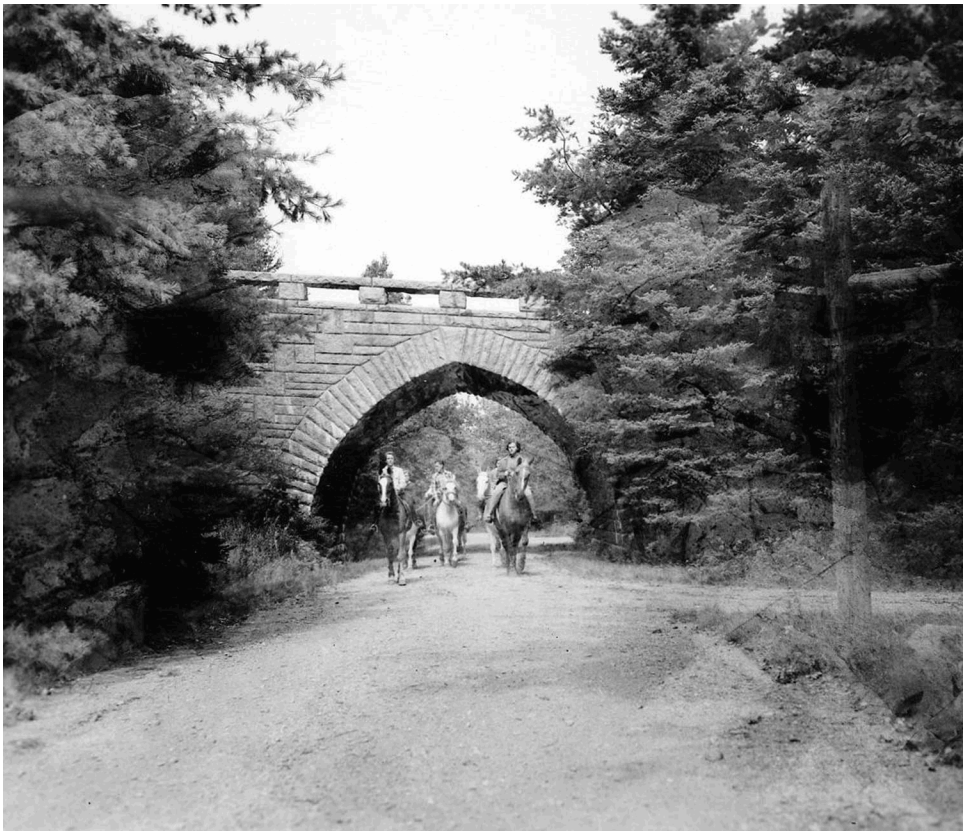
National Park Service
Cultural Landscapes Inventory

2013



Historic Carriage Road System
Acadia National Park

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Inventory Summary

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Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI), a comprehensive inventory of all cultural landscapes in the national park system, is one of the most ambitious initiatives of the National Park Service (NPS) Park Cultural Landscapes Program. The CLI is an evaluated inventory of all landscapes having historical significance that are listed on or eligible for listing on the National Register of Historic Places, or are otherwise managed as cultural resources through a public planning process and in which the NPS has or plans to acquire any legal interest. The CLI identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into a national database. In addition, for landscapes that are not currently listed on the National Register and/or do not have adequate documentation, concurrence is required from the State Historic Preservation Officer or the Keeper of the National Register.

The CLI, like the List of Classified Structures, assists the NPS in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2006), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two GPRA goals are associated with the CLI: bringing certified cultural landscapes into good condition (Goal 1a7) and increasing the number of CLI records that have complete, accurate, and reliable information (Goal 1b2B).

Scope of the CLI

The information contained within the CLI is gathered from existing secondary sources found in park libraries and archives and at NPS regional offices and centers, as well as through on-site reconnaissance of the existing landscape. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the site's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit. Unlike cultural landscape reports, the CLI does not provide management recommendations or

treatment guidelines for the cultural landscape.

Inventory Unit Description:

The coastal islands and rugged shorelines of Maine serve as the setting for the historic carriage road system at Acadia National Park, located in Hancock County. Acadia was the first national park established east of the Mississippi River and today protects over 47,000 acres across Mount Desert Island, Schoodic Peninsula, and numerous smaller islands. Over 2 million visitors annually experience the park's diverse landscape of granite cliffs, evergreen forests, glacial lakes, salt marshes, cobblestone beaches, and rocky coastlines facing Frenchman Bay and the Atlantic Ocean. Three distinct yet integrated circulation systems allow visitors to explore these resources: 115 miles of historic hiking trails offer woodland walks and rugged climbs, 33 miles of historic motor roads stretch from mountain summits to the rocky coasts, and 57 miles of historic carriage roads track around lakes and along mountainsides.

Acadia's carriage roads were envisioned, designed, and funded by John D. Rockefeller, Jr. One hundred years ago, in 1913, Rockefeller constructed his first carriage road at his 15-acre estate in Seal Harbor to enjoy carriage driving and sightseeing. When the last carriage road bridge was completed in 1940, Rockefeller had skillfully built a network of rustic carriage roads that continues to provide motor-free access to some of the park's most scenic destinations on the eastern half of Mount Desert Island. Rustic wood signposts help guide users on foot, bicycle, or cross-country skis to roads that track alongside meadows and streams, encircle lakes and ponds, and curve around rocky mountainsides. Deciduous and evergreen forests line much of the system, and frequently open up to frame intimate vistas of the island's interior and panoramic views to the mainland and the surrounding islands, bays, and ocean. Most of the views and vistas were part of the system's overall design.

The carriage roads are one of the country's best examples of broken-stone roads, a type of road commonly used at the turn of the twentieth century. They are true roads, approximately 16 feet wide with gently sloping and curved alignments that utilize locally-quarried granite to blend the roads into the island's landscape. The carriage road profile consists of a 6-inch base of larger stones topped by 4 inches of smaller stones with a finished surface of 2 inches of gravel and a clay binding material. The carriage roads themselves were engineered and constructed to Rockefeller's exacting specifications and minute attention to detail. As with the park's other circulation systems, they were designed to fit in with the landscape by following the existing contours of the land and preserving trees along their routes. Vegetated roadside ditches of mosses, ferns, and other small plants help visually soften the road edges.

Acadia's carriage roads also include bridges, gatehouses, and engineering systems designed in a rustic style that seamlessly harmonizes with the surrounding landscape. All but one of the system's seventeen masonry arch bridges were constructed under the direction of Rockefeller, the last one built by the National Park Service. Depending on their length and height, the bridges are single, double, or triple-arched and faced with rough granite quarried on the island. The bridges feature low parapet walls that allow for unobstructed views of the scenery, and most include a stone engraved with the date of construction. Rockefeller also built twelve smaller wood bridges with granite abutments and timber railings in places where he felt masonry bridges would have been out of scale. Two gatehouse complexes dating from the early 1930s and now used as park housing are positioned along two of the main entry points to the system. Designed in the French Norman Revival style by architect Grosvenor

Atterbury, both feature a gatekeeper's house and carriage house joined by masonry fences and wood gates. Elements of the half-timbered and masonry buildings and their distinctive steeply hipped roofs can be seen elsewhere in the park's architecture. The complexes are set within lawns shaded by trees and shrubs designed by landscape architect Beatrix Farrand, whose plantings can also be seen around some of the bridges. Engineering features common to all types of roads—walls, embankments, waterways, and culvert headwalls—were constructed on the carriage roads with local stone so they would blend in with the surroundings, and today are weathered and sustain a variety of mosses and ferns. Perhaps the system's most unique feature, though, are the large coping stones alongside the road edges that serve as guardrails and are known as "Rockefeller's teeth."

Component Landscapes of the Historic Carriage Road System:
The scope of the Northeast Region CLI Program's work on the 57-mile historic carriage road system is concentrated on the 44 miles of carriage roads that lie within the park's boundaries. This includes 41 individual road sections varying in length from 0.1 to 3.6 miles, 16 of the 17 historic masonry bridges, and the 2 gatehouse complexes. The remaining sections of carriage roads and the Cobblestone Bridge are privately owned. These road sections are distinctly different in character because their road surfaces are much more vegetated than the surfaces of the federally-owned roads.

Due to the geographic extent of Acadia's carriage road system, and the need to efficiently document and map its features for uploading into the national CLI database, the system has been divided into four distinct landscape areas as described in a Historic American Engineering Record documentation project completed in the mid-1990s. The four areas were determined by a combination of factors, including location, natural features, topography, elevation, historical development, and similarities in road design. Thus, the four component CLI landscapes that comprise Acadia's historic carriage road system are: Eagle Lake and Witch Hole Pond Carriage Roads, Hadlock and Aunt Betty Pond Carriage Roads, Jordan and Sargent Mountain Carriage Roads, and the Bubble Pond and Day Mountain Carriage Roads. (see Site Plan)

Eagle Lake and Witch Hole Pond Carriage Roads.
This component landscape is comprised of 13 road sections. Four sections encircle the windswept Eagle Lake, one passes between Brewer Mountain and McFarland Mountain alongside the Breakneck and Half Moon Ponds, while seven segments form loops around the scenic Witch Hole Pond and ascend Paradise Hill. Another road section is the Duck Brook Bridge, the largest bridge in the system, crossing the stream that drains water from the lake to Frenchman Bay. Water views of the ponds, lake, and bay are prominent along these roads, which traverse generally flat to hilly terrain with scattered rock outcroppings. The 13 road sections are associated with seven different carriage road projects constructed between1922 to 1930, and include two masonry bridges and three wood bridges.

Hadlock and Aunt Betty Pond Carriage Roads.
This component landscape is comprised of five road sections. Three road sections meander through the Southwest Valley between Sargent Mountain and McFarland Mountain, passing by Aunt Betty Pond, Gilmore Meadow, and other scenic ponds, wetlands, and streams. These segments join two others that pass through a narrow valley formed by Norumbega Mountain and Parkman Mountain and Cedar

Swamp Mountain and dominated by the two Hadlock Ponds and Hadlock Brook. Views of the valleys, ponds, and meadows are frequent along these roads, which trek along hilly and steep terrain with numerous rock outcroppings. The five road sections are associated with three different carriage road projects constructed between 1918 and 1934, and include one masonry bridge, six wood bridges, and the Brown Mountain Gatehouse, one of the system's two gatehouses built in the early 1930s.

Jordan and Sargent Mountain Carriage Roads.
This component landscape is comprised of 13 road sections. Nine road sections track around the middle and lower slopes of four connected mountains—Jordan, Sargent, Parkman, Cedar Swamp—and provide views and vistas of the mountainsides and across the island to the surrounding bays and ocean. Four other segments pass through the lower slopes formed by Little Harbor Brook in the Amphitheatre Valley and Jordan Stream that empties Jordan Pond. These roads are characterized by hilly and steep terrain with frequent rock cuts, especially on the east slopes of Jordan and Sargent Mountains, site of the unique rock slide area. The 13 road sections are associated with five different carriage road projects constructed between 1918 to 1932, and include 10 masonry bridges and three wood bridges.

Bubble Pond and Day Mountain Carriage Roads.
This component landscape is comprised of 10 road sections. Four road sections track from the Jordan Stream area to around the lower slopes of The Triad and along the west shoreline of Bubble Pond via a small valley between Pemetic Mountain and Cadillac Mountain. Five segments lead from Redfield Hill to around Day Mountain and its summit where there are outstanding panoramic views. A final road section is the Triad-Day Mountain Bridge, the last bridge that was built, that crosses the Day Mountain motor road. Views of mountain landforms, valleys, and the pond are frequent along these roads, which track along both flat and steep terrain with numerous rock outcroppings. The 10 road sections are associated with five different carriage road projects constructed between 1917 and 1940, and include four masonry bridges and the Jordan Pond Gatehouse, one of the system's two gatehouses built in the early 1930s.

HISTORICAL OVERVIEW

Frenchman Bay and the protected coves of Mount Desert Island were once home to Native Americans who hunted, gathered, and fished. In 1604, the island was named "Isles de Monts Desert" by French explorer Samuel de Champlain for its rocky and treeless summits, but significant European settlements were not established on the island until the mid- to late eighteenth century. Early residents endured a difficult pioneer life of subsistence farming and fishing, and later began logging the dense forests and quarrying the abundant supply of granite. By the late nineteenth century, the local economy had begun to shift to accommodate the many tourists drawn by the picturesque paintings of the area by Thomas Cole and the works of other artists, writers, and scientists. New roads were built, and an intricate system of hiking trails was developed to access the island's scenic destinations. The island also became a resort community and summer pleasuring ground for the wealthy. Socially prominent families from Boston, New York, and Philadelphia built summer homes and Bar Harbor boasted dozens of hotels. (VHB 1994: 8)

Concerned for the future of the Mount Desert Island, a group of summer residents led by Harvard University President Charles W. Eliot formed the Hancock County Trustees for Public Reservations in 1901 to protect land from uncontrolled development. George B. Dorr was appointed as its director, and tirelessly acquired land for the Trustees through purchases and private donations. By 1916 Dorr had secured national monument status for these lands, and three years later the monument became a national park, the first to be established east of the Mississippi River. Dorr served as the park's first superintendent. (VHB 1994: 8)

Among the park's early benefactors was millionaire industrialist, philanthropist, and summer resident John D. Rockefeller, Jr., who hoped the fledgling park would one day become "a real gem of the first order among national parks." However, Rockefeller felt the arrival of the automobile on the island threatened this dream, and set out to build a separate system of carriage roads that would offer a refuge for hikers, horseback riders, and horse drawn carriages to commune with nature away from the noise and pollution of the increasing number of motor roads. While the earliest carriage roads were built on Rockefeller's own property, many of the later roads were built on public land. All of the carriage roads were funded by Rockefeller, intended for public use, and closed to motorized vehicles. (VHB 1994: 8)

