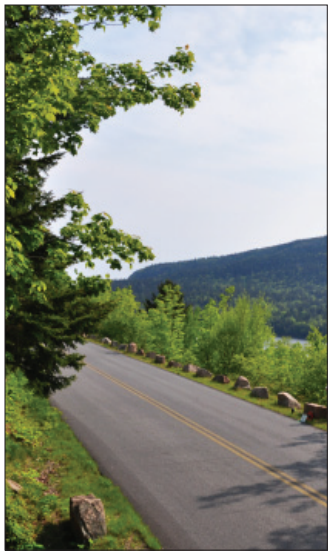
National Park Service
U.S. Department of the Interior



Olmsted Center
for Landscape Preservation

Vista Management Plan
for the
Historic Motor Road System
Acadia National Park
Methodology, Documentation and Recommendations



A vista is defined as being "a roadside area of specific location and size as depicted and designated on Drawing N.P. ACA 2857."

E.S. Whitaker, 1961.

Vista Management Plan for the Historic Motor Road System

Acadia National Park

Bar Harbor, Maine

Introduction

Vista Management at Acadia National Park

Treatment Framework

Treatment Recommendations and Plans

Prepared by
Eliot Foulds, Historical Landscape Architect
Jeff Killion, Historical Landscape Architect

Olmsted Center for Landscape Preservation
National Park Service, Boston, Massachusetts 2015

The Olmsted Center for Landscape Preservation promotes the stewardship of significant landscapes through research, planning, and sustainable preservation maintenance. The Center accomplishes its mission in collaboration with a network of partners including national parks, universities, government agencies, and private nonprofit organizations. Techniques and principles of preservation practice are made available through training and publications.

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National Park Service document ACAD 123/129835

Library of Congress Cataloging-in-Publication Data

Names: Foulds, H. Eliot, 1960- | Killion, Jeffrey, 1967- | Olmsted Center for Landscape Preservation (U.S.)
Title: Vista management plan for the historic motor road system, Acadia National Park, Bar Harbor, Maine : introduction, vista management at Acadia National Park, treatment framework, treatment recommendations and plans / prepared by Eliot Foulds (historical landscape architect), Jeff Killion (historical landscape architect).
Description: Boston, Massachusetts : Olmsted Center for Landscape Preservation, National Park Service, 2015. | Includes bibliographicalreferences.
Identifiers: LCCN 2015037761
Subjects: LCSH: Acadia National Park (Me.)--Description and travel. | Mount Desert Island (Me.)--Description and travel. | Acadia National Park (Me.) --Management. | Acadia National Park (Me.)--Environmental conditions. | Roads--Maine-- Acadia National Park--Management. | Scenic byways --Maine--Acadia National Park--Management. | Vegetation management --Maine--Acadia National Park. | Landscape protection --Maine--Acadia National Park. |Historic sites--Conservation and restoration --Maine--Acadia National Park.
Classification: LCC F27.M9 F693 2015 | DDC 974.1/45--dc23
LC record available at http://lccn.loc.gov/2015037761

Cover Photo: Vista #9, looking southwest to Eagle Lake from the Jordan Pond/Eagle Lake Road. The color photograph taken in 2011 is overlaid with a photograph from the 1920s taken soon after the road's construction (OCLP simulation, 2012).

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FOREWORD

"Our ability to perceive quality in nature begins, as in art, with the pretty. It expands through successive stages of the beautiful to values as yet uncaptured by language."

Aldo Leopold, *"A Sand County Almanac and Sketches Here and There"*

Visitors driving the historic motor roads at Acadia National Park see design and nature joined. The experience has led many toward personal involvement in environmental stewardship – engaging visitors first in the straightforward appreciation of the park's beauty, and ultimately being drawn toward a deeper exploration, understanding and sometimes, commitment. This updated vista management explains the important role that designed vistas have played in the character of the park's automobile tour roads, presenting guidelines for future management that balance cultural resource protection with natural resource values. The document provides both system-wide, and vista-specific recommendations for sensitive and sustainable vegetation management along Acadia's roadsides; a source of information that will be useful for many years to come.

The National Park Service's Olmsted Center for Landscape Preservation, working closely with Acadia National Park staff, has prepared this updated plan as a useful tool for current and future managers. The document provides the context and content needed to inform thoughtful choices. The artful and sustainable management of Acadia's scenic vistas will preserve an iconic visual experience of the mid-coast of Maine landscape that we hope will connect park visitors with the environmental values that led both philanthropists and other involved citizens to work together in preservation of this treasured place.

Aldo Leopold's writings suggest that personal environmental values may have their beginnings in the simple and innocent appreciation of beauty. As there is such great beauty to behold at Acadia National Park, we hope that this plan, and future efforts to preserve Acadia's scenic vistas, will lead others to embrace Acadia National Park and preserve this rich cultural and natural landscape for future generations.

Sheridan Steele

Superintendent
Acadia National Park

1. INTRODUCTION

The thirty-three mile long historic motor road system at Acadia National Park, constructed between 1922 and 1958, serves as a stunning example of excellence in the fields of landscape architecture and engineering. Yet the excellence of these nationally significant roads is likely unappreciated by most visitors as they encounter the beautiful scenery of Mount Desert Island and the Schoodic Peninsula (Figure 1.1). This is precisely as the designers of the roads intended, as the roads were not intended to attract attention of their own, but to harmonize with their surroundings.



Figure 1.1. Select photographs of Acadia's historic motor road system, clockwise from bottom left: looking southeast from Kebo Mountain Road, looking south along Schoodic Loop Road, looking west from the Otter Cove Causeway/Blackwoods Road, looking southeast from BPR Project 4A2, and looking south at a bridge on Paradise Hill Road (Olmsted Center for Landscape Preservation--hereafter OCLP--2007).

Systematic documentation of roadside vistas on the historic motor road system on Mount Desert Island was first prepared in 1958 after the last segment was completed. This documentation was prepared eleven years after a major forest fire significantly altered vegetation in the eastern half of the island. The 1958 vista plan documented seventy vistas on a single drawing, providing information regarding vista locations, lengths, and bearings at a time when young forest vegetation was beginning to reclaim areas burned by the fire (Figure 1.2). Most vistas offered views of the mountains, lakes, and shorelines, while others highlighted forest vegetation and unique geological features. Another vista was added when the drawing was revised in 1961, bringing the total number of vistas to seventy-one, all but four of which were located on the historic motor road system (Figure 1.3). Roadside vistas along the Schoodic Loop Road were not included as part of the documentation effort of 1958 or 1961.

Out of concern for loss of roadside vistas due to maturing vegetation, the park's 1992 General Management Plan called for the protection and management of vistas of the historic motor road system as documented thirty years previously. In 2007, the Olmsted Center for Landscape Preservation completed a "Cultural Landscape Report for the Historic Motor Road System, Acadia National Park" to provide baseline information that would assist park managers during ongoing and future rehabilitation and maintenance projects. As part of that effort, twenty vistas from the 1961 vista plan were found to have become obstructed by vegetation. The report identified the vistas as important landscape features that contribute to the eligibility of the historic motor road system to the National Register of Historic Places, and recommended the preparation of an update and enhancement of the 1961 vista plan.

DEVELOPMENT OF ACADIA'S HISTORIC MOTOR ROAD SYSTEM

The planning and design of Acadia's historic motor road system responded to the constraints of challenging topography, complex land boundaries, economic interests of the year round residents, conservation goals of the wealthy summer residents, and the national realities brought forth by the Great Depression and World War II. As a response to such layers of issues and constraints, the system was constructed in non-contiguous segments over a thirty-six year period. Construction of Acadia's motor road system provided steady work for local tradesmen and laborers, especially in the 1930s for those associated with the Civilian Conservation Corps and other New Deal programs. Yet, it was the vision, advocacy, and talent of a smaller group of individuals that ultimately shaped the development of the historic motor road system (CLI 2008:3).

The origins of Acadia National Park have been well documented. These beginnings are a fascinating story of public and private cooperation and controversy. The central figure in the founding of the park is George Buckman Dorr, who devoted most of his life and fortune to the creation of the park. Dorr served as the park's first Superintendent, from its founding as Sieur de Monts National Monument in 1916, until his death in 1944. In 1922, Dorr proposed two motor roads, one to connect Eagle Lake and Jordan Pond, and another to reach the summit of Cadillac Mountain, Mount Desert Island's highest peak (CLI 2008:3).

Beyond proposing these first two roads, the concept and implementation of the comprehensive motor road system enjoyed by visitors today springs primarily from the vision of John D. Rockefeller, Jr. Just as George Dorr had ideas reaching beyond the Hancock County Trustees for Public Reservations (the organization that held lands from which Acadia NP was established), Rockefeller was thinking about more than merely efficient and well-engineered park motor roads. Extending well beyond Acadia, Rockefeller helped to set high standards of quality for National Park roadways and landscapes by his direct sponsorship of projects in Yellowstone National Park and elsewhere. He was also influential through the close personal relationships he developed with the early Directors of the National Park Service. Rockefeller personally funded many of Acadia's motor road projects and, as was the case with his network of carriage roads, was intimately involved in their planning, design, and construction (Figure 1.4). In later years, his role changed to donating and acquiring lands to build the remaining motor road segments (CLI 2008:3).

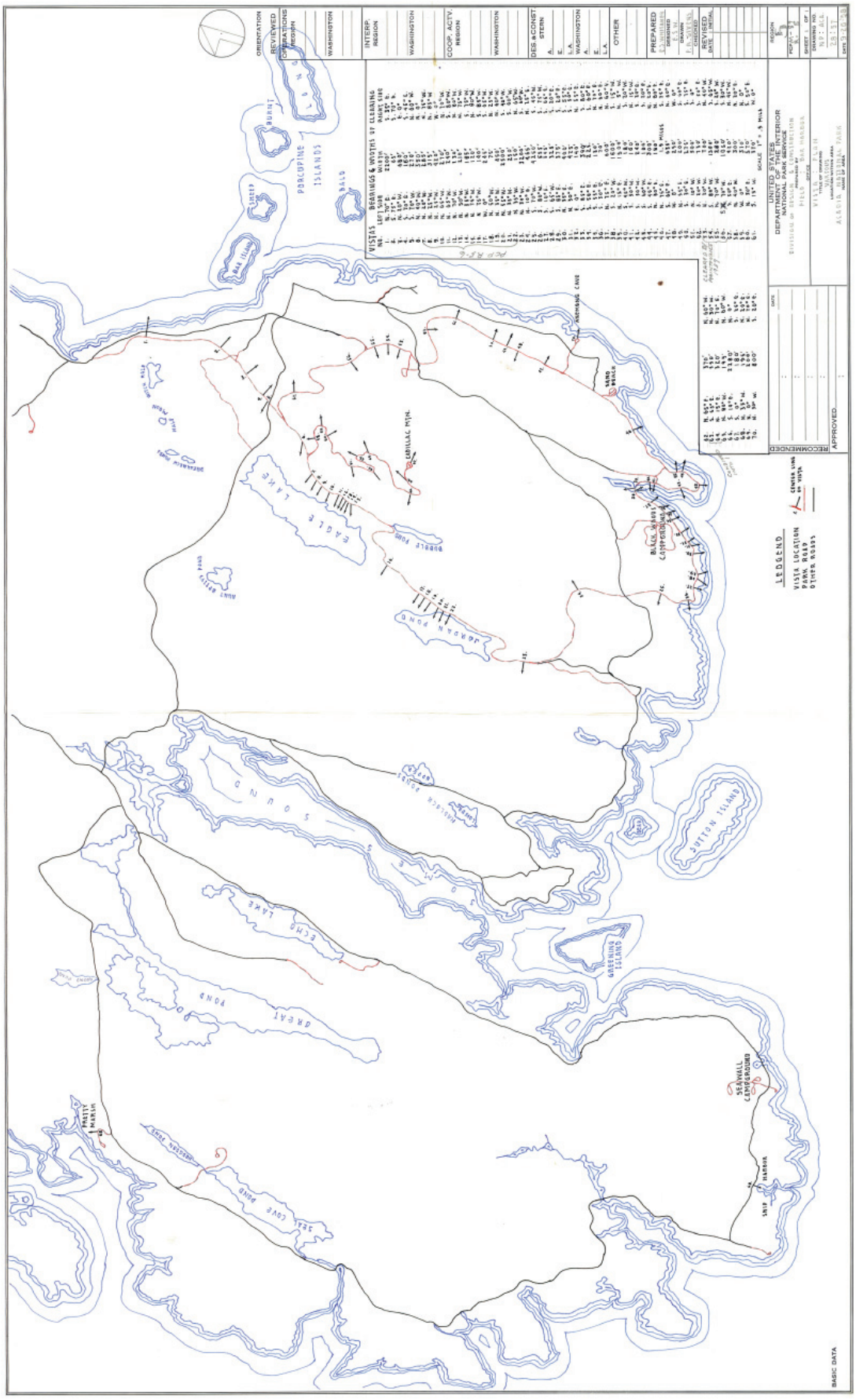


Figure 1.2. 1958, (Engineering Flat Files, NPS, 15 State Street, Boston ACAD_123_2857).

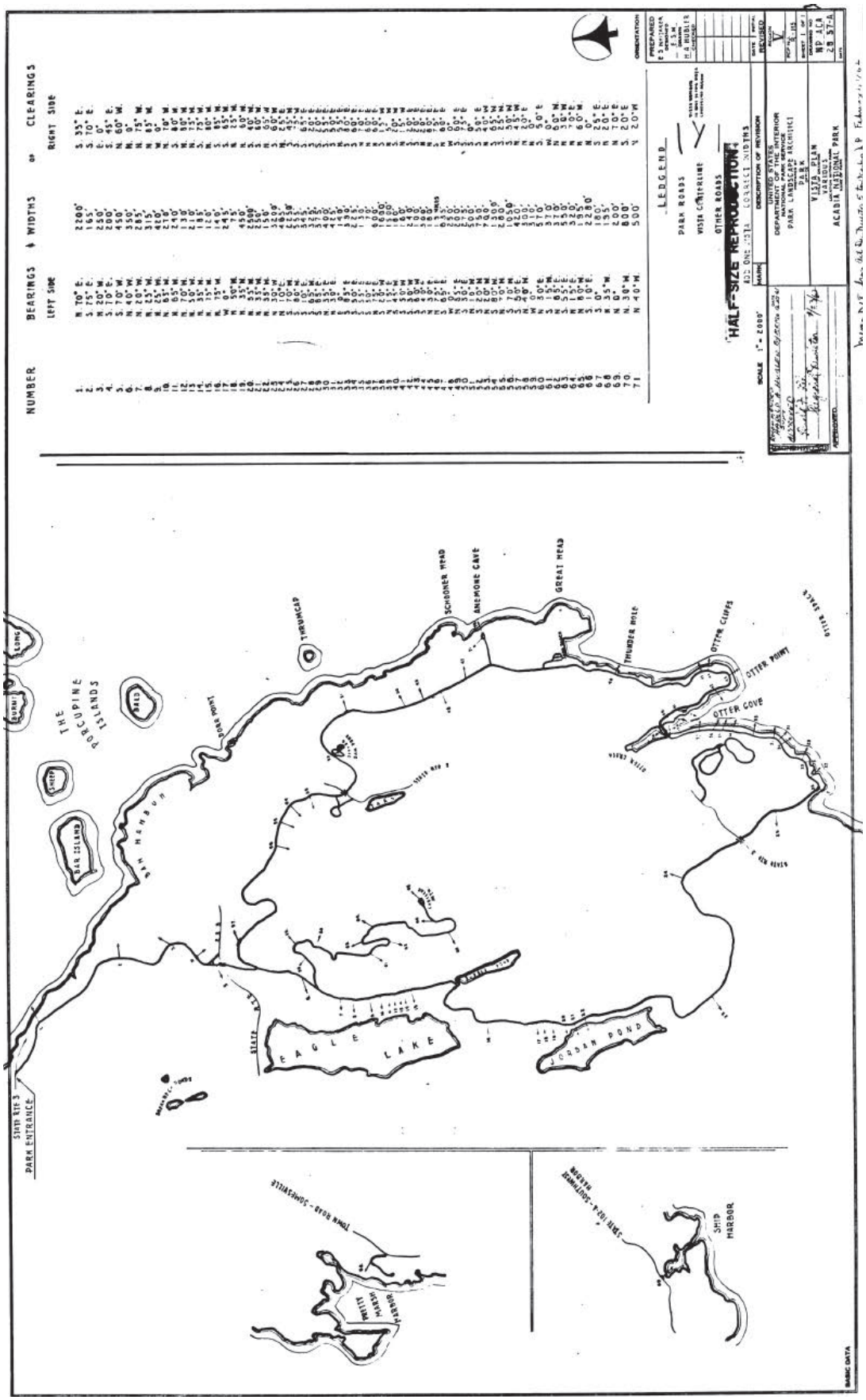


Figure 1.3. Vista plan from 1961 (Denver Service Center, eTIC, ACAD_123_2857A [id25829]).

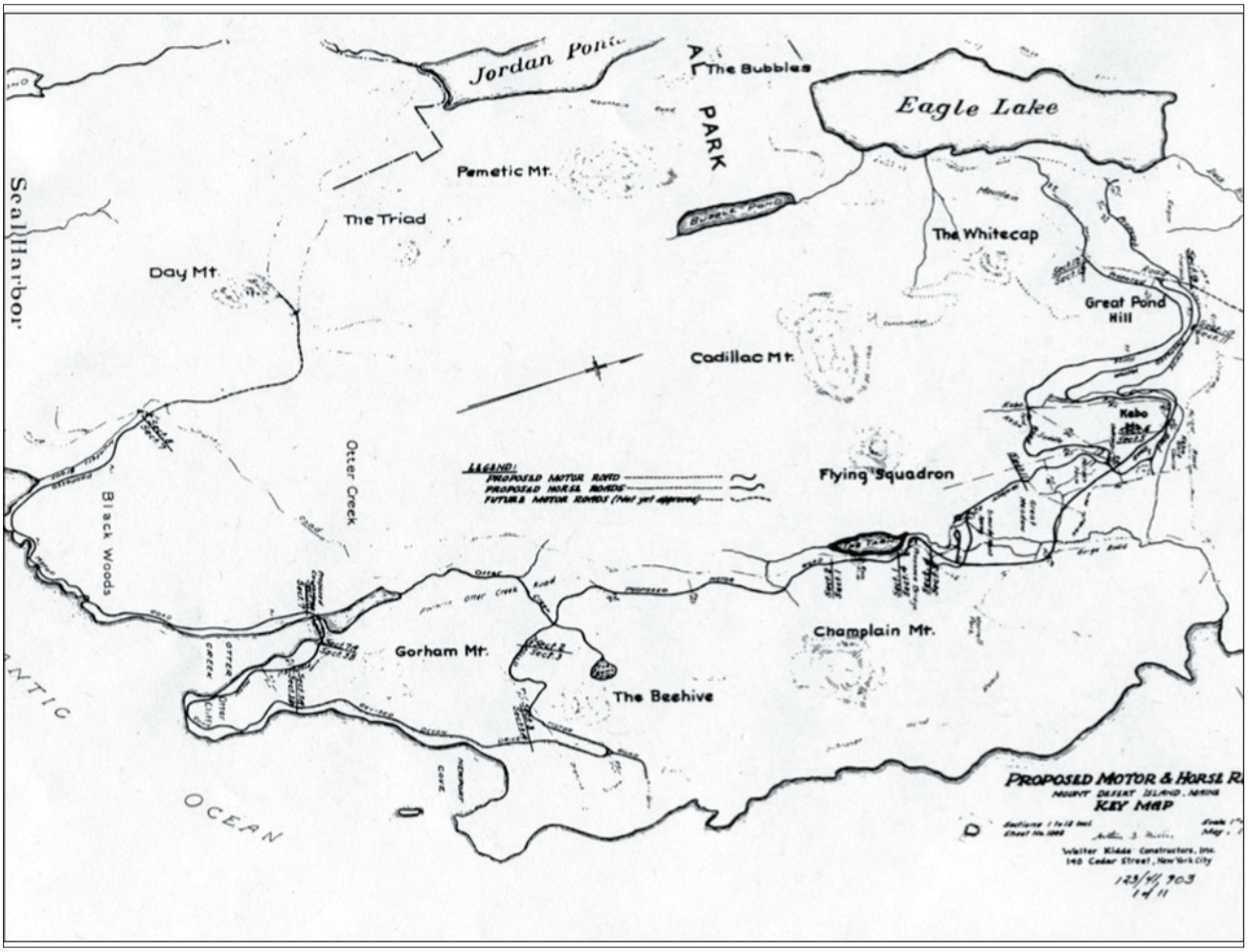


Figure 1.4. Key map of Rockefeller's motor road proposal drafted by the Kidde Construction Company, 1931 (National Park Service, Denver Service Center Microfilm Collection).

The historic motor road system is also a product of the talents of many engineers and designers. They included Walters Hill and Paul Simpson, who designed many of Rockefeller's carriage roads, and Benjamin Breeze and Charles Peterson, landscape architects with the National Park Service who contributed to numerous park projects. One of the most notable designers was Frederick Law Olmsted, Jr., who along with other professionals in the Olmsted Brothers landscape architectural firm, planned and designed several of the motor road segments and advised on many other routes (Figure 1.5). Another prominent individual was a young resident engineer with the Bureau of Public Roads (BPR, precursor to today's FHWA) named Leo Grossman, who managed the Cadillac Mountain Road project and worked closely with Rockefeller in the planning and construction of other BPR-constructed segments of the historic motor road system (CLI 2008:3-4).

The collaborations between John D. Rockefeller, Jr., the Olmsted firm, the National Park Service, and the BPR resulted in excellent road designs that were sensitively integrated with the landscape and the existing carriage roads and hiking trails. A drive along the historic motor road system

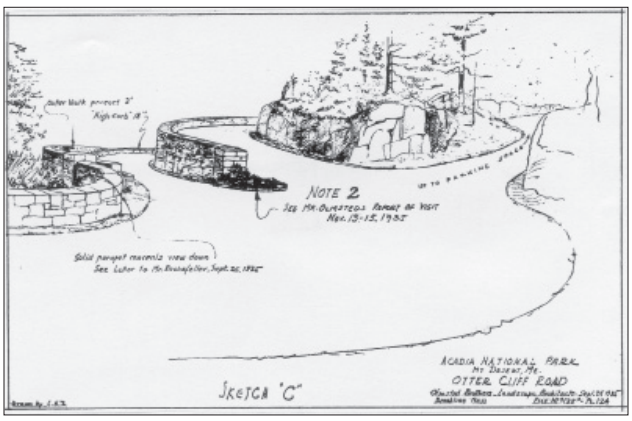


Figure 1.5. Olmsted's design for the grade separation and parking lot on Otter Cliffs Road, 1935 (Frederick Law Olmsted National Historic Site).





Figure 1.6. Before and after photographs of Schoodic Loop Road, known historically as Wonsqueak Road/Summer Road, 1934-1935 (U.S. Department of Agriculture, BPR, "Progress Views: Schoodic-Acadia-Big Moose Island-Wonsqueak Harbor, Proj. 2A1-2A4-5A1").



Figure 1.7. Construction of Duck Brook Bridge, 1952 (Courtesy of Bar Harbor Historical Society).

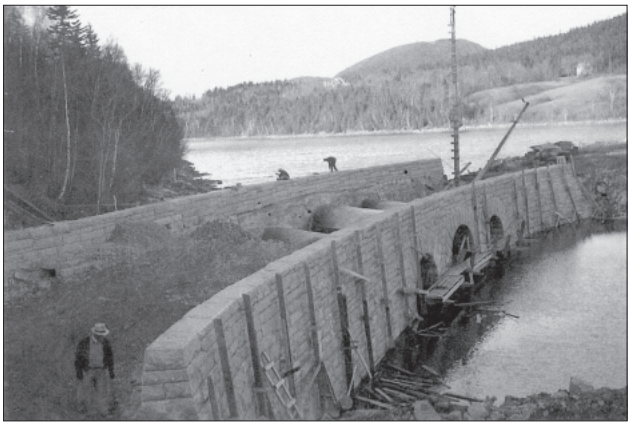


Figure 1.8. Construction of causeway at Otter Cove in 1939, view north (Federal Works Agency, Public Roads Administration, "Progress Views: Structures, Black Woods Project 7A1").

today still reveals these qualities and, despite its lengthy period of construction, demonstrates remarkable consistency in the use of Picturesque and Rustic Design principles aiming to blend new construction with the park's natural setting. The horizontal and vertical alignments of the motor roads follow the land's natural contours wherever possible. As such, the motor roads wind along the mountain slopes and around the coastlines, but because of the use of superelevation and spiral transition curves, it is possible to comfortably maintain the posted speeds of 25-35mph. The motor roads are surfaced in bituminous concrete and the grades never exceed seven percent. Pavement widths average 18.7 feet, with additional widening at the inside of curves (CLI 2008:4).

During construction of the historic motor road system, great care was taken to limit the removal of vegetation and preserve mature specimen trees (Figure 1.6). After the devastating fire of 1947, burned out areas were reforested and the plantings subsequently thrived and matured. Today, Acadia's motor roads are bounded by vegetation that ranges from deciduous and coniferous forests to wetlands and open meadows. The shoulders of the motor roads are vegetated with a mix of grasses and native plants, helping to blend the roads with the surrounding landscape (CLI 2008:4).

In some areas, engineered features such as bridges, causeways, retaining walls, guardwalls, and drainage structures were required in the road design. Unlike the common practices employed on state and local roads, at Acadia National Park, engineered features were built or faced with the native granite stone so that they too would visually harmonize with the surrounding landscape (Figure 1.7). There are currently twenty bridges associated with the motor road system, and most are constructed with reinforced concrete with masonry parapet walls, facings, and unique ornamentation that contributes to the park's rustic character. Two causeways span tidal water bodies on Mount Desert Island and the Schoodic Peninsula and feature armored stone embankments as reinforcement

(Figure 1.8). However, it is perhaps the historic guardwall stones that are arguably the most iconic feature of the historic motor road system. Depending on the period of construction, the guardwall stones are comprised of either large angular ledge stones typically between two and four feet high and set between three and five feet apart into the road shoulder, or large rectangular quarried blocks slightly smaller in height with narrower gaps (Figures 1.9 and 1.10). Like the guardwalls, the construction date of the various road segments can also be read in the types of culverts used and in the choice of curbing material, steps, and walkways at pullouts and overlooks (CLI 2008:4).

The primary purpose of the historic motor road system was to provide visitors in automobiles recreational access to the park's diverse landscapes and highlight the many scenic views. In addition to connecting to the roadside parking areas at the park's major destinations and developed areas, such as Sand Beach, Thunder Hole, Cadillac Mountain, and the Jordan Pond House, numerous paved pullouts were built. Many of these stops correspond to spectacular views and vistas. The 2007 Cultural Landscape Report identified a total of twenty-five panoramic viewsheds and fifty-seven framed and filtered viewsheds along the historic motor road system. Maturing vegetation has closed some of the other views, and in other areas developments beyond the park boundaries are visible from the motor roads (CLI 2008:4-5).

As park visitation began to steadily increase in the 1970s, the park installed parking management stones along the motor roads to control parking and protect the vegetated

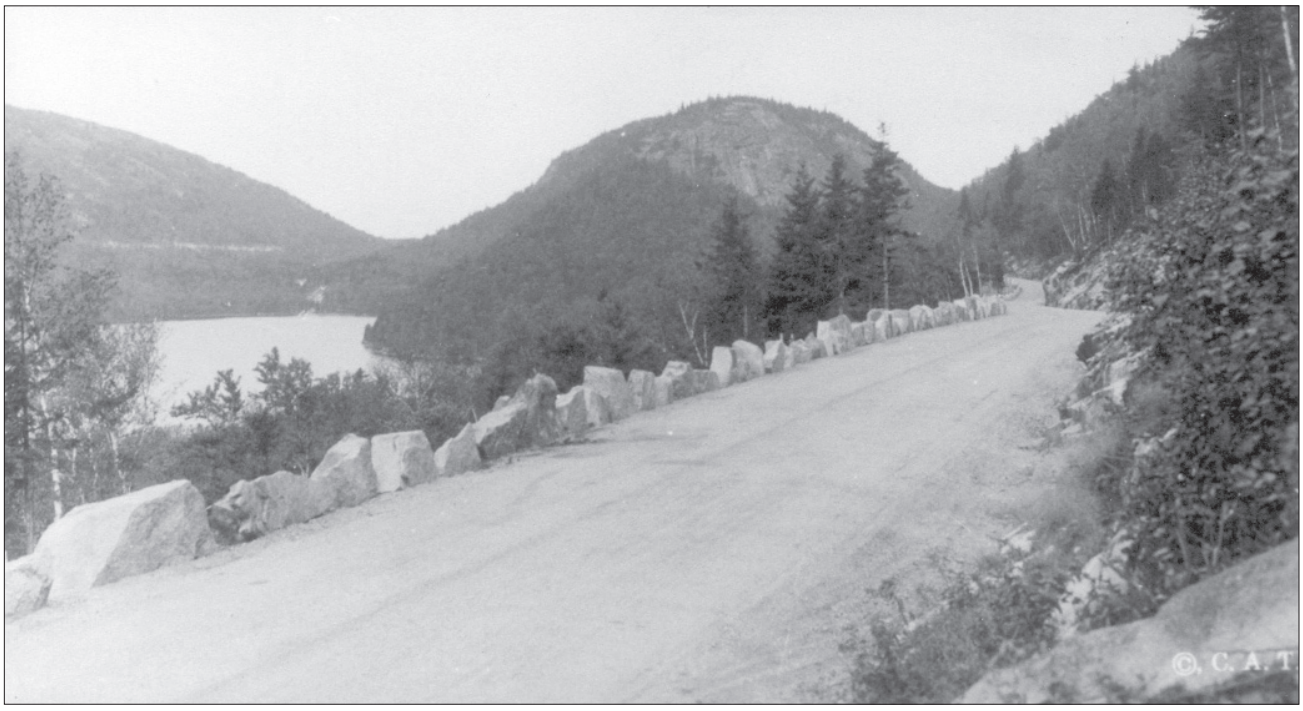


Figure 1.9. Angular guardwall stones on Jordan Pond/Eagle Lake Road, looking north at Jordan Pond, with Bubble Rock in the distance (Acadia National Park archives).

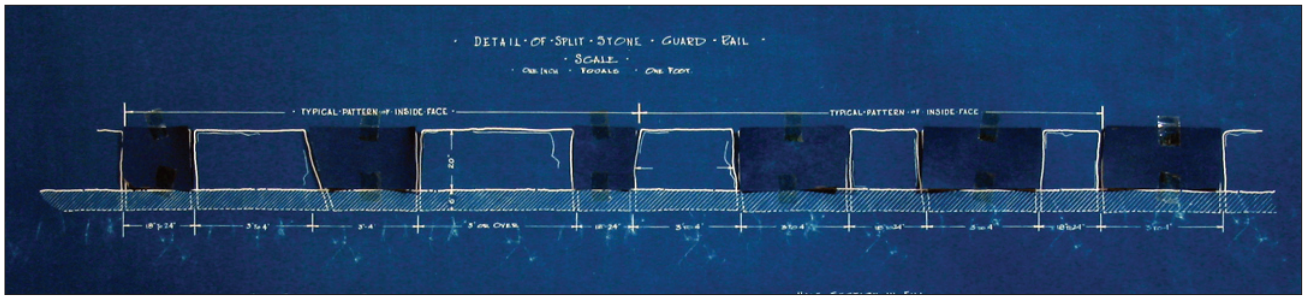


Figure 1.10. Detail of rectilinear guardwall stones on Kebo Mountain Road, 1936 (U.S. Department of Agriculture, Bureau of Public Roads, Project 6A1, Sheet 14 of 14, 1936).

shoulder from degrading into informal pullouts. Most of these stones are smaller and rounder than the historic guardwall stones, making them an easily distinguishable while at the same time serving as an effective management tool. By the late 1980s, a large portion of the motor road system on Mount Desert Island, from Kebo Mountain Road to Day Mountain Road Extension, as well as Schoodic Loop Road on the Schoodic Peninsula, was converted to one-way travel. This directional change opened up the right lane for parking and has helped protect the shoulders, but during summer afternoons on the Mount Desert Island segments it often contributes to traffic congestion before and after major overlooks and developed areas. The presence of parked cars in these areas, as well the steady increase in the number of automobiles and tour buses, somewhat detracts from the experience of driving on the historic motor road system during peak periods. Fortunately, the implementation of an island-wide shuttle system has successfully reduced the number of vehicles. (CLI 2008:5).

PROJECT SETTING

The coastal islands and rugged shorelines of Maine serve as the setting for the historic motor road system at Acadia National Park, located in Hancock County. Acadia was the first national park established east of the Mississippi River and today encompasses over 47,000 acres across Mount Desert Island, Schoodic Peninsula, and numerous smaller islands. Upwards of 2.5 million visitors annually experience the park's diverse landscape of granite-domed mountains, woodlands, lakes, marshes, and shorelines. A majority of the motor road system is on the east side of

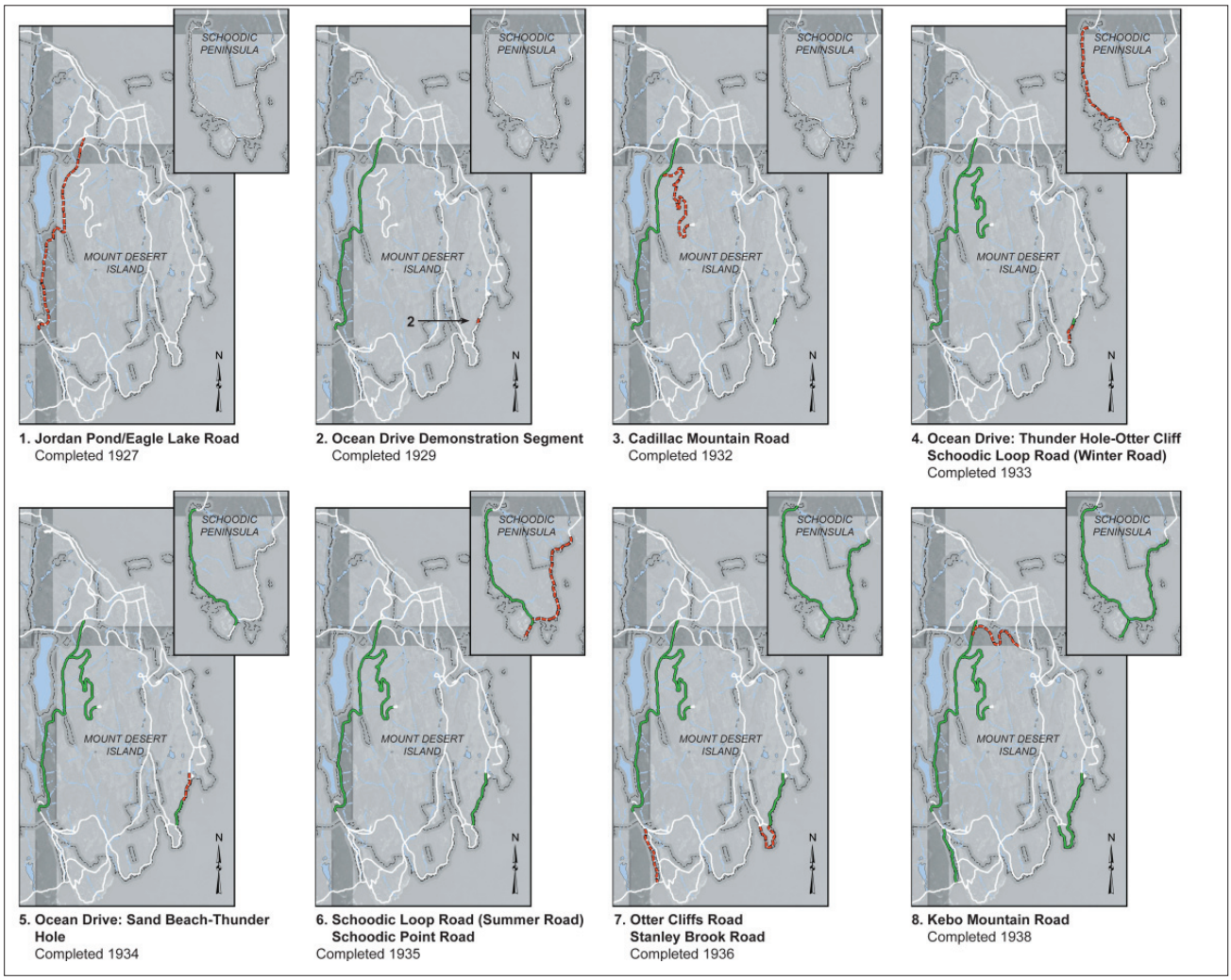


Figure 1.11. Map 1 of 2 showing the development of the historic motor road system. Green lines indicate existing segments and red lines indicate the segment(s) completed that year (CLR 2007: 103).

Mount Desert Island, where it criss-crosses some of the park's historic carriage roads and hiking trails. The 44-mile carriage road system was envisioned, designed, and funded by John D. Rockefeller, Jr. and predates the motor roads, while the network of even older historic hiking trails offers over 115 miles of woodland walks and rugged climbs.

The historic motor road system was constructed over a period of thirty-six years on Mount Desert Island and Schoodic Peninsula as eighteen distinct segments (Figures 1.11-1.12). Sixteen segments are located on the eastern half of Mount Desert Island and were built between 1922 and 1958. Twelve of the sixteen segments comprise what is known as the park loop road, an 18.5-mile circuit that accommodates both one-way and two-way traffic. The one-way park loop road segments are Kebo Mountain Road (completed 1938), Kebo Mountain Road Extension (1940), Bureau of Public Roads Project 4A2 (1958), Champlain Mountain Road (1940), Ocean Drive (consists of three segments completed in 1929 and 1933-1934), Otter Cliffs Road (1936), Otter Cove Causeway and Blackwoods Road (1939), and Day Mountain Road (1941). The two-way park loop road segments are Day Mountain Road Extension (1951) and Jordan Pond/Eagle Lake Road (1922-1927). The remaining four of the sixteen motor road segments are spurs that connect to the park loop road: Paradise Hill Road (consists of two segments completed in 1941 and 1952) on the north side of the loop, Stanley Brook Road (1936) on the south side of the loop, and Cadillac Mountain Road (1931), an interior spur that extends to the summit of Cadillac Mountain. In addition, the historic motor road system on Mount Desert Island also includes four access roads that connect to local roads: Schooner Head Overlook Access Road, Sieur de Monts Entrance Road, West Street Extension, and Access to State Route 233.

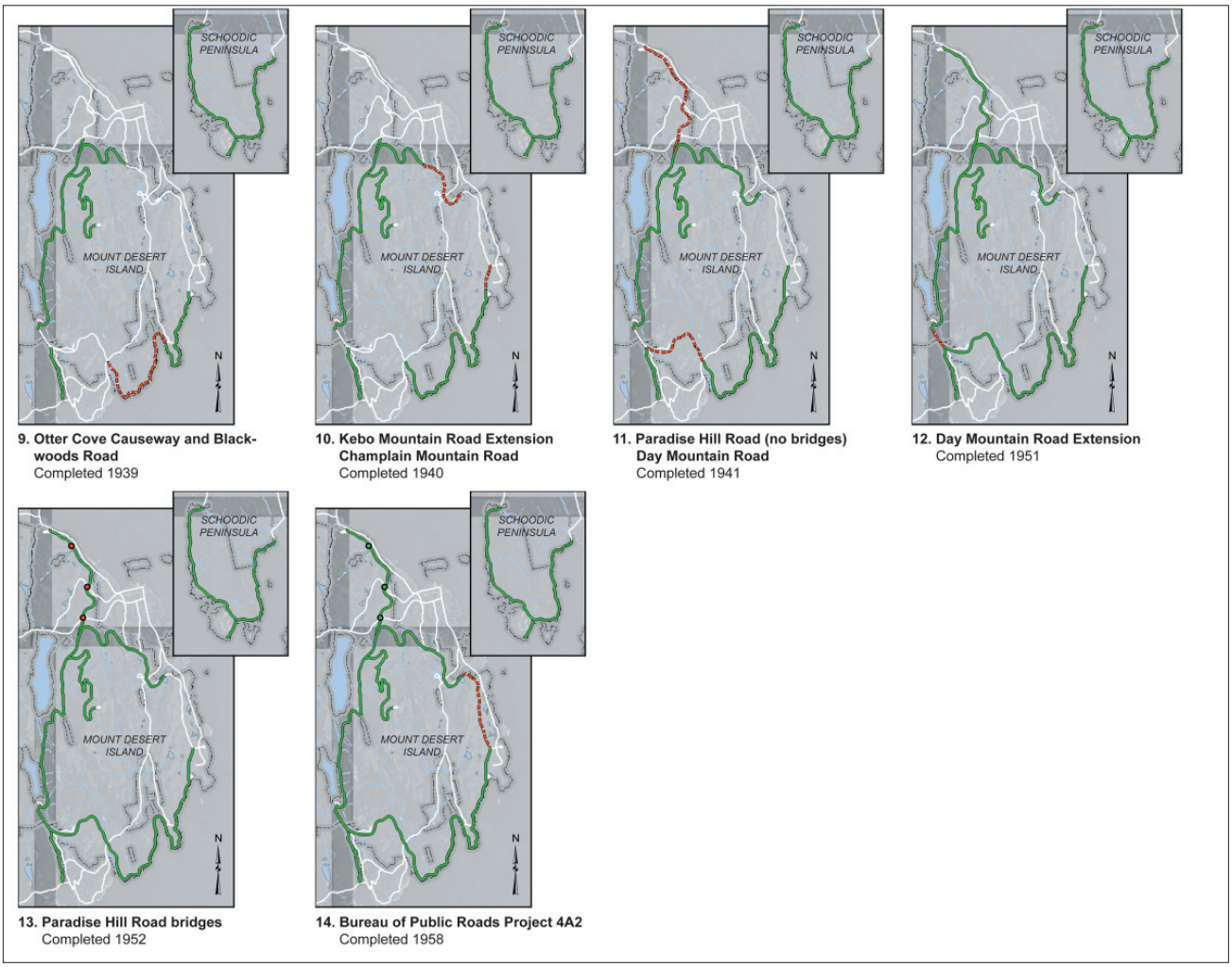


Figure 1.12. Map 2 of 2 showing the development of the historic motor road system. Green lines indicate existing segments and red lines indicate the segment(s) completed that year (CLR 2007: 105).



