



Places – Sites – Monuments History

Duck Brook Carriage Road Bridge

Name: Duck Brook Carriage Road Bridge

What: Triple Arch Bridge – one of sixteen in the park

Location: Spans Duck Brook to connect Duck Brook Road and the Witch Hole Pond Loop Carriage Road

Where: Acadia National Park

State: Maine

Map: US GEO 1956 – ANP - Duck Brook Bridges

GPS (Global Positioning System) Latitude, Longitude: 44.391560, -68.235826

Given by: Rockefeller – John Davison Rockefeller Jr. (1874-1960)

Named for: Duck Brook

Designed by: Architect Charles W. Stoughton (1871-1945), New York City

Date Built: 1929

Built by: Pringle Borthwick (1862-1948) Philadelphia, Pennsylvania

Cost: \$77,837.17

"Duck Brook bridge is considered the "most refined and sophisticated" of the sixteen carriage road bridges..."

"Duck Brook Bridge is a massive stone-faced reinforced concrete bridge borne by three semicircular arches. The bridge is 207" long and carries a 20' roadway. The larger central arch has a clear span of 39'8" and rises 25" from the base of the piers; the smaller arches to either side are 21' wide and roughly 12' high. The peaked parapet wall stands 43' above the stream at the center. Two corbeled viewing platforms or "turrets" are located on each side of the bridge, and a stone staircase with stone rail, supported by a quarter arch is located at the south end of the southeast corner. Below the staircase, several steps are cut into the natural stone ledge. Over the piers between each arch are carved stone scuppers, which carry water off the bridge.⁵ The bridge is constructed on reinforced concrete piers and is faced in random ashlar pink granite. The arches are defined by irregular granite arch radiating voussoirs. Construction drawings show that 3/4" diameter iron cramps were tapped into each stone.⁶ The concrete was later poured against the stone, and the cramps helped the two materials bond together. Because Mr. Rockefeller hoped the bridge would be viewed from the sides and below (hence the staircase), the intrados or underside of the arch is also faced in stone. The granite parapet is topped with dressed stone coping, and is pierced by horizontal openings arranged in different patterns on both sides. It rises from 2' 6" at the sides to a 3' peak at the center.

A wooden gate mounted on stone gateposts was originally located at the southeast end of the bridge. This was installed because Mr. Rockefeller wanted to keep motor vehicles from entering the carriage road network. Stoughton had originally designed iron gates; these were rejected by Rockefeller in favor of a set of wooden gates on stone piers. These were designed by architect Duncan Candler, who remodeled the Eyrie for Rockefeller, and matched a set designed for the entrance to the Jordan Pond

Road (predating set constructed for the Jordan Pond Gate Lodge).⁷ The gates are no longer extant, though one of the gateposts was still intact in July 1994; as this report was being prepared, park crews were planning to reconstruct the gates." – Duck Brook Bridge, Acadia National Park Roads & Bridges, written historical and descriptive data by Richard H. Quin, Haer Historian, Historic American Engineering Record, National Park Service, Department of the Interior, Washington, D.C., HAER No. ME-40, 1994, p. 3-4.

See: "Mr. Rockefeller's Roads: The Untold Story of Acadia's Carriage Roads & Their Creator" by Ann Rockefeller Roberts, Down East Books, Camden, Maine, 1990, p. 118, 119, 133, 144, 146.

See: "A Guide to the Carriage Roads in and near Acadia National Park," (For Hikers, Bikers, Joggers, Cross Country Skiers) by Diana F. Abrell, Maps by Bunny La Douceur, #3. Witch Hole Pond Loop, p. 13.

Published by Diana F. Abrell, Mt. Desert, ME 04660, Printed by The Bar Harbor Times Print Shop, 1985, 1986, 1987.

See also:

Duck Brook Motor Bridge