John D. Rockefeller, Jr. was born in 1874 in Cleveland, Ohio. He was the fifth child and only son of John D. Rockefeller, Sr., founder of the Standard Oil Company, and destined to become one of the wealthiest men in the country. Wealth notwithstanding, young Rockefeller was taught that money was to be used wisely, and for the good of society. He developed an ethic for hard work from watching his father while also developing a passion for the natural landscape. Many of his early experiences in nature occurred at Forest Hill, the family's country estate outside of Cleveland, where he watched his father design and build bridle paths and carriage roads on which to indulge his passion for riding horses and driving carriages. Early in his life, horses became a recreational diversion for the younger Rockefeller as well, and even when other wealthy men were driving automobiles, he was driving a team of horses through downtown Manhattan. When the Rockefellers purchased Pocantico Hills, an estate on the Hudson River, John Jr. helped his father plan and build a system of carriage roads on the property that was open to the public for their use and enjoyment. These carriage roads were predecessors to the carriage roads on Mount Desert Island. (VHB 1994: 8-9)

At the age of 36, John D. Rockefeller, Jr., became convinced that the course of his life should be devoted to disposing of wealth to advance the public good. It was 1910, the year he purchased The Eyrie in Seal Harbor on Mount Desert Island. Concerned that the island should be both wisely developed and carefully preserved, Rockefeller set about to ensure its protection, and to help the Trustees develop its potential as a national park. Because of his father, Rockefeller had a passion for road-building, and delighted in surveying and laying out carriage roads at The Eyrie, siting them to take advantage of the island's dramatic topography and picturesque scenery. Beginning in 1913, and for the next 27 years, Rockefeller planned and constructed an intricate system of carriage roads on the eastern side of Mount Desert Island. When completed in 1940, the project included 57 miles of gravel-surfaced roads and bridle paths, seventeen masonry bridges and two imposing gatehouses. Rockefeller employed local engineers Charles P. Simpson, Paul D. Simpson, and Walters G. Hill to oversee the

construction. Noted architects William Welles Bosworth and Charles Stoughton designed the majority of the bridges, and architect Grosvenor Atterbury designed the gatehouses. Renowned landscape architect Beatrix Farrand worked with Rockefeller for nearly fifteen years to develop roadside plantings and scenic vistas. (VHB 1994: 9)

The carriage roads were state-of-the-art at the time of their construction. Roads were laid out to follow the contours of the land and each of the bridges was built from native stone quarried on the premises. The roads were to be wide enough for a carriage to pass comfortably, the views and vistas planned for the height of the rider as well as for the pedestrian. The bridges incorporated local materials and were sited to take advantage of scenic vistas and other natural features of the landscape, while the gatehouses designed in the French Norman Revival style were nestled into the woods along the roads. The design of the roads, bridges, and gatehouses reflected a deliberate concern for the natural environment, and every effort was made to blend manmade elements into the surrounding landscape. Taken together, these design qualities defined what came to be known as the Rustic Design style. (VHB 1994: 9)

The construction of the carriage road system occurred in several phases. The first roads were built around The Eyrie, but beginning in 1915 Rockefeller began extending the roads northward to the Jordan Pond House and between Jordan Pond and Brown Mountain. Some of these public carriage roads and bridle paths crossed into lands held by the Trustees, and included the Cobblestone Bridge, whose construction is unique among the carriage road bridges, and several smaller masonry bridges. In 1921, Rockefeller began planning for an even greater expansion of the carriage road system on other lands he owned on the island as well as park land, which was approved by Superintendent Dorr and the National Park Service. This development phase included a 7-mile loop around Jordan and Sargent mountains, a road from this loop to the Eagle Lake highway via the west side of Eagle Lake, and a road back to Jordan Pond via Bubble Pond. In the late 1920s and early 1930s, additional roads were also built to Aunt Betty Pond, along the east side of Eagle Lake, north to Witch Hole Pond and Paradise Hill, and through the Amphitheatre Valley. The last road segments from Barr Hill to Day Mountain and to that mountain's summit were completed by 1940, which is also when the seventeenth and last bridge was built.

With the planning, design, and construction of the carriage roads complete, Rockefeller turned his attention to implementing plans for the park's motor road system, which was completed in 1958, two years before his death. However, he also established and funded an ongoing maintenance program for the carriage roads, bridges, and gatehouses, and funded reforestation efforts in the aftermath of the 1947 Bar Harbor fire that burned thousands of acres of forest and many of Beatrix Farrand's plantings. In the later years of his life Rockefeller transferred ownership of the carriage roads, bridges, and gatehouses to the National Park Service, and after his death, maintenance of the carriage roads became a responsibility of the park. In the decades that followed, however, inadequate funding for maintenance and competing management priorities lead to a decline in the condition of the roads, characterized by eroded surfaces and deteriorated bridges, clogged culverts and waterways, and overgrown views and vistas. In the late 1980s and early 1990s, various resource studies and park management plans recognized the historical importance of the carriage road system and recommended its rehabilitation,

which began in 1994 through a partnership between the federal government and the non-profit Friends of Acadia. Work was completed in 1996, by which time $6 million had been leveraged in federal appropriations to reconstruct the carriage roads, and $4 million had been established in a road maintenance endowment.

Currently 43.5 miles of carriage roads are within park boundaries, the rest are on private lands but are open to public use. Motor vehicles are still prohibited, and the carriage roads are primarily used by hikers, bicyclers, joggers, horseback riders, and cross-country skiers. The carriage roads provide controlled visitor access to the interior of the park, and provide access for park maintenance personnel and park rangers in case of fire and other emergencies. Over 70 years after their construction, the roads, bridges, and gatehouses remain integral and much-admired resources in the park. The carriage road system is significant not only as a unique recreational resource, but also as an historical artifact of a bygone era. Its story is intertwined with the establishment of Acadia National Park, and its construction encompasses nearly one-third of the park's history to date. The carriage roads also represent an important period in the history and technology of road-building, and demonstrate the successful integration of man-made elements into the natural landscape. (VHB 1994: 10)

SIGNIFICANCE SUMMARY

Acadia National Park's carriage road system is locally significant under National Register of Historic Places Criterion A in the areas of conservation, recreation, and transportation; nationally significant under Criterion B for John D. Rockefeller, Jr. and his association with conservation, recreation, and other (philanthropy) at Acadia National Park and the National Park system; and nationally significant under Criterion C in the areas of architecture, engineering, and landscape architecture.

Under Criterion A, the carriage road system is illustrative of efforts to conserve Mount Desert Island's landscape while providing a pathway on which the public could experience the island's picturesque scenery. Under Criterion B, the carriage road system is perhaps the most important reflection of Rockefeller's direct involvement in the development of Acadia National Park and represents his earliest tangible involvement with road design projects and other philanthropic contributions throughout the National Park system. The gatehouses and bridges commissioned by Rockefeller and designed by well-known architects are among the most significant buildings and structures in the park and serve to underscore Rockefeller's design vision for park buildings and his close involvement with their execution, from selecting the architect, funding the projects, and seeing them through construction. Under Criterion C, the carriage road system's attributes of sinuous curves, use of native stone, and artful presentation of scenic vistas resulted in one of the finest systems of broken-stone carriage roads in the country and also influenced the design of Acadia's nationally significant motor road system. The carriage road system is also reflective of the Rustic Design style as influenced by established design principles of the time and interpreted by architects Grosvenor Atterbury, William Bosworth, and Charles Stoughton, and landscape architect Beatrix Farrand. The distinctive design of Atterbury's gatehouse complexes, and particularly their hipped roofs, became the architectural style of many other buildings at Acadia. Bosworth and Stoughton's arched masonry bridges and Farrand's remnant plantings along roadways blend in seamlessly with the surrounding landscape, as do the system's stone walls, culverts,

and waterways constructed by Rockefeller's engineers.

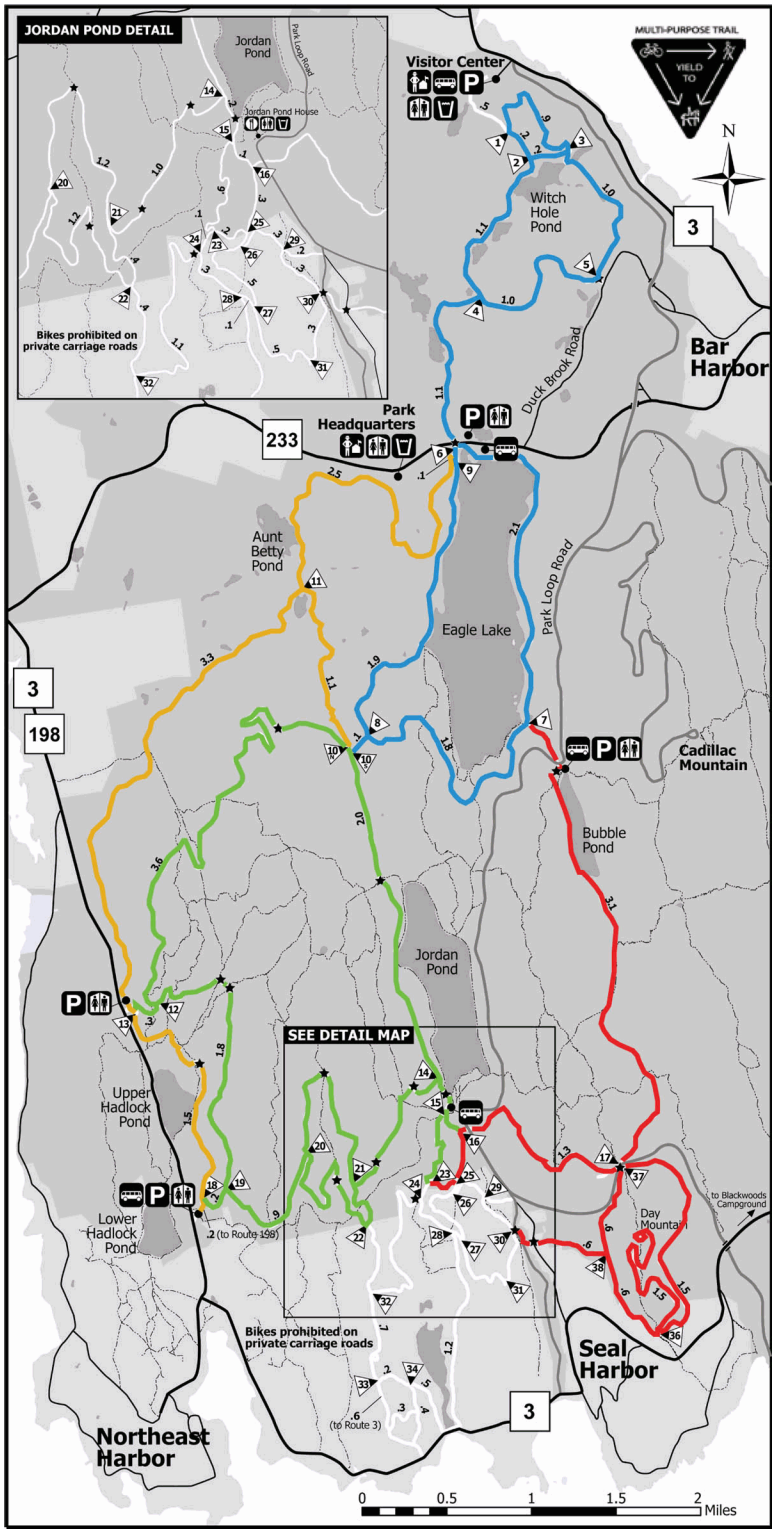
The period of significance for the federally-owned resources of the historic carriage road system is 1917 to 1940. The period begins with the completion of the Gardiner-Mitchell Hill-Jordan Stream Road in 1917, the first of four road projects proposed by Rockefeller in 1915 to create a system of carriage roads open to the public. Two of the road sections that comprise this carriage road are located within the park's boundaries. Over the next 27 years, Rockefeller expanded the system around Jordan, Sargent, and Day Mountains; to Bubble Pond, Aunt Betty Pond, and Eagle Lake; and around Witch Hole Pond and Paradise Hill north of Bar Harbor. The period ends in 1940 with the construction of the Triad-Day Mountain Bridge by the National Park Service, the last bridge associated with the 57-mile long system.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

The historic carriage road system and its bridges and gatehouses retain integrity of location, design, setting, materials, workmanship, feeling, and association to qualify for listing in the National Register. The carriage roads retain integrity of location and design through the original routes and road alignments. Alterations to the roads have been minimal and have not substantially diminished the Rustic Design expression or the vertical and horizontal alignments. The overall integrity of setting is intact as scenic views and vistas have been rehabilitated and continue to highlight the island's diverse natural features. Although many of Beatrix Farrand's plantings were lost in the 1947 fire, subsequent replanting efforts and natural growth have healed these scars. The integrity of materials and workmanship, including coping stone assemblages, stone bridges, and stone retaining walls, all signatures of Rockefeller's involvement in the design of the carriage road system, are still present, as are small-scale engineering features such as stone waterways and stone culverts. Documentation regarding Rockefeller's direct involvement in the design and construction of the carriage roads, bridges, and gatehouses is catalogued in the park's archives.

The overall condition of the historic carriage road system located within Acadia National Park at the time of this report's completion is evaluated as "good." There is no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition. The carriage roads and associated features have been rehabilitated in the last 15-20 years. Periodic inspections are made on the roadways, engineering features, vistas, and roadside vegetation, and annual work plans address repairs to road surfaces, walls, coping stones, culverts, and waterways as needed.

Site Plan



Overview map of the carriage road system. For detailed site maps, see the CLIs for the four

component landscapes of the carriage road system (Drawings EL-WHP, H-ABP, JM-SM, BP-DM).

Property Level and CLI Numbers

Inventory Unit Name:	Historic Carriage Road System
Property Level:	Landscape
CLI Identification Number:	650066
Parent Landscape:	650066

Park Information

Park Name and Alpha Code:	Acadia National Park -ACAD
Park Organization Code:	1700
Park Administrative Unit:	Acadia National Park

CLI Hierarchy Description

The Historic Carriage Road System landscape includes four component landscapes comprised of varying numbers of individual road sections. In the Site Plan, the Eagle Lake and Witch Hole Pond Carriage Roads are colored blue, Hadlock and Aunt Bettys Pond Carriage Roads are orange, Jordan and Sargent Mountain Carriage Roads are green, and Bubble Pond and Day Mountain Carriage Roads are red.