Figure 1.13. Vista #9, looking southwest to Eagle Lake from the Jordan Pond/Eagle Lake Road. The color photograph taken in 2011 is overlaid with a photograph from the 1920s taken soon after the road's construction. The colonization of the road's engineered fill-slope by forest vegetation has blocked views to both Eagle Lake and Jordan Pond (OCLP simulation, 2012).

The remaining two segments of the historic motor road system are located on the Schoodic Peninsula and were built between 1933 and 1935. Schoodic Loop Road (completed 1933-1935) is a one-way road that traces the shoreline. It connects to local roads off State Route 186. Schoodic Point Road (1935) is accessed from Schoodic Loop Road and is two-way road. It leads to the Schoodic Education and Research Center (the former U.S. Naval Radio Station–Winter Harbor) and Schoodic Point.

PURPOSE OF THE PROJECT

The "Cultural Landscape Report for the Historic Motor Road System" outlined a wide range of management issues discussed at a treatment workshop in November 2006 with park managers and staff. Among the issues identified then, and still relevant today, was the ongoing challenge in properly maintaining the vistas along the motor roads that currently exist.

Some of the scenic views have become increasingly obstructed along the historic motor road system due to the widespread growth and maturation of forest vegetation (Figures 1.13-1.15). Where the former visitor experience once provided for expansive views that could be admired at length from the vantage point of a moving automobile, the current visitor experience has become increasingly foreshortened to an episodic experience of travelling viewpoint-to-viewpoint, where the relative scarcity of scenic vistas compels motorists to stop their vehicle, exit, and take in each surviving view. These circumstances have magnified both traffic congestion at viewpoint pullouts



Figure 1.14 Vista #21, looking north toward the Bubbles from Jordan Pond/Eagle Lake Road, overlaying a 1920s image with a photograph taken in 2011. This portion of the roadway was widened and realigned in the 1960s, after which panoramic views would have been possible due to clearing for earthwork on the fill slope (OCLP simulation, 2012).



Figure 1.15. Vista #45, looking north toward Sand Beach from Otter Cliffs Road. The color photograph taken in 2011 is overlaid with a photograph from the 1930s. Maturation of trees at this location has reduced views of the coastline (OCLP simulation, 2012).

and environmental impacts related to increased parking pressure and pedestrian foot-traffic on the foot trails at the surviving unobstructed viewpoints. Of additional concern, some motor road vistas may harbor state-listed rare plant species that could be adversely affected by the removal of woody vegetation.

Despite the omission of the two Schoodic Peninsula segments, the combined 1958 and 1961 vista plans provide the best documentation of vista locations around the 1958 end date of the National Register period of significance for the historic motor road system. Each vista shown on the plans is therefore considered historic for the purposes of this report. The eleven roadside vistas documented as part of this project along the Schoodic Loop Road cannot be considered historic. However these vistas exist currently and have been included in this report so that they may be considered for application of consistent management practices throughout the historic motor road system.

Since the preparation of the two vista plans in 1958 and 1961, several consultants have undertaken vista studies on the motor roads, and as such there is a need to consolidate and organize all of the available information. The Cultural Landscape Report recommended the preparation of an update of the 1961 vista plan to provide detailed documentation of historic vistas, a description and evaluation of existing conditions, a presentation of treatment guidelines, and procedures and practices for maintaining, enhancing, and monitoring the motor road vistas.

SCOPE OF THE PROJECT

This report serves as an update to the existing vista plan for historic motor road system referenced in the Acadia National Park General Management Plan. The following report addresses sixty-nine of the seventy-one historic vistas identified on Mount Desert Island in the 1961 vista plan. These vista are located on the historic motor road system (#s 1-67) or otherwise on access roads connecting to the system (70-71). Vista 68 at Pretty Marsh and Vista 69 at Ship Harbor are not associated with roadside views along Acadia's historic motor road system. This updated roadside vista plan also identifies eleven new vistas observed along the two historic motor road segments on the Schoodic Peninsula.

Specifically, this updated plan:

- Reviews historic documentation to determine the intended view and historic conditions of the 69 historic vistas associated with Acadia's historic motor road system as indicated on the 1958 and 1961 vista plans and referenced in the park's 1992 General Management Plan.
- Physically locates, marks, and photographs the historic vistas, as well as 11 existing roadside views on Schoodic Peninsula.
- Evaluates the condition and integrity of the historic vistas by comparing historic conditions with existing conditions.
- Delineates a vista management area for each historic and proposed vista and a corresponding geospatial polygon boundary for inclusion in the park's Geographic Information System (GIS).
- Recommends a treatment action for each vista that preserves the intended view while making repairs and alterations to the vistas as needed.
- Identifies vistas for priority treatment.

PROJECT METHODOLOGY

A significant component of this project involved defining the exact locations of the historic vistas in the field. Following reconciliation of vista locations marked on paper maps with accurate field locations, this project also has also provisionally identified the geophysical boundaries of areas supporting each roadside vista. The methodology employed to physically locate the historic vistas and to delineate corresponding vista management areas is described below.

Analysis of Historic Vista Plans

The vistas shown on the 1958 and 1961 vista plans are considered historic, and their 1961 enumeration, locations, and sizes were referenced in the 1992 General Management Plan and Environmental Assessment efforts

(see Figures 1.2 and 1.3). In order for the project team to evaluate the condition and integrity of the historic vistas, it was necessary to confirm and reconcile locations indicated on paper vista plans with a physical location on the actual edge of the roadway. Archival materials associated with the two historic vista plans were limited to the drawings themselves, and a memorandum describing the subject of the views that in a few cases were incorrect. There was no information discovered as to how or if the historic vista locations were physically marked or measured along the motor roads. Furthermore, the historic paper vista plan drawings also did not identify vistas along the motor roads on the Schoodic Peninsula.

The two vista plans were hand-drawn at scales providing limited accuracy and detail, making it difficult to reliably locate the vistas using these drawings alone. In both drawings, each vista was numbered and identified with an arrowed line representing the vista centerline, while widths and left and right bearings were provided by way of a table inset into the drawing. The lengths listed in the 1958 table and 1961 table were different for vistas 2 through 5.

To produce detailed field maps with sufficient scale and detail that would help the project team locate the historic vistas, the 1958 and 1961 vista plans were geo-referenced with baseline information and aerial photographs available in the Acadia National Park's Geographic Information System (GIS). The methodology employed in preparing field maps; in reconciling and documenting the vistas on the roadside; and in establishing and evaluating the boundaries of individual vista management areas is described below.

Preparation of Detailed Field Maps

The 1958 and the 1961 vista plan drawings were each digitally scanned and georeferenced as raster images. This made it possible to derive GIS point data marking a tentative location of each for each vista centerline. The derived 1958 centerline point data and the derived 1961 centerline data failed to coincide. While some centerline points derived from the rasterized paper maps were found to coincide between 50-100 feet of each other, many others were found considerably farther apart. These inconsistencies may be reasonably be attributed to inaccuracies and variations in the original hand-drawn plans.

In addition to the vista centerline GIS point data derived from the two historic vista plans, natural features and built features associated with the motor roads were also added to the GIS field maps. Baseline information included existing shapefiles supplied by the park (roads, trails, park boundary, shorelines, vegetation, topography, hydrology, and aerial photographs from 2009) and shapefiles created for the Cultural Landscape Report (culverts, guardwalls, embankments, parking management stones, and pullouts). Additionally, shapefiles of vistas inventoried by Jeff Grey in 1998 and panoramic views and framed/filtered views inventoried by the Olmsted Center in 2006 were also used. The graphic output of these GIS datasets were then imported into Adobe Illustrator to create sets of 11x17 field maps for each vista. Some field maps included multiple vistas due to their close proximity to one another.

Field Locating Vista Centerlines Based on FHWA VisiData and GIS

The detailed field maps prepared for each historic vista made it possible to predict the field locations of the 1958 and 1961 vista centerlines prior to the commencement of field work. When features of the historic motor road system were documented for the 2007 Cultural Landscape Report, they were assigned a unique location number based on a mileage point along the road. This process utilized the Federal Highway Administration's (FHWA) Cycle 3 VisiData inventory, collected in May 2002. VisiData, a proprietary database software links National Park Service road inventory and condition data with photographs taken at specific mile points along FHWA-designated road segments, or "routes." When viewed in sequence, the presentation of this data incorporates the effects of a video, with the point of view of traveling down the roadway (Figure 1.16). Features along the routes such as bridges, guardwalls, and culverts are assigned the park's four letter alpha code, the four-digit FHWA route number, and a unique feature number based on its mileage point along the route, e.g. "ACAD, 0300, 5.637."

The FHWA data was field checked for the Cultural Landscape Report, and when additional features were identified, a Roll-A-Tape wheel measuring device was used to locate the new feature according to the distance from a verified feature appearing in the Visi-Data. Then, this linear measurement in feet was converted to decimal miles and added or subtracted from the closest verified feature. Thus, new features were also identified with the park alpha code, FHWA route number, and unique feature number.

Information collected in the field was then entered into a Microsoft Access database. With the expertise of Mr. Daniel W. VanGilder, Engineering Software Support Team Leader at FHWA, the Access database was transformed into unique shapefiles by utilizing a dynamic linear referencing method in ArcGIS version 9.0. This personal geodatabase data was then imported into the park's GIS. Thus, the existing conditions maps prepared for the Cultural Landscape Report were a product of the shapefiles and the park's existing GIS data.

For vistas 1-67, this process made it possible to estimate the distance of the derived 1958 and 1961 vista centerlines from previously established road feature locations. Measuring the distance between a known road feature location and the coordinates of a centerline derived from the rasterized paper maps made it possible to locate and occupy the field locations of the derived centerlines. The method was also used for the non-historic observed vistas established on the Schoodic Peninsula motor roads. For vistas 68-71, FHWA Visi-Data was not available.

Field Reconciliation of Derived Vista Centerlines

In May, June, and September 2011, the detailed field maps were used in the park to locate the historic vistas along the roadside. For each vista, the 1958 and 1961 centerlines, as well as the left and right limits (based on widths specified in the historic plans) were marked with flags along the road edge. Because of the variations in distances between the 1958 and 1961 vista centerlines, it was necessary to reconcile these differences and use field observations to establish a final vista centerline, a line that the project team named the "reconciled centerline." In this process of "field reconciliation," one of the centerlines derived from the

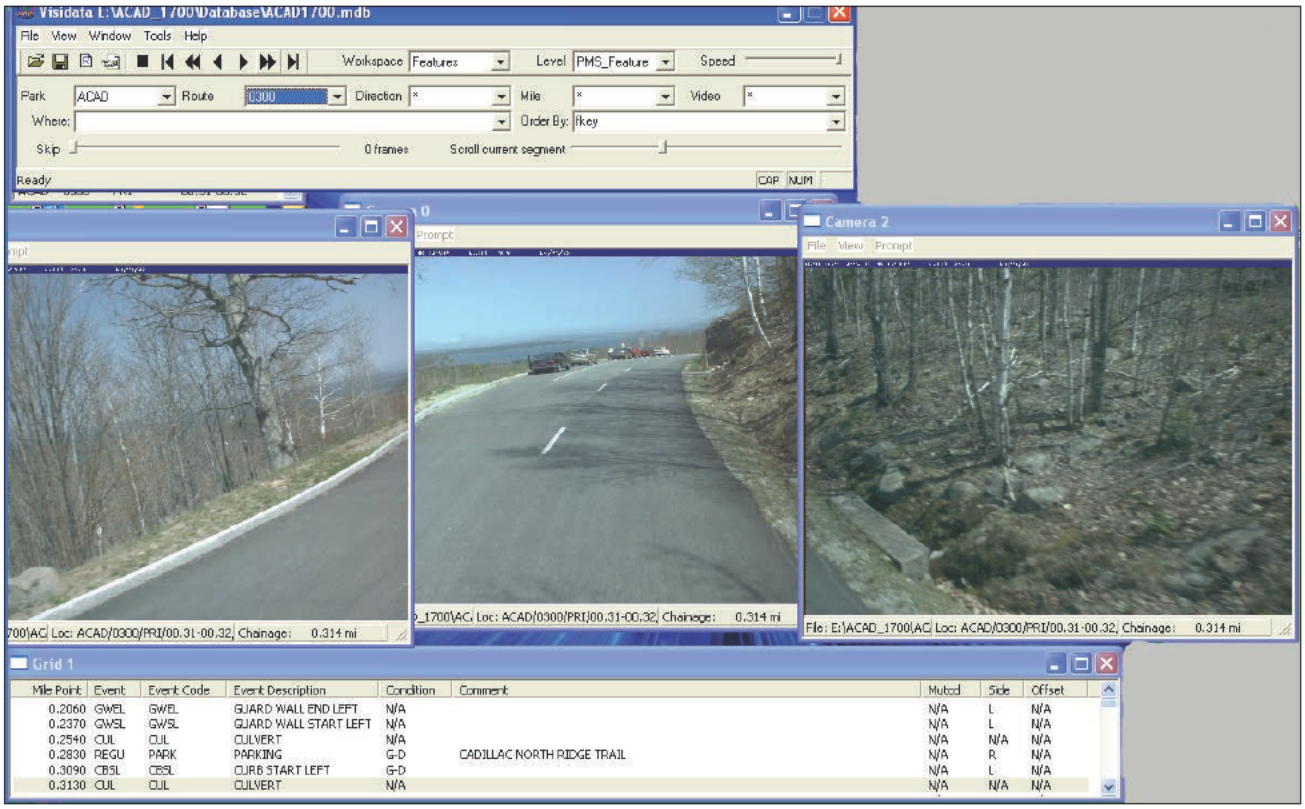


Figure 1.16. Screen shot of VisiData collected by FHWA near the beginning of Route 300, approaching Vista #57 (Kebo Mountain Road) in Acadia National Park (FHWA 2002).

Table 1.1. Reconciliation of Historic Vistas

Location of Historic Vista Centerlines	Placement of Reconciled Centerline
AT a Parking Area, Pullout, and/or Clearing	Align vista with indicative feature
NEAR a Parking Area, Pullout, and/or Clearing	Shift vista to align with indicative feature
NO Parking Area, Pullout and/or Clearing	Select 1958 centerline, 1961 centerline, or a alternative centerline, depending on topography as indicative feature

georeferenced paper maps, or alternatively a new centerline, was established as the reconciled centerline.

To establish the reconciled centerline for each historic vista, the project team used their training, experience and judgement to compare the locations of the two vista centerlines derived from the 1958 and 1961 drawings with existing field conditions. These comparisons included assessments of vegetation, topography, circulation, and other built features associated with the motor road. The general premise was that if the vista centerlines could be reconciled with features indicative of prior vistas, such as existing parking areas, pullouts, or areas that had already been cleared, then proposing the reconciled centerline at such a location was a reasonable solution (Table 1.1).

In some situations, the derived 1958 and 1961 vista centerlines were found at or near indicative features such as pullouts, parking areas, and existing roadside clearings. If the two derived centerlines coincided with such indicative features, the derived centerline closest to the existing clearing or pulloff or other indicative feature was identified as the reconciled centerline. Where the 1958 derived centerline and the derived 1961 centerline diverged widely on either side of an indicative feature, the two derived locations were effectively averaged along the linear distance separating them in order to determine the location of the reconciled centerline. In circumstances where the derived centerlines did not coincide with an indicative feature but were found nearby, a new centerline was chosen to best align the vista with the indicative feature.

In other circumstances, the two derived vista centerlines were found located in areas where there were no indicative features such as pullouts, parking areas, or clearings to serve as guidance. In these cases, the 1958 centerline, the 1961 centerline, or alternatively, a new centerline averaging the linear distance separating the two derived points was chosen as the reconciled centerline. Making the best choice among the three alternatives depended on which alternative best achieved the documented subject of the view. In these circumstances, the characteristics of the surrounding terrain played a key role in determining the location of the reconciled centerline. If steep slopes were present in the area--either those shaped by natural topography or created by the presence of fill slopes, embankments, and retaining walls associated with the motor road--then the reconciled centerline was located using these steep slopes or retaining walls as an indicative feature. These assessments were made with the knowledge that a roadside vista overlooking a steep slope would have been more reasonably present c.1961 given the younger tree cover present within such disturbed areas at that time.

Documentation of Proposed Vistas on Schoodic Peninsula

For the historic motor road segments on the Schoodic Peninsula, the project team used their professional expertise and judgement to recommend establishment of eleven new vistas that will preserve diverse and scenic views of the surrounding water as well as inland meadows, wetlands, and ponds of the Schoodic Peninsula. As was the case with determining the reconciled centerlines of the Mount Desert Island vistas documented on the historic vista maps, the establishment of centerlines for vistas proposed for Schoodic Peninsula also considered existing conditions such as vegetation, topography, circulation, and other built features associated with the motor roads. The same considerations regarding indicative features such as existing parking areas, pullouts, cleared areas, and slopes were also applied to the evaluation of potential vistas on Schoodic and influenced the width and depth of the observed vistas.

Field Markings for Reconciled Historic Vistas and Proposed Vistas

Marking the center, right, and left extents of each vista served as an important step toward recommending areas of land, or polygons, along the roadways where vegetation might be reasonably managed for preservation of scenic views. This effort defined nomenclature for documenting and marking the three (3) front points of provisional vista management areas. These points were identified and labeled as the LF (left-front), CF (center-front) and RF (right-front), which were subsequently marked and photographed at the roadside edge. During the early planning stages of this project, it was intended to similarly mark and photograph the LB (left-back), CB (center-back) and RB (right-back) at the outboard edge of the provisional vista management areas. Unfortunately, inclement weather and hazardous terrain and footing made this task impossible. Instead, the horizontal linear distance to the back of provisional vista management areas were estimated from the edges of the roadway.

Each vista was documented with a series of head-on and oblique photographs consistently composed from the three front points along the roadside. To compare winter and summer conditions, all of the vistas were photographed with leaves off the trees (in May and June) and again with the leaves on (in September). Additionally, the three front points were located with GPS technology, though in some instances weak signals caused by poor weather conditions or dense tree cover made this unreliable.

Other features and conditions at each vista were also noted, such as streams and wetlands, unique specimen trees, buildings and structures, nearby trails or roads, adjacent development, and direction of travel.

Front Points.

When the vista centerline locations were successfully reconciled at each historic vista and proposed vista, the next step was to physically locate the left and right extents of the vista. This was accomplished by measuring one-half of the documented historic vista length in each direction from the centerline location. The centerline and sides--referred to as Left Front (LF), Center Front (CF), and Right Front (RF)--were marked along the roadside with a combination of painted wood stakes, marked metal spikes, impermanent spray-painted dots on the edge of pavement, and flagging tape attached to nearby trees. The redundancy of field marking was intentional so that the markings might last until a permanent identification system consisting of iron rebars topped with aluminum caps could be installed, which occurred in November 2012 (Figures 1.17 and 1.18). The front points for each vista along the roadside were also photographed using a consistent camera angle and lens focal length.

Back Line.

The back line of the vista, or the distance from the edge of the pavement to the back of the vista, was estimated in the field for all of the vistas. This distance represents how much land area would be needed to reasonably maintain or repair the vista's intended view. Topography was the determining factor in determining the back line. In general, views across steep slopes would require less land and thus have a shorter distance to the back line, while views across gentle slopes would require more land and thus result in a longer distance to the back line. In some situations, the distance to the back line varied, such as when it followed a tree line. This back line was named the Center Back (CB). The Center Back depth of the provisional vista management area was typically estimated from the roadside. Outboard points at the bottom vista management areas were not consistently marked in the field because steep topography and slippery rocks made this task too dangerous.

Direction of Travel and Alternative Points.

The 1958 and 1961 vista plans were prepared at a time when the entire historic motor road system accommodated two-way traffic. Many of the vistas offered broad views of the distant landscape that were enjoyed by motorists traveling in both directions. Other vistas highlighted specific views for motorists traveling in a particular direction as they negotiated a hill or rounded a curve. By the late 1980s, one-way travel in a clockwise direction (generally north to south) was implemented on the park loop road, from Kebo Mountain Road to Day Mountain Road. The project team

discovered that, based on the historic descriptions of the views, some of the historic vistas were no longer relevant because they were intended for motorists traveling in a counterclockwise direction (south-north).

The change in travel direction also affected the length of some of the historic vistas. In these cases, alternative Left Front and/or Right Front points were proposed and marked in the field in order to best attain the desired view.



Figure 1.17. Close-up of a typical aluminum cap installed at the center line, right extent, and left extent of each vista. Vista numbers and the letters RF (Right Front), CF (Center Front), or LF (Left Front) are inscribed in the cap. Caps are attached with glue to a sixteen inch long, 5/8" diameter rebar (OCLP, IMG_8976, 2012).

Defining the Vista Management Areas in GIS

As with the inventory of road features for the Cultural Landscape Report, measurements, observations, and notes collected in the field for the historic and proposed vistas were entered into a Microsoft Access database. Unique feature numbers were calculated for the three front points



Figure 1.18. Examples showing the placement of the aluminum caps. Most caps were installed at least 5 feet from the edge of pavement, but no more than 10 feet from edge of pavement (where possible). If a mowed area extended back more than five feet, caps were placed just beyond the current mow line. At guardwalls and retaining walls, caps were placed around two feet behind the back face of the stone to allow for weed whackers. Vista markings (wood stakes, flagging, etc.) from previous field work were removed at this time (OCLP, IMG_8984, 2013 and IMG_8991, 2012).

(LF,CF, RF), and point files created by Mr. VanGilder at FHWA were imported into GIS. For the back line (CB), the estimate determined during the field work field was re-evaluated and adjusted during office review of project data in order to propose the minimal area necessary for effective vista management.

From this information, a shapefile was created in GIS to represent the provisional management area for each vista, connecting the front points with the estimated back line. Each management area is essentially a unique polygon connecting the three front points and the back point or line.

Vista management areas are intended to serve as the limits within which all physical work associated with management of a vista will be considered. It is important to note that not all trees or other vegetation would be removed from a vista management area.

Delineation of the vista management areas will allow the project team to evaluate the condition and integrity of each vista, provide management recommendations, and establish work priorities. It will also aid crews in the field in delineating the work limits for each vista management area.

Next Steps

This document represents the first step in the systematic management of the vistas along Acadia National Park's historic motor road system. The updated plan provides baseline documentation on the locations of the historic and proposed vistas, proposes management areas and treatment actions that preserve or reestablish the intended view, and recommends individual vistas that appear to be priorities for treatment. However, it is important to note that the evaluations and recommendations found in this document are provisional, and subject to future environmental compliance, review, and revision as necessary.

SUMMARY OF FINDINGS

The 69 historic vistas and 11 proposed vistas documented in this report for Acadia's historic motor road system have each been provisionally placed by the authors into one of three categories to convey the proposed treatment action:

Maintain (intended view is intact, no physical work currently needed),

Repair (intended view is compromised, physical work is currently needed) and,

Suspend (intended view no longer relevant, no physical work needed now or in the foreseeable future).

Treatment measures proposed are intended to occur within the geospatial limits of unique vista management areas supporting the preservation of historic or proposed roadside vistas. Of the 47,000 acres of land comprising Acadia National Park, approximately 138 acres (0.3 percent) is recommended as vista management areas for the historic motor road system. Many of the vista management areas are also within the motor road corridor, which was defined in the 2007 Cultural Landscape Report as where the cut and fill slopes of the engineered road meet the undisturbed natural topography (CLR 2007:242-243).

PLANNING FOR SPECIFIC VISTA MANAGEMENT PROJECTS SHOULD CONSIDER:

- Plant and animal habitats
- Federal and state endangered or rare species and plants
- Invasive plants and animals
- Intermittent and perennial streams, wetlands, pond and lake shorelines, and tidal shorelines
- Compliance with Maine's Natural Resources Protection Act (NRPA) and Mandatory Shoreland Zoning Act (MSZA)
- Fuel loading and forest health
- Strategies for initial vegetation thinning or removal, and future maintenance
- Vehicular access for cutting and removal, and safety in working in areas with steep slopes and slippery rocks
- Adjacent land development
- Maintaining records of past and future treatments

The following report provides extensive background and detail regarding the proposed management areas supporting each roadside vista. It is important to note that delineation of provisional vista management areas does not equate to tree cutting, but simply defines an area within which vegetation may be managed by various means in support of scenic views.

Table 1.2 and and Drawing 1.1 summarize the major findings in this report. Overall, the 69 historic vistas on Mount Desert Island are not in good condition due to the growth of vegetation and are in need of repair, while the 11 proposed vistas on the Schoodic Peninsula are in good condition.

Mount Desert Island - Historic Vistas

A majority of the 69 historic vistas along or associated with the historic motor road system on Mount Desert Island are not in good condition. Twenty-one vistas (30 percent) continue to provide the intended view and only need to be maintained in their current good condition. Forty-five vistas (66 percent) are limited or no longer provide the intended view and are in need of repair. Future management of three vistas (4 percent) should be suspended due to irelvevance following the imposition of one-way travel.

All but one of the historic vistas on the two-way segment (Jordan Pond/Eagle Lake Road) of the park loop road are categorized as in need of repair, including all of the historic roadside vistas of the Jordan Pond and Eagle Lake segment. Many of the vistas along the one-way portion of the park loop road are also in need of repair, especially interior views of the Great Meadow and water views along the west shoreline of Otter Cove. In contrast, a majority of the panoramic vistas along Cadillac Mountain Road are in good condition.

The estimated acreage of the recommended vista management areas supporting the 69 historic vistas on Mount Desert Island is 95.4 acres. The total length of vistas documented in the 1961 vista plan is 47,500 feet, but this updated plan has provisionally reduced this distance to 34,860 feet (26%) without sacrificing views as intended.

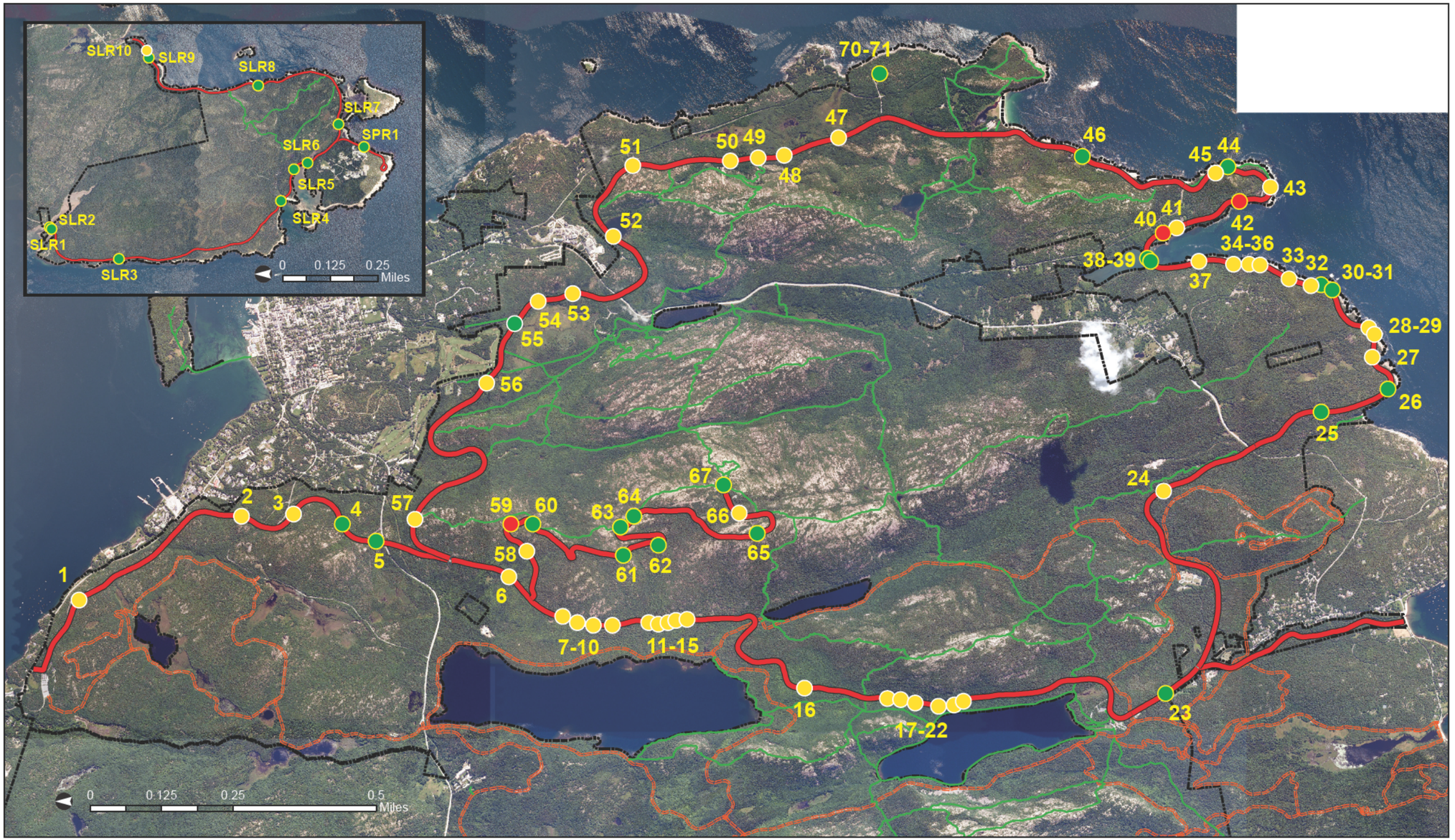
Schoodic Peninsula - Proposed Vistas

A majority of the 11 proposed vistas along the historic motor road system on the Schoodic Peninsula are in good condition: 10 vistas (91 percent) still provide the intended view and only need to be maintained in their current good condition, and 1 vista is limited in providing the intended view and is in need of repair.

The estimated acreage of the recommended vista management areas for the 11 proposed vistas on the Schoodic Peninsula is 42.9 acres.

Table 1.2. Summary of Recommended Vista Treatments

	Maintain	Repair	Suspend
HISTORIC VISTAS **Mount Desert Island** **(#s 1-67, 70-71)**	21 of 69 vistas (30%) #4, 5 #23, 25, 26 #30, 31, 38, 39 #44, 46 #55 #60, 61, 62, 63, 64, 65, 67 #70, 71	45 of 69 vistas (66%) #1, 2, 3, 6, 7, 8, 9 #10, 11, 12, 13, 14, 15, 16, 17, 18, 19 #20, 21, 22, 24, 27, 28, 29 #32, 33, 34, 35, 36, 37 #41, 43, 45, 47, 48, 49 #50, 51, 52, 53, 54, 56, 57, 58 #66	3 of 69 vistas (4%) #40, 42 #59
PROPOSED VISTAS **Schoodic Peninsula** **(#s SLR, SPR)**	10 of 11 vistas #SLR 1, 2, 3, 4, 5, 6, 7, 8, 9 #SPR 1	1 of 11 vistas #SLR 10	0 of 11 vistas n/a



Vista Management Plan

Historic Motor Road System

Acadia National Park

Summary Map of Vista Treatments

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

LEGEND
- Maintain Vista
- Repair Vista
- Suspend Vista Maintenance
- Historic Motor Road
- Carriage Road
- Hiking Trail
- Park Boundary

NOTE
All features shown in approximate scale and location.

Drawing 1.1

2. VISTA MANAGEMENT AT ACADIA NATIONAL PARK

Hiking trails, carriage roads, and motor roads at Acadia National Park offer park visitors three difference means of accessing park scenery. Of those three systems, the roadside vistas found along the carriage road system have undergone the most comprehensive documentation and have received the most systematic maintenance. However, it is Acadia National Park's historic motor road system that serves all visitors to the park, especially those with mobility impairments.

The following chapter presents a chronology of previous vista management and documentation efforts on Acadia's motor roads, and the most recent efforts by the Olmsted Center to document the vistas.

VISTA MANAGEMENT ON ACADIA'S MOTOR ROADS

The historic motor road system was planned and designed to showcase the many scenic views on Mount Desert Island and Schoodic Peninsula. The views were managed but not formalized in a plan until the late 1950s. Since then, the visitor experience of the views has been affected by the growth of vegetation and increased visitation and traffic.

Early Vista Planning and Maintenance

Except for the Champlain Mountain overlook on Bureau of Public Roads Project 4A2, construction drawings for the various motor road segments did not indicate specific views or the development of formal overlooks. Rather, overlooks and pullouts were created in the field at the time of construction in locations where the quantities of cut and fill did not balance and excess material was available. In such circumstances, the excess stone from dynamited ledge was used to create a wider cross-section that allowed level space for vehicles to pull off the road. Numerous pullouts and parking areas were shown on the park's 1941 master plan, by which time a majority of the historic motor road system segments had been built. The pullout and parking lot locations were presumably associated with scenic views (CLR 2007:189).

The earliest recorded maintenance of the scenic views was undertaken by the Civilian Conservation Corps (CCC), one of the Roosevelt administration's New Deal work programs. Between 1933 and 1942, the CCC cleared around 450 acres, although the exact locations of this work are not known (Quin 2000).

In 1941, Assistant Superintendent Benjamin Hadley was instructed to develop a plan to maintain the overlooks and manage the vegetation, however, no copy of this plan has been found. By this time, managing the vegetation below the scenic overlooks had become an ongoing challenge, with vegetation along the older road segments beginning to obscure the views. Part of this problem was mitigated when the 1947 fire transformed much of the eastern half of Mount Desert Island into a barren landscape. Historic photographs indicate it was not until the early 1950s that new vegetation had begun to thrive. By the late 1950s, thanks in large part to Rockefeller's sponsorship of park-wide reforestation efforts, vegetation in burned areas was well on its way to reclaiming the formerly barren slopes (CLR 2007:190).

Vista Plans, 1958/1961

In 1958, the park's landscape architect, E.S. Whitaker, prepared a drawing with locations and descriptions of seventy vistas along various motor road segments on Mount Desert Island. In 1961, the plan was revised to include an additional vista at Schooner Head Overlook (71) and adjust the widths of vistas along Paradise Hill Road (2-5). A majority of the vistas offered outward views of the mountains, lakes, and shorelines (see Figures 1.2-1.3). However, a few vistas provided inward views that showcased other natural features in the park, such as the diversity of forest vegetation and unique geological features.

Whitaker defined a vista as "a roadside area of specific location and size" and assigned a number to each one, beginning at the north end of Paradise Hill Road, continuing counterclockwise around the park loop road, and ending at the top of Cadillac Mountain Road. Other outlying vistas were located at Pretty Marsh, Ship Harbor, and Schoodic Head. In addition to a unique number, the vista plans included bearings and widths of the clearings. It is not known if the seventy-one vistas were photographed or physically marked in the field.

Whitaker noted that none of the vistas were new and that none would have to be cleared of mature vegetation to establish the vista. According to Whitaker, "at each of these locations clearing to establish a vista had been done at a previous time or, due to the 1947 fire, a vista has become established that is desirable to retain." The management goal of the vistas was "to hold conditions at the present [1961] status" but acknowledged that removal of growth would be periodically needed, and only after careful study by park staff "on the ground" (Whitaker, "Memorandum," 1961). A comparison of the pullout/parking lot locations on the 1941 master plan and the vistas on the 1961 vista plan shows that the pullout/parking lots correspond to nineteen of the vistas (CLR 2007:190).

Motor Road Realignments, 1960s

Design changes were implemented on two segments of the historic motor road system in the early 1960s to address the steady increases in traffic congestion and to improve safety. In 1962-1964, portions of Jordan Pond/Eagle Lake Road, the park's first motor road segment, were widened and redesigned with spiral transitional and superelevated curves. Elements of this project provided for the development of several additional pullouts at some of the more popular trailheads (CLR 2007:165). The realignment and widening that were part of this project would have had the effect of disturbing the woody vegetation growing on the outboard fill slope of the road, leaving road segments subject to this widening with more expansive roadside vistas than were formerly present prior to the commencement of work.

A year later, on Paradise Hill Road, a grade separation was built at the first panoramic overlook encountered by visitors after they entered the park. The new road for southbound traffic was built uphill from the original motor road, which was converted to northbound traffic. Both levels included a paved pullout, walkways, and wayside signs (CLR 2007:168).

Implementation of One-Way Travel, 1969-1980s

Increasing use of the historic motor road system continued into the late 1960s, resulting in more safety and traffic congestion issues. This resulted in changing portions of the system from two-way travel to one-way travel. In the spring of 1969, a twelve-mile portion of the park loop road--from

the south half of Kebo Mountain Road Extension (at the Sieur de Monts entrance) to the intersection of Day Mountain Road, Day Mountain Road Extension, and Stanley Brook Road--was changed to a one-way traffic pattern proceeding south (clockwise around the island) to alleviate congestion along the coastline (EA 1987:4).

In December 1987, an Environmental Assessment was undertaken to revaluate the 1969 decision and study the effects of converting additional historic road segments--Kebo Mountain Road, the north half of the Kebo Mountain Road Extension, and a portion of the Jordan Pond/Eagle Lake Road from the Cadillac Mountain Road intersection to the Jordan Pond House--to one-way travel because of their "narrow and circuitous design" and to improve safety, parking, and access for motorists, bicyclists, and hikers (EA 1987:4 and GMP/EA 1991:29). As part of the assessment, the new traffic patterns were tested in the field on each road for a week in August 1987, and included three components: traffic analysis, user survey, and a visual preference study. The last part of the test was conducted by Harvard University's Graduate School of Design and evaluated what visual experiences motorists preferred from the roads in both directions. The perceived visual quality on the roads was ascertained using actual photographs, visual simulations, and questionnaires. From this test, the more preferred direction of travel (clockwise or counterclockwise) was determined (EA 1987:6-7).

The results of the visual preference study indicated that one-way travel in a clockwise direction provided more of the most preferred views than would travel in a counterclockwise direction. Three key areas where this was evident were at Bubble Rock, Otter Cliffs, and Jackson Laboratories. In the first two, a much longer and clearer view of these features was provided when traveling clockwise. At the Jackson Laboratories, motorist traveling in a clockwise direction tended to look to the right at Beaver Dam Pond rather than to the left at the lab buildings, whereas travel in a counterclockwise flow would place the buildings in clear sight. Another consideration was that one-way travel in a counterclockwise direction would mean cars would park in the right lane and obstruct shoreline and water views (EA 1987:13-14).

The Environmental Assessment presented three alternatives, and after extensive review a recombination of the alternatives was selected, and the one-way traffic was implemented on Kebo Mountain Road and the north part half of Kebo Mountain Road Extension in the late 1980s, thus extending the one-way clockwise traffic pattern from the intersection of Kebo Mountain Road and Jordan Pond/Eagle Lake Road to the intersection of Day Mountain Road, Day Mountain Road Extension, and Stanley Brook Road, a total of approximately fifteen miles. Two-way travel was retained on the Jordan Pond/Eagle Lake Road (GMP/EA 1991:29). Schoodic Loop Road on the Schoodic Peninsula was also converted to one-way traffic at an unknown date, from the Frazer Point picnic area to the park boundary near the town of Gouldsboro.

Eckart Lange's Article, 1990

In 1990, Eckart Lange of the Harvard Graduate School of Design published an article entitled "Vista Management in Acadia National Park." The plan outlined strategies of vista management and stated that the vistas were not to be maintained as total clear zones, but to be groomed to allow specimen trees to mature in the foreground. This technique was, and still is, well established in the traditions of landscape architecture, and provides a physical frame within which to view spectacular park scenery. The sheer number and scale of scenic views along the historic motor road system precluded Lange's preparation of individual vegetation plans for each scenic vista. Instead, the views were to have been a long-term management proposition, which was to proceed under the direction of a sensitive eye, following well-established design principles (Lange 1990:353-376).

General Management Plan, 1991-1992

The locations and widths of the vistas from the 1961 vista plan were adopted as part of the park's General Management Plan prepared in 1991-1992. Whitaker's descriptions of Vistas 16-70 were also included in the plan. It is unclear why the other vista descriptions for Paradise Hill Road (1-5), the north part of Jordan Pond/Eagle Lake Road (6-15),

and Schoodic Head Overlook (71) were omitted from the General Management Plan as they are part of Whitaker's 1961 memorandum (GMP/EA 1991:43-44,230-233).

The General Management Plan also adopted the vista management strategies presented in the 1990 Lange article (GMP/EA 1991:234-239). Lange's study adopted the same vista locations identified by Whitaker, but did not address Vistas 68-71 at Pretty Marsh, Ship Harbor, and Schoodic Head Overlook. Importantly, Lange renumbered many of Whitaker's vistas, resulting in unfortunate inconsistencies between his description and classifications of vistas and those of Whitaker. As a result, Lange's conclusions are not consistent with Whitaker's vista descriptions and the map entitled Vista Study provided in the GMP.

