1990), 3.

⁶Ibid.

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Grossman, Leo, Associate Highway Engineer, Federal Works Agency, Public Roads Administration, District No. 9. "Final Construction Report, 1939-1941, Acadia National Park, Day Mountain Road, Hancock County, Maine, Project No. 9A1, Account No. 5663." Albany, New York: Federal Works Agency, Public Roads Administration, 1941.

-----to John D. Rockefeller, Jr., 14 November 1939. Rockefeller Archives Center, Offices of the Messrs. Rockefeller, Record Group 2, Homes (Seal Harbor), Box 122 Folder 72.

Rockefeller, John D. Jr. to Arno B. Cammer, Director, National Park Service, 8 September 1937. Rockefeller Archives Center, Offices of the Messrs. Rockefeller, Record Group 2, Homes (Seal Harbor), Box 121, Folder 59.

U.S. Department of Transportation, Federal Highway Administration. "Bridge Safety Inspection Report, Park Loop Road Over Abandoned Carriage Road, Acadia National Park, Str. No. 1700-004P, Inspected: June 27, 1990." Sterling, Virginia: Federal Highway Administration, Eastern District Federal Division, 1990.

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(Dane Farm Bridge)

Park Loop Road, spanning abandoned carriage road
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ME-47-1

ROADWAY VIEW OF WILDWOOD FARM BRIDGE FACING NNE

ME-47-2

ELEVATION FACING NNE BY 30 DEGREES



HAEI N. VIE. 47.1



HAEI NB ME 47.2