Acadia National Park currently includes 14 other landscapes (and one component landscape): Baker Island, Blackwoods Campground, Cadillac Mountain Summit, Carroll Homestead, Hiking Trail System, Historic Motor Road System, Isle au Haut, Jordan Pond House, Picnic Areas, Sand Beach, Schoodic Peninsula (Schoodic Peninsula Naval Base), Seawall Campground, Sieur de Monts Spring, and Thunder Hole.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

In the summer of 2012, six undergraduate and graduate students from the State University of New York College of Environmental Science and Forestry (SUNY ESF) in Syracuse, New York, participated in a Field School offered through a partnership between the SUNY ESF Department of Landscape Architecture, the National Park Service, Olmsted Center for Landscape Preservation, and Acadia National Park. The main objective of the field school was to inventory and document landscape characteristics and features on the federally-owned portions of the carriage road system. The Field School provided hands-on experience in park management and cultural landscape preservation, and offered lectures and discussions on park management and historic preservation. The team also participated in field trips to areas beyond the park, including the Abby Aldrich Rockefeller Garden and Garland Farm designed by Beatrix Farrand, and a visit to the Asticou Azalea and Thuya Gardens. The students lodged at the College of the Atlantic in Bar Harbor.

The six student participants in the Field School were Charlotte Evanofski, Sara Bonacquist, Benjamin Boisclair, Margaret Johnson, Catherine Ponte, and the group's leader, Tutku Ak. Staff from Acadia National Park included Karen Anderson, Chris Barter, Bob Bechtold, Chris Buckzo, Rebecca Cole-Will, Alan Farnsworth, Jeff Grey, Robin Hoffman, Charlie Jacobi, Keith Johnston, John Kelly, Robyn King, David Manski, David Popelka, Sheridan Steele, Gary Stellpflug, and Anne Warner. Staff from the Olmsted Center and the National Park Service Northeast Regional Office included Margie Coffin Brown, Eliot Foulds, Elizabeth Igleheart, Jeff Killion, and Bob Page. Staff from SUNY ESF included John Auwaerter, Margaret Bryant, and George Curry. Other participants included Louis Moran (University of Maine), Gary Hilderbrand and Rob Krieg (ESF alumni), and Stephanie Clement and Jack Russell (Friends of Acadia).

After the field work was completed, Tutku Ak continued working on the project at SUNY ESF, synthesizing and organizing inventory data and using it to develop site plans for the carriage road system. The final CLIs, comprised of four component landscapes and one parent landscape, were completed in 2013 by Jeff Killion. The CLIs and the database will become an important tool for the park in its long term efforts to preserve and enhance the carriage road system. It will serve the park's facilities management system, cultural and natural resource managers, and interpretative programs.

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 07/31/2013

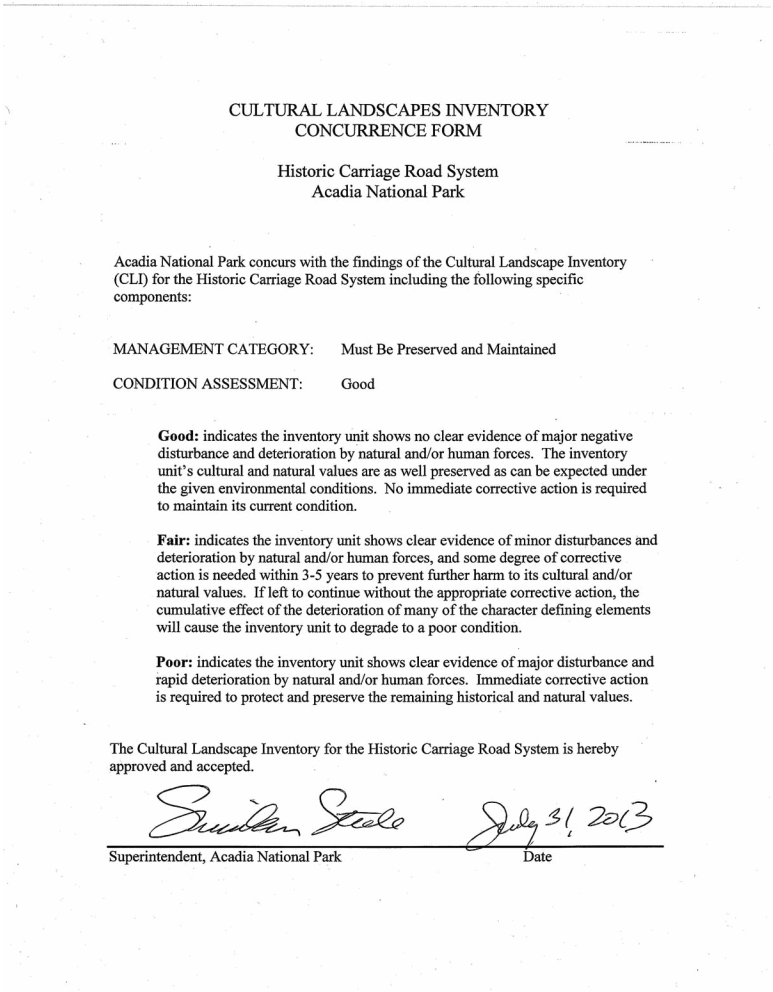
National Register Concurrence: Eligible -- SHPO Consensus Determination

Date of Concurrence Determination: 09/18/2013

National Register Concurrence Narrative:

The Maine State Historic Preservation Office (SHPO) concurred with the National Park Service's categorizations of the Historic Carriage Road System resources within the boundaries of Acadia National Park, including the areas, levels, and periods of significance, and lists of contributing, non-contributing, and undetermined.

Concurrence Graphic Information:



CULTURAL LANDSCAPES INVENTORY
CONCURRENCE FORM

Historic Carriage Road System
Acadia National Park

Acadia National Park concurs with the findings of the Cultural Landscape Inventory (CLI) for the Historic Carriage Road System including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

CONDITION ASSESSMENT: Good

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscape Inventory for the Historic Carriage Road System is hereby approved and accepted.

Superintendent, Acadia National Park — Date: July 31, 2013

Park concurrence was received on July 31, 2013.

United States Department of the Interior

NATIONAL PARK SERVICE
Northeast Region
United States Custom House
200 Chestnut Street
Philadelphia, PA 19106

IN REPLY REFER TO:

1A2 (NER-RS)

JUL 22 2013

RECEIVED
AUG 20 2013
By 12813

Earle G. Shettleworth, Jr.
State Historic Preservation Officer
Maine Historic Preservation Commission
55 Capitol Street
State House Station 65
Augusta, ME 04333

Dear Mr. Shettleworth:

Enclosed you will find four Cultural Landscapes Inventories (CLIs) documenting the entire length of the Historic Carriage Road System located within Acadia National Park (NP): Eagle Lake and Witch Hole Pond Carriage Roads, Hadlock and Aunt Betty Pond Carriage Roads, Jordan and Sargent Mountain Carriage Roads, and the Bubble Pond and Day Mountain Carriage Roads. We seek to reconfirm our agreement on previously evaluated resources and your concurrence on the status of previously unevaluated resources and features identified in these CLIs for listing in the National Register of Historic Places. The CLIs have been prepared by a team of historical landscape architects with the State University of New York – College of Environmental Science and Forestry, and the National Park Service (NPS) Olmsted Center for Landscape Preservation. The CLI program and the enclosed reports continue the National Park Service efforts to update our cultural resource inventories.

Through the CLI program, the NPS is currently in the midst of a nationwide effort to inventory its cultural landscapes. The CLI is conducted in accordance with Section 110 of the National Historic Preservation Act of 1966 (as amended). It is an inventory of baseline information for all historically significant cultural landscapes within the national park system, and it examines multiple landscape features that contribute to the significance of historic properties. The CLI process includes gathering information from existing secondary sources and conducting on-site reconnaissance of the existing landscape. The information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the property's overall significance. For landscapes found potentially eligible for the National Register of Historic Places, the evaluation describes their character-defining features and assesses the landscape's overall historical integrity. It also raises questions about the landscape that need further study.

It is important to note that the CLI reports are not intended as comprehensive inventory reports for any one property, although for some properties they provide fuller documentation than for others. For example, the reports do not include a full architectural description of structures, but

document structures as elements of the overall landscape, and similarly documents other characteristics such as vegetation, spatial organization, and views and vistas. The CLI is one component of the NPS inventory effort that also includes cultural resource inventories for historic structures, archeological sites, ethnographic resources, and museum objects. For example, the NPS List of Classified Structures inventory includes structural features of cultural landscapes, but the CLI takes a more encompassing approach to the properties, inventorying all above-ground features in each park in which the NPS has a legal or mandated interest.

Acadia National Park officially began with the proclamation of Sieur de Monts National Monument on July 8, 1916. The park was established as Lafayette National Park on February 29, 1919 and renamed Acadia National Park on January 19, 1929. The historic carriage road system was constructed from 1913 to 1940, but it was not until 1979 that its historic significance was documented in the National Register of Historic Places.

On November 14, 1979, documentation was accepted in the National Register for the historic carriage road system under the name "The Carriage Paths, Bridges, and Gatehouses, Acadia National Park." The documentation identified significance at the local level in the areas of transportation, engineering, and landscape architecture. The overall period of significance was listed as "1900-x," with specific dates of 1919-1931, which corresponds to the construction of some, but not all, of the bridges. The documentation specifically listed and described several resources associated with the carriage road system. They included the Jordan Pond Gatehouse and the Brown Mountain Gatehouse and their surrounding lawns and trees, and thirteen of the system's seventeen masonry-arch bridges. Of the four remaining bridges, the Cobblestone Bridge and Jordan Pond Road Bridge were not evaluated because at the time (1979) they were outside park boundaries, while the Triad-Day Mountain Bridge and Stanley Brook Bridge were not described because they were considered part of the park's historic motor road system. In addition, none of the smaller stone and steel bridges associated with the carriage road system, or specific road segments that comprise, were listed or described. The documentation explained that the carriage paths, bridges, and gatehouses were significant because of their historical association with the affluent summer colony which resided in the Mount Desert Island region in the early twentieth century, and that the bridges themselves were significant because they were unique examples of skillful craftsmanship and engineering. Scenic views and rustic intersection signposts were also briefly described in the documentation.

On March 26, 1993, your office agreed with the NPS that two of the bridges associated with the carriage roads and not evaluated in the 1979 documentation—the Triad-Day Mountain Bridge and Stanley Brook Bridge—were eligible for listing in the National Register. This determination was part of Section 106 compliance documentation prepared by the NPS titled, "Evaluation of Eligibility of the Historic Motor Road System of Acadia National Park for the National Register of Historic Places."

In 1994, your office and the Advisory Council on Historic Preservation concurred with the NPS that a proposed rehabilitation of the carriage road system would have no adverse effect on the qualities for which the carriage paths, bridges, and gatehouses were listed in the National

Register in 1979. This concurrence was referenced in an April 4, 1994 memorandum, "Record of Decision, Finding of No Significant Impact," from the Acting Superintendent of Acadia National Park to the Director of the NPS North Atlantic Region.

On July 1, 1996, your office concurred with the National Park Service on an itemization of contributing and noncontributing resources in Acadia National Park as part of an update to the List of Classified Structures (LCS). Regarding the historic carriage road system, the Jordan Pond Road Bridge that was not evaluated in the 1979 documentation was evaluated as a contributing resource due to its inclusion into the park as part of a 1990 boundary expansion. Twelve small stone and steel bridges associated with the system but previously unevaluated were identified as contributing: Jordan Stream Little Bridges (#s 1-3) built in 1918-1919, Eagle Lake Little Bridges (#s 1-3) built in 1929-1930, and Seven Sisters Little Bridges (#s 1-6) built in 1930-1931. In addition, 40 distinct road segments that comprise the carriage road system (identified by intersection numbers) were also evaluated as contributing resources. The 0.1-mile Section 6-9 was inadvertently omitted from the documentation, and Segment 23-24 was listed but is mostly located outside of park property. (Segments associated with intersections 22 through 34 are on private lands and were not described in the documentation). LCS descriptions for each segment generally described the roadbeds, and where applicable, the construction and materials of the coping stones, retaining walls, culvert pipes, and culvert headwalls.

On June 29, 2007, a Multiple Property Documentation Form (MPDF) titled, "Historic Resources of Acadia National Park" was accepted by the Keeper of the National Register. The MPDF identified historic contexts, property types, and registration requirements with which to evaluate park resources. The carriage roads were identified as part of the "Circulation Systems" property type under two historic contexts: "John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958)," and "Rustic Design (1890-1958)" and its subthemes, "Picturesque Style (1890-1950)" and "Rustic Design of the National Park Service (1916-1958)." Significance was identified under National Register criteria A, B, and C in the areas of conservation, recreation, transportation, other (philanthropy), architecture, engineering, and landscape architecture. The documentation noted that the carriage roads were nationally significant because of the exceptional quality of design, craftsmanship, and construction; the high level of integrity of the system; and the importance of the carriage roads in relation to Rockefeller's contributions to the National Park System. Registration requirements for the carriage roads as outlined in the MPDF require that they retain sufficient integrity of location, design, setting, materials, workmanship, feeling, and association.

On June 5, 2013, the Keeper of the National Register accepted an amendment to the MPDF that added Buildings and Structures as an associated property type to the historic context, "John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958)." Specific resources associated with the carriage roads included the Jordan Pond and Brown Mountain gatehouse complexes and all of masonry and wood carriage road bridges, which were part of Rockefeller's unified design vision for park buildings and structures. As such they were determined to be eligible for listing in the National Register at a national level of significance, and possibly at a national or local level under the historic context, "Rustic Design (1890-1958)."

Registration requirements for the gatehouse and bridges as outlined in the MPDF amendment require that they retain sufficient integrity and possess documentation supporting Rockefeller's direct involvement in their execution.