Jeff Grey's Inventory of Views, 1998

In 1997, the park identified the need to improve vista restoration and maintenance efforts and coordination among the various park divisions. A particular deficiency was the absence of any comprehensive inventory of maintained and potential vistas along the motor roads (Connery 1997).

During the summer of 1998, arborist Jeff Grey, in consulation with park staff, collected positions and elevations of the seventy-two vistas documented on the 1961 vista plan to prepare maps that could link with the park's maintenance records and databases. Grey assigned his own number to each vista and installed capped rebar markers in the field to define the vistas (Anderson 1998:1). Data was collected using Global Positioning System (GPS) technology, and then converted into a Geographic Information System (GIS) data layer.

Hallo and Manning Research, late 2000s

According to National Park Service data from 2007, most people who visit national parks arrive by car and get around the parks by driving. In the late 2000s, researchers Jeffrey Hallo of Clemson University and Robert Manning of the University of Vermont studied several segments of Acadia's historic motor road system to learn how much traffic park roads should carry to give visitors a good experience in the parks. Part of their research involved giving random motorists photo simulations of Ocean Drive that showed different levels of congestion-from none to heavy-and asking whether the pictures were desirable, tolerable, or unacceptable. Not surprisingly, heavy congestion negatively affected the park experience, prompting Hallo and Manning to suggest that an "experiential measure" in setting road capacities needs to be part of transportation planning, because scenic roads involve seeing the environment and are not just meant to move visitors from Point A to Point B (Augustin and Cackowki-Campbell 2012:130).

Olmsted Center's Inventory of Views, 2005-2006, 2011-2012

An inventory of views was undertaken in 2005-2006 by the Olmsted Center staff as part of the Cultural Landscape Report project. Employing a "windshield survey," a linear distance of views along the historic motor road system was observed and described with three categories: panoramic views (at least 200 feet in length, predominantly open, with a horizon line present), framed/filtered views (any length through trees to a distance, without a horizon line present), and blocked views. Including the historic motor roads on the Schoodic Peninsula, there were twenty-five panoramic views that total approximately 2.8 linear miles, fifty-seven framed/filtered views that total just over seven miles, and one blocked view (CLR 2007:191).

In several instances, a view mapped in the field corresponded to multiple historic vista points identified on the 1961 vista plan. Many of the vistas documented in the 1961 vista plan correspond to pullouts and parking lots shown on the 1941 master plan. The field work revealed twenty views from the 1961 vista plan were no longer present (#s 2, 6, 10, 12-14, 16-17, 20, 23, 25, 40-42, 48, 50, 53, 58-60) (CLR 2007:191).

Detailed identification, documentation, and analysis of vistas on Acadia's historic motor road system was undertaken in 2011 and 2012 by the Olmsted Center. Details regarding the methodology for this effort are presented in the following section.

3. TREATMENT FRAMEWORK

This chapter describes the legislation, policies, guidelines and specific park plans that direct the management of scenic vistas along segments of Acadia National Park's historic motor road system. Chief among the documents guiding management and treatment is the 1992 *Acadia National Park General Management Plan*, clearly expressing the goal of **preserving** motor road vistas first documented during the late 1950s and early 1960s. The 1992 General Management Plan specifically recognized the need for this updated vista management plan, stipulating:

"…Guidelines will be developed and implemented for the management of the [park loop]road and its landscape corridor to protect the overall design and such character-defining features as ***vistas***, road width, roadside mowing, granite coping-stones, retaining walls, and gutters…"(p33).

According to National Park Service policy, cultural landscape reports, including this updated vista management plan, serve as the primary supporting documents guiding the treatment of a cultural landscape. The 2007 "Cultural Landscape Report for the Historic Motor Road System, Acadia National Park" articulated a preservation strategy for long-term management of the historic motor road system based on its significance, existing conditions, and use. This updated vista management plan, having the qualities of a cultural landscape report focused upon a single aspect or landscape characteristic, supplements the previously expressed strategy by specifically identifying a prioritized list of historic and proposed vistas on the historic motor road system to be rehabilitated and maintained, and specific treatment guidelines for rehabilitating, maintaining and monitoring roadside vistas identified for treatment and ongoing management.

Further guidance for management of the historic motor road system may be found in previous planning documents, including the 1991 Draft General Management Plan/ Environmental Assessment, the 1992 General Management Plan, the 2006 General Management Plan Amendment for Schoodic Peninsula, the 2007 "Cultural Landscape Report for the Historic Motor Road System," and the 2008 "Cultural Landscape Inventory for the Historic Motor Road System."

The following chapter provides a detailed summary of the management directives as weighing upon the management of roadside vistas that are part of the historic infrastructure of Acadia National Park. This is followed by a expression of an overarching philosophy toward roadside vista management intended to provide general guidance to future stewards of the Acadia National Park cultural landscape.

MANAGEMENT DIRECTIVES

The National Park Service Organic Act

On August 25, 1916, the National Park Service Organic Act established the National Park Service as an agency within the Department of the Interior, directing it,

> "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 Organic Act also allowed the Secretary of the Interior to,

> "...sell or dispose of timber in those cases where in his judgment the cutting of such timber is required in order to control the attacks of insects or diseases or otherwise conserve the scenery or the natural or historic objects in any such park, monument, or reservation. He may also provide in his discretion for the destruction of such animals and of such plant life as may be detrimental to the use of any of said parks, monuments, or reservations." (http://www.nps.gov/legacy/organic-act.htm)

The physical development of the national parks was intended to attract and accommodate visitors, causing the least disruption to the scenery and natural environment. Visitor enjoyment was accommodated, in large part, through development of park roads. At Acadia, the historic motor road system embodies the Organic Act's dual mission of conserving scenery and providing enjoyment. Acadia's motor roads were carefully designed to lie lightly on the land, and as various segments were built and connected they became the means by which most visitors experienced park scenery (CLR 2007:227,233,236).

Acadia National Park 1992 General Management Plan

The 1992 Acadia National Park General Management Plan considers all segments of the historic motor road system on Mount Desert Island and the Schoodic Peninsula as Key Historic Properties. One planning directive specifically articulated in the General Management Plan is to "Protect the Aesthetic and Historic Values of the Park Loop Road and Other Auto Roads." The plan states that the National Park Service will "protect and enhance the original design intent of the historic park loop road" and develop and implement guidelines "for the management of the road and its landscape corridor to protect the overall design and such character-defining features as vistas, road width, roadside mowing, granite coping stones, retaining walls, and gutters" (GMP 1992:18, 25, 33, 36). The "landscape corridor" through which the road travels extends a considerable distance beyond the pavement or shoulders of the road to include both vistas and engineered features.

The historic motor road system falls into three of the four park management zones established in the General Management Plan--Cultural, Developed, and Natural--and associated management subzones.

Cultural Zone. The park's Cultural Zone "manages areas to preserve, protect, and interpret cultural resources and their settings, and for their use and enjoyment by the public." Development in the Cultural Zone must be compatible with the preservation and interpretation of cultural values. While new construction should be avoided if possible, new structures, landscape features, and utilities can be constructed in the cultural zone only if existing structures and improvements do not meet essential management needs, and new construction is designed and located to preserve the integrity and character of the area. All segments of the historic motor road system are identified as components of the Cultural Zone/Preservation Subzone (GMP 1992:52-59; Schoodic General Management Plan Amendment 2006:18-19).

Developed Zone. This zone is drawn to best provide and maintain facilities for educational and interpretive facilities; for recreational activities, such as campgrounds; for other visitor activities, such as restaurants and maintenance of park resources; and for vehicular circulation within the park. Features in the park's Development Zone proximate to the historic motor road system include Sieur de Monts Nature Center and the Wild Gardens of Acadia, Bear Brook, Fabbri, and Frazer Creek picnic areas, and the Sand Beach, Jordan Pond House, Wildwood Stables, and Cadillac Mountain summit developed areas, Frazer Point picnic area and dock, and most of the former U.S. Naval Radio Station (GMP 1992:52-59; Schoodic General Management Plan Amendment 2006:18-19).

Natural Zone. The park's largest management zone

is the Natural Zone, which "manages land and waters to conserve and protect natural resources and ecological processes and provide for their use and enjoyment by the public." Most of the corridor that defines the historic motor road system is bounded by the Natural Zone/Natural Environment Subzone, except where it encounters wetlands, certain wildlife habitats, and intertidal areas that are part of the Natural Zone/Protected Natural Area Subzone (GMP 1992:52-59; General Management Plan Amendment 2006:18-19).

As discussed previously, the locations and widths of the vistas documented by park staff in 1961 were adopted as part of the park's General Management Plan. However, neither the 1961 documentation, or the 1992 General Management Plan specifies the depth of the land area laying beyond the linear roadside vista dimension where vegetation must be effectively managed in order to preserve historic vistas.

National Register Documentation

The National Register of Historic Places program describes significance in American history through application of a process of identification and evaluation. The historic significance of Acadia's motor road system has been described over the course of several National Register projects, listings on the National Park Service's List of Classified Structures, and most recently, a "Cultural Landscape Inventory for the Historic Motor Road System."

"Carriage Paths, Bridges and Gatehouses." On November 14, 1979, the Dane Farm Bridge and the Stanley Brook Bridge, both associated with the historic motor road system on Mount Desert Island, were listed in the National Register under "Carriage Paths, Bridges and Gatehouses, Acadia National Park."

"Evaluation of Eligibility of the Historic Motor Road System." On March 26, 1993, the historic motor road system on Mount Desert Island was determined eligible for listing in the National Register by the Maine Historic Preservation Commission (SHPO). The "Evaluation of Eligibility of the Historic Motor Road System, Acadia National Park" identified the national significance of the motor road system for association with The design of the motor road system is significant at the national level for association with John D. Rockefeller, Jr. as its patron as well as being the work of the Olmsted landscape architectural firm under the direction of Frederick Law Olmsted, Jr. The system was evaluated as significant at the state level for its relationship to the development of tourism in the State of Maine. The evaluation report noted the National Register listings of other roads and related structures by the Bureau of Public Roads (BPR) in the national park system. At the time the report was written, "Criteria Consideration G" was applied to the motor road segments and structures built on the island after World War II, inclusive of the Paradise Hill Road bridges, Day Mountain Road Extension, and BPR Project 4A2. The period of significance was identified as the thirty-seven year period of planning and construction for the motor roads, between 1921 and 1958.

National Park Service List of Classified Structures. On July 1, 1996, the Maine SHPO concurred with the park's addition of the sixteen motor road segments on Mount Desert Island, as well as nineteen bridges, to the List of Classified Structures. This concurrence, or agreement, supports the consensus determination of National Register eligibility for segments and features of Acadia National Park's historic motor road system.

Schoodic Point Historic District. On June 29, 2007, two additional segments of the historic motor road system were listed in the National Register as part of the Schoodic Point Historic District. The two road segments are significant under National Register criteria A, B, and C under two historic contexts: "John D. Rockefeller, Jr. and the National Park Service (1913-1958)," and "Rustic Design (1890-1958)." Specifically, the Schoodic segments relate to one of the Rustic Design subthemes – "Rustic Design in the National Park Service (1916-1958)." The period of significance for Schoodic Peninsula Historic District is 1930-1941, beginning with National Park Service development there, and ending when the last park-related structures were built in the Rustic Design style. The National Register listing does not provide a specific period of significance for the two historic motor road segments. In addition, the Frazer Creek causeway was determined as a contributing resource.

"Historic Resources of Acadia National Park." On June 29, 2007, the "Historic Resources of Acadia National Park" Multiple Property Documentation Form (MPDF) was accepted by the Keeper of the National Register. The 2007 documentation identified Acadia's historic motor road system on both Mount Desert Island and the Schoodic Peninsula as falling within the "Circulation Systems" property type under two contexts: "John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958)," and "Rustic Design (1890-1958)" and its two subthemes, the "Picturesque Style (1890-1950)" and "Rustic Design of the National Park Service (1916-1958)." The documentation noted the minimal impact of the motor roads on the landscape and the sensitive location of the roads with respect for the natural topography, the standards of the Rustic Design style, and the unifying design characteristics of the road segments themselves and their associated bridges and other engineering structures. At the time the MPDF was approved, it noted that "Criteria Consideration G" does not need to be applied because the final motor road segment completed in 1958, BPR Project 4A2, was an integral component of the motor road network and therefore contributed to the overall significance of the historic motor road system.

Cultural Landscape Inventory. On September 18, 2008, all segments of the historic motor road system were found to meet the registration requirements of the park's MPDF and thus determined eligible for listing in the National Register by the Maine SHPO through the report, "Cultural Landscape Inventory for the Historic Motor Road System." As summarized in the report, Acadia National Park's historic motor road system is nationally significant under Criterion A for conservation, recreation, and transportation; Criterion B for John D. Rockefeller, Jr. for his association with conservation, recreation, and philanthropy at Acadia National Park; and Criterion C for architecture, engineering, and landscape architecture. Under Criterion A, the motor roads are illustrative of the National Park Service's system-wide goals for providing public access while seeking to conserve the natural beauty of the parks. Under Criterion B, the resource is significant as an example of John D. Rockefeller Jr.'s interest in the construction and beautification of roads in the national parks, his collaborative efforts with the National Park Service, and his philanthropic contributions. Under Criterion C, the motor roads are excellent examples of Rustic Design, a harmonious combination of the Picturesque Style and the Rustic Design standards developed by the National Park Service. The motor road system is also distinctive for its relationship with both the natural topography and the other circulation systems. At Acadia, the motor roads are woven into the existing network of hiking trails and carriage roads, creating distinctly separate circulation systems (CLI 2008:25-26).

The period of significance for the historic motor road system is 1922-1958. It begins with the planning and construction of the first segment of the system in 1922, which is the date Superintendent George B. Dorr submitted a plan to National Park Service Director Stephen Mather for the park's first motor road, originally named Mountain Road and later known as Lower Mountain Road, or alternately, Jordan Pond/Eagle Lake Road. Over the next thirty-six years, Rockefeller, the Olmsted firm, the Bureau of Public Roads (BPR), and the National Park Service collaborated on the completion of seventeen additional motor road segments on Mount Desert Island and Schoodic Peninsula. The period ends with the completion of BPR Project 4A2 in 1958, the last segment of the 33.25-mile long motor road system (CLI 2008:25-26).

As part of the Cultural Landscape Inventory project, the management category for the historic motor road system was classified as "Must Be Preserved and Maintained" by the Superintendent of Acadia National Park on August 1, 2008. The historic motor road system meets the "Must Be Preserved and Maintained" management category because the motor roads themselves are nationally significant structures. Two segments of the historic motor road system at Schoodic Peninsula are listed on the National Register, while the sixteen segments on Mount Desert Island have been determined eligible for listing on the National Register (CLI 2008:24).

VISTA REHABILITATION WITHIN ACADIA'S HISTORIC MOTOR ROAD CORRIDOR

The Secretary of Interior has approved standards, policies, and guidelines for four distinct, but interrelated, approaches to the treatment of historic properties: preservation, rehabilitation, restoration, and reconstruction. Collectively, these standards serve as the philosophical basis for achieving long-term landscape preservation. In general, the amount of physical intervention in a landscape increases from preservation to reconstruction

Based on the recommendations of the 1992 General Management Plan and as articulated in the Cultural Landscape Report for the Historic Motor Road System, Acadia National Park, "Rehabilitation" is the recommended treatment for Acadia National Park's historic motor road system. Of the four treatment philosophies, rehabilitation will best allow for sound stewardship of the historic motor road system through appropriate repairs, alterations, and additions while preserving those existing historic features that convey the historical, cultural, and architectural values (CLR 2007:239).

The project scope guiding the preparation of the "Cultural Landscape Report for the Historic Motor Road System, Acadia National Park," provided for the collaborative development of a mission statement or other broad philosophical statement, consistent with the General Management Plan, that would specify the broad parameters of "Rehabilitation" as they might be properly applied to Acadia National Park's historic motor road system. This element of the cultural landscape report project was completed and included in the final published report.

The Rehabilitation treatment acknowledges that periodic work will be needed to maintain the integrity of the road surfaces, shoulders, and associated engineering structures, and to ensure that the historic motor roads contribute to a positive and memorable visitor experience. This treatment approach applies to the preservation and rehabilitation of historic roadside vistas as well, because in many cases the management of vegetation will be required to keep the vistas open (CLR 2007:239-240).

Beyond these generalities, the schedule and budget allotted to the cultural landscape report project were insufficient to undertake a detailed vista-by-vista examination and evaluation necessary to do more than generalize about vista management. Thus, the cultural landscape report project identified the need for additional roadside vista documentation and evaluation, outlining the key elements for an updated vista management plan for the historic motor road system (CLR 2007: 258).

VISTA MANAGEMENT PHILOSOPHY

A useful landscape treatment philosophy articulates the essential qualities conveying historic significance and establishes principles intended to enhance and perpetuate those qualities. The following vista management philosophy, developed collaboratively between Acadia National Park staff and Olmsted Center staff, is presented according to broad principles, derived from the significance of the historic motor road system and is intended to help to guide future management decisions and also to provide the context for more detailed guidelines and specific treatment tasks.

Acadia National Park's historic motor road system (1921-1958) was constructed with the purpose of providing park visitors access to outstanding scenery. Measured in units of either annual visitation, or replacement costs, the historic motor road system serves as Acadia National Park's primary visitor infrastructure. Being remarkable and significant for excellence in engineering and landscape design, and also for association with historical figures such as John D. Rockefeller, Jr., the original and ongoing purpose of the road system remains for the enjoyment of visitors; a means by which visitors are introduced to the Acadia's scenic beauty and are encouraged to explore further.

Consistent with approved planning documents, Acadia National Park will continue to manage the historic motor road system in order to provide all visitors with access to park scenery. Vegetation growing within the road corridor will be managed to rehabilitate and perpetuate documented

Table 4.1. Mission Statement and Management Goals from Cultural Landscape Report

Mission Statement
The historic motor road system at Acadia National Park is a cultural resource. Operations and maintenance shall preserve its rustic character and significant characteristics and features.
Visitors using the historic motor road system should have an experience consistent with the goals of the park. This experience may contrast with the experience of traveling on a typical public road or public highway and may differ from the initial expectations of the visitor.
Before any modifications are made to the historic motor road system, changes should be carefully evaluated for their impact on the historical integrity and significant characteristics and features. In carrying out individual actions or routine maintenance, the overall or cumulative effect of each change will be evaluated to ensure that the historical integrity is not diminished.
During construction projects, impacts on the park and its visitors will be reduced as quickly as possible. Major projects should consider potential environmental, social, and economic impacts, and include a construction sequencing strategy that minimizes road congestion and delays. Whenever possible, the motor roads will remain open during construction projects.
Management Goals
Preserve the historic vertical and horizontal alignment and cross-sections that are unique to each motor road segment as a testament to its designers and dates of construction.
Preserve the natural features associated with the construction of the motor roads, such as roadside rock outcrops and rock cuts.
Preserve the historic vistas and associated paved pullouts and parking areas.
Preserve the diversity of vegetation adjacent to the road corridors.
Preserve the rustic character of built features designed in the Rustic Design style (stone-faced bridges and causeways; vegetated shoulders and ditches; stone embankments, retaining walls, guardwalls, culvert headwalls, drop-inlets, waterways, medians, curbs; asphalt walkways).
Preserve historic features designed by the Bureau of Public Roads (concrete and brick drop-inlets, concrete curbs).
Manage visitor parking that is consistent with the carrying capacity of the historic motor road system. This will include the management of informal pullouts, right lane parking, and the use of parking management stones. Historic features should not be modified solely to accommodate larger automobiles, recreational vehicles, or buses.
Minimize use of standard regulatory signs and pavement striping.
Protect perennial and intermittent streams that intersect the road corridor.
Preserve habitats that utilize the road corridor.
Preserve for future generations the historic character of the historic motor road system.

historic vistas, employing vegetation management practices balancing vista management goals with natural resource values. These practices are intended to gradually alter the composition of vegetation growing within designated vista management areas to favor understory and mid-story forest species requiring less frequent cutting and treatment. Vista treatment projects will be developed and undertaken through a collaborative process that includes natural and cultural resource specialists as well as historical landscape architects. Pre and post-treatment records will be prepared and preserved in order to inform adaptive vista management efforts.

Vista management projects undertaken along the historic motor road system corridor will employ the following best practices:

1.) Vegetation management projects promoting or perpetuating roadside views within the historic motor road system corridor will be limited to designated "vista management areas" reconciled with the vista management plan prepared in 1961 for segments of the motor road system on Mount Desert Island, or otherwise on the Schoodic Peninsula with the updated vista management plan prepared in 2015.

2.) Cutting and pruning of vegetation growing near the geometric boundaries of designated vista management ar-

eas will promote a naturalistic transitional appearance, including undulating edges, and a tapered vertical difference between cut or pruned vegetation and adjacent untreated woodlands (Figures 2.1 thru 2.3).

3.) Special care will be taken to avoid harming understory and mid-story forest species found growing within vista management areas in order to promote the subsequent growth of these lower statured species.

4.) Specimen trees will be identified according to size and structural qualities for retention at the vista foreground near the roadside – these selected trees will be preserved according to the judgments of resource specialists and historical landscape architects to frame views, provide visual interest and enhance habitat values while mitigating potentially harsh aesthetic appearances typical of recently treated vista management areas.

5.) Specimen trees located at the vista foreground which are to pruned in promotion of framed views will be pruned for naturalistic effect, the extent of the pruning extending no greater than one-third the total height of the tree as measured from the ground surface.

6.) A variety of means may be used to maintain established vistas, including fire, mechanical (hand and motorized) and chemical treatments; herbicides may be applied to cut hardwood tree stumps to reduce re-sprouting as part of a systematic integrated pest management (IPM) approach to vegetation management.

7.) Herbicides will be used in according with State of Maine laws, National Park Service policies, and manufacturer label instructions and may further incorporate other reasonable precautions out of concern for natural resource values.

8.) Heavy equipment will be excluded from use in wetlands or near waterways, and otherwise will only be approved for off-road use during periods of dry-weather when soils and vegetation would be least impacted.

9.) Woody material cut during the course of vista treatment projects will be either removed from the project site or otherwise cut into manageable pieces and carefully distributed throughout the adjacent area, out of public view.

10.) Brief completion reports will be prepared and filed, documenting work accomplished at each vista management location. These reports will consist of a one-page narrative summarizing the scope of the work, the size and number of trees cut or pruned, labor hours, overall costs, equipment and materials used, safety concerns and provision. The narrative will be accompanied by a simple sketch map or annotated aerial photograph, and pre and post treatment photographs taken from consistent vantage points on the roadside.

SUMMARY OF RECOMMENDED VISTA TREATMENTS

Rehabilitating Acadia National Park's historic motor road vistas perpetuates the historic qualities that convey the significance of the road system, while accommodating natural resource values, maintenance and budget objectives and other operational goals. In order to effectively manage the system's 69 historic and 11 proposed vistas, each vista subsequently described in the following chapter includes a recommended treatment action. Treatment recommendations for specific vistas are based on a comparison between the intended view and existing conditions observed in the field. The intended subject of the view is articulated for each historic vista in the 1961 vista plan and accompanying memorandum, as well as for each proposed view. Existing conditions, including whether the intended view still exists based on the current direction of travel, were inventoried and evaluated between 2011 and 2012.

Vista Management Categories

The 80 vistas documented in this report have each been placed into one of three categories to convey the proposed treatment action. The three recommended treatment categories are summarized as follows:

- **Maintain**. The intended view is currently intact. A minimal amount of work is needed to maintain the vista. Conditions, however, should be monitored on a regular basis.

- **Repair**. The intended view is currently compromised. A moderate to substantial amount of work is needed to repair the vista.

- **Suspend**. The intended view is no longer relevant due to a change in travel direction or other specified reasons. No work is recommended at this time.

Recording Vista Treatments

To retain institutional knowledge and refine future practices through adaptive management, it is critical to prepare and maintain records of periodic vista treatments. This information may be captured and preserved in a variety of ways, and a degree of redundancy may be helpful if one system of record keeping should fail.

Minimally, the park's annual vista management workplan should be documented as a "proposed undertaking" in the National Park Service "Planning, Environment and Public Communication" (PEPC) online environmental compliance database. As vista work progresses, brief completion reports should be uploaded to the system, and when the project is administratively "closed" these completion reports will automatically be archived to the Denver Service Center Technical Information Center eTIC database. Relevant subheadings for completion reports for vista treatment would include: locations, dates, personnel, materials, process, safety measures, environmental mitigations, costs and evaluation of completed treatment. Pre and post treatment photographs should be taken from the same vantage points to match photographic documentation appearing in this document.

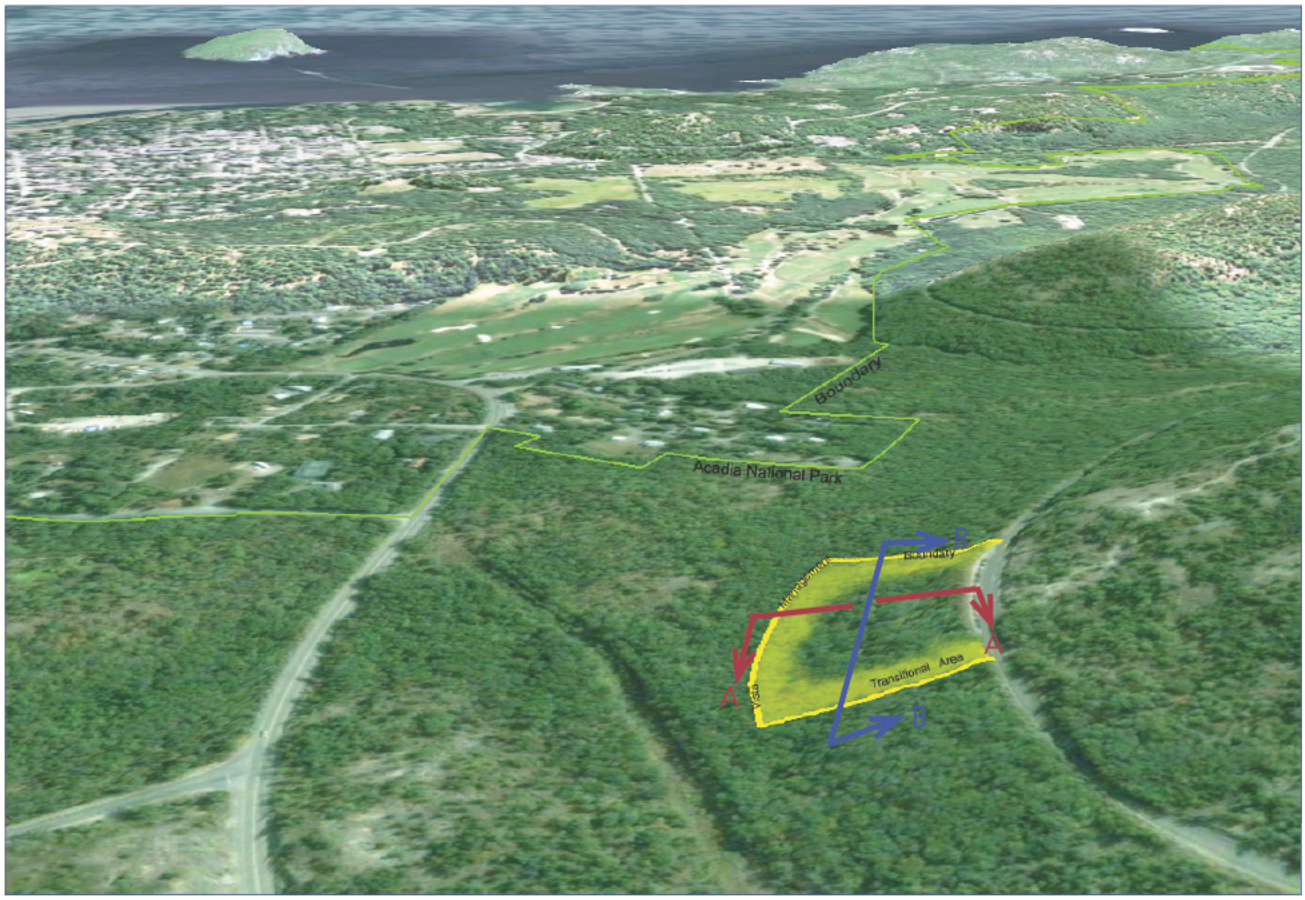


Figure 3.1. Diagram illustrating typical vista management area, identifying a perimeter transitional zone intending to mitigate abrubt transitions between the managed landscape and adjacent park woodlands. Base image derived from Google Earth. OCLP, 2015.

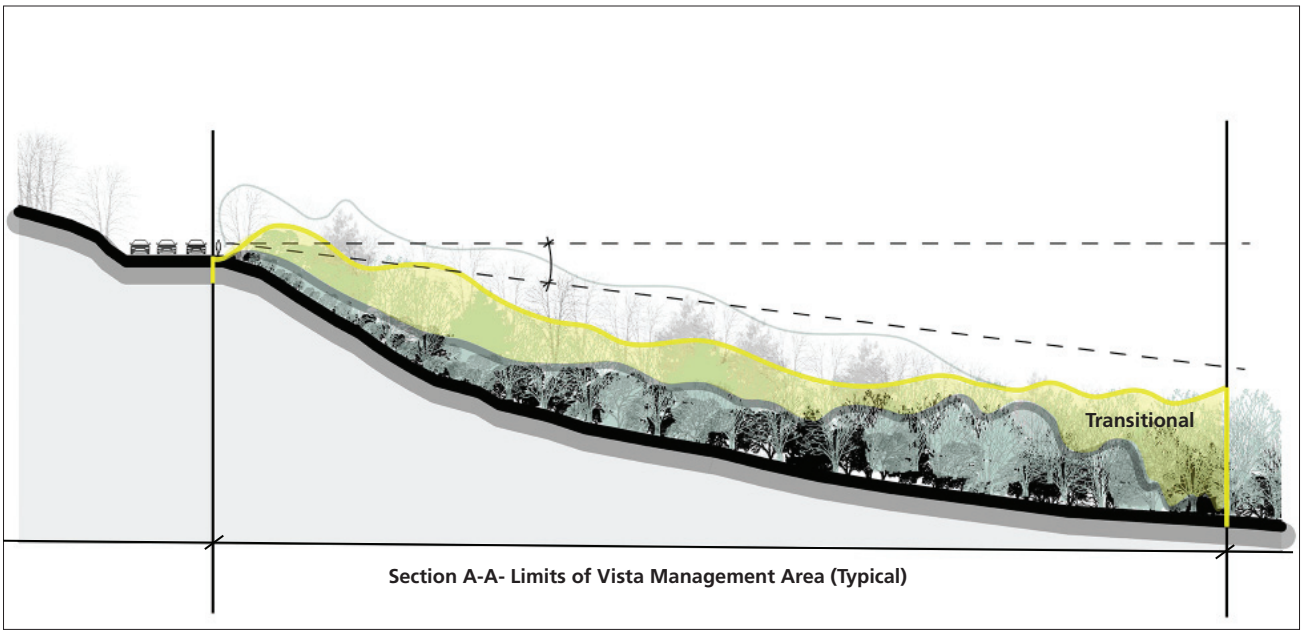


Figure 3.2. Cross-section of typical vista management area, looking cross-slope, illustrating the use of a transitional zone to avoid harsh or abrupt transitons between the managed area and the adjacent park woodland. OCLP, 2015.

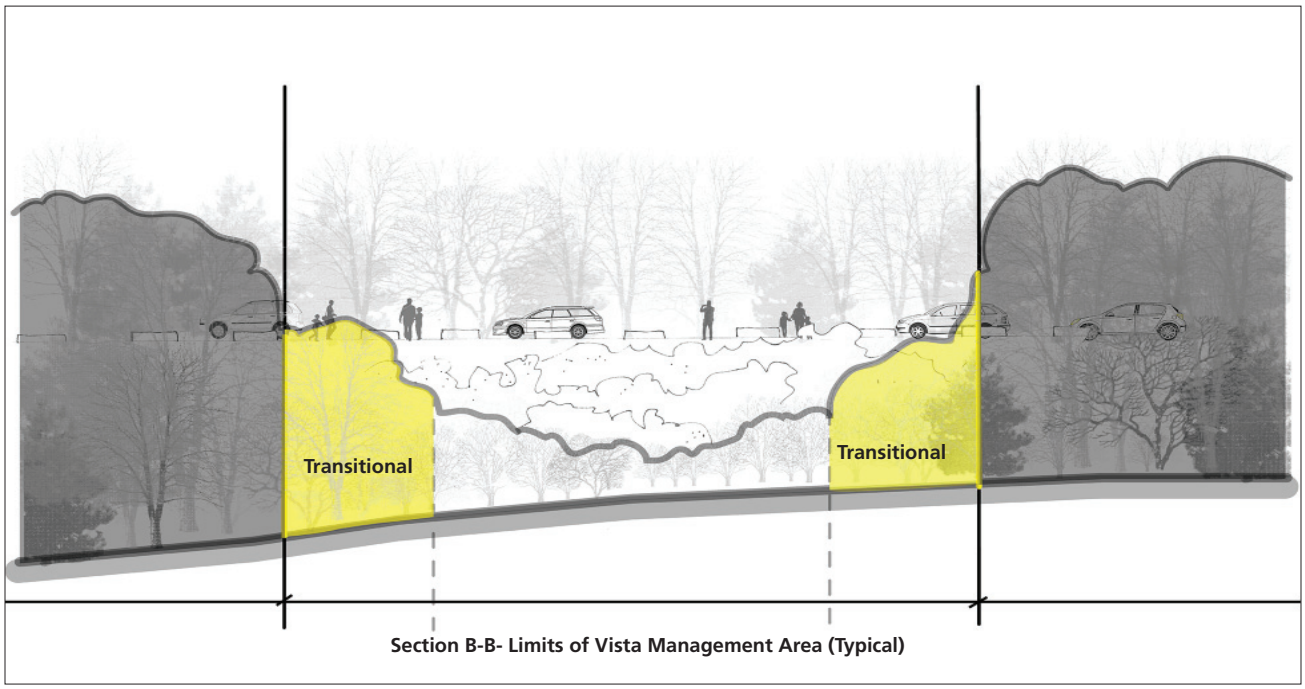


Figure 3.3. Cross-section of typical vista management area, looking upslope, illustrating the use of a transitional zone to avoid harsh or abrupt transitons between the managed area and the adjacent park woodland. OCLP, 2015.

3. TREATMENT RECOMMENDATIONS AND PLANS

The following examination of individual roadside vistas along Acadia's historic motor road system retains the original vista numbering system employed on the 1958 and 1961 drawings of Mount Desert Island . However, due to imposition of a one-way traffic pattern during the late 1980s, traveling vista-to-vista beginning with Vista #1 has become impossible. Because of these circumstances, the following examination of vistas is organized into convenient and manageable segments, grouped according to Federal Highway Administration "Route Number." Within each segment, vistas are presented according to the order in which they are encountered when following the direction of travel established by the FHWA-NPS Road Inventory Program (RIP). The direction of travel established for each FHWA "Route Number" throughout the national park system corresponds the direction of travel used during collection of "VisiData." VisiData is the graphic database interface tool enabling users to view and query FHWA-NPS RIP data (see Figure 1.16).

The intersection of the Park Loop Road (FHWA Route 300) with Paradise Hill Road (FHWA Route 10) serves as the point of beginning, or the "zero mile-point" for the Park Loop Road. According to the methodology of the FHWA-NPS Road Inventory Program, roadway features such as culverts, signage, guardrails and areas of deteriorating pavement are assigned a decimal mile-point number to serve as a geophysical location.

Conforming to this pre-established approach, the first historical vista encountered at Acadia Route 300, mile point 0.358 is Vista 57. From Vista 57, subsequent historic vistas are presented in descending numerical order, as they are encountered in the direction of travel, with the next vista encountered being Vista 56, then Vista 55, and so on. While this order of presentation has its obvious drawbacks, the authors of this report believe that these shortcomings are less confusing than imposing a new, non-historic numbering system onto the historic vistas.

This approach also bears enormous advantages. When Acadia National Park's roadside vistas are inventoried in this way, roadside vistas may be seamlessly integrated with sophisticated data guiding investments on park road infrastructure. Having roadside vistas considered on the same page with roadway features as project work is considered and developed, presents opportunities where vista management work may be bundled together with a larger project, potentially creating fewer instances when traffic is disrupted and visitors inconvenienced. Perhaps more importantly, integrating roadside vista management with the existing data collection methods of the

FHWA-NPS Road Inventory Program initiates a consistent and repeatable means to collect future data on how the vistas change in response to treatment. The collection of VisiData on Acadia National Park's historic motor road system approximately every five years will allow future managers to understand the effects of management over an extended time frame and to adapt management techniques to observed results.

This report considers Acadia's roadside vistas in the following order. They are graphically represented in Figures 5.1 to 5.10:

Mount Desert Island: Historic Vistas

Route 300 (Park Loop Road, one-way)
Vistas 57 to 24 (also by historic road segment name)

Route 12 (Park Loop Road, two-way)
Vistas 23 to 6 (also by historic road segment name)

Route 13 (Cadillac Mountain Road)
Vistas 58 to 67

Route 10 (Paradise Hill Road)
Vistas 1 to 5

(No Route Numbers)
Vistas 70-71

Schoodic Peninsula: Proposed Vistas

Route 301 (Schoodic Loop Road)
Vistas SLR1 to SLR10

Route 249 (Schoodic Point Road)
Vista SPR1

The following detailed examination of historic vistas include a description, analysis and treatment outline for each of the sixty-nine historic vistas on Mount Desert Island and the eleven proposed vistas on the Schoodic Peninsula. This is followed by an individual discussion for each vista.

The enumeration of graphic figures supporting this chapter departs from standard conventions. For clarity, figures are not numbered sequentially as is done typically, but rather according to vista number and vantage point. Drawings are labeled for consistency with the subject matter. Drawing 57 consists of a drawing of Vista 57. In further example, "Figure 57LF" consists of paired photographs of vista 57, composed with the 'left-front" corner of the proposed vista management area at the lower left of the image frame. "Figure 57CF" is a panoramic image taken of vista 57, composed with the center-point of the vista management area at the lower center of the image frame. "Figure 57RF" consists of paired photographs of vista 57, composed with the 'right-front" corner of the proposed vista management area at the lower right of the image frame. Supplementary figures are labeled and identified as miscellaneous where needed, such as "Figure 57-misc" and "Figure 57-historic."

TOPICS FOR INDIVIDUAL VISTA RECOMMENDATIONS

In addition to the overall treatment recommendations common to all vistas along the historic motor road system presented in Chapter 4, additional guidance is needed to respond to conditions unique to each vista. Several topics are discussed for each historic and proposed vista. A summary of the recommended treatment recommendations and priorities for accomplishing the work are provided in a table format in the Appendix.

Location

The vista's location along the historic motor road system according to mile point (MP), date of construction of the road segment, direction of view, and association with overlooks, pullouts, and other features or points of interest.

Intended View and Previous Documentation

Description of the intended view from the 1958 and 1961 vista plans and the accompanying memorandum by E.S. Whitaker; conditions as they appear in the historic aerial photographs from 1944, 1953, and 1956; discussion on what motorists may have experienced when encountering the vista at the end of the historic period (1958); and acknowledgment of past maintenance work in the area. Information regarding later inventories of views by Jeff Grey in 1998 and the Olmsted Center in 2006 is also provided.

Vista Management Area

Discussion of the location of the 1958 and 1961 centerlines; justification of the reconciled centerline; and details regarding the width of the vista and locations of the three front points -- Left Front (LF), Center Front (CF), Right Front (RF) -- and the back line.

Analysis of Vista Management Area

Discussion of whether the intended view is still visible today; description of the terrain and existing vegetation within the vista management area; and notes regarding the presence of invasive plants, ponds, streams, wetlands, and archeological sites. Details regarding parking and other visitor use and circulation patterns are also noted. Information from the following GIS layers supplied by the park are used in this section: veg1997final, archeo point, Invasives2008, LupinePTS_2006, and nwipoly polygon.

Treatment of Vista Management Area

This section provides a recommended treatment category for the vista (Table 5.1) and notes if the vista is recommended for priority treatment based on current conditions (Table 5.2). These recommendations are followed with additional considerations for accomplishing effective treatment.

Table 5.1. Vista Treatment Categories

	Description
Maintain	The intended view is currently intact. A minimal amount of work is needed to maintain the vista. Conditions, however, should be monitored on a regular basis.
Repair	The intended view is currently compromised. A moderate to substantial amount of work is needed to repair the vista.
Suspend	The intended view is no longer relevant due to a change in travel direction or other specified reasons. No work is recommended at this time.

MDI HISTORIC VISTAS (FHWA ROUTE 300): VISTAS 57-52

KEBO MOUNTAIN ROAD AND KEBO MOUNTAIN ROAD EXTENSION

Vistas 57 to 52 are located along Kebo Mountain Road (completed 1938) and Kebo Mountain Road Extension (1940). The historic motor roads connect with Jordan Pond/Eagle Lake Road (1927/1962) to the west and Bureau of Public Roads Project 4A2 (1958) to the east. They represent the first and second segments of the one-way part of the Park Loop Road.