The four enclosed CLIs have determined that the park-owned portions of the Historic Carriage Road System, including its bridges, gatehouses, and engineering features, retain integrity to meet the registration requirements outlined in the MPDF and the MPDF amendment. The system retains integrity of location and design through the original routes and road alignments. Alterations to the roads have been minimal and have not substantially diminished the Rustic Design expression or the vertical and horizontal alignments. The overall integrity of setting is intact as scenic views and vistas have been restored and continue to highlight the island's diverse natural features. Although many naturalistic plantings designed by Beatrix Farrand were lost in the 1947 fire, subsequent replanting efforts and natural growth have healed these scars. The integrity of materials and workmanship, including coping stone assemblages, stone bridges, and stone retaining walls, all signatures of Rockefeller's involvement in the design of the carriage road system, are still present, as are small-scale engineering features such as stone waterways and stone culverts. Documentation regarding Rockefeller's direct involvement in the design and construction of the carriage roads, bridges, and gatehouses is catalogued in the park's archives.

The enclosed CLIs for the Historic Carriage Road System fully evaluate the cultural landscape, particularly the associated landscape characteristics and features, and finds that the park-owned portions of the system retains integrity to the areas of conservation, recreation, transportation, other (philanthropy), architecture, engineering, and landscape architecture. As noted previously, most of the property's major features compiled on the enclosed list have already been listed on the National Register or have been determined as eligible for listing on the National Register. The CLI identifies additional resources and features related to vegetation, circulation, buildings and structures, views and vistas, and small-scale features that contribute to the significance and historic character of the Historic Carriage Road System. Other features have been evaluated as noncontributing because they fall outside of the period of significance or as undetermined because future research is needed.

We call your particular attention to the Landscape Description, National Register Information and the Statement of Significance, and Analysis and Evaluation Summary in the enclosed CLI.

Based on the CLI, we seek to reconfirm our agreement on previously evaluated resources and your concurrence on the status of resources and features identified in this CLI:

- The Historic Carriage Road System is a "Circulation Systems" property type that meets the registration requirements of the park's Multiple Property Documentation Form;
- The Historic Carriage Road System is locally significant under Criterion A in the areas of conservation, recreation, and transportation;
- The Historic Carriage Road System is nationally significant under Criterion B for John D. Rockefeller, Jr. and his association with conservation, recreation, and other (philanthropy) at Acadia National Park and the National Park system;

- The Historic Carriage Road System is nationally significant under Criterion C in the areas of architecture, engineering, and landscape architecture;
- The Historic Carriage Road System and its bridges, gatehouses, and engineering features retain integrity of location, design, setting, materials, workmanship, feeling, and association;
- The period of significance for the park-owned resources of the Historic Carriage Road System is 1917 to 1940, beginning with the completion of the Gardiner-Mitchell Hill-Jordan Stream Road in 1917, the first of four road projects proposed by Rockefeller in 1915 to create a system of carriage roads open to the public, and ending in 1940 with the construction of the Triad-Day Mountain Bridge by the National Park Service, the last bridge associated with the 57-mile long system.
- The categorization of contributing, non-contributing, and undetermined landscape characteristics and features (see enclosed list).

If you concur with these findings, we ask that you please sign on the space provided and return this letter to Jeff Killion, CLI Coordinator (Address: National Park Service, Olmsted Center for Landscape Preservation, 15 State Street, 6th Floor, Boston, MA 02109). We would appreciate your response at your earliest convenience. Thank you for your attention to this inventory. Should you have any questions, please feel free to contact Mr. Killion at 617-223-5053.

Sincerely,

for Dennis R. Reidenbach
Regional Director
Northeast Region

Enclosure

cc:
Superintendent, Acadia National Park

I concur with the National Park Service categorizations of the Historic Carriage Road System resources and features at Acadia National Park, as contributing, non-contributing, and undetermined.

Maine State Historic Preservation Officer

9/18/13
Date

SHPO concurrence was received on September 18, 2013.

Geographic Information & Location Map

Inventory Unit Boundary Description:

The boundary of the historic carriage road system is tailored to its linear nature. The length of the boundary simply reflects the total length of the 41 road sections that comprise the 44 miles of the system, within the park's boundaries. Based on research conducted for the CLIs for the historic carriage road system, the minimum boundary width for the entire system is 300 feet, or 150 feet on either side of the road centerline. This width includes the road cross-section, shoulders, guardwalls, walls, embankments, ditches, culverts, intersections, and vegetation associated with designed vistas. This width also considers how the boundary of the road is perceived in the landscape. Along certain carriage road sections the physical boundaries may narrow, such as between a rock cliff on the cut side and a steep embankment on the fill side, while in other segments the apparent boundaries of the road

broaden into the entire viewshed from the road. In other words, the engineered extents of the carriage road boundary actually fluctuate throughout the length of the system, but is reasonably approximated as 150 feet on either side of the centerline. This encompasses the significant characteristics and features of the historic carriage road system.

The Eagle Lake and Witch Hole Pond Carriage Roads component landscape is comprised of 13 road sections that total 11.6 miles. The road sections are: [CR 1-2], [2-3], [3-1], [4-2], [4-5], [5-3], [5-DBR], [6-4], [6-7], [6-9], [7-8], [8-10s], and [9-8].

The Hadlock and Aunt Betty Pond Carriage Roads component landscape is comprised of five road sections that total 8.6 miles. The road sections are: [CR 9-11], [10n-11], [11-13], [13-18], and [Rte.198-18].

The Jordan and Sargent Mountain Carriage Roads component landscape is comprised of 13 road sections that total 13.5 miles. The road sections are: [CR 10s-14], [12-10n], [13-12], [14-15], [15-23], [16-15], [18-19], [19-12], [20-19], [20-22], [21-14], [21-22], and [21-20].

The Bubble Pond and Day Mountain Carriage Roads component landscape is comprised of 10 road sections that total 9.7 miles. The road sections are: [CR 16-17], [17-7], [17-36], [17-37], [23-25], [25-16], [30-38], [36-38], [36-39], and [38-37].

State and County:

State: ME

County: Hancock County

Size (Acres): 1,575.00

Boundary UTMS:

Boundary Source Narrative:	Node 1
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 2
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 3
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 4
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 5
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 6
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 7
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18

Boundary Source Narrative:	Node 8
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 9
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 10s
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 10n
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 11
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 12
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 13
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 14

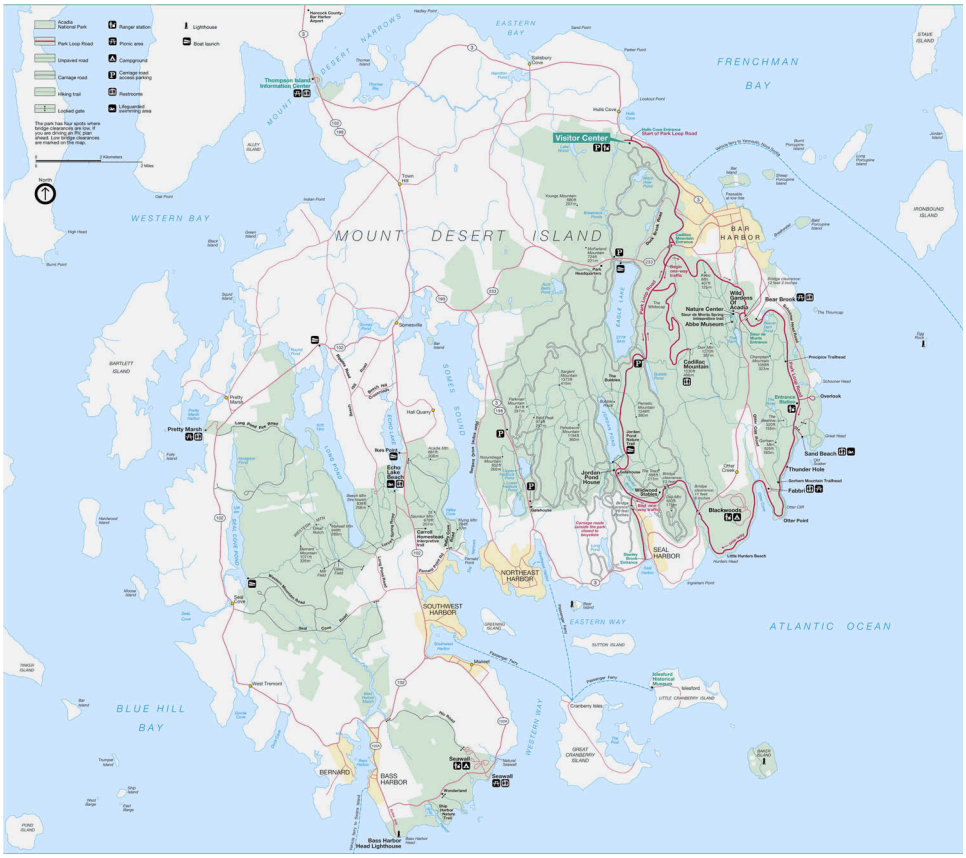
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 15
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 16
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 17
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 18
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 19
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 20
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 21
Type of Point:	Point

Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 22
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 23
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 25
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 30
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 36
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 37
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node 38
Type of Point:	Point
Datum:	NAD 83

UTM Zone:	18
Boundary Source Narrative:	Node 39
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
Boundary Source Narrative:	Node Rte.198
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18

Location Map:

Map of central Maine and Acadia National Park. (Acadia NP files)



Map of Acadia National Park lands on Mount Desert Island. The carriage roads are indicated with double solid lines. (Acadia NP website)

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 07/31/2013

Management Category Explanatory Narrative:

Acadia National Park's historic carriage road system meets the "Must Be Preserved and Maintained" management category because the carriage roads, bridges, and gatehouses are nationally significant for their association with John D. Rockefeller, Jr. and his role in the development of the National Park system. Rockefeller designed and constructed the carriage roads, and provided design review, approval, and consultations for its bridges and gatehouses. The findings of this CLI conclude that the historic carriage roads are an integrated system that together with their associated characteristics and features are nationally significant under National Register Criterion B and Criterion C and locally significant under Criterion A.

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Other Restrictions

Explanatory Narrative:

The carriage roads are open all year except for a 1-2 week period in the spring when frost is thawing and use could damage the structure of the roads. The roads are closed to motor vehicle use, and bicycles are prohibited on privately-owned carriage roads. Horses are prohibited on the Witch Hole Pond and Paradise Hill Loops and the Eagle Lake Loop, except between intersections 7 and 8. Snowmobiles may travel on the carriage road on the east side of Eagle Lake.

Several parking lots provide access to the carriage road system, and are generally inconspicuous from the roads due to topography or the presence of vegetation between the carriage roads and lots. There are two lots along Route 198, at the Brown Mountain Gatehouse (Node Rte.198) and Node 13. Two parking lots are found along the park's Jordan Pond/Eagle Lake Road, at the Jordan Pond House (Nodes 15 and 16) and at the north end of Bubble Pond (near Node 7). One parking lot is off of Route 233 at the north end of Eagle Lake (Node 6) and another off of Route 3 at the Hulls Cove visitor center (Node 1). The Island Explorer bus also stops at many of these locations.

National Register Information

Existing National Register Status

National Register Landscape Documentation:

Entered Inadequately Documented

National Register Explanatory Narrative:

The park officially began with the proclamation of Sieur de Monts National Monument on July 8, 1916. The park was established as Lafayette National Park on February 29, 1919 and renamed Acadia National Park on January 19, 1929. The historic carriage road system was constructed from 1913 to 1940, but it was not until 1979 that its historic significance was documented in the National Register of Historic Places.

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On March 26, 1993, the Maine State Historic Preservation Office (SHPO) agreed with the National Park Service that two of the bridges associated with the carriage roads and not evaluated in the 1979 documentation—the Triad-Day Mountain Bridge and Stanley Brook Bridge—were eligible for listing in the National Register. This determination was part of Section 106 compliance documentation prepared by the National Park Service titled, "Evaluation of Eligibility of the Historic Motor Road System of Acadia National Park for the National Register of Historic Places."

In 1994, the Maine SHPO and the Advisory Council on Historic Preservation concurred with the National Park Service that a proposed rehabilitation of the carriage road system would have no adverse effect on the qualities for which the carriage paths, bridges, and gatehouses were listed in the National Register in 1979. This concurrence was referenced in an April 4, 1994 memorandum, "Record of Decision, Finding of No Significant Impact," from the Acting Superintendent of Acadia National Park to the Director of the National Park Service's North Atlantic Region.

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On June 5, 2013, the Keeper of the National Register accepted an amendment to the MPDF that added Buildings and Structures as an associated property type to the historic context, "John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958)." Specific resources associated with the carriage roads included the Jordan Pond and Brown Mountain gatehouse complexes and all of masonry and wood carriage road bridges, which were part of Rockefeller's unified design vision for park buildings and structures. As such they were determined to eligible for listing in the National Register at a national level of significance, and possibly at a national or local level under the historic context, "Rustic Design (1890-1958)." Registration requirements for the gatehouse and bridges as outlined in the MPDF amendment require that they retain sufficient integrity and possess documentation supporting Rockefeller's direct involvement in their execution.

According to research conducted for this CLI and the categories of National Register documentation

outlined in the "CLI Professional Procedures Guide," the major resources that contribute to the significance of the carriage road system have been listed in the National Register, or determined eligible for listing through consultations with the Maine SHPO. However, the areas and periods of significance, as well as engineering features associated with the carriage roads, are described in the MPDF but have not been adequately documented in the National Register or through previous SHPO consultations. Therefore, for purposes of the CLI, the historic carriage road system is considered "Entered-Inadequately Documented."