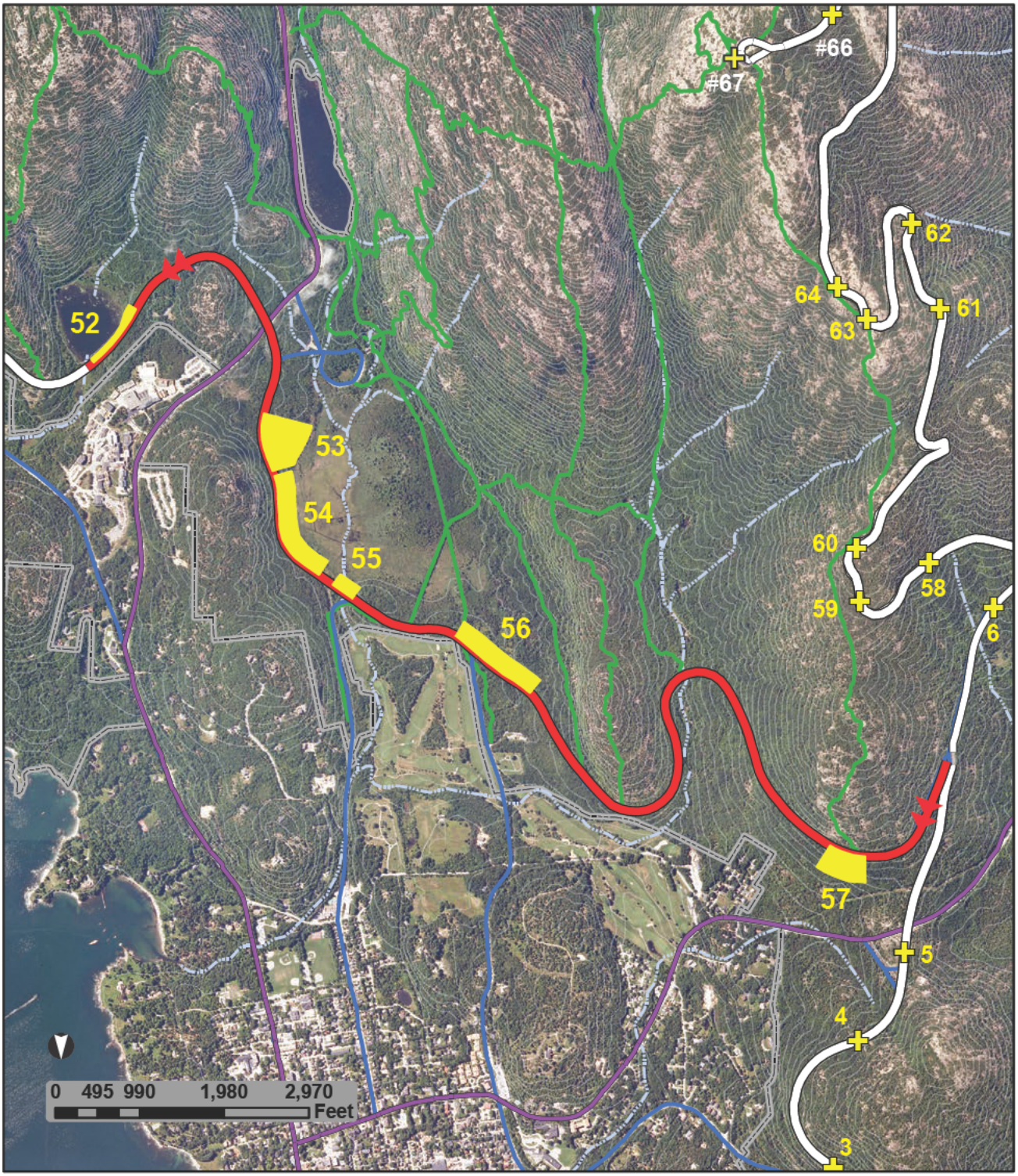


Figure 5.1. Map of recommended vista management areas (colored yellow) on Kebo Mountain Road and Kebo Mountain Road Extension (colored red). Note: Presentation of vistas in the following pages proceeds in reverse numerical order, from 57 to 52 (OCLP, 2013).

VISTA 57

Location

Vista 57 is located along Kebo Mountain Road (FHWA Route 300) and provides a view northeast towards Bar Harbor and Frenchman Bay and various islands in the distance. The proposed vista centerline is located 0.3 miles from the start of Kebo Mountain Road, at MP 0.358 (Lat 44.37851, Lon -68.228956) at the first pullout on the road and opposite a trail junction, on the left side. This is also known as the Kebo Mountain overlook.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 57 was described as 420 feet in length, with a view of "Porcupine Island Overlook from East Side Loop Road, Park Route 4, Kebo Mountain Road. Different view than from Vistas #2 and 3" (GMP 1991:231). The centerline arrow in the 1958 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions. The arrow in the 1961 vista plan was pointed to the right of the perpendicular, suggesting the view may have favored southbound motorists.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s suggest a clearing on the upper slopes alongside the pullout and a higher density of trees on the slope descending to the northeast, as well as a conspicuous trail connecting the pullout to a road below (Fig. 57-aerial). Southbound motorists historically encountered the vista on the descent from the intersection of Kebo Mountain Road and Jordan Pond/Eagle Lake Road and likely had a panoramic view to the north and east, while northbound motorists on the ascent from the Kebo Mountain area had a similar view. Park records indicate that in the spring of 1988, selective tree cutting and thinning was completed in this area (File, Vista '88, 2010).

A drawing of the pullout from 1940 did not note any views. Grey's 1995 inventory identified a 228-foot long view (#57) at this location. Olmsted Center's 2006 inventory identified a portion of a 295-foot long panoramic view (pan 0.319) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 57 were georeferenced and found to coincide within 600 feet of one another. To best achieve the intended view, a line 307 feet west of the 1961 line is recommended as the reconciled centerline in order to align with a paved pullout/parking area (Dwg. 57). The Center Front is therefore at the center of Pullout 0.318 (Fig. 57-misc). The Left Front (to north) is 30 feet after Culvert 0.313 and Right Front (to south) is 40 feet after the start of Guardwall 0.392. The total length of the vista is approximately 420 feet, which is consistent with its historic length. The recommended back line of the management area is 530 feet, which makes the size of the management area approximately 6.8 acres.

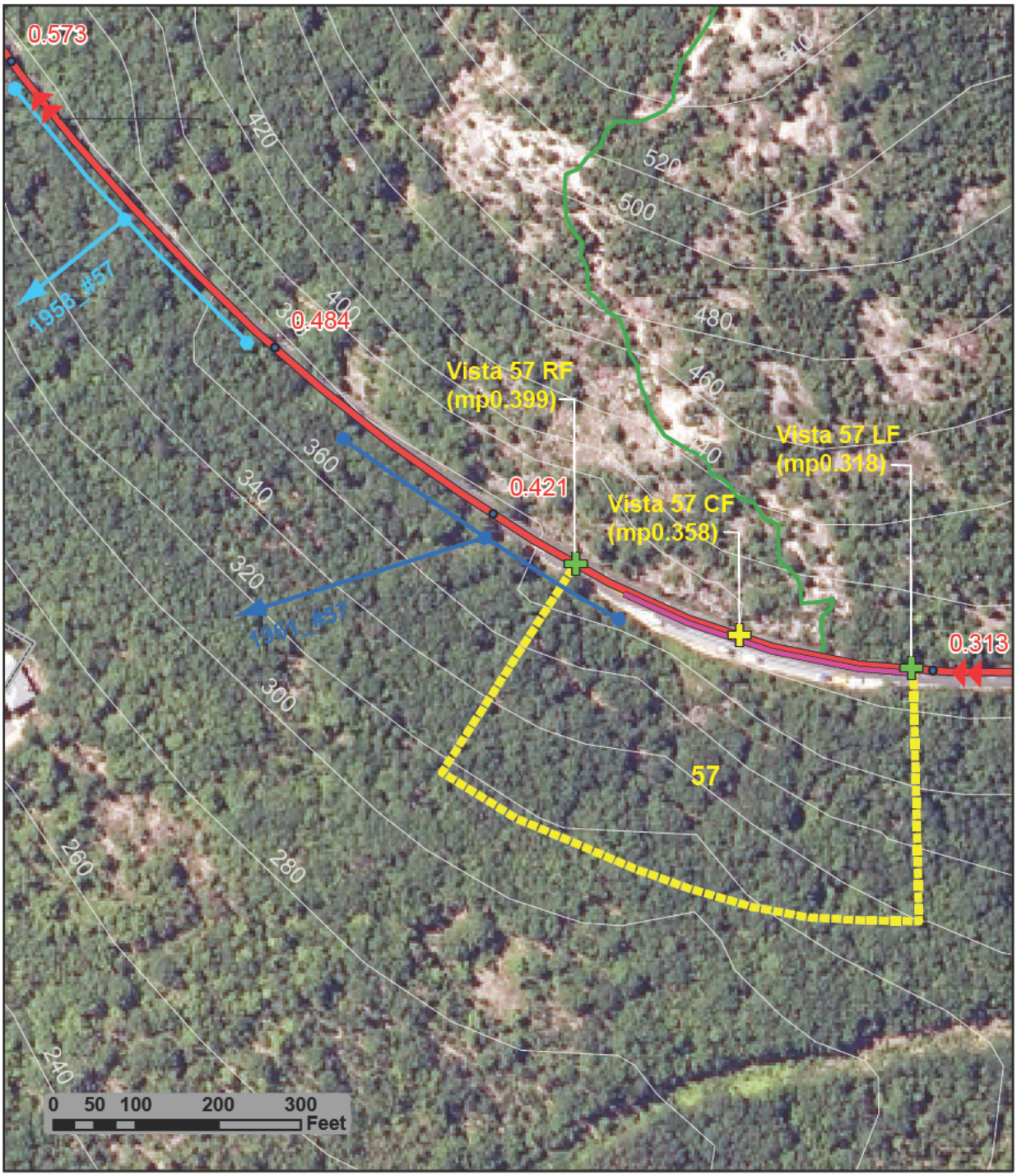
Analysis of Vista Management Area

Vista 57 is limited in providing the intended view due to the presence of trees in the foreground (Fig. 57LF, CF, RF). The landform in the vista management area descends to the northeast to a fire road/utility right-of-way with slopes around 25-35 percent. Vegetation is described as an evenly dispersed aspen-birch woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasives species, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road in the pullout, but is prohibited in the right lane of the motor road in this area due to frequent traffic congestion. The pullout serves as a parking area for a popular Cadillac Mountain North Ridge Trail (Trail #34). A fire road is located below the vista.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 57 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the bay and Porcupine Islands, as well as Bar Harbor for southbound motorists. The density of vegetation within the upper portions of the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 0.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 57
Kebo Mountain Road

Drawing 57



Figure 57-aerial. Aerial photograph of Kebo Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 57 (Acadia NP GIS, #53141513).



Figure 57-misc. View looking northeast at the pullout associated with the Vista 57 centerline (OCLP, Acad0300_0.318(1), 2005).



Figure 57LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_57LFx).



Figure 57CF. View looking northeast from Center Front in May 2011 (OCLP, ACADvista_57CFabc).



Figure 57RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_57RFx).

VISTA 56

Location

Vista 56 is located along Kebo Mountain Road (FHWA Route 300) and provides a view southwest towards Champlain and Dorr Mountains. The proposed vista centerline is located 1.7 miles from the start of Kebo Mountain Road, at MP 1.780 (Lat 44.372253, Lon -68.213286) opposite the Kebo Street intersection, on the right side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 56 was described as 1050 feet in length, with a "Close view of beaver dam and flow (moved north 500')" (GMP 1991:231). The centerline arrow in the 1958 vista plan was pointed slightly to the left of the perpendicular of the road, suggesting the view may have favored southbound motorists. The arrow in the 1961 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s suggest an broad open area to the extending south from the road in this vicinity (Fig. 56-aerial). Southbound motorists historically encountered the vista on the descent from the Kebo Mountain area and likely had a panoramic view to the south and west, while northbound motorists on the ascent to Kebo Mountain had a view to the north and west.

Grey's 1995 inventory identified a 818-foot long view (#56) at this location. Olmsted Center's 2006 inventory identified a 337-foot long framed/filtered view (f/f 1.775) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 56 were georeferenced and found to coincide within 337 feet of one another. To best achieve the intended view, a line 360 feet north of the 1961 line is recommended as the reconciled centerline in order to align with an existing clearing (Dwg. 56). The Center Front is therefore 250 feet north of the Kebo Street intersection (Fig. 56-misc1). The Left Front (to south) is 74 feet before Culvert 1.899 and Right Front (to north) is 5 feet after Culvert 1.678. The total length of the vista is approximately 1050 feet, which is consistent with its historic length. The recommended back line of the management area is 200 feet, which makes the size of the management area around 5.2 acres.

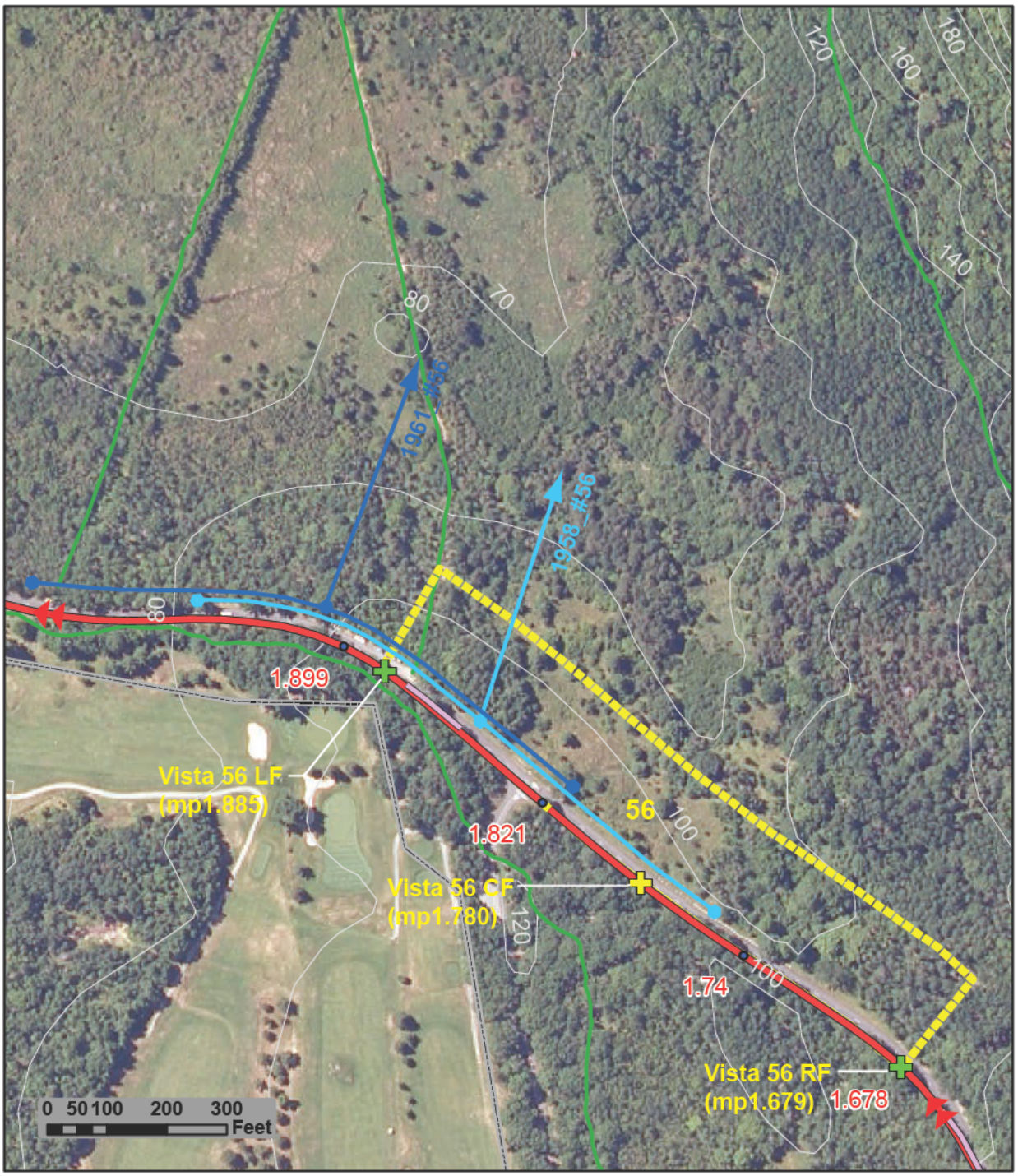
Analysis of Vista Management Area

Vista 56 no longer provides the intended view as there is dense vegetation at the inlet and outlet associated with Culvert 1.740, where there is a remnant beaver fooler (Fig. 56LF, CF, RF). The landform in the vista management area gently descends to the southwest with minimal slopes. Vegetation is mixed, with a majority of it described as a clumped/bunched mixed deciduous shrubland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 1.5-16 feet, while on either end are evenly dispersed aspen birch woodlands with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet. GIS data indicates many invasive species, including thistle, alder buckthorn, honeysuckle, and Japanese barberry, as well as a small palustrine wetland area in the northern part of the management area. There are no ponds, streams, or archeological sites.

Parking is allowed at the south end in an unpaved pullout, at trailheads for the Jesup Path (Trail #14) and Great Meadow Loop (Trail #70). Parking is also allowed along the vista side of the motor road in the right lane (Fig. 56-misc2).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 56 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the remnant beaver dam as well as highlighting views of the distant mountains for southbound motorists. The density of vegetation within the management area should be reduced, and could be done in conjunction with removal of invasive plants here and to the south.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 56
Kebo Mountain Road

Drawing 56



Figure 56-aerial. Aerial photograph of Kebo Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 56 (Acadia NP GIS, #53131505).



Figure 56-misc1. View of the culvert inlet and beaver fooler north of the Vista 56 centerline (OCLP, Acad0300_1.740_ In(2), 2005).



Figure 56-misc2. View looking south at the unpaved pullout at the south end of Vista 56 (OCLP, Acad0300_1.855, 2005).



Figure 56LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_56LFx).



Figure 56CF. View looking southwest from Center Front in May 2011 (OCLP, ACADvista_56CFabc).



Figure 56RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_56RFy).

VISTA 55

Location

Vista 55 is located along Kebo Mountain Road (FHWA Route 300) and provides a view southwest across the Great Meadow and towards Champlain and Dorr Mountains. The proposed vista centerline is located 2.1 miles from the start of Kebo Mountain Road, at MP 2.162 (Lat 44.369779, Lon -68.206522) on the north side of the Great Meadow at the Ledgelawn Avenue intersection, on the right side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 55 was described as 280 feet in length, with a "View across the north end of Great Meadow at rhodora area and beaver flow" (GMP 1991:231). *Rhododendron canadense* (Rhodora) is a deciduous pink-purple flowering shrub that is native to northeastern North America. The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s suggest a broad open area between the motor road and the meadow at a time when the Ledgelawn intersection was triangular in shape (Fig. 55-aerial). Southbound motorists historically encountered the vista on the descent from the Kebo Mountain area and likely had a panoramic view to the south and west, while northbound motorists on the ascent to the Kebo Mountain area likely had a view to the north and west.

Grey's 1995 inventory identified a portion of a 471-foot long view (#55) at this location. Olmsted Center's 2006 inventory identified a portion of a 364-foot long framed/filtered view (f/f 2.149) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 55 were georeferenced and found to coincide within 335 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline because it corresponds to the opening associated with the stream and culvert (Dwg. 55). The Center Front is therefore 10 feet south of Culvert 2.159 (Fig. 55-misc1). The Left Front (to south) is 163 feet after the culvert and Right Front (to north) is 129 feet before the culvert. The total length of the vista is approximately 280 feet, which is consistent with its historic length. The recommended back line of the management area is 150 feet, which makes the size of the management area approximately 1.0 acres.

Analysis of Vista Management Area

Vista 55 still provides the intended view (Fig. 55LF, CF, RF). The landform in the vista management area is flat and vegetation is mixed, with areas alongside Cromwell Brook described as an evenly dispersed graminoid shallow marsh with a closed continuous canopy and a density coverage of 60-100 percent, while on either end is an evenly dispersed aspen birch woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet. In addition to the perennial stream named Cromwell Brook, GIS data indicates alder buckthorn as an invasive species, as well as a palustrine wetland area alongside the stream. There are no archeological sites.

Parking is allowed in an unpaved pullout at the south end of the vista and along the vista side of the motor road in the right lane (Fig. 55-misc2). Across the road is the Great Meadow Loop Trail (Trail #70).

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 55 is a historic vista and should be maintained in its present condition within the management area to preserve views of the Great Meadow for southbound motorists. Vegetation on the left side (south) should be monitored and thinned when necessary.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 55
Kebo Mountain Road

Drawing 55

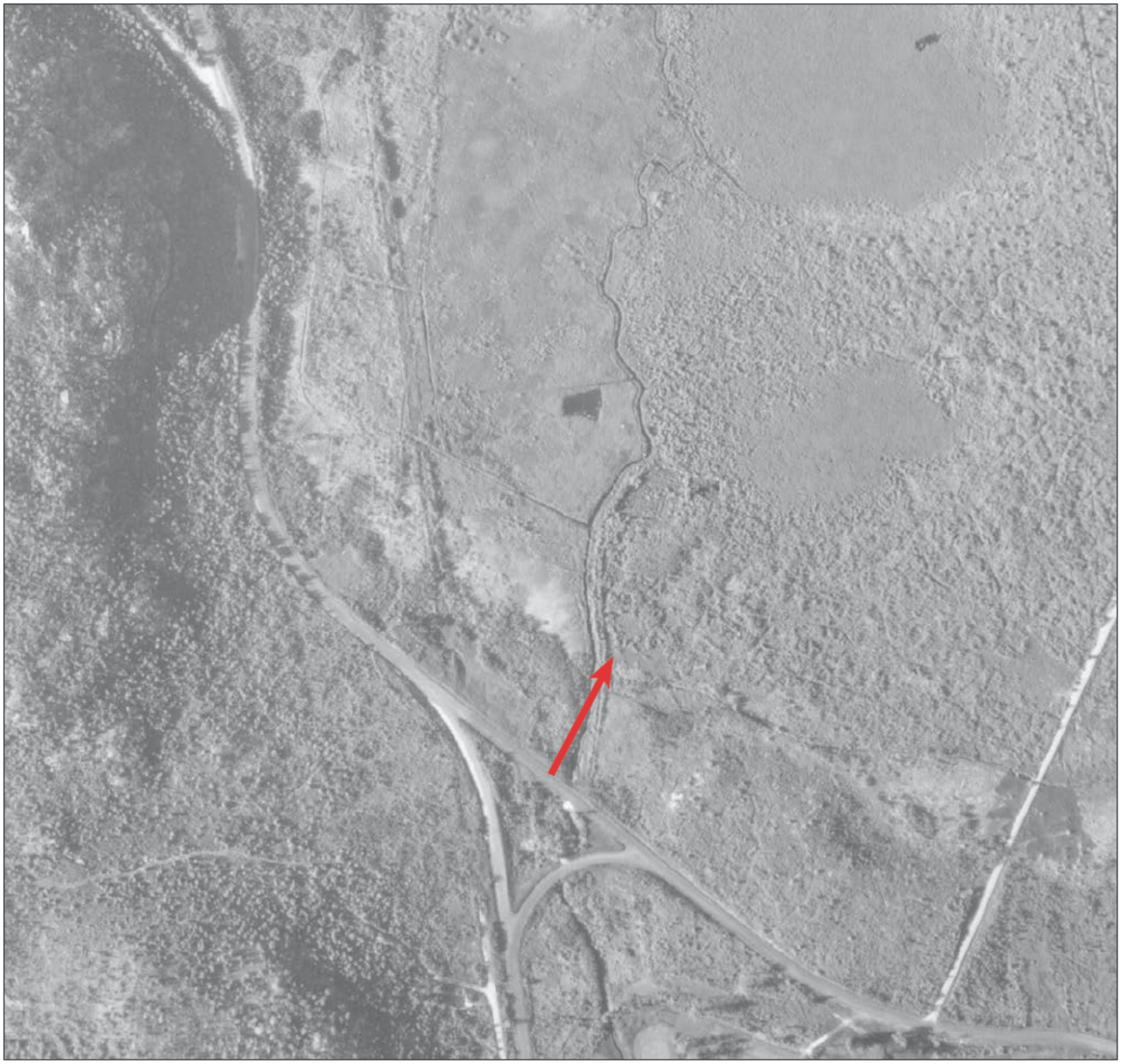


Figure 55-aerial. Aerial photograph of Kebo Mountain Road Extension in May 1953. The red arrow indicates the approximate historic center of Vista 55 (Acadia NP GIS, #53121510).

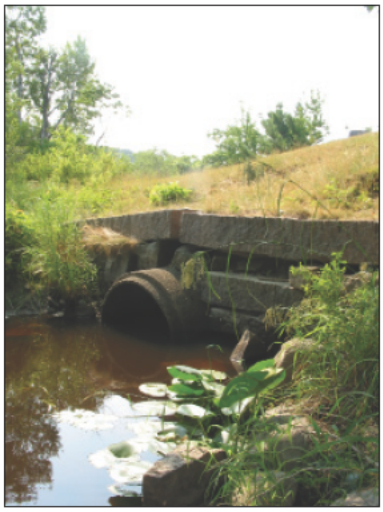


Figure 55-misc1. View of culvert outlet associated with the Vista 55 centerline (OCLP, Acad0300_2.159_Out(1), 2005).



Figure 55-misc2. View of the unpaved pullout at the south end of Vista 55 (OCLP. Acad0300_2.167, 2005).



Figure 55LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_55LFx,y).



Figure 55CF. View looking southwest from Center Front in June 2011 (OCLP, ACADvista_55CFabc).



Figure 55RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_55RFy).

VISTA 54

Location

Vista 54 is located on Kebo Mountain Road (FHWA Route 300) providing a view southwest across the Great Meadow towards Dorr Mountain. The proposed vista centerline is located 2.3 miles from the start of Kebo Mountain Road, at MP 2.355 (Lat 44.367876, Lon -68.203878) between the Ledgelawn Avenue intersection and the Sieur de Monts entrance, on the right side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 54 was described as 1,300 feet in length, with a "View across the center of Great Meadow to rhodera area" (GMP 1991:231). (*Rhododendron canadense* (Rhodora) is a native deciduous pink-purple flowering shrub. The centerline arrow in the 1958 vista plan was pointed to the left of the perpendicular of the road, suggesting the view may have favored southbound motorists. The arrow in the 1961 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s suggest a broad open area between the motor road and the meadow, beyond which are remnants of the old roads and waterways built by George Dorr for his "wild gardens" (Fig. 54-aerial). Southbound motorists historically encountered the vista on the gradual ascent from the mouth of the Great Meadow and likely had a panoramic view to the south and west, while northbound motorists on the descent from the Sieur de Monts area likely had a view to the north and west. Park records indicate that in the spring of 1988, selective tree cutting and thinning was completed in this area (Fig. 54-misc1) (File, Vista '88, 2010).

Grey's 1995 inventory identified the entirety of a 270-foot long view (#54) and a portion of a 590-foot long view (#53) at this location. Olmsted Center's 2006 inventory noted no views.

Vista Management Area

The 1958 and 1961 centerlines for Vista 54 were georeferenced and found to coincide within 420 feet of one another. To achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline because it corresponds to a small clearing associated with one of Grey's view (#54) (Dwg. 54). The Center Front is at Culvert 2.355 (Fig. 54-misc2). The Left Front (to south) is 22 feet before Culvert 2.488 and Right Front (to north) is 152 feet before Culvert 2.258. The length of the vista is approximately 1300 feet, consistent with its historic length. The recommended back line depth is 200 feet, making the management area approximately 5.9 acres.

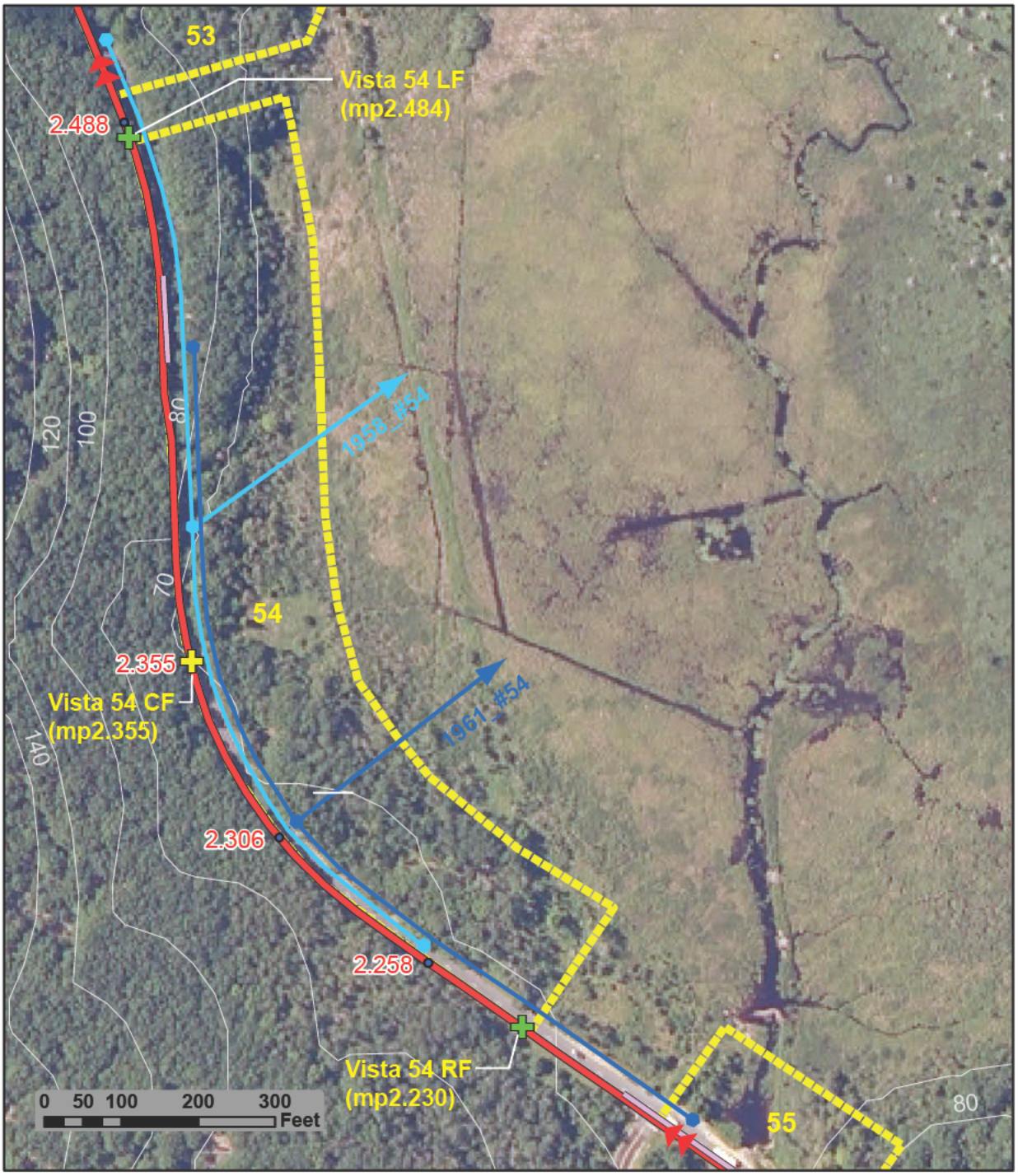
Analysis of Vista Management Area

Vista 54 no longer provides the intended view due to mature trees blocking the view (Fig. 54LF, CF, RF). The landform here gently descends to the southwest with slopes between 15-25 percent. Vegetation is mixed, with the right (north) half primarily an evenly dispersed aspen birch woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet, and the left (south) half a combination of an evenly dispersed sweetgale mixed shrub fen with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 1.5-16 feet and an evenly dispersed red oak woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet. GIS data indicates invasiv alder buckthorn, lupine, and forest woodrush, and a palustrine wetland along the back portion of the management area. There are no archeological sites.

Parking is allowed in an unpaved pullout and along the vista side of the motor road in the right lane.

Treatment of Vista Managment Area

Vista Treatment - Repair. Vista 54 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the Great Meadow for southbound motorists and repair views of the distant mountain. The density of vegetation within the upper portions of the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 54
Kebo Mountain Road Extension

Drawing 54

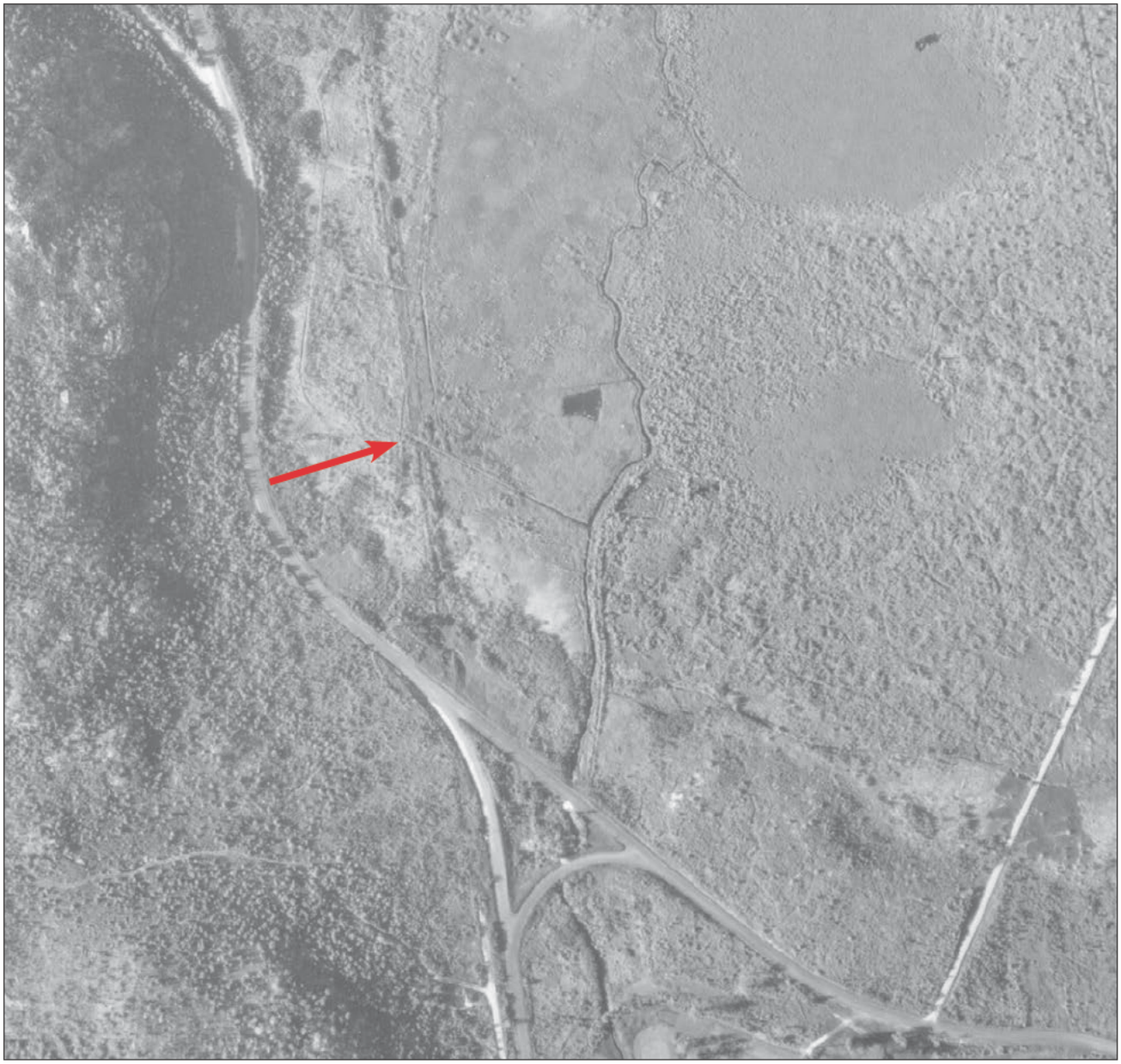


Figure 54-aerial. Aerial photograph of Kebo Mountain Road Extension in May 1953. The red arrow indicates the approximate historic center of Vista 54 (Acadia NP GIS, #53121510).



Figure 54-misc1. View looking south at a cutting and thinning project in 1988 near Vistas 54 and 53 (Acadia NP, MVC-010S).



Figure 54-misc2. View of the culvert outlet associated with the Vista 54 centerline (OCLP, Acad0300_2.355_Out, 2005).



Figure 54LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_54LFy).



Figure 54CF. View looking southwest from Center Front in May 2011 (OCLP, ACADvista_54CFabc).



Figure 54RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_54RFy).

VISTA 53

Location

Vista 53 is located along Kebo Mountain Road Extension (FHWA Route 300) and provides a view west across the Great Meadow and towards Dorr Mountain. The proposed vista centerline is located 2.5 miles from the start of Kebo Mountain Road, at MP 2.561 (Lat 44.365041, Lon -68.203258) between the Ledgelawn Avenue intersection and the Sieur de Monts entrance, on the right side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 53 was described as 700 feet in length, with a "View across south expanse of Great Meadow at the rhodera area" (GMP 1991:231). *Rhododendron canadense* (Rhodora) is a deciduous pink-purple flowering shrub that is native to northeastern North America. The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s suggest a broad open area between the motor road and the meadow, beyond which is the Sieur de Monts area (Fig. 53-aerial). Southbound motorists historically encountered the vista on the gradual ascent from the mouth of the Great Meadow and likely had a panoramic view to the west, while northbound motorists on the descent from the Sieur de Monts area likely had a similar view. Park records indicate that in the spring of 1988, selective tree cutting and thinning was completed in this area (see Fig. 54-misc1) (File, Vista '88, 2010).

Grey's 1995 inventory identified a portion of a 590-foot long view (#53) at this location. Olmsted Center's 2006 inventory did not identify a view at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 53 were georeferenced and found to coincide within 320 feet of one another. To best achieve the intended view, the 1958 line is recommended as the reconciled centerline so that the vista will not overlap with Vista 54 to the north (Dwg. 53). The Center Front is therefore 186 feet south of Culvert 2.526 (Fig. 53-misc). The Left Front (to south) 15 feet after Culvert 2.624 and Right Front (to north) is 37 feet after Culvert 2.488. The total length of the vista is approximately 700 feet, which is consistent with its historic length. The recommended back line of the management area is 590 feet at its maximum, which makes the size of the management area approximately 6.1 acres.

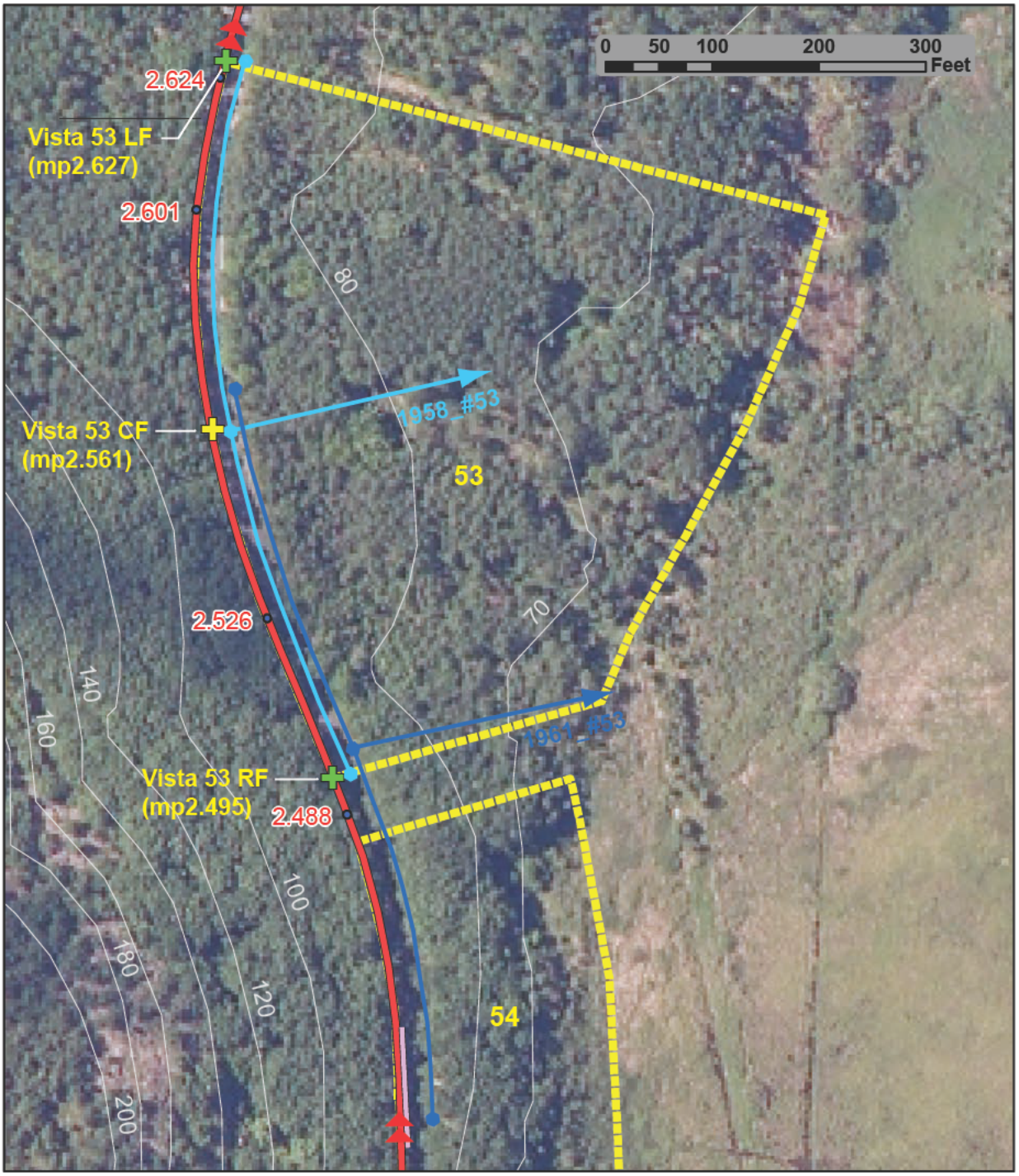
Analysis of Vista Management Area

Vista 53 no longer provides the intended view due to the presence of trees that block the view (Fig. 53LF, CF, RF). The landform in the vista management area gently descends to the southwest with minimal slopes. Vegetation is primarily an evenly dispersed aspen birch woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet, except for the extreme right (north) end that is an evenly dispersed red oak woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet. The back edge of the management area is an evenly dispersed mixed shrub fen with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 1.5-16 feet, and a clumped/bunched red maple-hardwood swamp with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 1.5-16 feet. GIS data indicates alder buckthorn as an invasive species. There are no ponds, streams, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road in the right lane.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 53 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the Great Meadow for southbound motorists and repair views of the distant mountain. The density of vegetation within the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

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3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 53
Kebo Mountain Road Extension

Drawing 53



Figure 53-aerial. Aerial photograph of Kebo Mountain Road Extension in May 1953. The red arrow indicates the approximate historic center of Vista 53 (Acadia NP GIS, #53121510).



Figure 53-misc. View of the culvert inlet associated with the Vista 53 centerline (OCLP, Acad0300_2.526_In, 2005).



Figure 53LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_53LFy,x).



Figure 53CF. View looking west from Center Front in May 2011 (OCLP, ACADvista_53CFabc).



Figure 53RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_53RFy,x).

VISTA 52

Location

Vista 52 is located along Kebo Mountain Road Extension (FHWA Route 300) and provides a view southeast across the Beaver Dam Pond and towards the north slopes of Champlain Mountain. The proposed vista centerline is located 3.3 miles from the start of Kebo Mountain Road, at MP 3.327 (Lat 44.361721, Lon -68.196543) just east of the Bear Brook Picnic Area, on the right side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 52 was described as 750 feet in length, with a view of "Beaver Dam Pool" (GMP 1991:231). The centerline arrow in the 1958 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions. The arrow in the 1961 vista plan was pointed to the right of the perpendicular, suggesting the view may have favored northbound motorists.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s suggest a narrow open area between the motor road and what appears to be a cranberry bog consisting of an oval-shaped depression, just beyond which is a smaller square-shaped pool (Fig. 52-aerial). Eastbound motorists historically encountered the vista on the gradual descent from the Sieur de Monts area and likely had a panoramic view to the southeast, while northbound motorists on the descent from the Champlain Mountain area likely had a panoramic view to the northeast.

Grey's 1995 inventory identified a portion of a 1,229-foot long view (#52) at this location. Olmsted Center's 2006 inventory identified a portion of a 1,124-foot long framed/filtered view (f/f 3.203) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 52 were georeferenced and found to coincide within 214 feet of one another. To best achieve the intended view, a point 285 feet west of the 1958 line is recommended as the reconciled centerline so that the vista will encompass most of the shoreline alongside the road (Dwg. 52). The Center Front is therefore 177 feet west of the start of Guardwall 3.360 (north side of road) (Fig. 52-misc). The Left Front (to east) is 34 feet after the start of Guardwall 3.394 and Right Front (to west) is at Culvert 3.250. The total length of the vista is approximately 750 feet, which is consistent with its historic length. The recommended back line of the management area is 100 feet at its maximum, which makes the size of the management area approximately 1.2 acres.

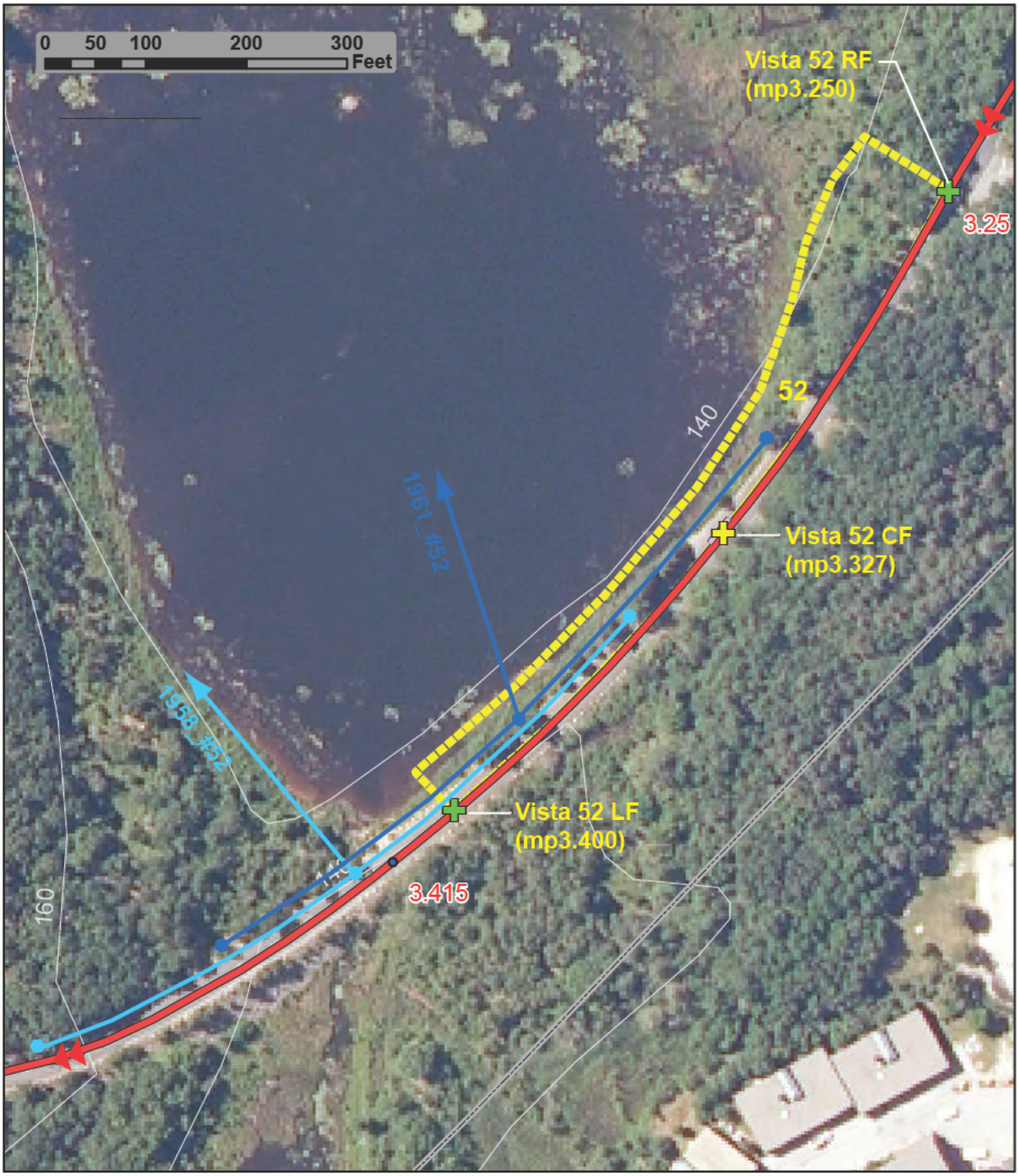
Analysis of Vista Management Area

Vista 52 is limited in providing the intended view due to the presence of trees that block some of the view (Fig. 52LF, CF, RF). The landform in the vista management area gently descends to the southwest with minimal slopes. Vegetation is mixed, with the left (east) half a clumped/bunched red maple-hardwood swamp with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 1.5-16 feet, and the west half an evenly dispersed aspen birch woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet. GIS data indicates alder buckthorn as an invasive species. There are no archeological sites.

Parking is allowed in a small unpaved pullout at the center of the vista and along the vista side of the motor road in the right lane.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 52 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the pond for southbound motorists as well as the open up views of the distant mountain. The density of vegetation within the western one-third of the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 52
Kebo Mountain Road Extension

Drawing 52



Figure 52-aerial. Aerial photograph of Kebo Mountain Road Extension in May 1953. The red arrow indicates the approximate historic center of Vista 52 (Acadia NP GIS, #53121509).



Figure 52-misc1. View of guardwall associated with the Vista 52 centerline (OCLP, Acad0300_3.360, 2005).



Figure 52-misc2. View looking south at the beaver lodge in Beaver Dam Pond (OCLP, ACADvista_52CFc, 2011).



Figure 52LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_52LFy).



Figure 52CF. View looking southeast from Center Front in June 2011 (OCLP, ACADvista_52CFabc).



Figure 52RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_52RFy).

MDI HISTORIC VISTAS (FHWA ROUTE 300): VISTAS 51-47

BUREAU OF PUBLIC ROADS PROJECT 4A2

Vistas 51 to 47 are located along Bureau of Public Roads Project 4A2 (completed 1958). The historic motor road connects with Kebo Mountain Road Extension (1940) to the north and Champlain Mountain Road (1940) to the south. It represents the third segment of the one-way part of the Park Loop Road.

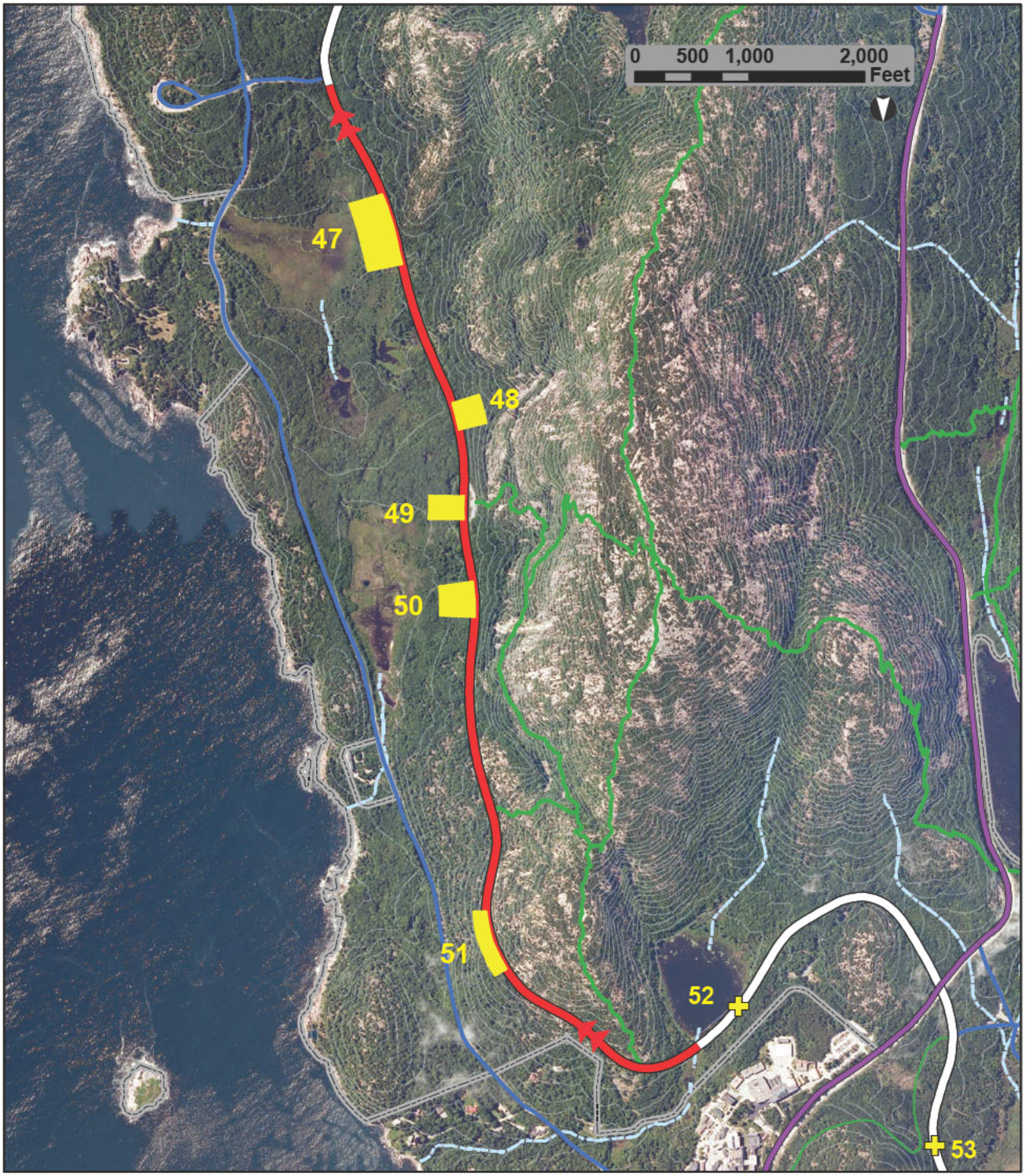


Figure 5.2. Map of recommended vista management areas (colored yellow) on Bureau of Public Roads Project 4A2 (colored red). Note: Presentation of vistas in the following pages proceeds in reverse numerical order, from 51 to 47 (OCLP, 2013).

VISTA 51

Location

Vista 51 is located along Bureau of Public Roads Project 4A2 (FHWA Route 300) and provides a view east towards The Thrumcap and the islands in Frenchman Bay. The proposed vista centerline is located 3.8 miles from the start of Kebo Mountain Road, at MP 3.860 (Lat 44.360019, Lon -68.188344) at the second pullout after the ascent from Beaver Dam Pond, on the left side of the road. This is also known as the Champlain Mountain overlook.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 51 was described as 500 feet in length, with a "Widespread panoramic view of Frenchman Bay and Schoodic Peninsula from Champlain Mountain overlook" (GMP 1991:231). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This area was devastated by the 1947 fire. The future location of the road segment can be approximated in aerial photographs from the 1950s, which suggest a moderate density of trees below the bare upper northeast facing slopes of Champlain Mountain (Fig. 51-aerial). Upon completion of the road in 1958, southbound motorists historically encountered the vista on the ascent from the Beaver Dam Pond area and likely had a panoramic view to the east, while northbound motorists on the ascent from the Precipice Trail area likely had a similar view.

A drawing of the overlook from 1955 identified a view of Frenchman Bay (Fig. 51-misc1). Grey's 1995 inventory identified a 362-foot long view (#51) at this location. Olmsted Center's 2006 inventory identified portions of a 411-foot long framed/filtered view (f/f 3.744) and a 1,288-foot long panoramic view (pan 3.823) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 51 were georeferenced and found to coincide within 188 feet of one another. To best achieve the intended view, a line 35 feet north of the 1958 line is recommended as the reconciled centerline in order to align with the paved pullout/parking area (Dwg. 51). The Center Front is therefore at the center of Pullout 3.824, near a wayside sign (Fig. 51-misc2). The Left Front (to north) 91 feet before the start of the pullout and Right Front (to south) is 150 feet after the end of the pullout. The total length of the vista is approximately 500 feet, which is consistent with its historic length. The recommended back line of the management area is 100 feet, which makes the size of the management area approximately 1.6 acres.

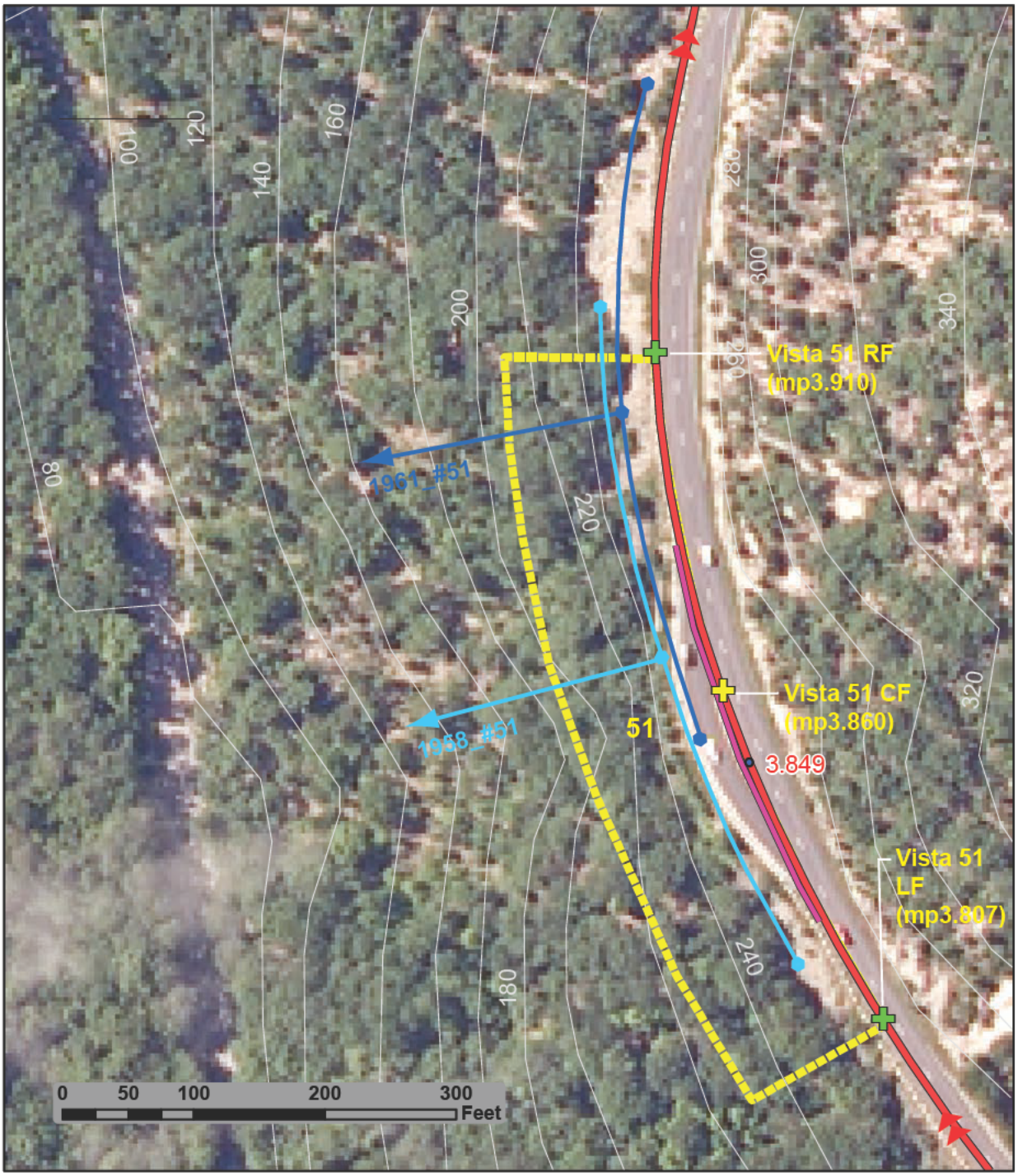
Analysis of Vista Management Area

Vista 51 is limited in providing the intended view due to the presence of trees in the foreground (Fig. 51LF, CF, RF). The landform in the vista management area descends to the east toward Schooner Head Road with slopes around 25-35 percent. Vegetation is described as an evenly dispersed red oak woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive species, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road in the pullout, which can accommodate around eight vehicles. Parking is also allowed opposite the vista side of the motor road in the right lane. Schooner Head Road is down the hill from the vista.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 51 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the bay and Schoodic Peninsula for southbound motorists. The density of vegetation within the upper portions of the management area should be reduced. Vegetation should be retained on the south end to limit views of a contemporary house to the southeast.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 51
BPR Project 4A2

Drawing 51

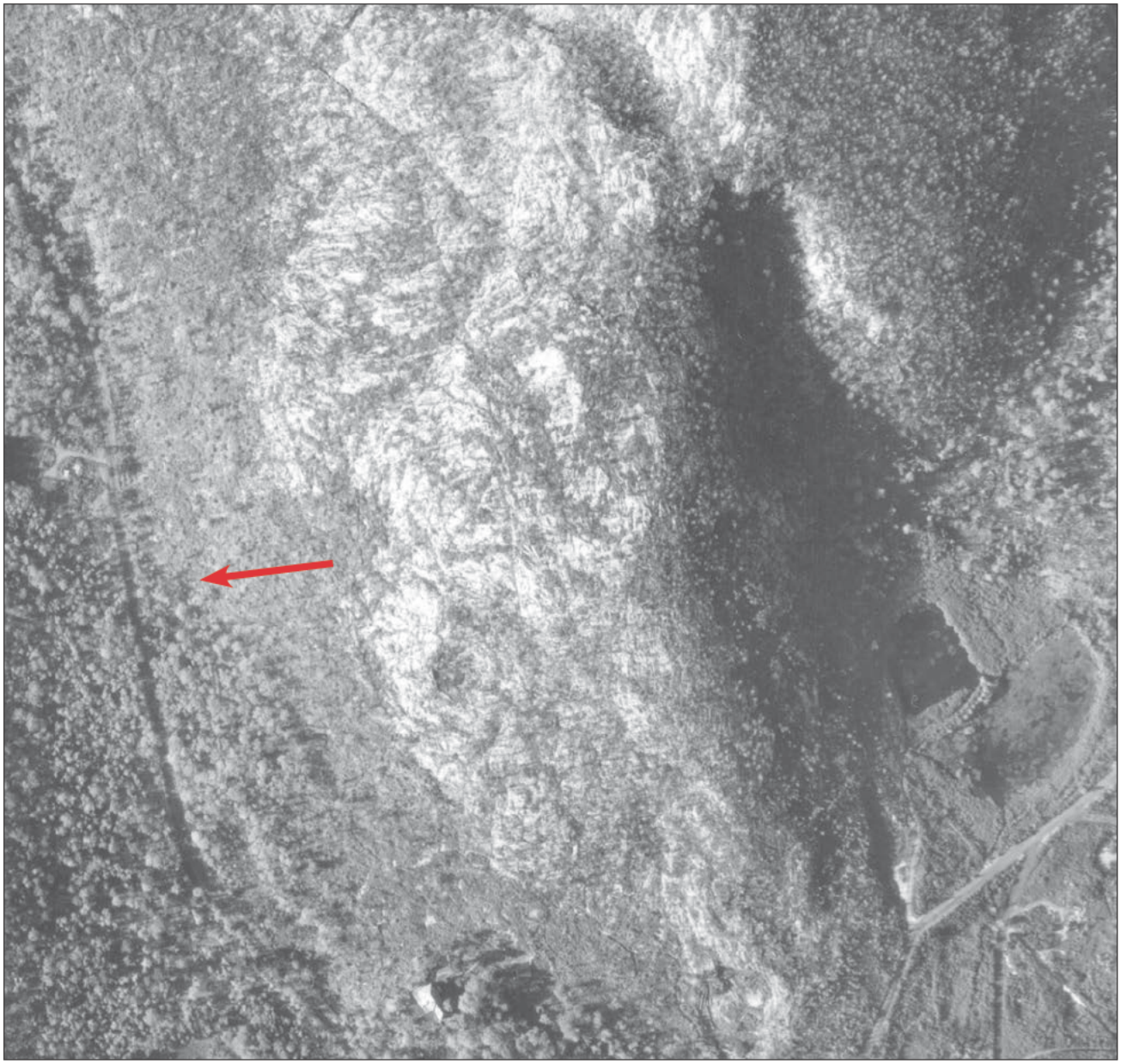


Figure 51-aerial. Aerial photograph of the future location of BPR Project 4A2 in Road in May 1953. The beginning of the red arrow indicates the approximate historic center of Vista 51 (Acadia NP GIS, #53-11-09).

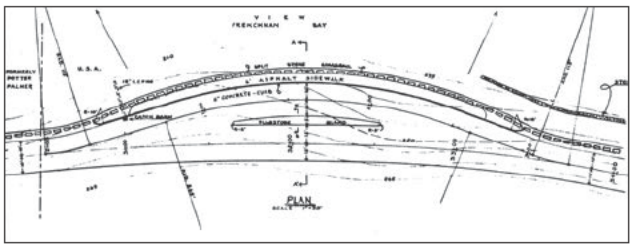


Figure 51-misc1. Portion of a 1958 plan of the Champlain Mountain overlook indicating the view towards Frenchman Bay (Denver Service Center, eTIC, ACAD_123_2782_[id35056]).



Figure 51-misc2. Looking east from position opposite Left Front, Schoodic in the distance. The pullout associated with the Vista 51 centerline is at far right (OCLP, ACADvista_51LFpan2, 2011).



Figure 51LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_51LFy).



Figure 51CF. View looking east from Center Front in May 2011 (OCLP, ACADvista_51CFabc).



Figure 51RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_51RFy).

VISTA 50

Location

Vista 50 is located along Bureau of Public Roads Project 4A2 (FHWA Route 300) andprovides a view east across the lower east slopes of Champlain Mountain. The proposed vista centerline is located 4.4 miles from the start of Kebo Mountain Road, at MP 4.430 (Lat 44.352022, Lon -68.187838) between the Champlain Mountain overlook and the Precipice Trail parking area, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 50 was described as 275 feet in length, with a "View of Bliss Field lowland and flowage including backwater from a beaver dam. A bird wildlife area" (GMP 1991:231). The centerline arrows in both vista plans were pointed slightly to the left of the perpendicular to the road, suggesting the view may have favored northbound motorists.

This area was devastated by the 1947 fire. The future location of the road segment can be approximated in aerial photographs from the 1950s, which suggest a moderate density of trees below the bare upper northeast facing slopes of Champlain Mountain (Fig. 50-aerial). Upon completion of the road in 1958, southbound motorists historically encountered the vista on the descent from the Champlain Mountain overlook and likely had a framed/filtered view to the east, while northbound motorists on the ascent from the Precipice Trail area likely had a similar view.

Neither Grey's 1995 inventory or Olmsted Center's 2006 inventory identified views at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 50 were georeferenced and found to coincide within 152 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline (Dwg. 50). The Center Front is therefore 5 feet north of Culvert 4.431 (Fig. 50-misc). The Left Front (to north) 64 feet after Culvert 4.392 and Right Front (to south) is 24 feet after the end of Guardwall 4.338. The total length of the vista is approximately 275 feet, which is consistent with its historic length. The recommended back line of the management area is 300 feet, which makes the size of the management area approximately 2.0 acres.

Analysis of Vista Management Area

Vista 50 no longer provides the intended view due to the presence of trees that block the view (Fig. 50LF, CF, RF). The landform in the vista management area descends gradually to the southeast with minimal slopes. Vegetation is mixed, with the western half described as an evenly dispersed aspen-birch woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet, and the eastern half a clumped/bunched red maple-hardwood swamp with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates most of the eastern half is part of a larger palustrine wetland. There are no invasive species, streams, or archeological sites, but there is a pond approximately 200 feet to the east.

Parking is allowed opposite the vista side of the motor road in the right lane.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 50 is a historic vista and should be rehabilitated within the limits of the management area to restore views of this low area for southbound motorists. The density of vegetation within the upper portions of the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 50
BPR Project 4A2

Drawing 50

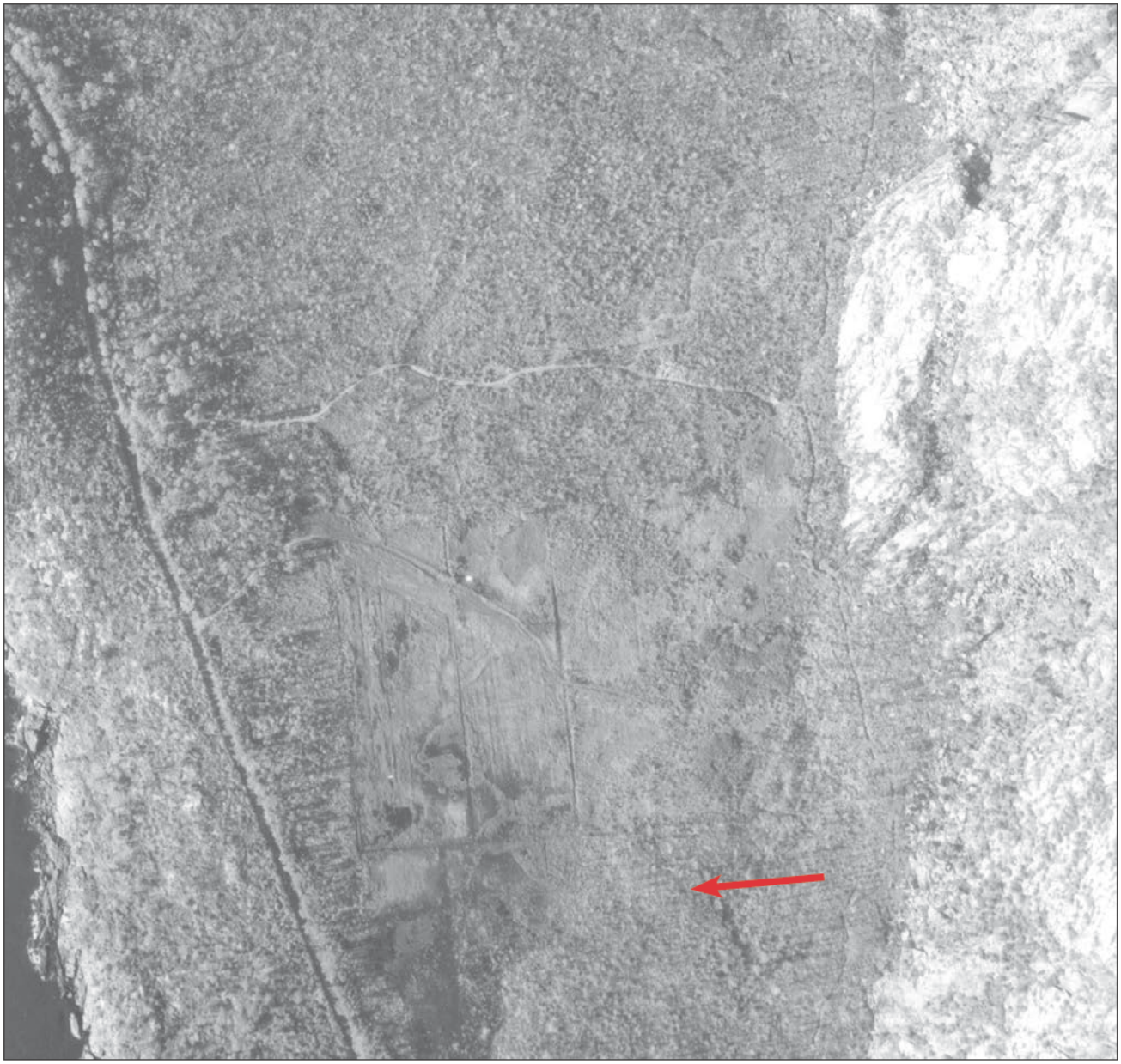


Figure 50-aerial. Aerial photograph of the future location of BPR Project 4A2 in Road in May 1953. The beginning of the red arrow indicates the approximate historic center of Vista 51 (Acadia NP GIS, #53-11-09).



Figure 50-misc. View looking south at the culvert inlet associated with the Vista 50 centerline (OCLP Acad0300_4.431_In, 2005).



Figure 50LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_50LFy).



Figure 50CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_50CFabc).



Figure 50RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_50RFy).

VISTA 49

Location

Vista 49 is located along Bureau of Public Roads Project 4A2 (FHWA Route 300) and provides a view east across the lower east slopes of Champlain Mountain. The proposed vista centerline is located 4.5 miles from the start of Kebo Mountain Road, at MP 4.586 (Lat 44.349415, Lon -68.187654) opposite the Precipice Trail parking area, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 49 was described as 200 feet in length with a view of "Champlain Mountain Cliffs and view of Bliss Field from the Precipice Trail parking area" (GMP 1991:230). The centerline arrows in both vista plans were pointed slightly to the left of the perpendicular to the road, suggesting the view may have favored northbound motorists.

This area was devastated by the 1947 fire. The future location of the road segment can be approximated in aerial photographs from the 1950s, which suggest scattered masses of trees and open areas (Fig. 49-aerial). Upon completion of the road in 1958, southbound motorists historically encountered the vista on the descent from the Champlain Mountain overlook and likely had a framed/filtered view to the east, while northbound motorists on the ascent to the overlook had a similar view.

A drawing of the Precipice Trail parking area from 1956 did not note any views. Grey's 1995 inventory identified a 225-foot long view (#49) to the east and a 219-foot long view (also #49) to the west at this location. Olmsted Center's 2006 inventory identified portions of a 237-foot long and a 454-foot long framed/filtered view (f/f 4.530) and a 454-foot long framed/filtered view (f/f 4.540) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 49 were georeferenced and found to coincide within 230 feet of one another. To best achieve the intended view, the 1958 line is recommended as the reconciled centerline because it aligns with the Precipice Trail parking area (Dwg. 49). The Center Front is therefore 85 feet north of Culvert 4.605 (Fig. 49-misc1). The Left Front (to north) 2 feet before Culvert 4.568 and Right Front (to south) is 14 feet after Culvert 4.605. The total length of the vista is approximately 200 feet, which is consistent with its historic length. The recommended back line of the management area is 300 feet, which makes the size of the management area approximately 1.4 acres.

Analysis of Vista Management Area

Vista 49 is limited in providing the intended view due to the presence of trees and shrubs that block some of the view (Fig. 49LF, CF, RF). The landform in the vista management area descends gradually to the east with minimal slopes. Vegetation is mixed, with the south and east portions described as an evenly dispersed red oak woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet, and the north and west portions a clumped/bunched red maple-hardwood swamp with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates the extreme northeast corner is part of a larger palustrine wetland. There are no invasive species, streams, or archeological sites, but there is a pond approximately 550 feet to the northeast.

Parking is allowed opposite the vista side of the motor road in the right lane and in the parking area for the popular Precipice Trail (Trail #11) (Fig. 49-misc2).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 49 is a historic vista and should be rehabilitated within the limits of the management area to restore views of this low area for southbound motorists. The density of vegetation in the west half of the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 49
BPR Project 4A2

Drawing 49

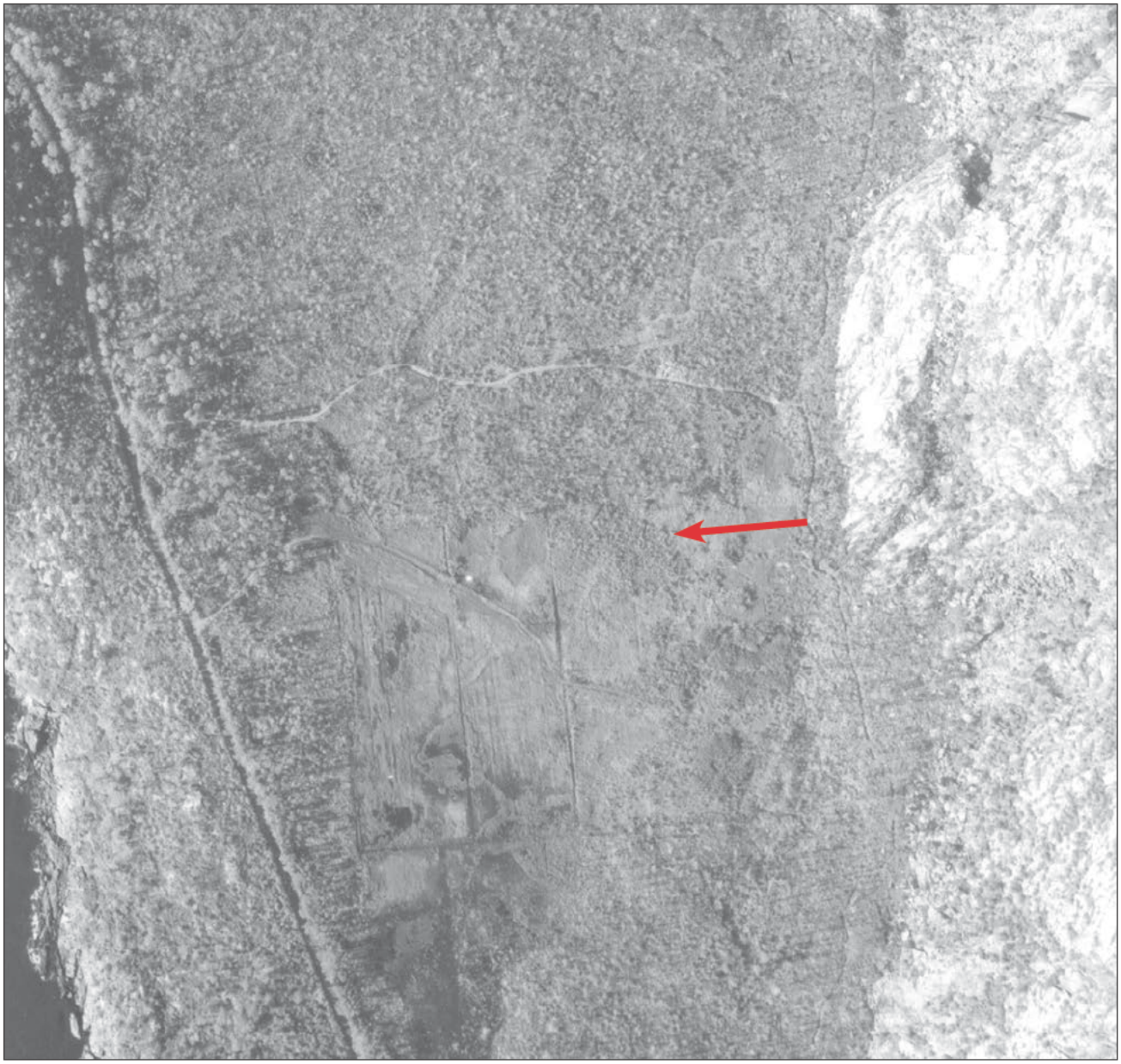


Figure 49-aerial. Aerial photograph of the future location of BPR Project 4A2 in May 1953. The beginning of the red arrow indicates the approximate historic center of Vista 49 (Acadia NP GIS, #53-11-11).



Figure 49-misc1. View looking south at the culvert inlet associated with the Vista 49 centerline (OCLP, Acad0300_4.605_In (2), 2005).



Figure 49-misc2. View looking south the Precipice Trail parking area opposite Vista 49 (OCLP Acad0300_4.546, 2005).



Figure 49LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_49LFy).



Figure 49CF. View looking east from Center Front in May 2011 (OCLP, ACADvista_49CFabc).



Figure 49RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_49RFy).

VISTA 48

Location

Vista 48 is located along Bureau of Public Roads Project 4A2 (FHWA Route 300) and provides a view west into the forest at the base the Champlain Mountain Cliffs. The proposed vista centerline is located 4.7 miles from the start of Kebo Mountain Road, at MP 4.737 (Lat 44.347244, Lon -68.187563) just south of the Precipice Trail parking area, on the right side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 48 was described as 250 feet in length, with a view of the "South end of Champlain Mountain cliffs with a close view of a tumble-down and the resultant talus slope" (GMP 1991:230). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This area was devastated by the 1947 fire. The future location of the road segment can be approximated in aerial photographs from the 1950s, which suggest a moderate density of trees below the bare upper east facing slopes of Champlain Mountain (Fig. 48-aerial). Upon completion of the road in 1958, southbound motorists historically encountered the vista after descending from the Champlain Mountain overlook and passing the Precipice Trail parking area and likely had a framed/filtered view to the west, while northbound motorists beginning their ascent to the overlook likely had a similar view.

Grey's 1995 inventory identified a 730-foot long view (#48) to the west at this location and a 231-foot long view (also #48) to the east just to the south of this location. Olmsted Center's 2006 inventory did not identify a view at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 48 were georeferenced and found to coincide within 395 feet of one another. To best achieve the intended view, the 1958 line is recommended as the reconciled centerline because it aligns with the large boulder in the woods (Dwg. 48). The Center Front is therefore 86 feet north of Culvert 4.753 (Fig. 48-misc). The Left Front (to south) is 52 feet after Culvert 4.753 and Right Front (to north) is 38 feet before Culvert 4.723. The total length of the vista is approximately 250 feet, which is consistent with its historic length. The recommended back line of the management area is 250 feet, which makes the size of the management area approximately 1.5 acres.