Existing NRIS Information:

Name in National Register:	Carriage Paths, Bridges and Gatehouses
NRIS Number:	79000131
Primary Certification Date:	11/14/1979
Other Certifications and Date:	Historic Resources of Acadia National Park MPDF - 6/29/2007

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Individual
National Register Classification:	District
Significance Level:	National
Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	B - Associated with lives of persons significant in our past
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	CE 1917 - 1940
Historic Context Theme:	Creating Social Institutions and Movements
Subtheme:	Social and Humanitarian Movements
Facet:	General Philanthropy
Other Facet:	None
Time Period:	CE 1917 - 1940
Historic Context Theme:	Creating Social Institutions and Movements
Subtheme:	Recreation
Facet:	General Recreation
Other Facet:	None
Time Period:	CE 1917 - 1940
Historic Context Theme:	Creating Social Institutions and Movements
Subtheme:	Recreation
Facet:	Tourism
Other Facet:	None
Time Period:	CE 1917 - 1940
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Architecture
Facet:	Rustic Architecture
Other Facet:	None
Time Period:	CE 1917 - 1940
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Architecture
Facet:	Period Revivals (1870-1940)
Other Facet:	None
Time Period:	CE 1917 - 1940
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	Protection Of Natural And Cultural Resources
Other Facet:	None

Time Period:	CE 1917 - 1940
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Carriage Roads, Touring Roads and Parkways
Other Facet:	None
Time Period:	CE 1917 - 1940
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Scenic Preservation
Other Facet:	None
Time Period:	CE 1917 - 1940
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Origin And Development Of The National Park Service
Other Facet:	None

Area of Significance:

Area of Significance Category:	Architecture
Area of Significance Subcategory:	None
Area of Significance Category:	Conservation
Area of Significance Subcategory:	None
Area of Significance Category:	Engineering
Area of Significance Subcategory:	None
Area of Significance Category:	Entertainment - Recreation
Area of Significance Subcategory:	None
Area of Significance Category:	Landscape Architecture
Area of Significance Subcategory:	None
Area of Significance Category:	Other
Area of Significance Category Explanatory Narrative:	Philanthropy
Area of Significance Subcategory:	None
Area of Significance Category:	Transportation
Area of Significance Subcategory:	None

Statement of Significance:

Acadia National Park's carriage road system is locally significant under National Register of Historic

Places Criterion A in the areas of conservation, recreation, and transportation; nationally significant under Criterion B for John D. Rockefeller, Jr. and his association with conservation, recreation, and other (philanthropy) at Acadia National Park and the National Park system; and nationally significant under Criterion C in the areas of architecture, engineering, and landscape architecture. Under Criterion A, the carriage road system is illustrative of efforts to conserve Mount Desert Island's landscape while providing a pathway on which the public could experience the island's picturesque scenery. Under Criterion B, the carriage road system is perhaps the most important reflection of Rockefeller's direct involvement in the development of Acadia National Park and represents his earliest tangible involvement with road design projects and other philanthropic contributions throughout the National Park system. The gatehouses and bridges commissioned by Rockefeller and designed by well-known architects are among the most significant buildings and structures in the park and serve to underscore Rockefeller's design vision for park buildings and his close involvement with their execution, from selecting the architect, funding the projects, and seeing them through construction. Under Criterion C, the carriage road system's attributes of sinuous curves, use of native stone, and artful presentation of scenic vistas resulted in one of the finest systems of broken-stone carriage roads in the country and also influenced the design of Acadia's nationally significant motor road system. The carriage road system is also reflective of the Rustic Design style as influenced by established design principles of the time and interpreted by architects Grosvenor Atterbury, William Bosworth, and Charles Stoughton, and landscape architect Beatrix Farrand. The distinctive design of Atterbury's gatehouse complexes, and particularly their hipped roofs, became the architectural style of many other buildings at Acadia. Bosworth and Stoughton's arched masonry bridges and Farrand's remnant plantings along roadways blend in seamlessly with the surrounding landscape, as do the system's stone walls, culverts, and waterways constructed by Rockefeller's engineers.

The period of significance for the federally-owned resources of the historic carriage road system is 1917 to 1940. The period begins with the completion of the Gardiner-Mitchell Hill-Jordan Stream Road in 1917, the first of four road projects proposed by Rockefeller in 1915 to create a system of carriage roads open to the public. Two of the road sections that comprise this carriage road are located within the park's boundaries. Over the next 27 years, Rockefeller expanded the system around Jordan, Sargent, and Day Mountains; to Bubble Pond, Aunt Betty Pond, and Eagle Lake; and around Witch Hole Pond and Paradise Hill north of Bar Harbor. The period ends in 1940 with the construction of the Triad-Day Mountain Bridge by the National Park Service, the last bridge associated with the 57-mile long system.

The historic carriage road system and its bridges, gatehouses, and engineering features retain integrity of location, design, setting, materials, workmanship, feeling, and association to meet the registration requirements outlined in the park's Multiple Property Documentation Form (MPDF). The carriage roads retain integrity of location and design through the original routes and road alignments. Alterations to the roads have been minimal and have not substantially diminished the Rustic Design expression or the vertical and horizontal alignments. The overall integrity of setting is intact as scenic views and vistas have been restored and continue to highlight the island's diverse natural features. Although many of Beatrix Farrand's plantings were lost in the 1947 fire, subsequent replanting efforts and natural growth have healed these scars. The integrity of materials and workmanship, including coping stone

assemblages, stone bridges, and stone retaining walls, all signatures of Rockefeller's involvement in the design of the carriage road system, are still present, as are small-scale engineering features such as stone waterways and stone culverts. Documentation regarding Rockefeller's direct involvement in the design and construction of the carriage roads, bridges, and gatehouses is catalogued in the park's archives.

The following narratives expand on each National Register criteria and apply to the entirety of the carriage road system within the boundaries of Acadia National Park. Future National Register documentation should address the levels of significance and the full extent of the carriage road system that is now in the park.

NATIONAL REGISTER CRITERION A

The historic carriage road system is locally significant under Criterion A for its association with the context identified in the MPDF, "Rustic Design (1890-1958)," in the areas of conservation, recreation, and transportation. The system is illustrative of efforts to conserve Mount Desert Island's landscape while providing a pathway on which the public could experience the island's picturesque scenery.

Recreational pursuits have a long history on Mount Desert Island, dating back to the nineteenth-century "rusticators" who came to see the island's natural scenery captured in paintings and writings by Thomas Cole and other artists. Protection of this scenery, and the primitive roads and trails that lead to it, began in earnest in the 1890s when the island was a popular destination for tourists and summer home to the wealthy. Around this time, there was a growing movement throughout the northeast United States to improve the physical and cultural qualities of villages and towns. To this end, several village improvement groups and societies were established on the island to beautify their towns and work cooperatively to map, improve, and maintain a system of existing trails and new trails to scenic destinations across the island. (MPDF 2007: E39-41,F85)

A larger conservation effort on the island began in 1901 with the establishment of the Hancock County Trustees for Public Reservations, which aimed to acquire and manage land for public use, including the protection of walking paths and scenic vistas. Comprised of summer residents as well as local merchants, doctors, lawyers, and naturalists, the Trustees received their first land parcels in 1908, and by 1913 owned over 5,000 acres of land on Mount Desert Island. That same year, a decade-long ban of automobiles on the island was lifted in Bar Harbor, prompting summer resident John D. Rockefeller, Jr. to begin building carriage roads at his home in Seal Harbor, The Eyrie, so that he could enjoy unmotorized driving and sightseeing. When the ban was lifted in Seal Harbor and the rest of the island in 1915, Rockefeller received permission to extend his carriage roads on to Trustees lands with the stipulation that they be available for use by the public, to which Rockefeller agreed.

Many of the island's year-round residents and some local merchants were opposed to the increasing limits on places for development, prompting the Trustees to seek federal protection of the lands from the federal government. In 1916, with the financial support of Rockefeller and others, they successfully established Sieur de Monts National Monument, and the Trustees lands became part of the monument.

In 1918 Rockefeller received permission from Secretary of the Interior Franklin K. Lane to expand the carriage road system into the new park, which by this time was managed by the newly created National Park Service. As stated in the Organic Act of 1916, the new agency was directed "to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment for the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations." The physical development of the parks was therefore intended to attract and accommodate people, and was to be accomplished, in part, through construction of roads and related visitor facilities. Through 1940, Rockefeller constructed public carriage roads to countless scenic and picturesque destinations on park lands as well as on lands he purchased and later donated to the park—an achievement deemed by the National Park Service as consistent with the Organic Act.

Throughout their construction history, the carriage roads, bridges, and gatehouses were designed to fit harmoniously in Mount Desert Island's landscape through careful and deliberate planning, graceful and rustic designs, and the use of natural materials and plantings. These qualities were embodied in the Rustic Design style embraced by Rockefeller and the National Park Service. The overall design intent for the carriage road system, like that of the hiking trail system that came before it and the motor road system that came after, was to capitalize on the island's character without destroying it, and to create a picturesque experience for its users that was both intimate and scenic.

The carriage roads were specifically constructed to provide horse-drawn carriage access to the natural resources and scenic beauty of the island. They were also meant to give carriage drivers a respite from the sights, sounds, and smells of automobiles. However, carriage-driving never developed in popularity as Rockefeller and others expected. Observing that the roads were little used for their original purpose, Rockefeller wrote Director Newton B. Drury in 1949 about the possibility of using the carriage roads for bicycling. Drury replied that the park's landscape architect, Benjamin Breeze, had conducted a study in the early 1940s and determined that they were suitable for bikes. However, bicycling as well as simply walking became more difficult and dangerous as the condition of the carriage road surfaces deteriorated from the 1960s through the 1980s. (Jacobi and Manning 1997: 3; HRS 1989: 318-319)

In the spirit of Rockefeller's philanthropy, an extensive rehabilitation of the carriage roads was completed between 1992 and 1996. The projects were financed by federal construction funds along with matching private funds from Friends of Acadia, a nonprofit organization dedicated to protecting the natural beauty, ecological vitality, and cultural distinctiveness of the park and the surrounding communities. In subsequent years, bridges were rehabilitated and overgrown vistas were identified and prioritized for management to restore the picturesque experience for visitors that had been lost. As a result of these projects, the carriage road system once again provides a pathway on which the public can experience the island's picturesque scenery. Walking, hiking, and bicycling are the primary recreational uses, and in the winter cross country skiing, dog sledding, and snowmobiling are allowed on some sections. Horseback riding is available from Wildwood Stables, and a concessioner offers guided carriage drives to the summit of Day Mountain to watch the sunset.

NATIONAL REGISTER CRITERION B

The historic carriage road system and associated buildings and structures are nationally significant under Criterion B for their association with the context identified in the MPDF, "John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958)," in the areas of conservation, recreation, and other (philanthropy). The system is perhaps the most important reflection of Rockefeller's direct involvement in the development of Acadia National Park and represents his earliest tangible involvement with other road design projects and philanthropic contributions throughout the National Park system.

Rockefeller's interest in road building can be traced to his father, who constructed a six-mile network of carriage roads at his childhood home, Forest Hill, in Cleveland, Ohio. Young Rockefeller performed some of the maintenance work himself, clearing brush, resurfacing roads, and planting trees at the estate. He later incorporated many of the same design features in carriage roads constructed on his estate at Pocantico Hills, New York. (MPDF 2007: E28)

The technical aspects of construction and a new challenge of building carriage roads on Mount Desert Island captivated Rockefeller. He began constructing carriage roads on his own and nearby estates on the island in 1913, and two years later received permission to extend his roads onto lands held by the Hancock County Trustees of Public Reservations. In 1918, Rockefeller was allowed to expand the system to scenic locations in the new park and to connect discontinuous sections (MPDF 2007: E28)

By all accounts a perfectionist, Rockefeller "would not be hampered by the precedent of inferior standards." To achieve this standard, Rockefeller surrounded himself with very talented and capable individuals. Beginning in 1916, construction of roads was supervised by engineer Charles P. Simpson, who was later replaced by his son Paul upon the elder Simpson's retirement. Paul Simpson, with fellow engineer Walters G. Hill, supervised the project through construction of the last carriage road in 1940. Prominent architects Grosvenor Atterbury, William Welles Bosworth, and Charles Stoughton, who all had worked on the Pocantico estate, acted as consultants on the project, assisting with the design of the gatehouses, bridges, and other landscape features. For the carriage road planting and vista design, Rockefeller consulted landscape architect Beatrix Farrand, who also designed a garden at The Eyrie, now known as the Abby Aldrich Rockefeller Garden. Local contractors, including A.E. Clement, C.D. Joy, and S.W. Candage, were also employed on the project, as were a number of islanders from 1914 through the Depression. (MPDF 2007: E28-29, citing Collier 1964: 39)

Rockefeller also oversaw and approved the design and construction of gatehouses, concrete and masonry bridges, and rustic wood bridges along the carriage roads. In 1929, Atterbury embarked on a Rockefeller-funded tour of western national parks to find an appropriate architectural style, and suggested the use of high-pitched roofs and colors that harmonized with the surroundings. With Rockefeller's input, he selected a French Norman Revival style for its picturesque qualities and as a gesture to the area's French heritage. The distinctive Jordan Pond and Brown Mountain gatehouses were designed by Atterbury and completed in 1932. Bosworth built the first ten masonry bridges for Rockefeller between 1917 and 1928, although one of his designs for the Bubble Pond Bridge was

redesigned and built by the National Park Service. For all of these bridges, as well as the six designed by Stoughton from 1929 to 1933, Rockefeller specified split stone rather than tool-edged stone to achieve a more rustic appearance, although this was not always the result. The design of the smaller wood bridges was planned with Mrs. Farrand and based on a style of bridge used on the roads at the Pocantico estate. Rockefeller chose to use these bridges at sites where he felt a more imposing masonry bridge would be inappropriate.

Rockefeller's painstaking attention to detail resulted in carriage roads that were consistently excellent in design and craftsmanship. His architects and engineers employed state of the art road construction technology to complete the system, and its gentle curvature and grades followed the natural topography. The roads exhibited distinctive features such as hand-laid rock, retaining walls, and coping stones for guardwalls, known locally as "Rockefeller's teeth." At its conclusion, the carriage road system was 57 miles long (44 miles are now within park boundaries), and included 2 gatehouses, 17 concrete and masonry bridges (all but one are in the park), and 12 steel stringer bridges with wood rails. Their distinctive features largely established the design character of Acadia. (MPDF 2007: E29)

Many of the same characteristics and techniques of the carriage road projects were used in the design of the Acadia's motor road system. Rockefeller's involvement began in 1922 when the park proposed motor roads from Eagle Lake to the Jordan Pond House and to the summit of Cadillac Mountain. Realizing that the presence of automobiles was not going to disappear, Rockefeller took great interest in the project and worked closely with National Park Service officials to plan a system of motor roads that would both facilitate efficient public use and enjoyment and provide a beautiful and finely constructed road network sited harmoniously with the island landscape. Such a system would also ensure that automobiles would stay off of his carriage roads. (MPDF 2007: E30)

Construction of the first motor road, the Jordan Pond-Eagle Lake Road, was completed in 1927. Though not without controversy, planning and construction of other segments continued until 1958 when the final segment of the loop around the eastern half of the island was completed. Throughout this time, the collaborations between Rockefeller and the Olmsted Brothers landscape architectural firm, Bureau of Public Roads, and the National Park Service resulted in excellent road designs that were sensitively integrated with the landscape and the existing carriage roads and hiking trails. In the beginning years of the motor road project, Rockefeller's role focused on design, construction, and direct project funding. When the government began appropriating money for road construction in the mid-1930s, his role changed to acquiring and donating the land needed for the remaining motor road segments, which allowed him to essentially retain direct control over the design and the quality of the roads and bridges. Regarding his concerns or ideas about the motor roads, Rockefeller never hesitated to contact anyone, including the Secretary of the Interior in Washington D.C. Rockefeller's financial contribution to the 33-mile system on Mount Desert Island and the Schoodic Peninsula was over $4 million.

Rockefeller's interest in park roads was not limited to Acadia. During a 1924 visit to Yellowstone National Park, Rockefeller met Horace M. Albright, then serving two roles as park superintendent park and assistant director of the National Park Service. Albright later succeeded Stephen Mather as director in 1929. Rockefeller and Albright forged a strong lifelong friendship that affected development

in Acadia, Yellowstone, and Grand Teton National Parks. From 1924-1925, Rockefeller sought to improve the condition of roads at Yellowstone, initially funding the clearing of debris by removing downed timber and improving roadside conditions between Mammoth Hot Springs and Obsidian Creek. The project was so successful that he extended funding for another year. Rockefeller also provided leadership for the nationwide Roadside Improvement Program. Within the next few years, nearly $7 million were appropriated and spent on road beautification nationwide, which Albright mainly attributed to Rockefeller's work at Yellowstone. (MPDF 2007: E25-26)

Rockefeller helped establish several national parks. In 1926, Rockefeller and Albright visited Jackson Hole, Wyoming, and became enchanted with the Teton Mountains, but expressed concerns about unsightly commercial development on the valley's western side. Albright explained that efforts to include the range in Yellowstone National Park had been thwarted, mainly by cattle and dude-ranching interests. In response, Rockefeller formed the Snake River Land Company to buy up and clean up the land anonymously with the idea of donating it to the National Park Service. Grand Teton National Park was created in 1929, but it was not until the late 1940s that the land was transferred. In the 1950s, Rockefeller contributed additional funds to expand the park and construct three lodges owned by his Grand Teton Lodge Company. In 1972, the 82-mile John D. Rockefeller, Jr. Memorial Parkway was established between Grand Teton and Yellowstone parks to commemorate his contributions to the national parks. (MPDF 2007: E26-27)

Rockefeller also financed conservation and educational projects in the national parks. In 1928, he contributed $1.5 million to save Yosemite Valley's outstanding pine forest from logging. He contributed approximately $250,000 to assist with establishment of Shenandoah National Park in 1935, and $5 million to Great Smoky Mountains National Park, established in 1930 but not dedicated until 1940. According to noted national parks scholar Robin Winks, author of "The Rockefellers and National Parks," these projects were an example of Rockefeller's dual agendas to create conservation areas and to promote recreational tourism to lift the standard of living of the region. This linkage of economics and conservation was compatible with the national park ethic that prevailed in the 1930s. Rockefeller also donated funds for an interpretive center at Mesa Verde and contributed to construction of museums at Yosemite and Yellowstone, a study center at Crater Lake, "trailside museums" in other parks, as well as money to various state parks and other public areas. (MPDF 2007: E25-27)

Between 1924 and 1960, Rockefeller gave over $40 million to national and state parks. According to Rockefeller biographer Raymond Fosdick, however, it is Acadia more than any other park that bears the marks of Rockefeller's "persistent care and effort." Rockefeller first visited Mount Desert Island in 1908, and in 1910 he purchased The Eyrie and joined the Village Improvement Society. Seven years later he became a member of the Roads and Paths Committee and was made an officer of the society in 1926. Although accused by his critics of viewing nature from trains and automobiles and well-manicured paths, Rockefeller was interested in and personally involved with all aspects of Acadia' s development. This personal involvement—which included providing the vision for the carriage and motor road systems, selecting designers, and supervising construction—distinguishes his contributions at Acadia from his contributions to other national parks. (MPDF 2007: E25,E27-28)

NATIONAL REGISTER CRITERION C

The historic carriage road system is nationally significant under Criterion C for its association with the context identified in the MPDF, "Rustic Design (1890-1958)," in the areas of architecture, engineering, and landscape architecture. The system represents one of the finest collections of broken-stone carriage roads in the country and also influenced the design of Acadia's nationally significant motor road system. The Rustic Design context includes two subthemes, "The Picturesque Style (1890-1950)" and "The Rustic Design of the National Park Service (1916-1958)," which have different historical origins but in practice blend seamlessly together.

The Picturesque style grew out of the eighteenth century English garden and park traditions that emphasized scenic views and a naturalistic appearance. The style influenced the writings of Andrew Jackson Downing (1815-1852) and the landscape designs of Frederick Law Olmsted, Sr. (1822-1903), Frederick Law Olmsted, Jr. (1870-1957), and others who promoted an aesthetic appreciation for the picturesque qualities of the natural environment. By the end of the nineteenth century, the Picturesque style incorporated natural elements and materials to create a scenic effect that appeared naturalistic rather than artificial and contrived. These naturalistic and romantic qualities also paralleled the style of American landscape paintings in the mid to late nineteenth century. (MPDF 2007: E34-E35)

The landscape of Mount Desert Island was well suited to the picturesque genre, and the island was a popular topic of artistic expression in the late nineteenth century. Many noteworthy architects, landscape architects, and builders completed commissions on the island between 1880 and 1920, including expansive summer cottages and civic improvements in the village centers, adapting popular design styles to fit the island's rugged topography. The Picturesque style also influenced the development of the island's hiking trail system by the local village improvement groups. A careful attention to the route and alignment, proximity to unique geologic or water features, variations in the character of different trail types, and dramatic views all contribute to the picturesque qualities of the trails. (MPDF 2007: E39-40,E44)

In the design of the carriage road system, John D. Rockefeller, Jr. applied the characteristics of the Picturesque style to what was essentially a massive road construction project, utilizing natural materials such as heavy stone curbing and granite coping stones, and saving trees whenever possible, and highlighting the island's dramatic scenery. The intent of Rockefeller's carriage road system was to create a pathway on which users of the land could experience this extraordinary landscape and therefore feel restored by nature. Furthermore, the masterful design and craftsmanship executed in carriage roads required a critical eye, detailed on-site decisions and adjustments, and skilled engineers, architects, and road builders. Rockefeller employed all of these methods to create one of the finest systems of carriage roads in the country, and later used them in the design of the park's nationally-significant motor road system. (MPDF 2007: E44)

The origin of the National Park Service Rustic Design style can be traced back to the nineteenth and early twentieth century social movements to protect and preserve natural scenery for the public's benefit. In 1916, Frederick Law Olmsted, Jr. articulated this philosophy in the enabling legislation of the

National Park Service, which sought to conserve natural scenery in parks while providing public access to them. In the early years of the agency, landscape architects, architects, and engineers recognized the need to develop unified design principles and standards that would guide the development of park facilities and simultaneously protect the natural, cultural, and scenic resources in the parks. This new style came to be known as National Park Service Rustic Design. It drew primarily from the Picturesque style, as well as the Prairie style that emphasized the use of native plants and materials as practiced by landscape architect Jens Jensen and others. (MPDF 2007: E35,E61-E62)

In the National Park Service Rustic Design style, constructed features utilized labor-intensive methods that created a rugged, frontier-like quality appropriate to a wilderness setting. Though general design standards remained the same throughout the parks, features were typically customized with local materials, such as stone or wood, to fit the environment in which they were constructed. By the end of the 1920s, National Park Service Rustic Design guided plans and specifications for site features and structures, techniques for the location of roads and trails in relation to natural scenery, methods to repair construction damage to natural conditions, and construction of park facilities. (MPDF 2007: E35,E61-E62)

The lone example of National Park Service Rustic Design on the carriage road system is the Triad-Day Mountain Bridge. However, the style can be observed in numerous segments of the motor road system designed and constructed by the National Park Service and the Bureau of Public Roads, including the Day Mountain Road over which the Triad-Day Mountain Bridge passes.

Rustic Design and Acadia's Carriage Roads:
Early experiences with road and bridge construction at his family estates and his familiarity with roads in public parks prepared Rockefeller for building carriage roads on Mount Desert Island. Outdoor life at Forest Hill, the family's summer estate near Cleveland, had a direct influence on young Rockefeller, where he and his siblings took great delight in an informal picturesque landscape replete with undulating topography, woodlands, and magnificent views to Lake Erie. At an early age, Rockefeller carved wood signs for roads at Forest Hill and joined his father in activities related to construction and expansion of the property. This included construction of carriage roads (pleasure drives) complete with coping stones and rustic masonry bridges, as well as tree planting and the creation of two lakes. Here, Rockefeller developed a strong foundation in road building and an acute appreciation for preservation of landscape scenery. At the family's home at Pocantico Hills, acquired in 1893 along the Hudson River in New York, his father continued the tradition of road construction, including the use of coping stones and rustic masonry bridges. The subsequent development of the 2,500-acre estate was largely supervised by Rockefeller including construction of over 50 miles of carriage roads. The family spent a considerable amount of time during the winter in New York City, often including carriage rides (or "coaching") in Central Park where Rockefeller experienced the importance of public landscapes. (MPDF 2007: E45)

John D. Rockefeller, Jr. began spending summers on Mount Desert with his wife Abby Aldrich and their growing family in 1908, first renting a house in Bar Harbor and then acquiring and expanding The Eyrie, his 150-acre summer estate in Seal Harbor, in 1910. Rockefeller discreetly acquired additional

land both adjacent to the original acreage as well as elsewhere on the island, and in 1913 began constructing carriage roads, beginning first near The Eyrie and gradually expanding the system on his land and park land on the eastern half of the island. (MPDF 2007: E45-46)

Road Layout.
Rockefeller possessed a keen eye toward quality construction and the art of road design, and understood the value in surrounding himself with technical experts who could carry out the work according to his intentions. In the case of carriage roads at Acadia, Rockefeller engaged engineers Walters Hill, Charles Simpson, and Paul Simpson to assist him and thus ensure a finely executed project. Rockefeller, in concert with his engineers, developed an efficient and precise method for carriage road design and construction: establishment of an initial route; field reconnaissance; survey with notes regarding cut, fill, and drainage issues; establishment of the horizontal alignment and vertical profile of the landscape to fit the road to the natural topography; and establishment of the exact coordinates of the proposed road alignment and the preparation design plans showing the road on a topographic survey. (MPDF 2007: E46)

In planning the carriage roads, Rockefeller skillfully applied his interest in scenery, working with the Simpsons to study existing topography and vegetation and locating roads to maximize views of island features as well as the carriage road bridges. Rockefeller and his road builders also employed state of the art engineering methods to accomplish the essential elements of road design, such as horizontal and vertical alignment and broken-stone road construction. (MPDF 2007: E46-47)

Engineering Systems.
In addition to road alignment, the layout of the carriage road system presented a consistent vocabulary of coping stones, walls, drainage features, and roadside grading. Coping stones lined the outside slopes of many segments of the carriage roads, and provided both a safe guardrail as well as a rustic, picturesque feature. Large, irregular granite boulders were to be set at irregular angles, approximately one foot apart to provide a physical barrier when needed. As a result, they became a signature characteristic of the road system known locally as “Rockefeller’s teeth.” The same treatment occurs on carriage roads at the family compound at Pocantico Hills. (MPDF 2007: E47)

Hand laid stone retaining walls on the upslope (cut) and downslope (fill) sides of the road minimized the amount of adjacent land affected by the road construction, while stone waterways and culverts conveyed stormwater runoff alongside and under the roadways. Stone box culverts were built at locations where the road crossed intermittent streams or where waterflow was consistently high, while corrugated metal or reinforced concrete pipes were used elsewhere. Stone headwalls provided extra reinforcement and also hid the pipe openings. In some instances, stone waterways were built on the hillsides above the roads to intercept and direct runoff. (MPDF 2007: E47)

Roadside grading and clearing also contributed to the fine design and overall character of the road system. Rather than leave roughly graded cut and fill areas with downed trees adjacent to the roadway, Rockefeller recommended that these areas receive more finished grading. In addition, Rockefeller directed his crews to remove downed timber to create an aesthetically pleasing view from

the road. (MPDF 2007: E47)

Bridges.
As he did in the design and engineering for carriage roads, Rockefeller adopted the prevailing standards for bridge design, with a specific focus on fitting bridges to their setting. According to William Rieley and Roxanne Brouse, authors of the "Historic Resource Study for the Carriage Road System," the bridges followed a series of design principles established by Henry Tyrell in his 1912 book, Artistic Bridge Design: bridges should fit in with their environment; an "economy of materials" should be employed; the method of bridge construction should be revealed in its appearance; the relative proportions and form of the bridge should be well-chosen; small bridges need a finer outline and more detail than larger bridges; and bridges should be ornamented, but not excessively. Hubbard and Kimball's "An Introduction to the Study of Landscape Design" (1927) and Goode's "Park and Recreation Structures" (1938) also contained design principles that were illustrated in Acadia's carriage road bridges. Although both books postdated some of Rockefeller's carriage roads, they included principles for landscape structures evident at Acadia. (MPDF 2007: E47, citing Tyrell 1912: 51)

Working with his engineer, Rockefeller determined locations for bridges that were either necessary because of topography or existing drainage, or desirable for aesthetic or visual purposes. For large masonry bridges, Rockefeller worked with an architect to develop plans and detailed construction specifications. Most of these bridges were constructed of concrete and steel and faced with stone. As recommended by the aforementioned authors, the stone facing was granite, the prevailing native stone and in some cases, the bridges appear to extend directly out of the exposed bedrock. In addition, each bridge in the carriage road system was distinctive, reflecting both stylistic differences as well as the unique site conditions. Like the coping stones on the carriage roads, parapet walls were kept low to provide unimpeded views of the adjacent landscape. (MPDF 2007: E48)