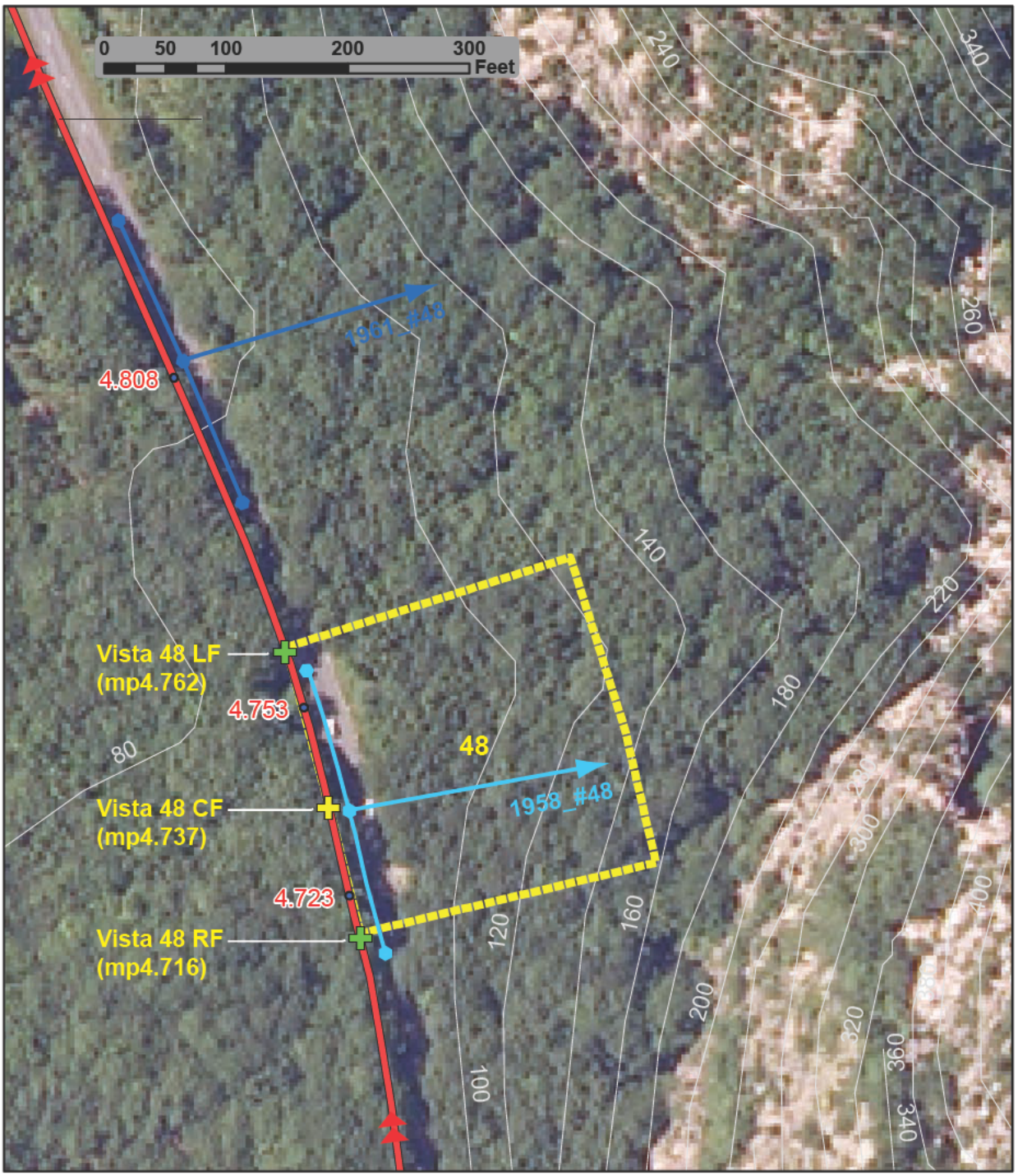
Analysis of Vista Management Area

Vista 48 no longer provides the intended view due to the presence of trees that block the view (Fig. 48LF, CF, RF). The landform in the vista management area ascends gradually to the west-northwest with slopes between 15 and 25 percent in the western half. Vegetation is described as an evenly dispersed aspen-birch woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates there are no invasive species, ponds, streams, wetlands, or archeological sites.

Parking is allowed on the vista side of the motor road in the right lane. A social trail leads from the road to the large boulder around 200 feet from the road.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 48 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the cliffs and the large boulder for southbound motorists. The density of vegetation within the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 48
BPR Project 4A2

Drawing 48

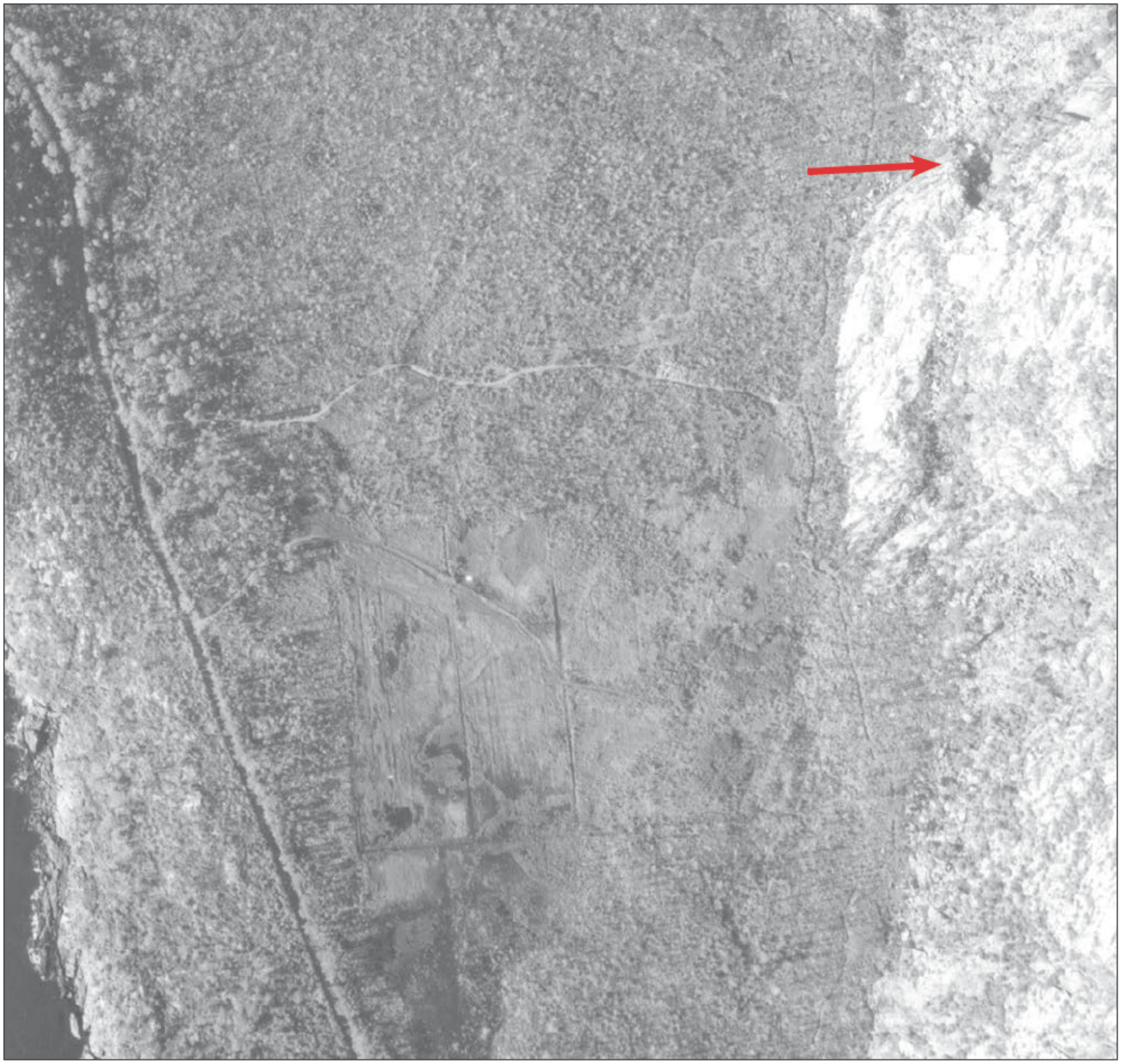


Figure 48-aerial. Aerial photograph of the future location of BPR Project 4A2 in May 1953. The beginning of the red arrow\ indicates the approximate historic center of Vista 48 (Acadia NP GIS, #53-11-11).



Figure 48-misc. View looking south at the culvert outlet associated with the Vista 48 centerline (OCLP, Acad0300_4.753_Out, 2005).



Figure 48LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_48LFy).



Figure 48CF. View looking west from Center Front in May 2011 (OCLP, ACADvista_48CFabc).



Figure 48RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_48RFy).

VISTA 47

Location

Vista 47 is located along Bureau of Public Roads Project 4A2 (FHWA Route 300) and provides a view east into a wetland area below Champlain Mountain. The proposed vista centerline is located 5.0 miles from the start of Kebo Mountain Road, at MP 5.069 (Lat 44.34284, Lon -68.185207) between the Precipice Trail parking area and the Entrance Station, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 47 was described as 635 feet in length, with a view of "Muskrat Pond and across to Schoodic Point through a natural frame of existing trees on Schooner Head Road" (GMP 1991:230). The centerline arrows in both vista plans were pointed slightly to the right of the perpendicular to the road, suggesting the view may have favored southbound motorists.

This area was devastated by the 1947 fire. The future location of the road segment can be approximated in aerial photographs from the 1950s, which suggest a low density of trees and open areas around what appears to be a wetland or stream (Fig. 47-aerial). Upon completion of the road in 1958, southbound motorists historically encountered the vista after descending from the Champlain Mountain overlook and passing the Precipice Trail parking area and likely had a framed/filtered view to the east, while northbound motorists on the descent from the Schooner Head area likely had a similar view.

Grey's 1995 inventory identified a 916-foot long view (#47) at this location. Olmsted Center's 2006 inventory identified a 121-foot long view (f/f 5.007) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 47 were georeferenced and found to coincide within 160 feet of one another. To best achieve the intended view, the 1961 line is recommended as the reconciled centerline because it is closer to views identified by Grey and Olmsted Center (Dwg. 47). The Center Front is therefore 136 feet north of Culvert 5.094 (Fig. 47-misc). The Left Front (to north) is at Culvert 5.008 and Right Front (to south) is 184 feet after Culvert 5.094. The total length of the vista is approximately 635 feet, which is consistent with its historic length. The recommended back line of the management area is 300 feet, which makes the size of the management area approximately 4.4 acres.

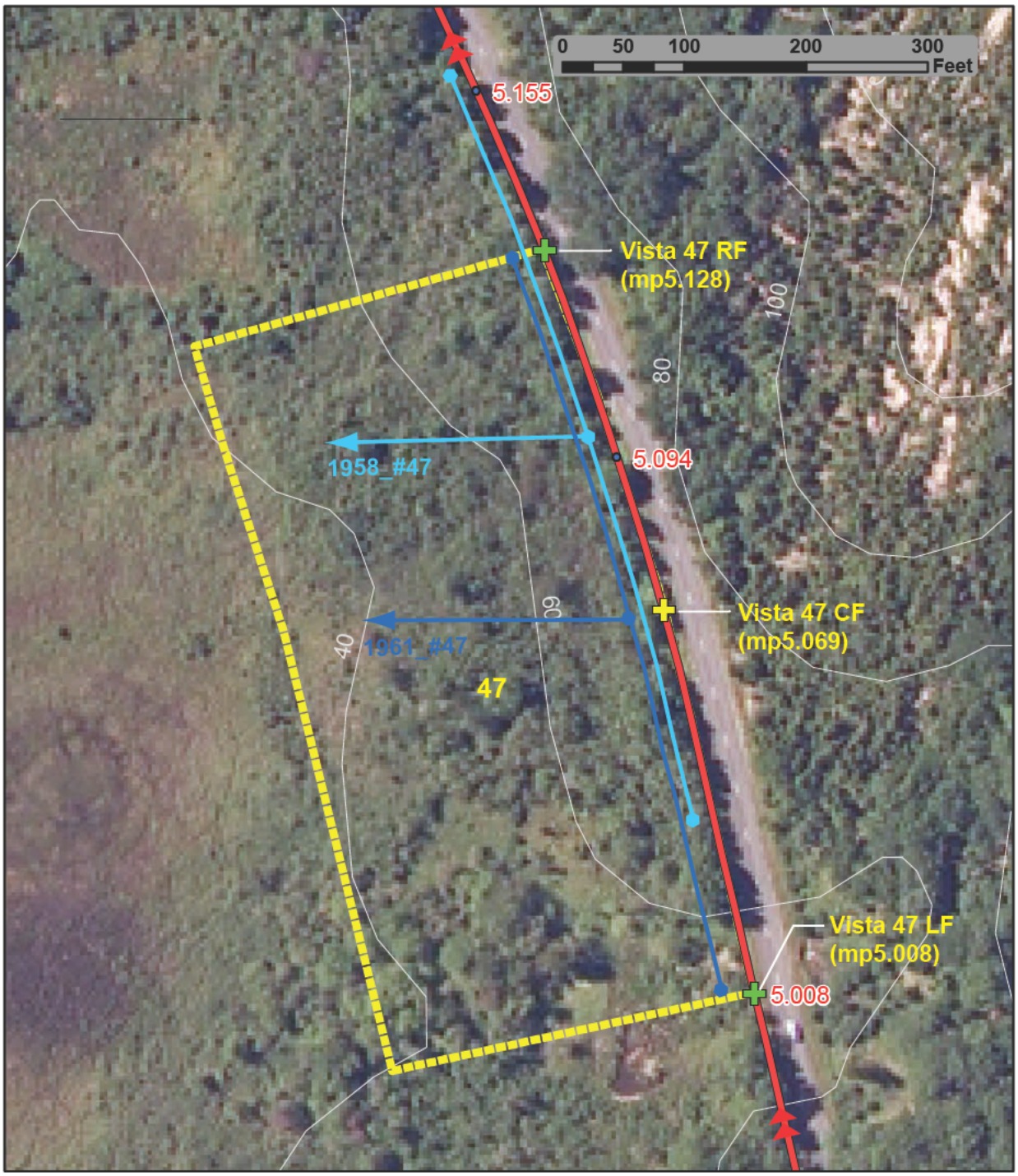
Analysis of Vista Management Area

Vista 47 is limited in providing the intended view due to the presence of trees that block the view (Fig. 47LF, CF, RF). The landform in the vista management area descends to the east-northeast with slopes between 15 and 25 percent. Vegetation is mixed, with the extreme western portion described as an evenly dispersed aspen-birch woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet; and the remainder of the area a clumped/bunched red maple-hardwood swamp with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. Extending into the middle portion of the area is an evenly dispersed graminoid shallow marsh with a closed continuous canopy and a density coverage of 60-100 percent. GIS data indicates the extreme north edge is part of a larger palustrine wetland. There are no invasive species, streams, or archeological sites, but there is a series of ponds approximately 150 feet to the east.

Parking is allowed opposite the vista side of the motor road in the right lane.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 47 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the ponds and the scenery to the east for southbound motorists. The density of vegetation on the western half of the area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 47
BPR Project 4A2

Drawing 47

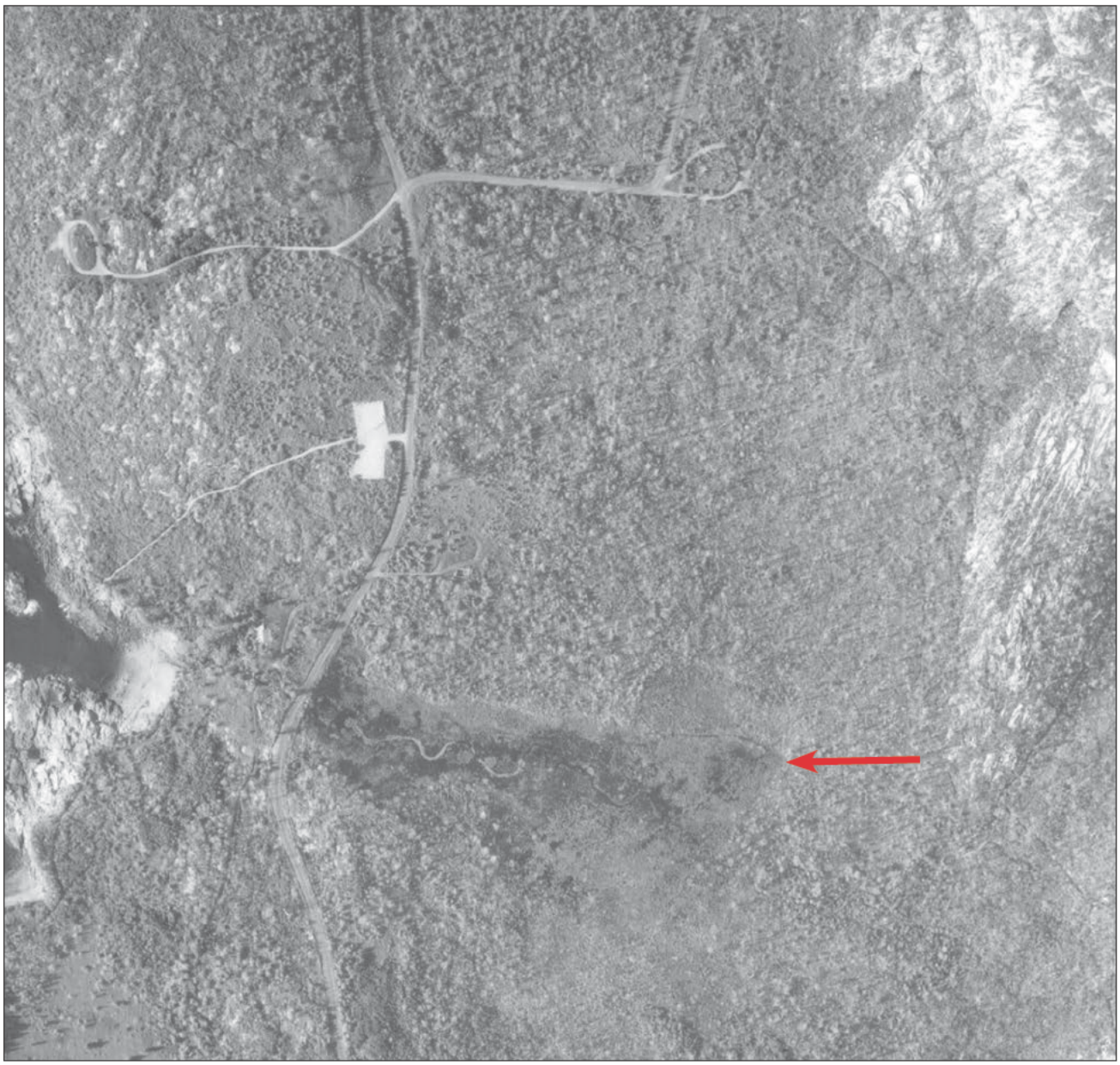


Figure 47-aerial. Aerial photograph of the future location of BPR Project 4A2 in May 1953. The beginning of the red arrow indicates the approximate historic center of Vista 47 (Acadia NP GIS, #53-11-11).



Figure 47-misc. View looking south at the culvert inlet associated with the Vista 47 centerline (OCLP, Acad0300_5.094_In, 2005).



Figure 47LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_47LFy).



Figure 47CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_47CFabc).



Figure 47RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_47RFy).

MDI HISTORIC VISTAS (FHWA ROUTE 300): VISTAS 46-42

CHAMPLAIN MOUNTAIN ROAD, OCEAN DRIVE (3 SECTIONS), AND OTTER CLIFFS ROAD

Vistas 46 to 42 are located along Champlain Mountain Road (completed 1940), Ocean Drive (1929-1934), and Otter Cliffs Road (1936). The historic motor roads connect with BPR Project 4A2 (1958) to the north and Otter Cove Causeway/Blackwoods Road (1939) to the south. They are the fourth through eighth segments of the one-way part of the Park Loop Road.

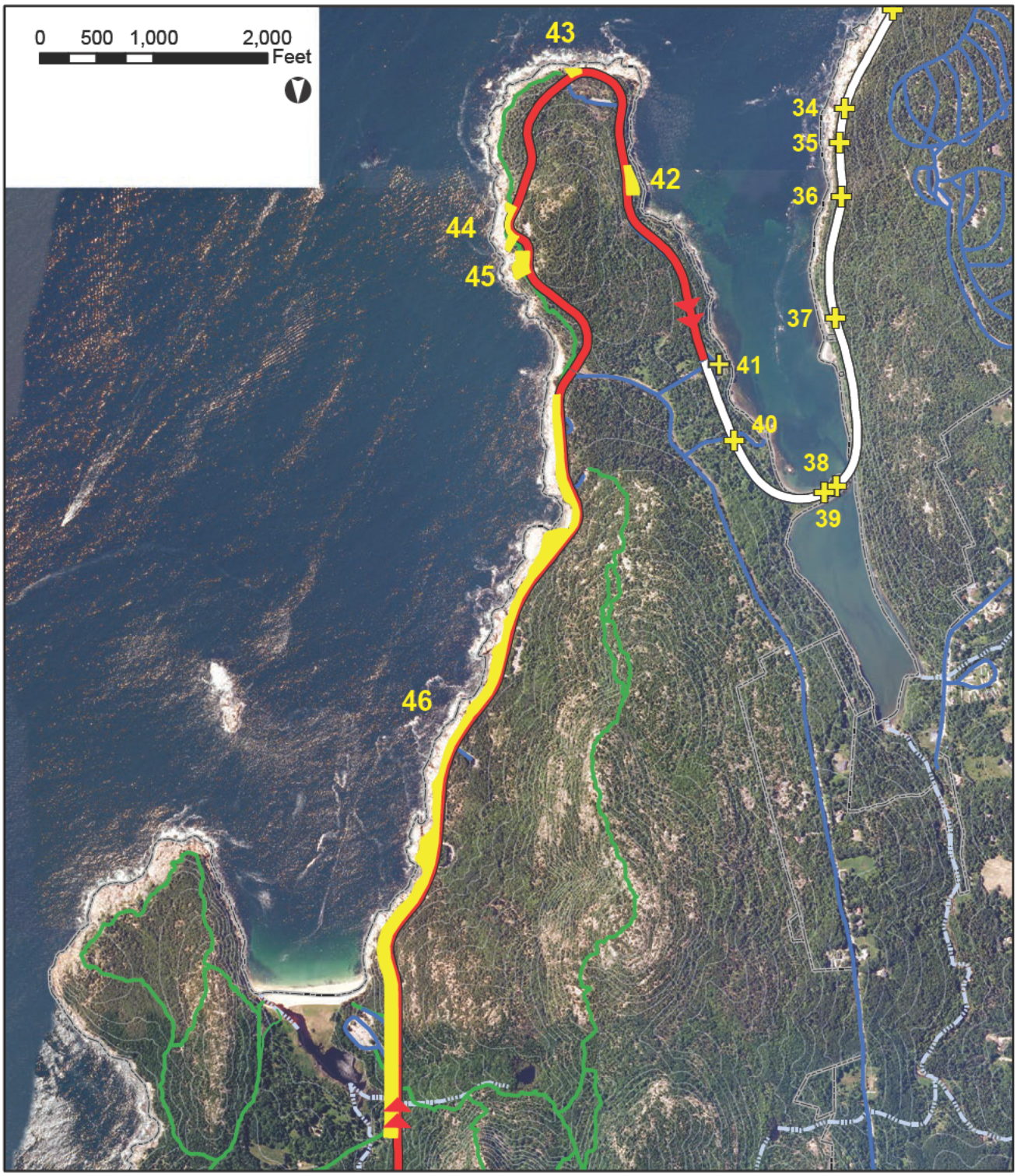


Figure 5.3. Map of recommended vista management areas (colored yellow) on Champlain Mountain Road, Ocean Drive, and Otter Cliffs Road (colored red). Note: Presentation of vistas in the following pages proceeds in reverse numerical order, from 46 to 42 (OCLP, 2013).

VISTA 46

Location

Vista 46 is located along Champlain Mountain Road and Ocean Drive (FHWA Route 300) and provides a view east across the eastern shoreline of Mount Desert Island and towards the Atlantic Ocean. The proposed vista centerline is located 6.5 miles from the start of Kebo Mountain Road, at MP 6.542 (Lat 44.32263, Lon -68.18781) just north of the Thunder Hole area, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 46 was described as 10,032 feet in length, with "Views of the ledges, the shoreline, Egg Rock, Schoodic Peninsula, outer Frenchman Bay, Great Head, and Newport Cove. Nearly two miles long and caused naturally by ledge rock. Any tree growth should be encouraged and retained" (GMP 1991:230). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

A photograph of Ocean Drive from the 1920s, prior to its reconstruction in the early 1930s, shows the sparse shoreline vegetation (Fig. 46-historic). This immediate area was devastated by the 1947 fire, and historic aerial photographs suggest scattered trees within mostly open areas inland and along the shoreline (Fig. 46-aerial). Southbound motorists historically encountered the vista while descending to the Sand Beach area and likely had a panoramic view to the east, while northbound motorists on the descent from the Otter Cliffs area likely had a similar view.

Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified numerous views, including a 316-foot long framed/filtered view (f/f 5.854), a 591-foot long framed/filtered view (f/f 6.072), a 448-foot long panoramic view (pan 6.885), a 844-foot long framed/filtered view (f/f 6.323), a 348-foot long panoramic view (pan 6.484), a 522-foot long framed/filtered view (f/f 6.551), a 300-foot long panoramic view (pan 6.651), a 506-foot long framed/filtered view (f/f 6.709), a 190-foot long framed/filtered view (f/f 6.939), a 628-foot long panoramic view (pan 6.976), a 311-foot long framed/filtered view (f/f 7.096) at this location.

Vista Management Area

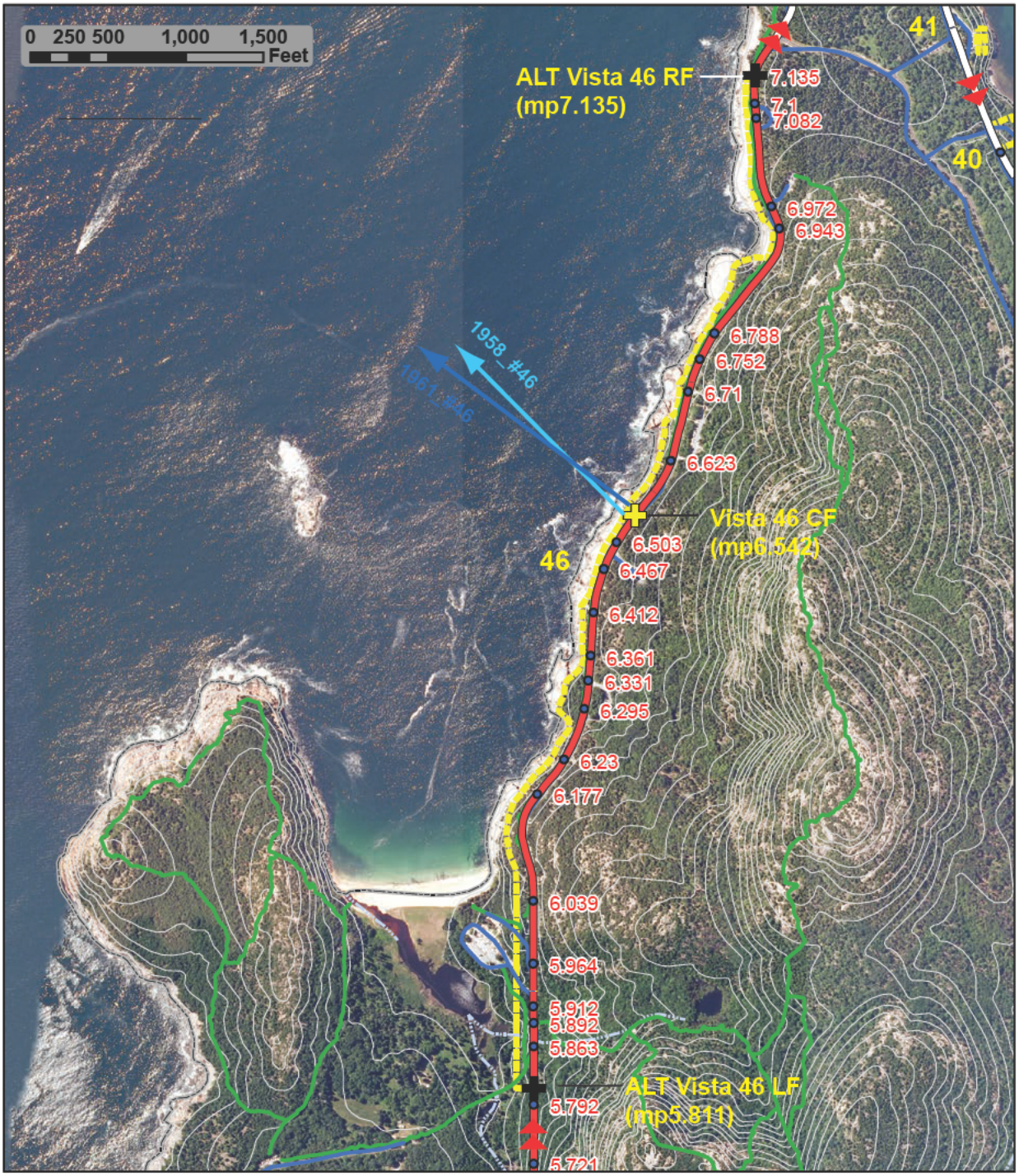
The 1958 and 1961 centerlines for Vista 46 were georeferenced and found to coincide within 88 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline (Dwg. 46). The Center Front is therefore 209 feet south of Culvert 6.503 (Fig. 46-misc1). The Left Front and Right Front would be 5,016 feet on either side of this point, but would extend north to just south of the Entrance Station and south to Otter Cliffs and overtake Vistas 45 and 44 (Fig. 46LF).

Therefore, an Alternate Left Front (to north) is 100 feet after Culvert 5.792 and Alternate Right Front (to south) is at Culvert 7.135. The total length of the vista is approximately 7,000 feet, which is around 3,000 feet less than its historic length. The recommended back line of the management area varies between 100 feet in non-shoreline areas to the treeline in shoreline areas, which makes the size of the management area approximately 15.3 acres.

Analysis of Vista Management Area

Vista 46 still provides the intended view, primarily from shoreline areas (Fig. 46LF-ALT, CF, RF-ALT; Fig.46-misc2, misc3, and misc4). The landform in the vista management area descends to the east-southeast with slopes between 15 and 25 percent, although some are between 25-35 percent. Vegetation is mixed, with the northern portions around Sand Beach described as a spruce-fir forest, aspen-birch woodland, and mixed conifer woodland; the middle portions around Thunder Hole a mixed conifer deciduous woodland, and the southern portions around Monument Cove a pitch pine woodland and spruce-fir forest. GIS data indicates there are no invasive species or archeological sites, but there is an unnamed intermittent stream at the north end of the vista that feeds an unnamed perennial stream and estuarine area just to the east.

...continued...



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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2. Map is for illustrative purposes only.

SOURCES
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3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 46
Champlain Mountain Road and Ocean Drive

Drawing 46

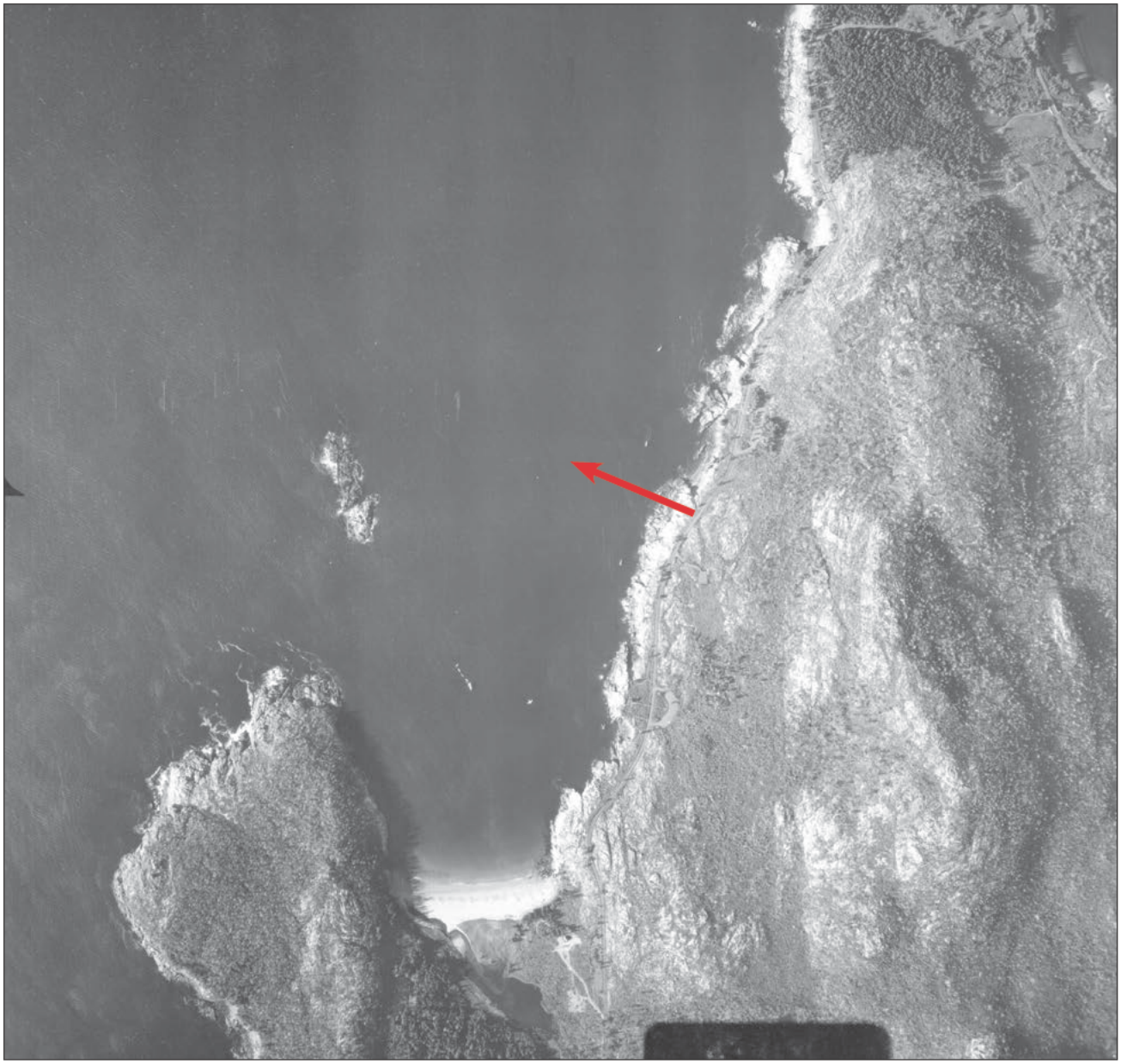


Figure 46-aerial. Aerial photograph of Ocean Drive in May 1953. The red arrow indicates the approximate historic center of Vista 46 (Acadia NP GIS, #53-11-14).



Figure 46-historic. Ocean Drive, circa 1928, view looking south towards Otter Cliffs (Charles Eliot II. The Future of Mount Desert Island. Bar Harbor, Maine: Bar Harbor Village Improvement Association, 1928).



Figure 46-misc1. View of the culvert inlet associated with the Vista 46 centerline (OCLP, Acad0300_6.503_In, 2005).





Figure 46LF. Views of historic Left Front in May and June, 2011. Historic Right Front would be located within Vista 45 over two miles away (OCLP, ACADvista_46LFy).

Analysis, cont.

Parking is allowed opposite the vista side of the motor road in the right lane except at Sand Beach, where there is a large parking lot. There are also numerous parking lots positioned along the west side of the motor road. The popular Ocean Path (Trail #3) runs through the vista management area from Sand Beach to Otter Cliffs (Fig. 46-misc2).

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 46 is a historic vista and should be maintained in its present condition within the alternative management area to preserve views of the shoreline, adjacent landforms, and ocean. The density of vegetation at the north end should be maintained to screen the fire road/trail to the east. The panoramic views from Ocean Drive are a major destination in the park.





Figure 46LF-ALT. Views of Alternate Left Front in May and June, 2011 (OCLP, ACADvista_46LFy).



Figure 46CF. View looking east from Center Front in May 2011 (OCLP, ACADvista_46CFabc).



Figure 46RF-ALT. View of Alternate Right Front in June 2011 (OCLP, ACADvista_46RFy).



Figure 46-misc2. View looking south at MP 6.039 at the Ocean Path and the ocean view (OCLP, ACADvista_46pan1a).



Figure 46-misc3. View looking south at MP 6.22 at the Ocean Path and the ocean view (OCLP, ACADvista_46pan2b).



Figure 46-misc4. View looking south towards Otter Point from around the Center Back point of Vista 46 in May 2011 (OCLP, ACADvista_46CBl).

VISTA 45

Location

Vista 45 is located along Otter Cliffs Road (FHWA Route 300) and provides a view east towards the Atlantic Ocean. The proposed vista centerline is located 7.4 miles from the start of Kebo Mountain Road, at MP 7.414 (Lat 44.311552, Lon -68.18983) just north of the grade separation at Otter Cliffs, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 45 was described as 180 feet in length, with a "View of the ledges and shoreline from the closest approach made by Ocean Drive north of Otter Point" (GMP 1991:230). The centerline arrow in the 1958 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions. The arrow in the 1961 vista plan was pointed to the right of the perpendicular, suggesting the view may have favored southbound motorists.

This area was adjacent to an isolated area devastated on the last day of the 1947 fire. Historic aerial photographs suggest a moderate density of trees between the road and shoreline (Fig. 45-aerial). Southbound motorists historically encountered the vista while ascending from the Monument Cove area and likely had a framed/filtered view to the east, while northbound motorists on the descent from the Otter Cliffs area likely had a similar view.

Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified a portion of a 290-foot long framed/filtered view (f/f 7.375) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 45 were georeferenced and found to coincide within 525 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline to avoid overtaking the adjacent Vista 44 (Dwg. 45). The Center Front is therefore 98 feet north of Culvert 7.432 (Fig. 45-misc1). The Left Front (to north) is 187 feet before the culvert and Right Front (to south) is 6 feet before the culvert. The total length of the vista is approximately 180 feet, which is consistent with its historic length. The recommended back line of the management area follows the treeline, which makes the size of the management area approximately 0.6 acres.

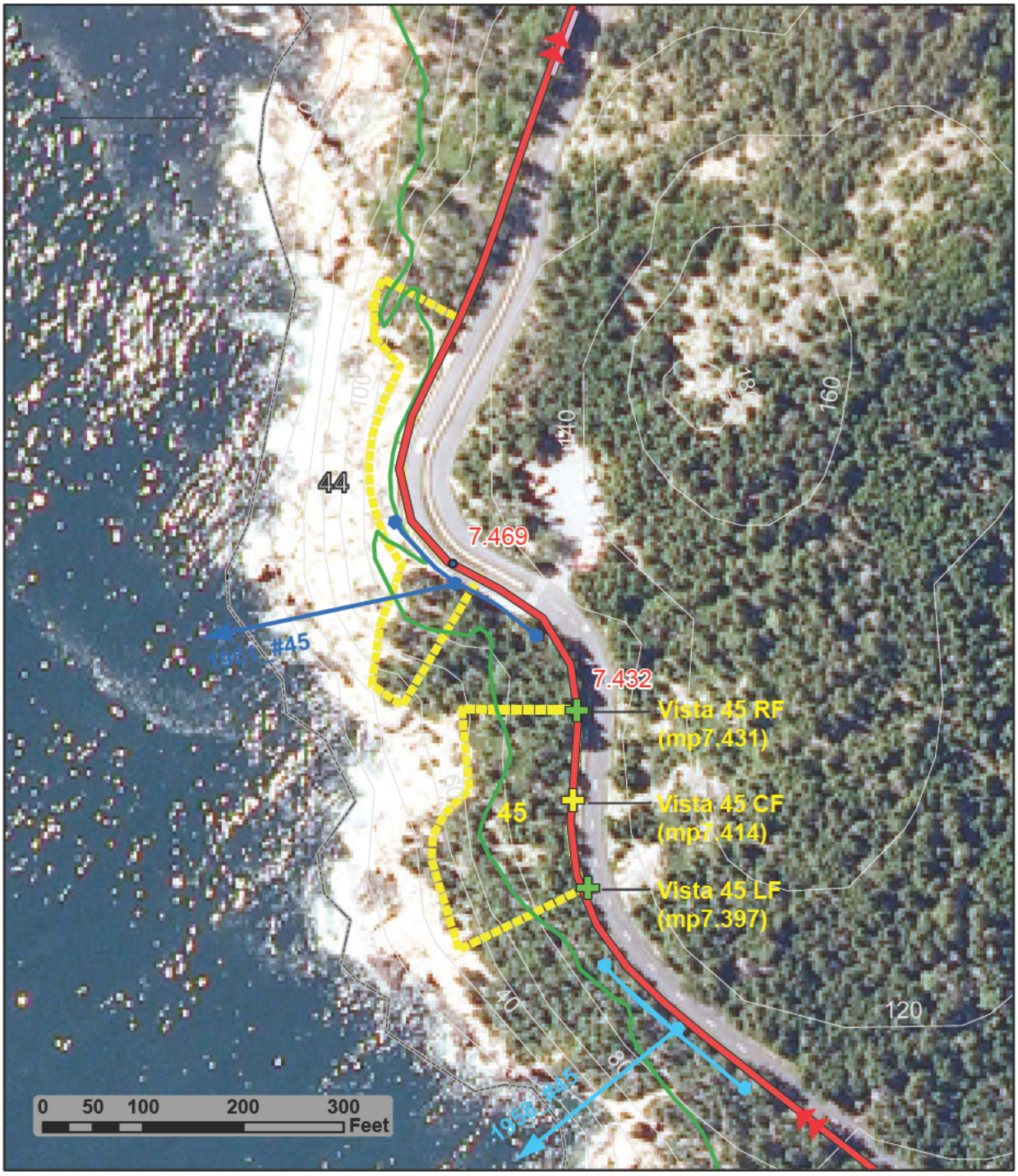
Analysis of Vista Management Area

Vista 45 no longer provides the intended view due to the presence of trees that block the view (Fig. 45LF, CF, RF; Fig. 45-misc2). The landform in the vista management area descends to the east with slopes between 15 and 25 percent that then increase to 25-35 percent. Vegetation is mixed, with the southern two-thirds described as a clumped/bunched mixed conifer woodland with an open discontinuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet, and the northern one-third described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive species, ponds, streams, wetlands, or archeological sites.