Several noteworthy architects and landscape architects worked on the design of Rockefeller's carriage road bridges. Williams Wells Bosworth (1869-1966) designed ten of the earliest bridges between 1917 and 1928. Bosworth was educated at the Massachusetts Institute of Technology and then employed by several firms including F.L. Olmsted and J.C. Olmsted, Landscape Architects, where he worked on plans for Stanford University. He completed a European tour with William Rotch Ware, and studied in London and at the Ecole des Beaux-Arts in Paris. By World War I Bosworth had his own successful practice and in addition to the carriage road bridges designed the gardens and house at Pocantico Hills and the interior of Rockefeller's house in Manhattan. After serving in World War II in France, he returned there to oversee work funded by Rockefeller to aid in the restoration of Versailles, Rheims Cathedral, and Fontainebleau. (MPDF 2007: E48-49)

The first of the carriage road bridges was a Cobblestone Bridge (outside of the park) built in 1917 on the Gardiner-Mitchell Hill-Jordan Stream Road. The bridge was built of reinforced concrete and faced with "natural moss-faced rocks" recommended by Paul Simpson, from which its name is derived and which were specifically intended to create a less artificial and more harmonious appearance. A massive 28-foot arch and battered semi-circular turrets further characterized this unique bridge. The Hemlock Bridge was a massive, 200-foot curved bridge that carried the Jordan-Sargent Mountain Road

over a deep rocky ravine created by the Maple Spring Brook. The bridge's 37-foot Gothic arch is flanked on either side by smaller blind gothic arches. The difficult, yet spectacular site conditions in this location necessitated careful ground inspection and preliminary staking in advance of construction to ensure that the site was not adversely affected by construction. The Deer Brook Bridge is one of the few bridges in the carriage road system with more than one visible arch: two narrow 9-foot arches with a 6-foot pier cross Deer Brook. A decorative medallion with the bridge's construction date is centered between the two arches. Three smaller masonry bridges were modeled after a similar design at the end of Swan Lake in Central Park: Jordan Stream Bridge, Little Harbor Brook Bridge, and Hadlock Brook Bridge. All three are more modest in scale with a single arch. Bosworth's initial design for the Bubble Pond Bridge was rejected and redesigned by the National Park Service. (MPDF 2007: E49)

Charles Stoughton (1871-1945) designed six of the later carriage road bridges between 1928 and 1933. Stoughton attended Columbia University and the Massachusetts Institute of Technology, where he studied under Professor Ware. He practiced with his brother Arthur under the firm name of Stoughton & Stoughton, and designed bridges and other structures for the Bronx Parkway Commission, police stations in Manhattan, and a number of plans for two educational institutions abroad. Stoughton's Duck Brook Bridge is considered by some to be the most refined and sophisticated of the carriage road masonry bridges. Like the later Stanley Brook Bridge, Duck Brook is a triple-arch bridge over 200 feet in length with corbelled lookouts and periodic openings in the parapet wall. Beatrix Farrand designed the plantings around the bridge to frame views and enhance the setting. Three bridges were built along the Amphitheatre Road (Asticou-Jordan Pond Road): the Amphitheatre Bridge, one of the largest in the system, extends 245 feet over the Little Harbor Brook. The asymmetrically curved plan and 32-foot arch was specifically designed to retain two large trees on the site and to align the axis of the arch with an existing waterfall. The Cliffside Bridge, which spans a ravine on the flank of Jordan Mountain, extends 250 feet, also with an asymmetrical plan, 50-foot segmented arch, and crenellated parapet walls. To enhance its harmonious effect, the bridge appears to be built out of the natural rock ledge. The design for the West Branch Jordan Stream Bridge was inspired by a small footbridge in the ramble at Central Park that features a narrow Roman arch. The Jordan Pond Road Bridge is unique in that it carries the Seal Harbor (formerly Jordan Pond) road over the Day Mountain Carriage Road to provide a greater separation and sense of seclusion for the carriage road. The second triple-arch bridge, the Stanley Brook Bridge carries the Barr Hill-Day Mountain Road with three distinct arches over the Stanley Brook (motor) Road, the seaside trail, and the Stanley Brook watercourse. It is one of the most formal of the carriage road bridges and is noteworthy for its landscaping by Farrand. (MPDF 2007: E49-50)

The Cobblestone Bridge designed by Bosworth is still privately owned, but the other sixteen bridges are within the park's boundaries. The final bridge constructed as part of the carriage road system was the Triad-Day Mountain Bridge, which was built by the Bureau of Public Roads and the National Park Service in 1940 to span the Day Mountain Motor Road and serve as a connection between the Bubble Pond carriage road to the north and the Barr Hill-Day Mountain and Day Mountain Loop carriage roads to the south. The bridge represents the use of the National Park Service Rustic Design style. Its design was reminiscent of the earlier Rockefeller bridges, and especially the Stoughton's Jordan Pond Road Bridge, but had a precision quality to its arch and stonework that was not characteristic of those

bridges.

Three sets of steel and wood stringer bridges, all similar in construction, were first developed for the Rockefeller estate at Pocantico Hills with design input from Farrand. These small, rustic bridges included the Jordan Stream Little Bridges (3) built 1918-1919, Eagle Lake Little Bridges (3) built 1929-1930, and Seven Sisters Little Bridges (6) built 1930-1931. (MPDF 2007: E50-51)

Landscaping and Views.
While Rockefeller and his engineers designed the alignment of the carriage road system, Beatrix Farrand was responsible for detailed decisions and recommendations related to the treatment of roadside vegetation. Beatrix Farrand [nee Jones] (1872-1959), the niece of Edith Wharton, studied landscape design briefly in Berlin and at the Arnold Arboretum under Charles Sprague Sargent. In 1895, Farrand opened a professional office in New York City and immediately began designing estates for family friends and associates. In 1899, she was one of the ten founding members of the American Society of Landscape Architects. Although few of her early designs remain, Farrand may be best known for her 1921-1947 work for Mildred and Robert Woods Bliss at Dumbarton Oaks in Washington, D.C. (MPDF 2007: E51)

Farrand was already an established practitioner when she began working with Rockefeller on the carriage road system. As a summer resident of Mount Desert Island, Farrand's Reef Point estate was well known for its naturalistic planting and unique collection of rhododendron and azalea. Farrand began working with Mrs. Rockefeller on landscape design work at The Eyrie, which ultimately produced one of the most well-known private gardens in the country. She worked closely with Rockefeller between 1928 and 1935 on a number of issues related to the design and construction of carriage roads, including planting, clearing of vistas, grading, drainage, bridge design, and landscaping for the two gate lodges. In this capacity, Farrand's principle associate was Rockefeller's nurseryman, Charles Miller, with whom she traveled extensively over the newly constructed roads, making notes that articulated her specific recommendations. (MPDF 2007: E51)

Farrand's contribution to the design of the carriage roads helped to create a sequence of views from which the dramatic scenery of the island would gradually and subtly unfold. In addition to recommending where vistas should be located, she provided detailed recommendations for the design of the foreground or view frame, particularly to noteworthy natural features. Farrand also paid special attention to the design of views of the spectacular carriage road bridges. In some locations, where natural or built features were lacking, Farrand introduced new plantings to enhance the visual interest. She also worked with Charles Miller to re-vegetate slopes following road construction. Most of her work was destroyed in the fire in 1947, though plantings remain around the bridges in the southern part of the island and possibly the gatehouses. (MPDF 2007: E51-52)

Gatehouses.
Rockefeller commissioned Grosvenor Atterbury and his partner John Thompkins to design the first of two gatehouses to control entry into the carriage road system. Atterbury (1869-1956) attended Yale, Columbia, and the Ecole des Beaux-Arts in Paris, and is known for his work designing country houses

and New York apartments for wealthy industrialists and for his experimentations with new materials and structures. In 1909, Atterbury and the Olmsted Brothers received a commission to design the planned community of Forest Hills Gardens in New York. He also completed a number of commissions for Rockefeller, including a barn complex at the family estate at Pocantico Hills. (MPDF 2007: E52)

In 1929, in advance of any architectural work at Acadia, Rockefeller arranged for Atterbury to complete an architectural study tour of western national parks, which resulted in a report that outlined a series of principles for the architecture of the national parks: site buildings so that they do not compete with the scenic marvels that have justified the establishment of the Park area; develop a style from local historic precedents that will also satisfy the modern practical requirements; in cases where no such local precedents exist, adopt a foreign style that has been produced under similar climatic and scenic conditions and which can be properly expressed in local materials. (MPDF 2007: E52-53)

Adhering to these principles, Atterbury worked with Rockefeller to determine an appropriate style for the gatehouses Rockefeller wanted to build along the carriage roads on Mount Desert Island. Lacking a local ancient architectural tradition in the region, Atterbury chose to evoke the Colonial-era French associations in the region through the use of a "foreign" Rustic Norman style, reminiscent of European hunting lodges. He described the style as a "French type which originated in the Romanesque period and which is found in picturesque abundance in certain parts of France." The buildings were constructed of granite masonry after a local style in the Le Puis district of France in which the stone is coursed so that the walls present a banded appearance. French precedent also inspired the center arched openings flanked by two towers. Atterbury incorporated other elements of his design philosophy for national parks in the gatehouses. He used high-pitched roofs, which he advocated in his 1929 report as "the logical, practical, as well as the picturesque type". He also chose exterior colors (shades of brown, red, and black) that harmonized rather than contrasted with the natural surroundings, in keeping with his belief that color's "power of camouflage is almost as great in building as in the case of animals." Atterbury also sited the buildings inconspicuously amid the forest at the edge of the road. (Kline 2012: Sec.8: 15, citing Letter, Peterson to Albright, 1931 and Atterbury 1929: 1)

The Brown Mountain Gatehouse complex is located near Lower Hadlock Pond, at the west end of Asticou-Jordan Pond Road, and includes a carriage house, lodge, and gate, all joined by a connecting fence. The lodge features a granite block first story with a banded appearance and half-timbered second story. The banding is carried through the entire complex as a unifying element, while special care was taken in the design of the cypress half-timbering so that the structure appeared weathered immediately after construction. The overall effect of the complex, nestled in trees along the carriage road, is one of "rich variation in texture, materials, and ornament interspersed in a composition of strong horizontal and vertical design elements." It was completed in 1931. The Jordan Pond Gatehouse complex is situated just south of the Jordan Pond House, at the beginning of the Bubble Pond Road, and consists of a carriage house connected to a gatekeeper's house by an open-air passageway, and two gate towers. It was constructed in 1932. Like the Brown Mountain Gatehouse, the Jordan Pond Gatehouse also illustrates the French Norman Revival style and is constructed of granite with a cypress half-timbered second story and steeply pitched roof sheathed in terra cotta tiles. Rockefeller and Atterbury planned a third gatehouse at Eagle Lake, including a lodge, tea house, and livery, but the

complex was never constructed. Rockefeller also asked Beatrix Farrand to assist in designing the landscape setting for the gatehouses. Doing so set up a somewhat contentious relationship between the architect and landscape architect, it appears that Rockefeller was able to appease the strong desires of both designers. (MPDF 2007: E53-54, citing Krog 1979, Sec.7: 6)

The buildings Atterbury designed for Rockefeller struck a balance between the "rustic" rawness of many Western national park buildings, which often incorporated large boulders and logs, and the more sophisticated mansion-sized "cottages" already located on Mount Desert Island—acknowledging that this national park had a different context than the remote Western parks. The National Park Service embraced Atterbury's ideas with regard to Acadia. In October 1931, Park Service Landscape Architect Charles E. Peterson met with Acadia's Superintendent Dorr and Atterbury in Seal Harbor, Maine, while the latter was visiting the park to inspect the recently completed gatehouses. Dorr noted in their conversation that the architectural style Atterbury had chosen was particularly appropriate for Acadia, since the Sieur de Monts had originally come from the Le Puis region of France. Peterson also expressed his approval of Atterbury's work, explicitly stating in a memorandum to Park Service Director Albright that "Mr. Atterbury has hit upon exactly the right thing, and I believe that if we could begin work right now and cooperate with Mr. Rockefeller in architectural style, the Park would greatly benefit by such a movement." (Kline 2012: Sec.8: 15, citing Letter, Peterson to Albright, 27 October 1931)

Atterbury applied the same principles that informed the gatehouse project to the design of other buildings at Acadia, creating a cohesive aesthetic across discontinuous sections of the park. The design of the Apartment Building and Power House at the Schoodic Point Naval Radio Station on the Schoodic Peninsula featured many of the same architectural elements as the gatehouses, such as steeply pitched roofs, masonry walls with granite and brick laid in alternating bands, and terra cotta roof tiles. Similar rooflines were also used on the ranger station at Thunder Hole and other park buildings. (Kline 2012: Sec.8: 15-16)

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Designed

Current and Historic Use/Function:

Primary Historic Function: Outdoor Recreation

Primary Current Use: Outdoor Recreation

Current and Historic Names:

Name	Type of Name
Historic Carriage Road System	Current
Carriage Road System	Both Current And Historic
Carriage Roads	Both Current And Historic
Horse Trails/Horse Roads	Historic

Chronology:

Year	Event	Annotation
CE 1917 - 1940	Built	Construction on the carriage roads currently within the boundaries of Acadia National Park begins in 1917 and is completed in 1940. For a comprehensive chronology, see the CLIs for the four component landscapes of the carriage road system.

Physical History:

For a comprehensive physical history, see the CLIs for the four component landscapes of the carriage road system.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

For the purposes of this CLI, the integrity of John D. Rockefeller's carriage roads within Acadia National Park is evaluated as a system rather than by individual segments. Physical integrity is evaluated by comparing landscape characteristics and features present during the period of significance (1917-1940) with current conditions. Many of the carriage road system's defining characteristics and historic features are still present. Mount Desert Island's diverse natural systems and features are still evident along the carriage roads, where visitors encounter forested mountainsides and valleys, mirrored lakes and ponds, as well as streams, wetlands, meadows, rock cuts, and outcrops. Forest vegetation is abundant and diverse, framing both intimate and panoramic views and vistas while providing dappled sunlight and shade on the roadways. The carriage roads themselves retain their picturesque and rustic design qualities. Road alignments curve along the island's topography and take visitors to the island's many scenic destinations. Stone bridges gracefully arch over streams and harmoniously blend with the landscape, while large coping stones provide a unique and safe barrier along the road edges. Original engineering features such as stone walls, culverts, and waterways continue to function as originally designed and also blend into the surroundings. The two gatehouse complexes and their distinctive steep-pitched roofs and horizontal bands of granite and brick have been restored and serve as park housing, their gatekeepers long since gone. Smaller-scale features including wood and stone gates, wood directional signposts at intersections, and trailhead signs complement the historic character of the carriage road system.