Parking is allowed opposite the vista side of the motor road in the right lane. A parking lot is located just to the south across the road and next to the grade separation. The popular Ocean Path (Trail #3) runs through the vista management area from Sand Beach to Otter Cliffs.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 45 is a historic vista and should be rehabilitated within the limits of the management area to preserve views of the ledges, shoreline, and ocean for southbound motorists. The density of vegetation within the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 45
Otter Cliffs Road

Drawing 45

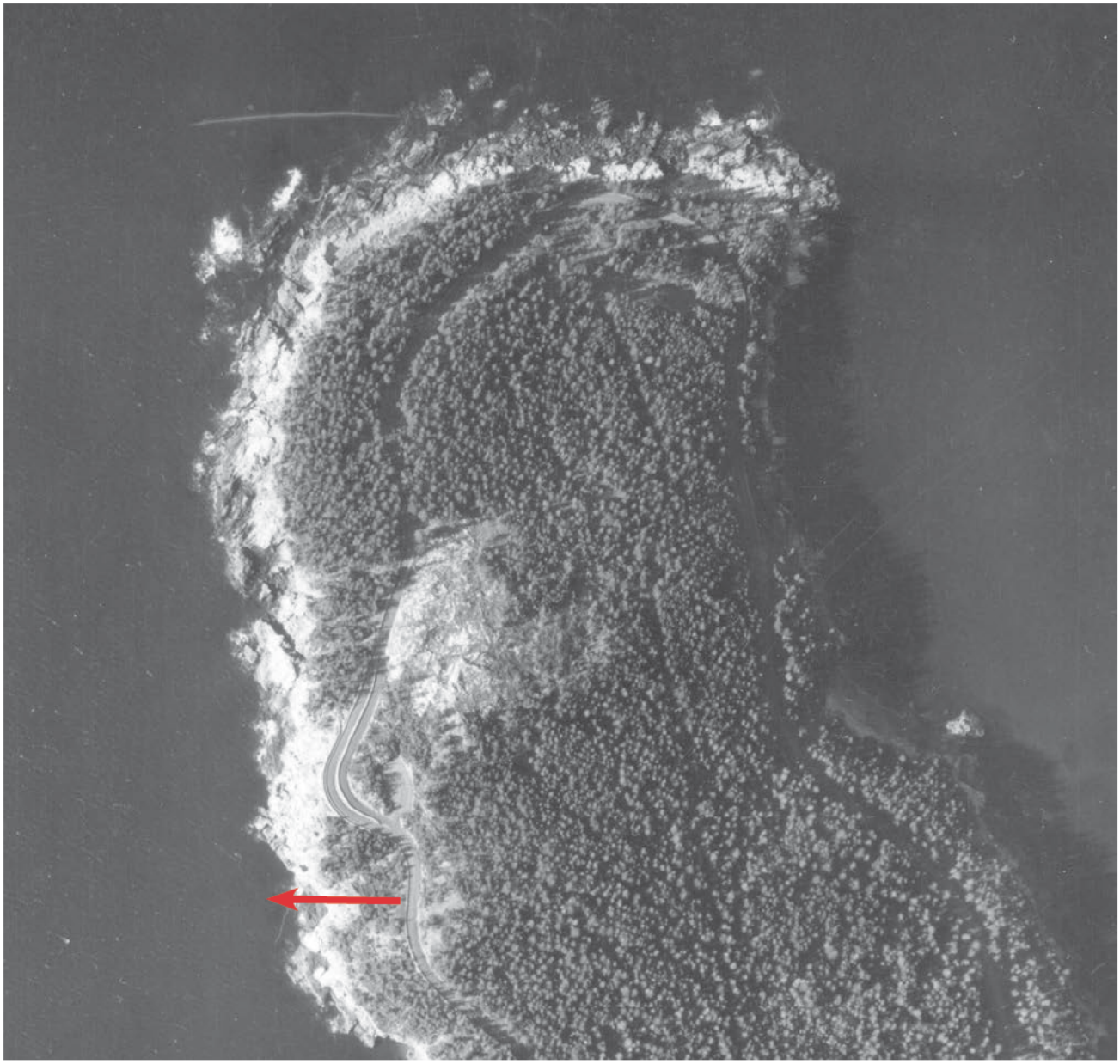


Figure 45-aerial. Aerial photograph of Otter Cliffs Road in May 1953. The red arrow indicates the approximate historic center of Vista 45 (Acadia NP GIS, #53-11-15).



Figure 45-misc1. View of the culvert outlet associated with the Vista 45 centerline (OCLP, Acad0300_7.432_ Out(1), 2005).



Figure 45-misc2. View looking east from an elevated position opposite Left Front (OCLP, ACADvista_45LFpan1, 2011).



Figure 45LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_45LFy).



Figure 45CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_45CFabc).



Figure 45RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_45RFy).

VISTA 44

Location

Vista 44 is located along Otter Cliffs Road (FHWA Route 300) and provides a view east towards the Atlantic Ocean. The proposed vista centerline is located 7.4 miles from the start of Kebo Mountain Road, at MP 7.491 (Lat 44.310678, Lon -68.189165) at the stone grade separation structure at Otter Cliffs, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 44 was described as 300 feet in length, with a "View from the divided road" (GMP 1991:230). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This area was adjacent to an isolated area devastated on the last day of the 1947 fire. Aerial photographs from the 1950s indicate no trees between the road and shoreline (Fig. 44-aerial). Southbound motorists historically encountered the vista while ascending from the Monument Cove area and likely had a panoramic view to the east, while northbound motorists on the ascent from the Otter Point area likely had a similar view.

Grey's 1995 inventory identified a 360-foot long view (#44) at this location. Olmsted Center's 2006 inventory identified a portion of a 438-foot long panoramic view (pan 7.456) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 44 were georeferenced and found to coincide within 550 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline to align to vista with the center of the grade separation and avoid overtaking Vista 45 just to the north (Dwg. 44). The Center Front is therefore 120 feet south of Culvert 7.469 (Fig. 44-misc1). The Left Front (to north) is 27 feet before the culvert and Right Front (to south) is 270 feet after the culvert. The total length of the vista is approximately 300 feet, which is consistent with its historic length. The recommended back line of the management area follows the treeline, which makes the size of the management area approximately 0.5 acres.

Note: The Center Front marker is located on the opposite side of the lower level road.

Analysis of Vista Management Area

Vista 44 still provides the intended view, primarily from the grade separation structure (Fig. 44LF, CF, RF). The landform in the vista management area descends to the east-northeast with slopes between 25-35 percent at the north end and greater than 50 percent elsewhere because of the guard/retaining walls associated with the grade separation structure (Fig. 44-misc2). Vegetation is confined to the north and south ends and is described as a clumped/bunched mixed conifer woodland with an open discontinuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet, while the remainder of the area is open headland. GIS data indicates no invasive species, ponds, streams, wetlands, or archeological sites.

Parking is not allowed opposite the vista side of the motor road in the right lane at this location, but is provided in a parking lot off of the west side of the road. The popular Ocean Path (Trail #3) runs through the vista management area via two stone staircases that lead to a walkway built into the outer edge of the grade separation structure.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 44 is a historic vista and should be maintained in its present condition within the proposed management area to preserve views of the shoreline and ocean. The panoramic views from this location, as well as the stone grade separation structure designed by the Olmsted Brothers, are popular destinations.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 44
Otter Cliffs Road

Drawing 44

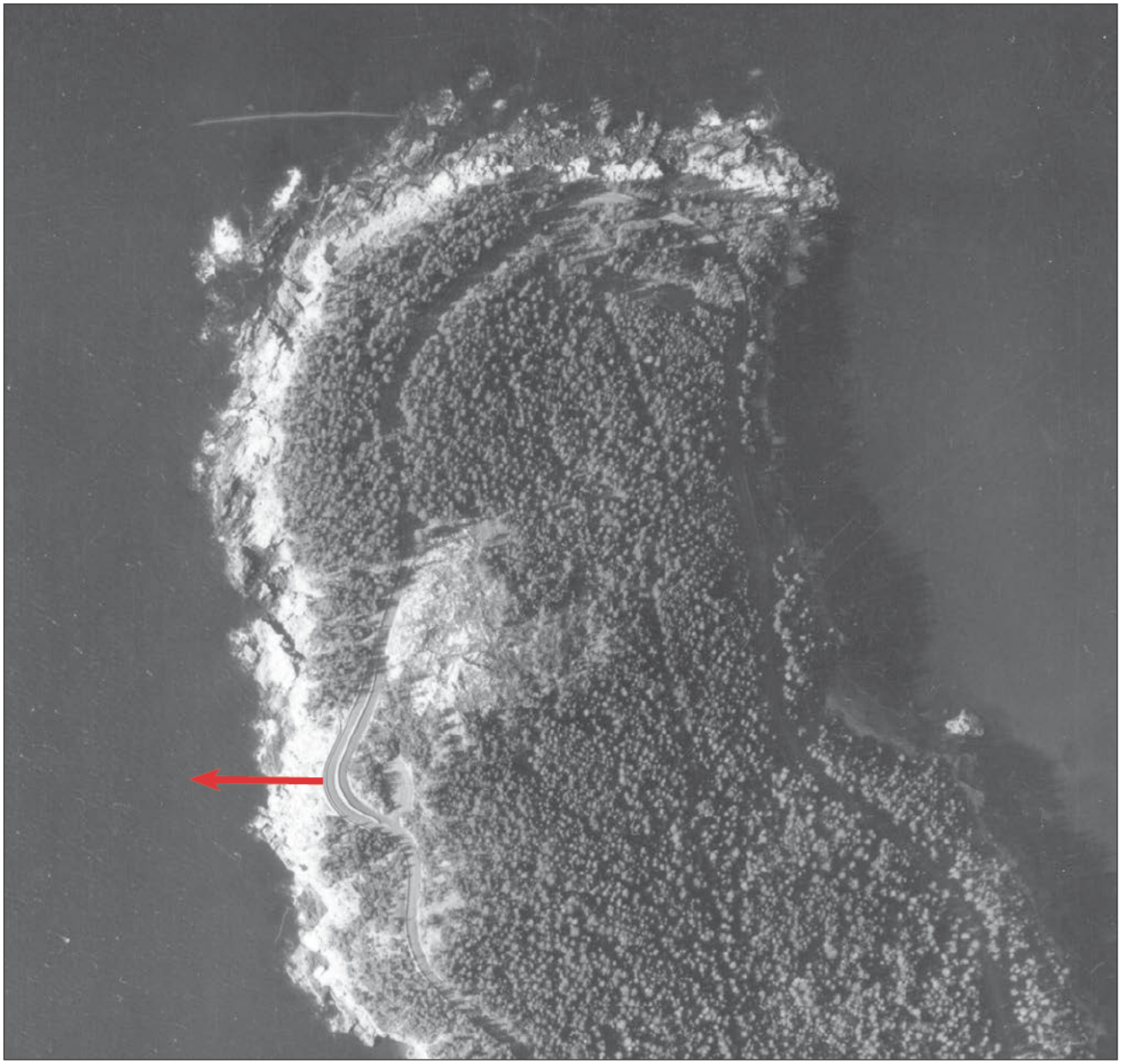


Figure 44-aerial. Aerial photograph of Otter Cliffs Road in May 1953. The red arrow indicates the approximate historic center of Vista 44 (Acadia NP GIS, #53-11-15).



Figure 44-misc1. View of the culvert outlet associated with the Vista 44 centerline (OCLP, Acad0300_7.469_Out, 2005).



Figure 44-misc2. View looking southeast at the north end of the grade separation structure (OCLP, Acad0300_7.452, 2005).



Figure 44LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_44LFy).



Figure 44CF. View looking east from Center Front in May 2011 (OCLP, ACADvista_44CFabc).



Figure 44RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_44RFy).

VISTA 43

Location

Vista 43 is located along Otter Cliffs Road (FHWA Route 300) and provides a view south and east towards the Atlantic Ocean. The proposed vista centerline is located 7.7 miles from the start of Kebo Mountain Road, at MP 7.783 (Lat 44.307064, Lon -68.1916) opposite the Otter Point parking area, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 43 was described as 100 feet in length, with a "View from Otter Point" (GMP 1991:230). The centerline arrows in both vista plans were pointed slightly to the right of the perpendicular to the road, suggesting the view may have favored southbound motorists.

Aerial photographs from the 1950s suggest a moderate density of scattered trees between the road and shoreline (Fig. 43-aerial). Southbound motorists historically encountered the vista while descending from the Otter Cliffs area and likely had a framed/filtered view to the south and east, while northbound motorists on the descent from the Fabbri area likely had a similar view.

Grey's 1995 inventory identified a 778-foot long view (#43) at this location. Olmsted Center's 2006 inventory identified a portion of a 438-foot long framed/filtered view (f/f 7.757) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 43 were georeferenced and found to coincide within 335 feet of one another. To best achieve the intended view, a point slightly south of the 1961 line is recommended as the reconciled centerline to align to vista with the centerline of the road for southbound drivers (Dwg. 43). The Center Front is therefore 76 feet north of Culvert 7.797 (Fig. 43-misc1). The Left Front (to north) is 126 feet before the culvert and Right Front (to south) is 26 feet before the culvert. The total length of the vista is approximately 100 feet, which is consistent with its historic length. The recommended back line of the management area follows the treeline, which makes the size of the management area approximately 0.1 acres.

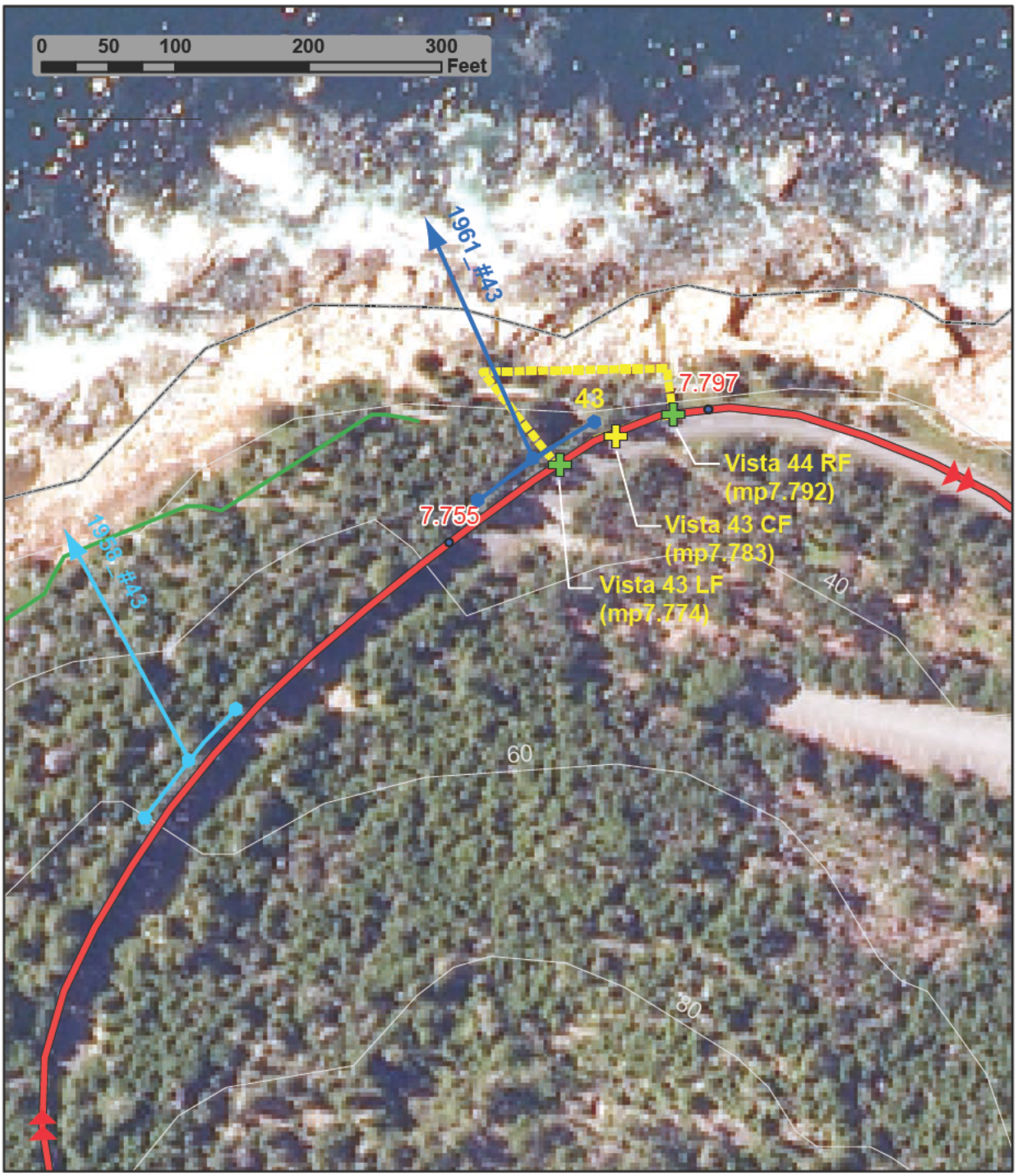
Analysis of Vista Management Area

Vista 43 is limited in providing the intended view due to the presence of trees in the foreground (Fig. 43LF, CF, RF). The landform in the vista management area descends gradually to the south with slopes between 15-25 percent. Vegetation is described as a clumped/bunched spruce-fir forest with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates no invasive species, ponds, streams, wetlands, or archeological sites.

Parking is allowed opposite the vista side of the motor road in the right lane. A parking lot is located just to the south across the road (Fig. 43-misc2). The southern terminus of the popular Ocean Path (Trail #3) heads north along the shoreline to Sand Beach. The Island Explorer bus also stops here.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 43 is a historic vista and should be rehabilitated within the limits of the management area to preserve views of the ledges, shoreline, and ocean for southbound motorists. Foreground vegetation should be reduced, although the large spruce on the right edge of the vista should be retained.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 43
Otter Cliffs Road

Drawing 43

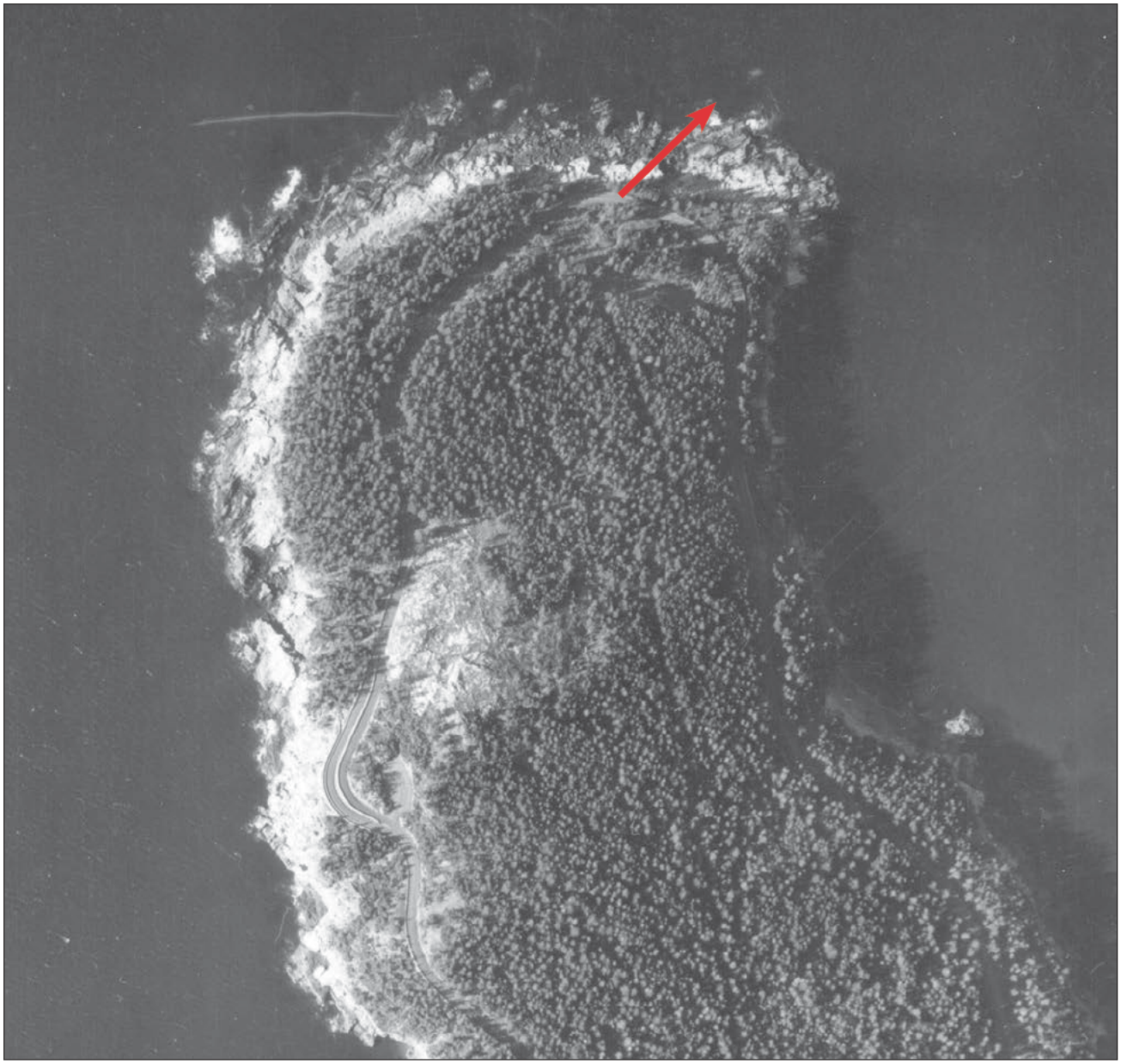


Figure 43-aerial. Aerial photograph of Otter Cliffs Road in May 1953. The red arrow indicates the approximate historic center of Vista 43 (Acadia NP GIS, #53-11-15).



Figure 43-misc1. View of the culvert outlet associated with the Vista 43 centerline (OCLP, Acad0300_7.797_ Out, 2005).



Figure 43-misc2. Looking south at the proposed vista and the parking lot entrance at right (OCLP, ACADvista_43misc2, 2011).



Figure 43LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_43LFy).



Figure 43CF. View looking east from Center Front in May 2011 (OCLP, ACADvista_43CFabc).



Figure 43RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_43RFy).

VISTA 42

Location

Vista 42 is located along Otter Cliffs Road (FHWA Route 300) and provides a view west towards Otter Cove and the Atlantic Ocean. The proposed vista centerline is located 8.0 miles from the start of Kebo Mountain Road, at MP 8.016 (Lat 44.309864, Lon -68.193069) between Otter Point parking area and the Fabbri picnic area, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 42 was described as 240 feet in length, with a "View from Otter Point" (GMP 1991:230). The centerline arrows in both vista plans were pointed to the left of the perpendicular to the road, suggesting the view may have favored southbound motorists.

Aerial photographs from the 1950s suggest a high density of trees between the road and shoreline (Fig. 42-aerial). Southbound motorists historically encountered the vista while descending from the Fabbri area and likely had a framed/filtered view to the south and west, while northbound motorists on the ascent from Otter Point likely had a similar view to the west.

Neither Grey's 1995 inventory or Olmsted Center's 2006 inventory identified views at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 42 were georeferenced and found to coincide within 115 feet of one another. To best achieve the intended view, the 1961 line is recommended as the reconciled centerline to align with a retaining wall (Dwg. 42). The Center Front is therefore at Culvert 8.016 (Fig. 42-misc). The Left Front (to north) is 120 feet before the culvert and Right Front (to south) is 120 feet after the culvert. The total length of the vista is approximately 240 feet, which is consistent with its historic length. The recommended back line of the management area is between 50 and 100 feet, which makes the size of the management area approximately 0.5 acres.

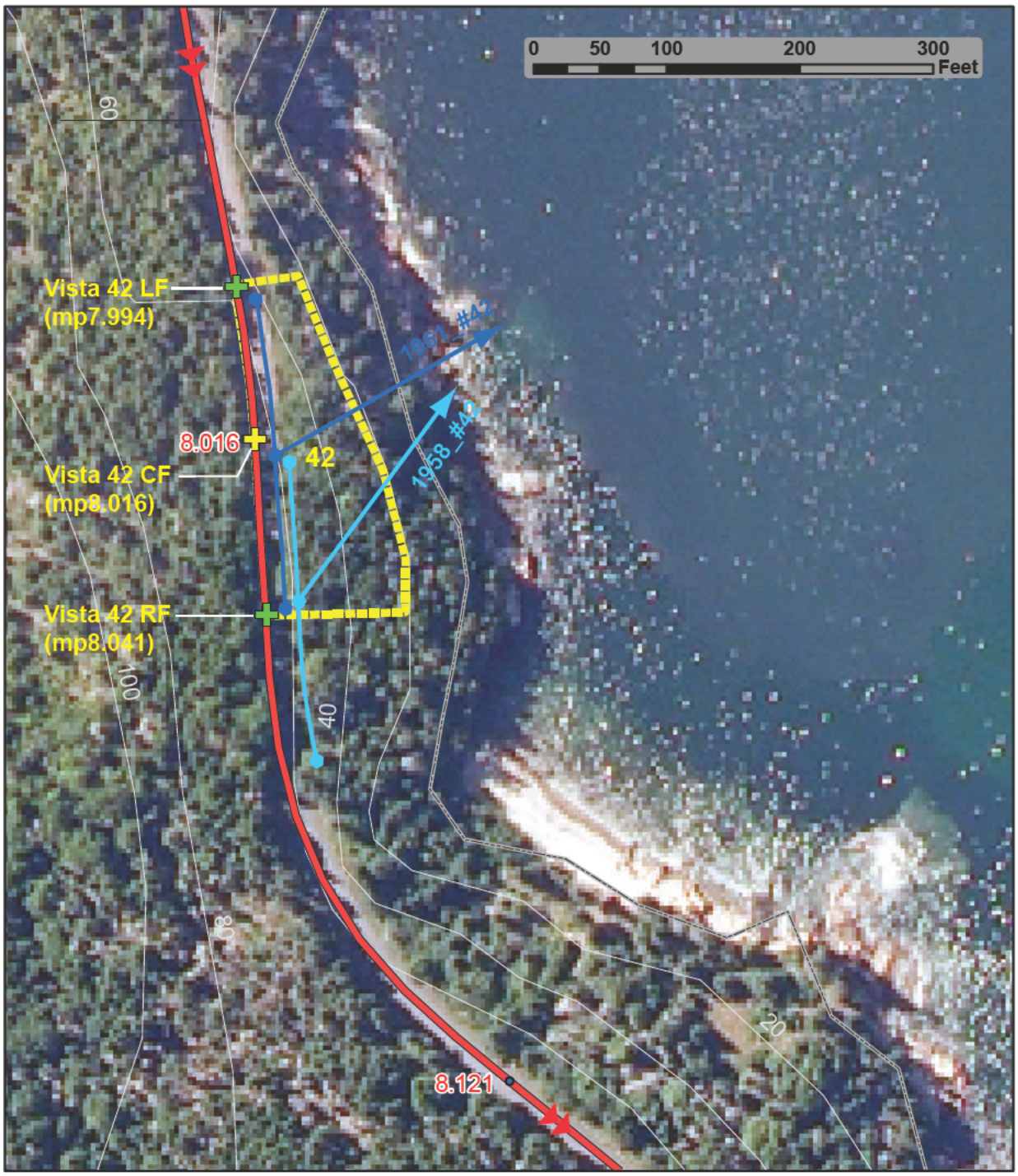
Analysis of Vista Management Area

Vista 42 no longer provides the intended view due to the presence of trees (Fig. 42LF, CF, RF). The landform in the vista management area descends gradually to the west with slopes between 25-35 percent. Vegetation is described as a clumped/bunched spruce-fir forest with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates no invasive species, ponds, streams, wetlands, or archeological sites.

Parking is allowed opposite the vista side of the motor road in the right lane.

Treatment of Vista Management Area

Vista Treatment - Suspend. Vista 42 is a historic vista but should be considered for abandonment. The vista appears to have been intended for southbound motorists and is therefore no longer relevant.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

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www.nps.gov/olcp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 42
Otter Cliffs Road

Drawing 42

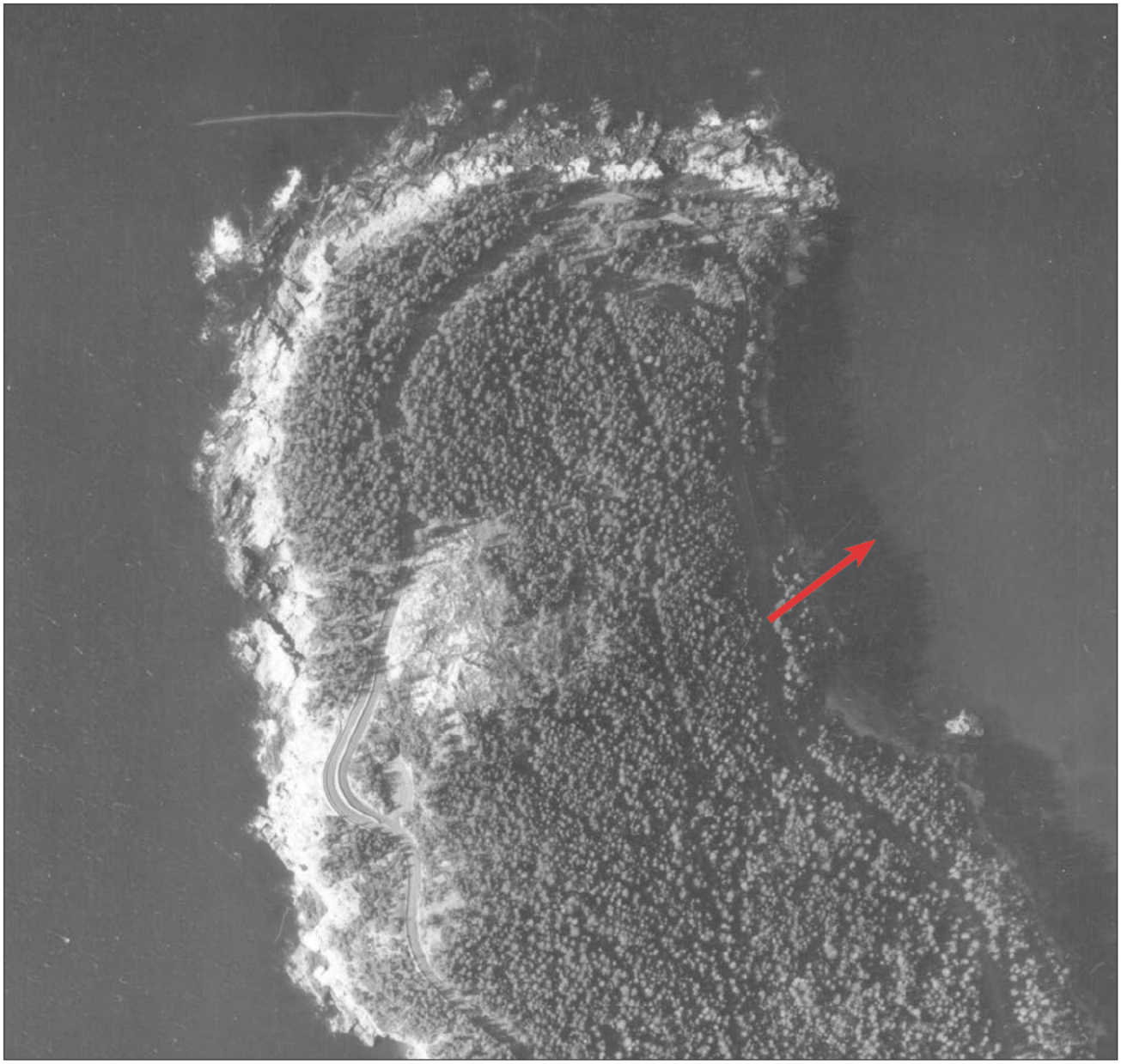


Figure 42-aerial. Aerial photograph of Otter Cliffs Road in May 1953. The red arrow indicates the approximate historic center of Vista 42 (Acadia NP GIS, #53-11-15).



Figure 42-misc. View of new pavement above the rebuilt culvert outlet associated with the Vista 42 centerline (OCLP, ACADvista_42CFb, 2011).



Figure 42LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_42LFy).



Figure 42CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_42CFabc).



Figure 42RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_42RFy).

MDI HISTORIC VISTAS (FHWA ROUTE 300): VISTAS 41-25

OTTER COVE CAUSEWAY / BLACKWOODS ROAD

Vistas 41 to 25 are located along Otter Cove Causeway/Blackwoods Road (completed 1939). The historic motor road connects with Otter Cliffs Road (1936) to the east and Day Mountain Road (1941) to the west. It represents the ninth segment of the one-way part of the Park Loop Road.

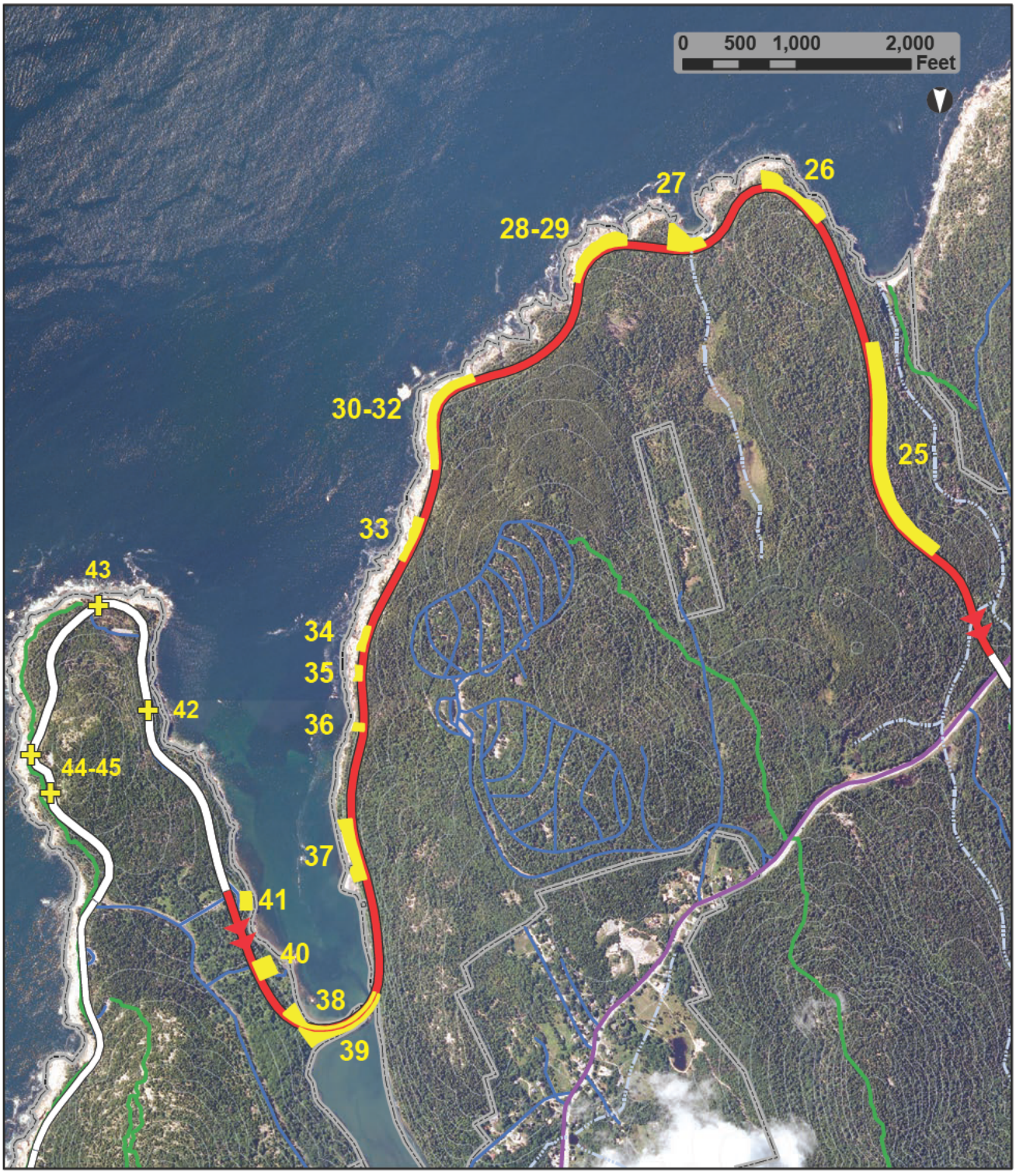


Figure 5.4. Map of recommended vista management areas (colored yellow) on Otter Cove Causeway/Blackwoods Road (colored red). Note: Presentation of vistas in the following pages proceeds in reverse numerical order, from 41 to 25 (OCLP, 2013).

VISTA 41

Location

Vista 41 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view west at the tidal flows of Otter Cove. The proposed vista centerline is located 8.3 miles from the start of Kebo Mountain Road, at MP 8.386 (Lat 44.314897, Lon -68.196132) at the center of the Otter Cove overlook and opposite the Fabbri picnic area, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 41 was described as 160 feet in length, with "Views of Otter Cove" (GMP 1991:230). The centerline arrow in the 1958 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions. The arrow in the 1961 vista plan was pointed to the left of the perpendicular, suggesting the view may have favored southbound motorists.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and shoreline in an area around 75 feet deep, except for a cleared area at the overlook itself (Fig. 41-aerial). Both northbound and southbound motorists historically encountered the vista while at the Otter Cove overlook and had a framed/filtered view of the water, and the Otter Creek Cove Bridge and Causeway and Western Point in the distance.

Plans from 1939 and 1941 for a museum in this area identified views from the overlook to the southwest, west, and northwest (Fig. 41-misc1). Neither Grey's 1995 inventory or Olmsted Center's 2006 inventory identified views at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 41 were georeferenced and found to coincide within 190 feet of one another. To best achieve the intended view, the 1958 line is recommended as the reconciled centerline because it corresponds to an existing clearing at the overlook (Dwg. 41). The Center Front is therefore located near the center of the west edge of the overlook parking lot, which along the motor road roughly corresponds to 440 feet south of Fish House Bridge 8.469. The Left Front (to south) is 520 feet before the bridge and Right Front (to north) is 360 feet before the bridge. The total length of the vista is approximately 160 feet, which is consistent with its historic length. The recommended back line of the management area is 50 feet, which makes the size of the management area approximately 0.2 acres.

Note: The Center Front marker is located on the west side of the split rail fence.

Analysis of Vista Management Area

Vista 41 is limited in providing the intended view due to the presence of trees that block some of the view from the overlook (Fig. 41LF, CF, RF). The landform in the vista management area descends to the west to the adjacent shoreline with slopes around 25-35 percent. Vegetation is described as an clumped/bunched spruce-fir forest with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates invasive vegetation consisting of thistle and honeysuckle in the vicinity. There are no ponds, streams, wetlands, or archeological sites.

Parking is allowed in the overlook parking lot off of the motor road. On the motor road itself, parking is prohibited along the vista side, but is allowed in the right lane. Additional parking is possible at the adjacent Fabbri picnic area. The Fabbri monument is in the planted island that separates the overlook from the motor road (Fig. 41-misc2).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 41 is a historic vista and should be rehabilitated within the limits of the management area to preserve views of Otter Cove for motorists that stop at the Otter Cove Overlook. The density of vegetation within the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 41
Otter Cove Causeway / Blackwoods Road

Drawing 41



Figure 41-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 41 (Acadia NP GIS, #53121504).

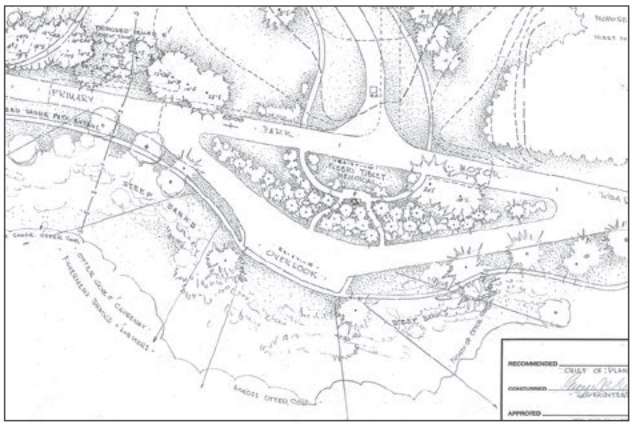


Figure 41-misc1. Detail of 1941 plan of the Otter Cove overlook showing the marked views (eTIC, ACAD_123_2674_[id129345]).



Figure 41-misc2. The Fabbri monument (Acad0300_8.360).



Figure 41LF. View of Left Front in November 2012 (OCLP, ACADvista_41LFy).



Figure 41CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_41CFabc).



Figure 41RF. View of Right Front in November 2012 (OCLP, ACADvista_41RFy).

VISTA 40

Location

Vista 40 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view southwest at the tidal flows of Otter Cove and towards Western Point in the distance. The proposed vista centerline is located 8.5 miles from the start of Kebo Mountain Road, at MP 8.500 (Lat 44.315901, Lon -68.19671) adjacent to the Fish House Bridge that travels over Fish House Road, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 40 was described as 180 feet in length, with "Views of Otter Cove, from Otter Cove Overlook" (GMP 1991:230). While Otter Cove is visible, this description is misleading as the Otter Cove Overlook is to the south (Vista 41), opposite the Fabbri monument. The centerline arrows in both vista plans were pointed to the left of the perpendicular to the road, suggesting the view may have favored southbound motorists.