Not long after the carriage road system was completed in 1940, the Bar Harbor fire burned most of the forests along the road sections located north of Bubble Pond, and many of the plantings designed by Beatrix Farrand. However, reforestation efforts funded by Rockefeller and natural regeneration eventually restored the forest canopy. Such natural processes, and years of insufficient funding for road maintenance, contributed to the gradual deterioration of the carriage road system, evidenced by overgrown vistas, clogged culverts, and eroded road surfaces. System-wide rehabilitation work beginning in the mid-1990s reversed these conditions, and today the roads, associated buildings and structures, and vistas are in good condition. In the early 1960s, the portion of the motor road under the Bubble Pond Bridge was abandoned, and in the mid-1970s the deck of the Eagle Lake Bridge was widened, but these changes did not profoundly diminish the character of the bridges. All of the masonry bridges were rehabilitated in the early 2000s and most of the wood bridges have been replaced or repaired. Over the years, historic signposts at the intersections have been replaced-in-kind, and culverts, headwalls, and coping stones have been repaired or rebuilt as needed according to their original designs. The park has also begun locating and repairing some of the upper drainage systems along the carriage roads. Contemporary additions such as interpretive wayside signs, informational/directional/regulatory signs, kiosks, gates, fences, and benches have been installed, but their numbers are few and overall do not diminish the system's historic character.

INTEGRITY

Acadia's carriage roads, bridges, and gatehouses are identified in the park's Multiple Property

Documentation Form (MPDF), "Historic Resources of Acadia National Park," under the historic contexts "John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958)," and "Rustic Design (1890-1958)" and its subthemes, "Picturesque Style (1890-1950)" and "Rustic Design of the National Park Service (1916-1958)." The MPDF outlines registration requirements that carriage roads, bridges, and gatehouses need to possess to be eligible for listing in the National Register. The carriage road should retain sufficient integrity of design and location, in this case, its original route and alignment (vertical and horizontal). Alterations should not substantially diminish the Picturesque design expression or historic alignment of the road. As is the case with the other circulation systems at Acadia, overall integrity of setting is important. Scenic vistas and associated natural features should be principally intact. However, the loss of minor features, such as roadside vegetation, does not necessarily render a resource ineligible. Integrity of materials and workmanship, including coping stone assemblages, stone bridges, or stone retaining walls, all signatures of Rockefeller's involvement in the design of the carriage road system, should also be present. A property must also retain principal small-scale engineering features such as rubble waterways, culverts, inlets, outlets, etc. In addition, Rockefeller's direct involvement in the execution of the bridges and gatehouses must be supported by documentary evidence. (MPDF 2007: F89; MPDF Amendment 2013: F2-3)

Location:
Location is the place where the historic property was constructed or the place where the historic event occurred. The original routes and alignments of the various carriage road segments on Mount Desert Island are unchanged. The carriage roads were purposely sited to have minimal impact on natural conditions, and they continue to make the park's diverse and scenic destinations accessible to the public. A small section of Jordan Pond/Eagle Lake motor road rerouted in the early 1960s at Bubble Pond created an at grade crossing, but did not alter the location of the carriage road or use of the bridge by carriage road users.

Design:
Design is the combination of elements that create the form, plan, space, structure, and style of a property. The design of the carriage road system is recognized as the Rustic Design style, which is still evident throughout the system. This style includes the Picturesque style as applied by John D. Rockefeller, Jr. and his team of architects, engineers, landscape architects, and skilled laborers, as well as the National Park Service Rustic Design style as executed by the National Park Service and Bureau of Public Roads. The winding alignment of the carriage roads continues to highlight the park's diverse landscapes and scenic views and vistas. The siting of the roads to fit the local topography and the use of walls and embankments to minimize the impact of the road corridors on the surrounding landscape is still readable. The two gatehouses, the arched masonry bridges and rustic wood bridges, and the many culverts and waterways continue to fit their locations perfectly due to their excellent design, scale, and use of naturalistic materials. The use of large coping stones as guardwalls remains a distinct and unique characteristic and is still intact, although some stones occasionally need to be reset. Since the historic period, the system has been rehabilitated, thus maintaining the integrity of the Rustic Design style that aimed to integrate the built features with the landscape.

Setting:
Setting is the physical environment of a historic property. The island's forests, including those that were replanted or regenerated naturally after the 1947 fire, eventually grew to a point where they blocked many of the views and vistas along the carriage roads. The rehabilitation work that began in the 1990s reopened vistas and restored the important relationship between the carriage roads and the park's diverse collection of mountains, valleys, lakes, ponds, meadows, wetlands, and outcrops, both alongside the roads and beyond. Many of Beatrix Farrand's plantings that were intended to enhance the road corridors were lost, but over the last fifty years have been replaced with natural growth.

Materials:
Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Consistent with the Rustic Design style, Rockefeller deliberately chose to use the local granite on the road surfaces and bridge facades and in the construction of the walls, guardwalls, culverts, and waterways in part so that all of these features would visually harmonize with the surrounding landforms rather than prominently stand out. Smaller bridges and intersection signposts were constructed with wood so that they too would blend in, and the gatehouses featured stone, brick, and weathered timber to also fit the surroundings. Beatrix Farrand's plantings consisted primarily of native material, but much of it was lost in the fire.

Workmanship:
Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The local granite used in most of the built features of the historic carriage road system was deliberately rough in texture and without smooth surfaces or straight edges so that it would complement the character of the island's rocky ledges and outcrops. The built features were carefully designed and constructed to achieve this appearance, and most have been rehabilitated and are in good condition. Tool marks are still visible on some of the rock outcrops, walls, and coping stones, especially on stones that are more rectilinear in shape. On the bridges, subtle differences in the patterns and cuts of stone can be seen, while the placements of the carved stones indicating the construction date also vary from bridge to bridge.

Feeling:
Feeling is the property's expression of the aesthetic or historic sense of a particular period of time. The design, materials, workmanship, and setting of Acadia's carriage road system continue to convey the feeling of a historic road system in a national park. The system's roadway and built features have developed a patina that conveys a sense of past time, a testament to how well executed the Rustic Design style was in blending the carriage roads in with the landscape while providing functional access to the park's scenic destinations.

Association:
Association is the direct link between an important historic event or person and a historic property. The carriage road system continues to reflect its 27-year evolution and the roles of John D. Rockefeller, Jr., Grosvenor Atterbury, William Bosworth, Charles Stoughton, Beatrix Farrand, and the National Park Service. The system also retains original features that convey the Rustic Design style.

METHODOLOGY

In the summer of 2012, the CLI Field School inventoried characteristics and features associated with the portions of the historic carriage road system within the park's boundaries. This was accomplished by surveying each road section of the system, which was defined by where carriage roads intersect with each other. The park has assigned each intersection—or node— with a number, which is identified on signpost(s) at the nodes (see CLI Hierarchy Map). Each carriage road section is identified by two numbers separated by a hyphen, thus the carriage road section designated as "CR 15-23" indicates that the section runs between nodes 15 and 23. The sequence of numbers assigned for a particular segment is also important as it indicates the direction of travel used in previous park inventory efforts. For the purposes of the Field School, the current division and numbering of carriage road segments and nodes was used. Thus, for section "15-23," the Field School's inventory began at Node 15 and ended at Node 23. It should be noted that the section numbers do not necessarily coincide with the division of the carriage road system by historic and current names or by construction dates.

Specific features inventoried included the following: built structures associated with the road design, such as bridges, walls, embankments, guardwalls (coping stones), culverts, and waterways; features found along the road corridor, such as trail intersections, signs, and gates; and observed views and vistas that extended from the road and into the surrounding landscape. Individual features were documented and numbered as they were encountered while moving in the direction of travel (from the beginning of a road section to the end of the section). Features were assigned unique identification numbers according to their road section number and the measured distance from the beginning of a section. The measured distance was determined by a counter on a "Roll-A-Tape" wheel in feet, which was then converted to decimals and entered into an Excel spreadsheet. Thus, a typical identification number for a feature was: ACAD CR 21-14_0.4492. The feature's construction materials and condition were noted on field forms. Digital photographs were also taken of each feature and assigned the same identification number. In a six week period, the Field School team documented: 670 culverts, 414 guardwalls, 57 guardwall/retaining walls, 114 retaining walls, 46 embankments, 28 bridges, 146 signs, and 7 gates.

HAER Documentation and the CLI Component Landscapes:
Due to the geographic extent of Acadia's carriage road system, and the large number of associated features, the Northeast Region CLI Program and the Field School team divided the 44 miles of carriage roads in the park into four distinct component landscapes in order to develop site maps at a legible scale. The extents of the four component landscapes align with documentation of the carriage road system by the Historic American Engineering Record (HAER), conducted in 1994-1997.

The HAER project produced nineteen sheets about the park's historic motor road system, carriage road system, motor road and carriage road bridges, gatehouses, as well as several developed areas and the park's geology. Four sheets were devoted to the carriage roads themselves, and except for a few short sections (CR 13-12, 15-23, 23-25), all of the current road sections within the park's boundaries

were shown on at least one sheet (roads outside of the park were not addressed). Although no specific reason was given in the documentation, the four divisions of the carriage road system appear to have been determined by a combination of factors, including location, natural features, topography, elevation, historical development, and similarities in road design. The three road sections not included in a HAER division were assigned to a division by the Field School team.

The four component landscapes and their associated road sections are as follows:
Eagle Lake and Witch Hole Pond Carriage Roads
[CR 1-2], [2-3], [3-1], [4-2], [4-5], [5-3], [5-DBR], [6-4], [6-7], [6-9], [7-8], [8-10s], and [9-8]

Hadlock and Aunt Betty Pond Carriage Roads
[CR 9-11], [10n-11], [11-13], [13-18], and [Rte.198-18]

Jordan and Sargent Mountain Carriage Roads
[CR 10s-14], [12-10n], [13-12], [14-15], [15-23], [16-15], [18-19], [19-12], [20-19], [20-22], [21-14], [21-20], and [21-22]

Bubble Pond and Day Mountain Carriage Roads
[CR 16-17], [17-7], [17-36], [17-37], [23-25], [25-16], [30-38], [36-38], [36-39], and [38-37]

Landscape Characteristic:

For a comprehensive analysis of landscape characteristics and features, see the CLIs for the four component landscapes of the carriage road system.

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 07/31/2013

Condition Assessment Explanatory Narrative:

The overall condition of the historic carriage road system located within Acadia National Park at the time of this report's completion is evaluated as "good." There is no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition. The carriage roads and associated features have been rehabilitated in the last 15-20 years. Periodic inspections are made on the roadways, engineering features, vistas, and roadside vegetation, and annual work plans address repairs to road surfaces, walls, coping stones, culverts, and waterways as needed.

Impacts

Type of Impact: Erosion

Other Impact: n/a

External or Internal: Internal

Impact Description: Erosion of the gravel road surfaces and soil erosion from adjacent hillsides is an ongoing threat. If left unchecked, it contributes to deterioration or failure of the roadbed, shoulders, ditches, waterways, and culverts.

Type of Impact: Vegetation/Invasive Plants

Other Impact: n/a

External or Internal: Internal

Impact Description: The scenic views from the historic carriage road were the motivation for constructing them. Ongoing maintenance of the views identified in the Pressley report should continue.

Type of Impact: Adjacent Lands

Other Impact: n/a

External or Internal: External

Impact Description: Lands on Mount Desert Island, surrounding islands, and the

mainland are visible from many places along the historic carriage road system. Future clearing or development in these areas could potentially impact the scenic views from the carriage roads.

Treatment

Treatment

Approved Treatment: Rehabilitation

Approved Treatment Document: General Management Plan

Document Date: 01/01/1992

Approved Treatment Document Explanatory Narrative:
The treatment of the historic carriage road system located within the park boundaries was articulated and institutionalized in the 1991/1992 General Management Plan:
"A major carriage road rehabilitation will be undertaken, followed by a comprehensive maintenance program. The rehabilitation effort will be directed by cultural landscape studies that build on earlier studies by Rieley and Associates ["Historic Resource Study for the Carriage Road System]. The program will include investigation of road construction techniques, analysis of road surfaces and bridge integrity, management of vistas, and development of rehabilitation specifications. Maintenance guidelines will be formulated to direct the long term preservation of the carriage road system." (Memorandum, Superintendent to Regional Director, 4 April 1994: 3; GMP 1992: 33,58)

In 1993, an "Environmental Assessment for Rehabilitation and Continuing Maintenance of Carriage Roads in Acadia National Park, Maine" outlined four alternatives to address the safety and resource preservation goals for the carriage roads: no action, routine maintenance, and two rehabilitation strategies (see the "Chronology and Physical History" chapter for a more detailed discussion). "Alternative C," one of the rehabilitation strategies, was selected because it was determined that it best met the management objectives of protecting public safety and rehabilitating the historic carriage roads according to historic preservation standards, while minimizing environmental and economic costs. (Memorandum, Superintendent to Regional Director, 4 April 1994: 4)

The two volume 1989 "Historic Resource Study for the Carriage Road System," by Rieley and Associates, and their 1993 "Cultural Landscape Report for the Carriage Road System" guided the rehabilitation and preservation maintenance on the carriage roads system, which was completed in 1994-1996. Subsequent rehabilitation was completed on the masonry and wood bridges, and on over 100 views and vistas.

Approved Treatment Completed: Yes

Approved Treatment Costs

Cost Date: 01/01/1992

Bibliography and Supplemental Information

Bibliography

Citation Author:	See below
Citation Title:	For a full bibliography, see the CLIs for the four component landscapes of the carriage road system.