Aerial photographs from the 1950s suggest a moderate density of trees between the motor road and Fish House Road in an area 250 feet deep and a small but conspicuous cleared area just to the north (Fig. 40-aerial). Northbound motorists historically encountered the vista on the descent from the Otter Cove Overlook and likely had a framed/filtered view of Otter Cove, while southbound motorists on the ascent from Otter Creek Cove Bridge and Causeway likely had a similar view of the water and Western Point in the distance.

Neither Grey's 1995 inventory or Olmsted Center's 2006 inventory identified views at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 40 were georeferenced and found to coincide within 576 feet of one another, but neither coincided with the overlook to the south, which corresponds to Vista 41. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline because it corresponds to the opening associated with the Fish House Bridge 8.469 and the sloping topography just to the northwest (Dwg. 40). The Center Front is therefore located 116 feet south of Culvert 8.521 (Fig. 40-misc1). The Left Front (to south) is 8 feet before the end of the bridge and Right Front (to north) is 30 feet before Culvert 9.069. The total length of the vista is approximately 180 feet, which is consistent with its historic length. The recommended back line of the management area is generally Fish House Road, which makes the size of the management area approximately 0.6 acres.

Analysis of Vista Management Area

Vista 40 no longer provides the intended view due to the presence of trees that block the view (Fig. 40LF, CF, RF). The landform in the vista management area descends to the southwest to Fish House Road with slopes around 25-35 percent. Vegetation is described as an evenly dispersed mixed deciduous shrubland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 5-16 feet. Among the trees here are apples, possibly part of a remnant orchard. GIS data indicates invasives species in the vicinity consisting of Canada thistle, garlic mustard, bittersweet nightshade, and orchard grass. There are no ponds, streams, wetlands, or archeological sites.

Parking is prohibited along the vista side of the motor road, but is allowed in the right lane. On the left side of the vista is the stone-faced Fish House Bridge (Fig. 40-misc2).

Treatment of Vista Management Area

Vista Treatment - Suspend. Vista 40 is a historic vista but should be considered for abandonment. The vista appears to have been intended for southbound motorists and is therefore no longer relevant. Many of Acadia's fruit trees were likely associated with former farmsteads and are quickly disappearing. To reopen the view, several apple trees would have to be removed.



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NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/olcp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 40
Otter Cove Causeway / Blackwoods Road

Drawing 40



Figure 40-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road, May 1953. The arrow indicates the approximate historic center of Vista 40. Except the waters edge, areas north and east of the causeway burned in the 1947 fire (Acadia NP GIS, #53121504).



Figure 40-misc1. View of the culvert inlet associated with the Vista 40 centerline (Acad0300_8.521_In).



Figure 40-misc2. View looking north at the west elevation of the Fish House Bridge at Vista 40 (Acad0300_8.469(4)).



Figure 40LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_40LFy).



Figure 40CF. View looking north from Center Front in June 2011 (OCLP, ACADvista_40CFabc).



Figure 40RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_40RFy).

VISTA 39

Location

Vista 39 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view inland to the north at the tidal flows of Otter Cove and towards Cadillac and Dorr Mountains in the distance. The proposed vista centerline is located 8.6 miles from the start of Kebo Mountain Road, at MP 8.699 (Lat 44.317194, Lon -68.199636) roughly in the middle of the Otter Creek Causeway, on the right side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 39 is described as 1,500 feet in length, with a "View of Otter Cove…from the causeway" (GMP 1991:230). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was meant for motorists traveling in both directions.

Aerial photographs from the 1950s indicate no tall trees along the causeway/bridge or the western approach (due to the rock cut). There were some trees along the eastern approach, though less so after 1947 fire burned areas north and east of the causeway (Fig. 39-aerial). A gravel road is seen at the east end leading from the motor road to the shoreline and possibly a fish house. Westbound and eastbound motorists encountered the vista while descending to the cove and initially had a framed/filtered view of the water and causeway, and then an open view taking in the distant mountains.

Grey's 1995 inventory identified the entirety of a 944-foot long view (#41) at this location. Olmsted Center's 2006 inventory identified the entirety of a 786-foot long panoramic view (pan 8.621) at this location.

Vista Management Area

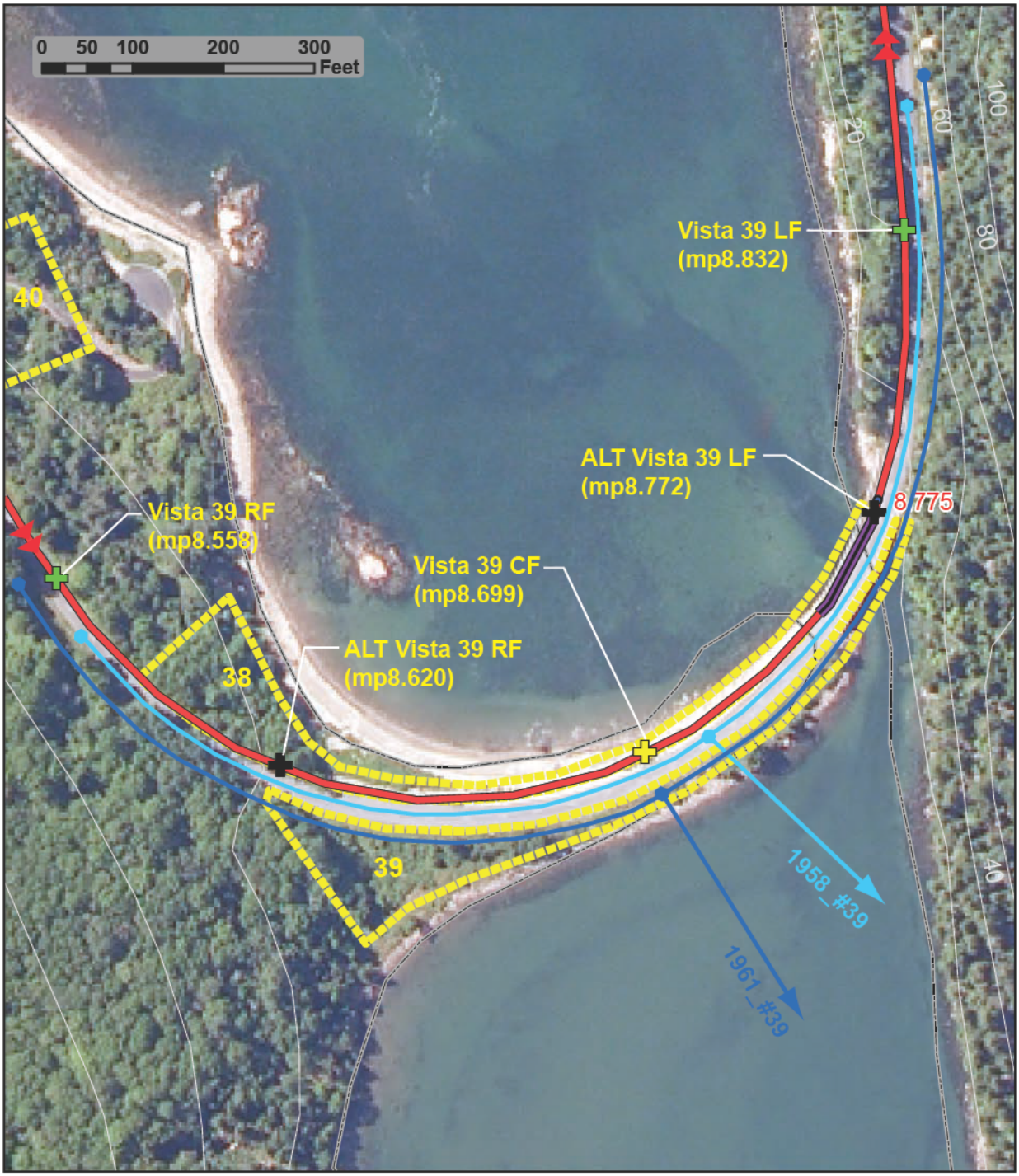
The 1958 and 1961 centerlines for Vista 39 were georeferenced and found to coincide within 75 feet of one another near the middle of the causeway/bridge. To achieve the intended view, the 1961 line is recommended as the reconciled centerline because this point is more centered along the causeway/bridge (Dwg. 39). The Center Front is therefore located 256 feet east of Bridge 8.747. The Right Front (to east) is 330 feet before the start of the causeway, but because of the curve of the road, terrain, and dense forest growth, the intended view is not visible until reaching the causeway. Thus, an Alternate Right Front is proposed at the start of the causeway (Fig. 39-ALT). The Left Front (to west) is 325 feet after the end of the bridge. When the road once accommodated two-way traffic, a glimpse of the cove would have been possible from the west but this is no longer relevant. Therefore, an Alternate Left Front is proposed near the end of the bridge (Fig. 39-ALT). The length of the recommended alternate vista is 802 feet, representing a decrease of 698 feet of the vista length cited in the 1991 GMP. The recommended back line of the alternate management area varies, following the edge of vegetation on the right (east) side and the shoreline along the left (west side), The size of the alternate management area 0.8 acres.

Analysis of Vista Management Area

Vista 39 still provides the intended view, primarily from the causeway/bridge where the steep rock and earthen embankments descend to the water (Fig. 39CF). Vegetation here is limited to grass and scattered clumps of low shrubs. The landform on the right side of the vista management area slopes up as part of the road cut and is covered with a mix of grass, shrubs, and trees (Fig. 39RF). Vegetation is an evenly dispersed aspen-birch woodland with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 40-65 feet. The landform on the left side features vertical rock faces associated with the road cut, rising to 50 feet above the road edge (Fig. 39LF). Along the road and lower rock faces, the vegetation is grass, moss, and scattered shrubs. On the upper rock faces, vegetation is an evenly dispersed spruce-fir woodland with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road, where visitors often park and explore the shoreline.

...continued...



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NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 39
Otter Cove Causeway / Blackwoods Road

Drawing 39



Figure 39-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road, May 1953. The arrow indicates the approximate historic center of Vista 39. Except for at the shoreline, areas north and east of the causeway burned in the 1947 fire (Acadia NP GIS, #53121504).





Figure 39-ALT. View of the Alternate Right Front and Left Front, June 2011, which will result in a proposed reduction of 700 feet in the length of the vista (OCLP, ACADvista_39-ALT-RFy; OCLP, ACADvista_39-ALT-LFy).



Figure 39LF. Views of historic Left Front in May and June, 2011 (OCLP, ACADvista_39LFy).



Figure 39CF. View looking north from Center Front in June 2011 (OCLP, ACADvista_39CFabc).



Figure 39RF. Views of historic Right Front in May and June, 2011 (OCLP, ACADvista_39RFy).

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 39 is a historic vista and should be maintained in its present condition within the alternative management area to preserve views of Otter Cove for southbound motorists. Vegetation should be maintained as grass or low shrubs; trees should be prohibited as they may undermine the causeway's structural integrity.

VISTA 38

Location

Vista 38 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) providing a view south at the tidal flows of Otter Cove and towards the Atlantic Ocean in the distance. The proposed vista centerline is located 8.7 miles from the start of Kebo Mountain Road, at MP 8.722 (Lat 44.317194, Lon -68.199636) roughly in the middle of the Otter Creek Causeway, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 38 was described as 1,600 feet in length, with a "View of Otter Cove…from the causeway" (GMP 1991:230). The centerline arrow in the 1958 vista plan is pointed slightly to the left of perpendicular to the road, suggesting the view may have favored eastbound motorists, while the arrow in the 1961 plan was pointed to the right of perpendicular, suggesting the view may have favored westbound motorists.

Aerial photographs from the 1950s indicate no trees growing along the causeway/bridge, yet trees along the approaches to it (Fig. 38-aerial). Both westbound and eastbound motorists historically encountered the vista while descending to the cove and initially had a framed/filtered view of the water and causeway, and then an open view that also included several fish houses.

Grey's 1995 inventory identified the entirety of a 778-foot long view (#41) at this location. Olmsted Center's 2006 inventory identified a the entirety of a 781-foot long panoramic view (pan 8.623) at this location.

Vista Management Area

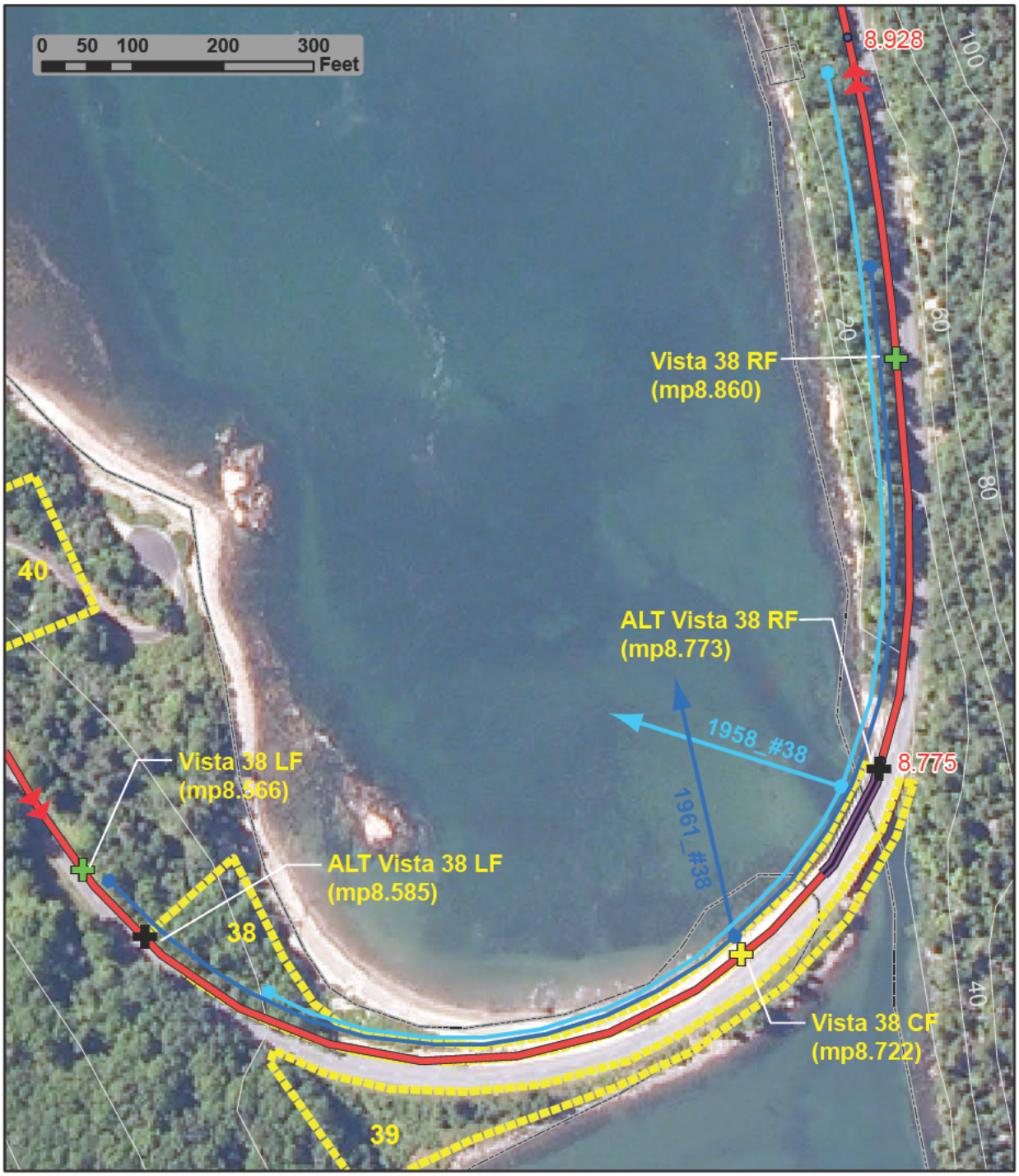
The 1958 and 1961 centerlines for Vista 38 were georeferenced and found to coincide within 225 feet of one another near on the west side of the causeway/bridge. To achieve the intended view, the 1961 line is recommended as the reconciled centerline because this point is more centered along the causeway/bridge (Dwg. 38). The Center Front is therefore located 136 feet east of the start of Bridge 8.747. The Left Front (to east) is 286 feet before the start of the causeway. Although the intended view is not seen until the causeway, the curve of the road, topography, and forest canopy allows for framed/filtered views of the causeway approach. Therefore, an Alternate Left Front is proposed 186 feet before the start of the causeway (Fig. 38-ALT). The Right Front (to west) is 460 feet after the end of the bridge, but because of the outcrops, curve of the road, and forest growth the intended view is not visible after the bridge. When the road once accommodated two-way traffic, a glimpse of the cove may have been possible from the Right Front but this is no longer relevant. Therefore, an Alternate Right Front is proposed near the end of the bridge (Fig. 38-ALT). The total length of the recommended alternative vista is 992 feet, a decrease of 608 feet compared to the vista length cited in the 1991 GMP. The recommended back line of the alternate management area varies, following the edge of vegetation on the left (east) side and the shoreline along the right (west) side, making the size of the alternate management area around 0.8 acres.

Analysis of Vista Management Area

Vista 38 still provides the intended view, primarily from the causeway/bridge where the steep rock embankments descend to the water (Fig. 38CF). Vegetation is limited to patches of grass growing between the large flat rocks. The landform on the left (east) side of the vista management area features low rock cuts associated with the road and slopes covered by a mix of grasses, shrubs, and trees (Fig. 38LF). Vegetation is an evenly dispersed aspen-birch woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. The landform on the right (west) side of the area also features low rock outcrops topped by a narrow swath of shrubs and trees (Fig. 38RF). Vegetation is evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is prohibited along the vista side of the motor road, but allowed in the right lane where visitors often park.

...continued...



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NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

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Olmsted Center for Landscape Preservation
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 38
Otter Cove Causeway / Blackwoods Road

Drawing 38



Figure 38-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road, May 1953. The arrow indicates the approximate historic center of Vista 38. Except for the shoreline, areas north and east of the causeway burned in the 1947 fire (Acadia NP GIS, #53121504).





Figure 38-ALT. View of the Alternate Left Front and Right Front, June 2011, which will result in a proposed reduction of approximately 600 feet in the length of the vista (OCLP, ACADvista_38-ALT-LFy; OCLP, ACADvista_38-ALT-RFy).



Figure 38LF. Views of historic Left Front in May and June, 2011 (OCLP, ACADvista_38LFy).



Figure 38CF. View looking south from Center Front in June 2011 (OCLP, ACADvista_38CFabc).



Figure 38RF. Views of historic Right Front in May and June, 2011 (OCLP, ACADvista_38RF).

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 38 is a historic vista and should be maintained in its present condition within the alternative management area to preserve views of Otter Cove for southbound motorists. Vegetation should be limited to grass and annual forbs on the causeway structure; trees should be prohibited as they may undermine the causeway's structural integrity. Trees and shrubs around Alternate Left Front should be managed to preserve a framed/filtered view of the causeway.

VISTA 37

Location

Vista 37 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view east at the tidal flows of Otter Cove and towards Otter Point in the distance. The proposed vista centerline is located 9.0 miles from the start of Kebo Mountain Road, at MP 9.019 (Lat 44.31301, Lon -68.200053) just south of two fish houses that are privately owned, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 37 was described as 600 feet in length, with a "view of Otter Cove" (GMP 1991:230). The centerline arrows in both vista plans were pointed to the right of the perpendicular to the road, suggesting the view may have favored southbound motorists.

Aerial photographs from the 1950s suggest a moderate density of trees between the motor road and shoreline in an area 75-125 feet deep (Fig. 37-aerial). Southbound motorists historically encountered the vista on the ascent from the Otter Creek Cove Bridge and Causeway and likely had a framed/filtered view of the water and Otter Point, while northbound motorists on the descent likely had a similar view of the water and possibly the adjacent fish houses and distant causeway.

Grey's 1995 inventory identified a portion of a 720-foot long view (#37) at this location. Olmsted Center's 2006 inventory identified a portion of a 4,461-foot long framed/filtered view (f/f 8.953) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 37 were georeferenced and found to coincide within 330 feet of one another. To best achieve the intended view, the 1958 line is recommended as the reconciled centerline because it corresponds to an area that has a low density of trees where previous cutting has occurred (Dwg. 37). The Center Front is therefore located 131 feet south of Culvert 8.995 (Fig. 37-misc1). The Left Front (to north) is 157 feet before Culvert 8.995 and Right Front (to south) is at Culvert 9.069. The total length of the vista is approximately 600 feet, which is consistent with its historic length. The recommended back line of the management area is the tree line, which makes the size of the management area approximately 1.2 acres.

Analysis of Vista Management Area

Vista 37 no longer provides the intended view due to the presence of trees that block the view (Fig. 37LF, CF, RF). The landform throughout the length of the vista descends east to the rocky shoreline with slopes around 50 percent, some of which are severely eroded (Fig. 37-misc2). Vegetation is confined to the upper portions of the slope and is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is prohibited along the vista side of the motor road, but is allowed in the right lane. A stone guardwall runs along the entire length of the vista. A stone retaining wall is located on the left side, below which are the fish houses.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 37 is a historic vista and should be rehabilitated within the limits of the management area to preserve views of Otter Cove for southbound motorists. The density of vegetation within the management area should be reduced, though care should be taken in the areas surrounding the fish houses. Best management practices should be employed to stabilize eroded areas.



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NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 37
Otter Cove Causeway / Blackwoods Road

Drawing 37



Figure 37-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 37 (Acadia NP GIS, #53121504).



Figure 37-misc1. View of the culvert inlet associated with the Vista 37 centerline (OCLP, Acad0300_8.995_ In, 2005).



Figure 37-misc2. Erosion along the slope near the center of Vista 37 (OCLP, ACADvista_37CBl, 2011).



Figure 37LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_37LFy).



Figure 37CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_37CFabc).



Figure 37RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_37RFy).

VISTA 36

Location

Vista 36 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view east at the tidal flows of Otter Cove and towards Otter Point in the distance. The proposed vista centerline is 9.2 miles from the start of Kebo Mountain Road, at MP 9.224 (Lat 44.310029, Lon -68.200402) between the Otter Creek Cove Bridge and Causeway and Western Point, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 36 was described as 70 feet in length, with a "View of Otter Cove" (GMP 1991:230). The centerline arrows in both vista plans were pointed to the right of the perpendicular to the road, suggesting the view may have favored southbound motorists.

Aerial photographs from the 1950s suggest a moderate density of trees between the motor road and shoreline in an area approximately 50-75 feet deep (Fig. 36-aerial). Southbound motorists historically encountered the vista on the ascent from the Otter Creek Cove Bridge and Causeway and likely had a framed/filtered view of the water and Otter Point, while northbound motorists on the descent from Western Point likely had a similar view.

Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified a portion of a 4,461-foot long framed/filtered view (f/f 8.953) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 36 were georeferenced and found to coincide within 525 feet of one another. To best achieve the intended view, the 1961 line is recommended as the reconciled centerline because it is closest to an unpaved pullout that will accommodate motorists who wish to stop (Dwg. 36). The Center Front is therefore located 147 feet north of Culvert 9.251 (Fig. 36-misc). The Left Front (to north) is 177 feet before the culvert and Right Front (to south) is 112 feet before the culvert. The total length of the vista is approximately 70 feet, which is consistent with its historic length. The recommended back line of the management area is the tree line, which makes the size of the management area approximately 0.1 acres.

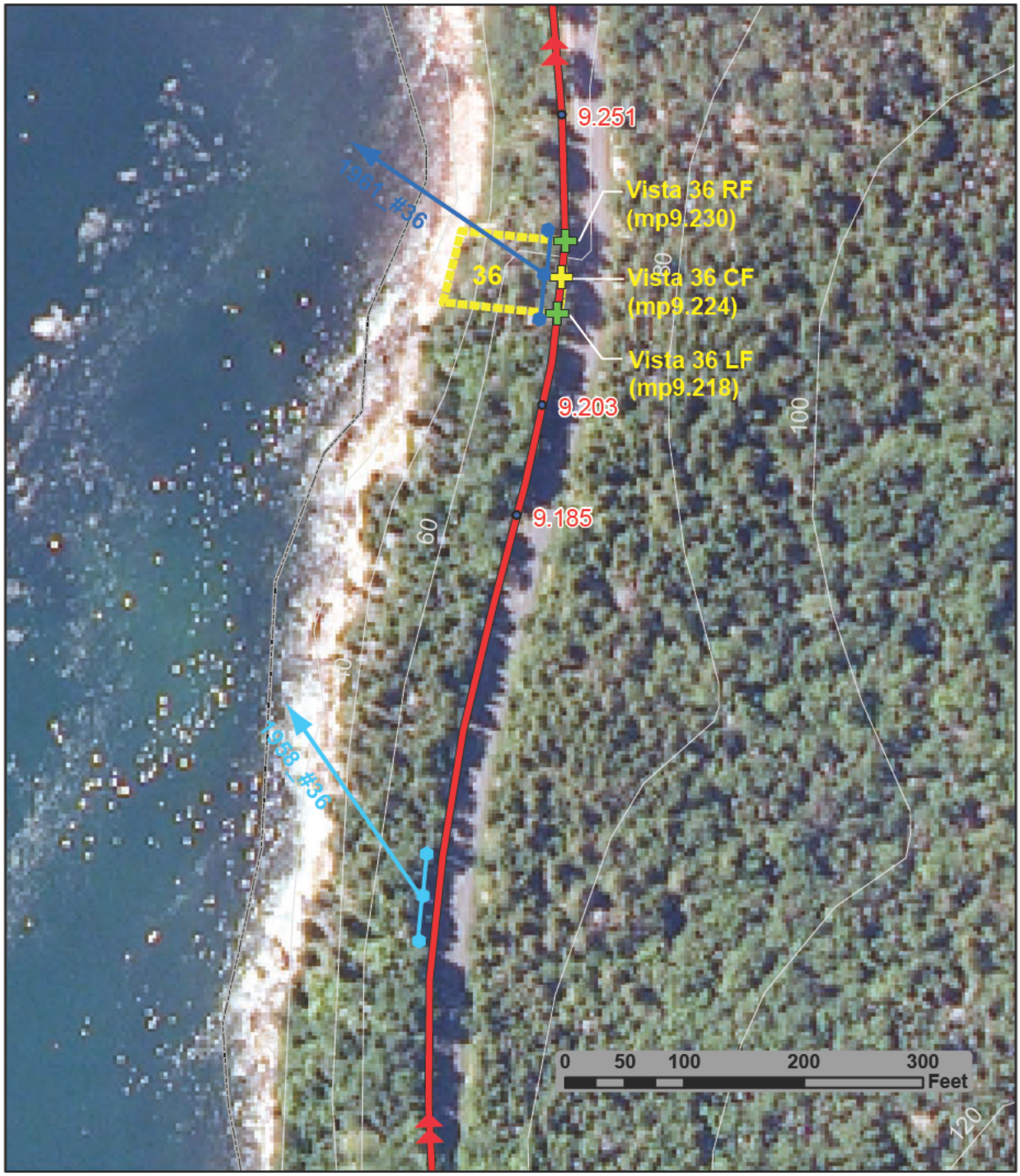
Analysis of Vista Management Area

Vista 36 no longer provides the intended view due to the presence of trees that block the view (Fig. 36LF, CF, RF). The landform in the vista management area quickly descends east to the rocky shoreline with slopes around 50 percent. Vegetation is confined to the upper portions of the slope and is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is prohibited along the vista side of the motor road, but is allowed in the right lane. An earthen berm runs along a portion of the vista, while an unpaved pullout is just after the end of the vista.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 36 is a historic vista and should be rehabilitated within the management area to preserve views of Otter Cove for southbound motorists. The density of vegetation within the management area should be reduced.



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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 36
Otter Cove Causeway / Blackwoods Road

Drawing 36

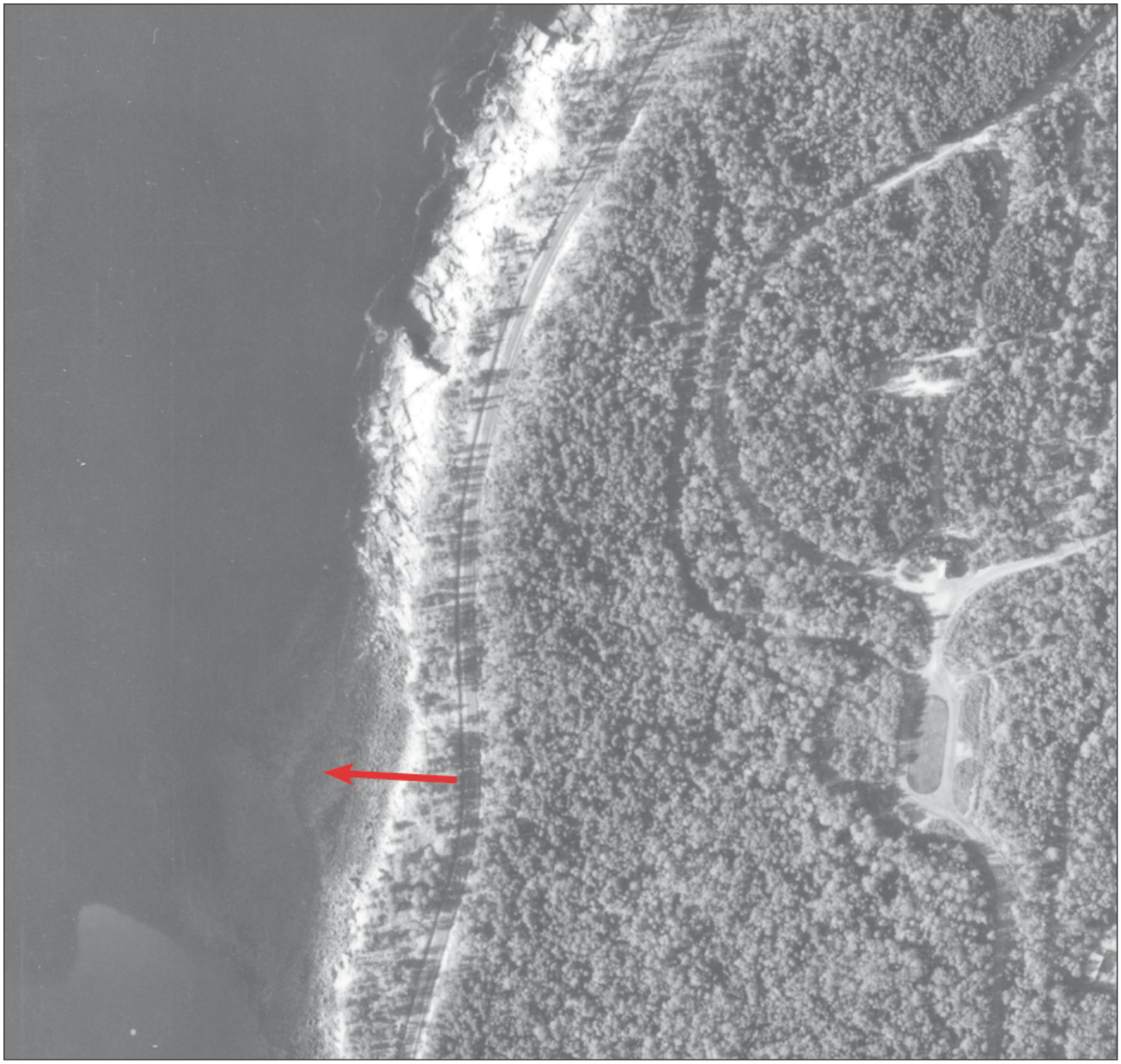


Figure 36-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 36 (Acadia NP GIS, #53121503).



Figure 36-misc. View of the culvert inlet associated with the Vista 36 centerline (OCLP, Acad0300_9.251_ In, 2005).



Figure 36LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_36LFy).



Figure 36CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_36CFabc).



Figure 36RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_36RFy).

VISTA 35

Location

Vista 35 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view east at the tidal flows of Otter Cove and towards Otter Point in the distance. The proposed vista centerline is 9.3 miles from the start of Kebo Mountain Road, at MP 9.315 (Lat 44.308865, Lon -68.200296) between the Otter Creek Cove Bridge and Causeway and Western Point, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 35 was described as 130 feet in length, with a "View of Otter Cove" (GMP 1991:230). The centerline arrows in both vista plans were pointed to the right of the perpendicular to the road, suggesting the view may have favored southbound motorists.

Aerial photographs from the 1950s suggest a moderate density of trees between the motor road and shoreline in an area approximately 25-50 feet deep (Fig. 35-aerial). Southbound motorists historically encountered the vista on the ascent from the Otter Creek Cove Bridge and Causeway and likely had a framed/filtered view of the water and Otter Point, while northbound motorists on the descent from Western Point likely had a similar view.

Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified a portion of a 4,461-foot long framed/filtered view (f/f 8.953) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 35 were georeferenced and found to coincide within 312 feet of one another. To best achieve the intended view, the 1961 line is recommended as the reconciled centerline because it corresponds to an area that has a low density of trees (Dwg. 35). The Center Front is therefore located 165 feet south of Culvert 9.284 (Fig. 35-misc). The Left Front (to north) is 101 feet after the culvert and Right Front (to south) is 232 feet after the culvert. The total length of the vista is approximately 130 feet, which is consistent with its historic length. The recommended back line of the management area is the tree line, which makes the size of the proposed management area approximately 0.2 acres.

Analysis of Vista Management Area

Vista 35 no longer provides the intended view due to the presence of trees that block the view (Fig. 35LF, CF, RF). The landform in the vista management area quickly descends southeast to the rocky shoreline with slopes around 50 percent. Vegetation is confined to the upper portions of the slope and is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is prohibited along the vista side of the motor road, but is allowed in the right lane. An earthen berm runs along a portion of the vista.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 35 is a historic vista and should be rehabilitated within the management area to preserve views of Otter Cove for southbound motorists. The density of vegetation within the management polygon area should be reduced.



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ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/olcp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 35
Otter Cove Causeway / Blackwoods Road

Drawing 35

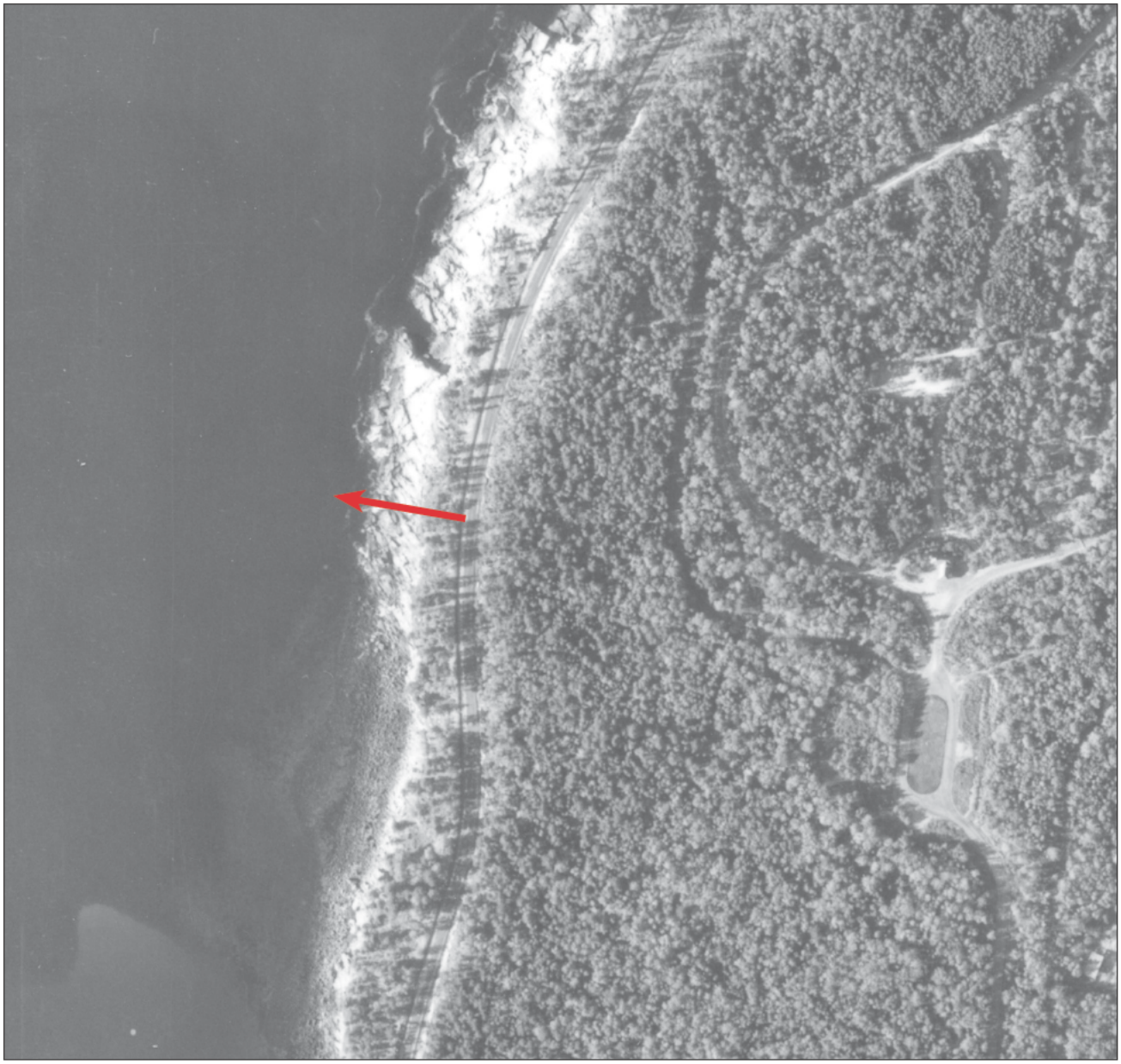


Figure 35-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 35 (Acadia NP GIS, #53121503).



Figure 35-misc. View of the culvert inlet associated with the Vista 35 centerline (OCLP, Acad0300_9.284_ In(1), 2005).

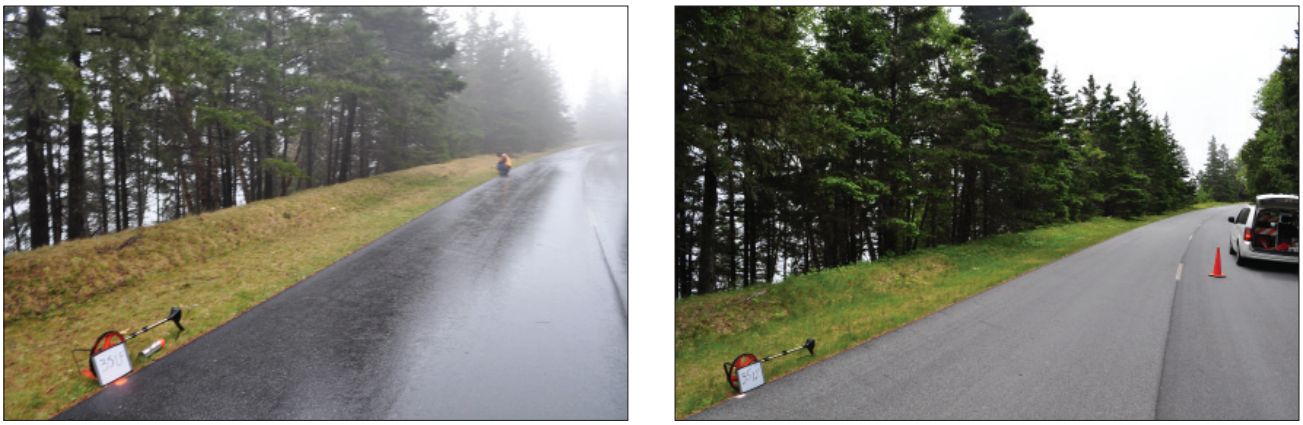


Figure 35LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_35LFy).



Figure 35CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_35CFabc).



Figure 35RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_35RFy).

VISTA 34

Location

Vista 34 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view east at the tidal flows of Otter Cove and towards Otter Point in the distance. The proposed vista centerline is 9.3 miles from the start of Kebo Mountain Road, at MP 9.373 (Lat 44.307966, Lon -68.200625) between the Otter Creek Cove Bridge and Causeway and Western Point, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 34 was described as 225 feet in length, with a "View of Otter Cove" (GMP 1991:230). The centerline arrow in the 1958 vista plan was pointed slightly to the right of the perpendicular of the road, suggesting the view may have favored southbound motorists. The arrow in the 1961 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest a moderate density of trees between the motor road and shoreline in an area approximately 25 feet deep (Fig. 34-aerial). Southbound motorists historically encountered the vista on the ascent from the Otter Creek Cove Bridge and Causeway and likely had a framed/filtered view of the water and Otter Point, while northbound motorists on the descent from Western Point likely had a similar view.

Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified a portion of a 4,461-foot long framed/filtered view (f/f 8.953) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 34 were georeferenced and found to coincide within 152 feet of one another. To best achieve the intended view, the 1958 line is recommended as the reconciled centerline because it corresponds to an area that has a low density of trees where previous cutting appears to have occurred (Dwg. 34). The Center Front is therefore located 89 feet south of Culvert 9.357 (Fig. 34-misc). The Left Front (to north) is 24 feet before the culvert and Right Front (to south) is 200 feet after the culvert. The total length of the vista is approximately 225 feet, which is consistent with its historic length. The recommended back line of the management polygon is the shoreline, which makes the size of the management area approximately 0.3 acres.

Analysis of Vista Management Area

Vista 34 is limited in providing the intended view due to the presence of trees that block much of the view (Fig. 34LF, CF, RF). The landform in the vista management area quickly descends southeast to the rocky shoreline with slopes around 50 percent. Vegetation is confined to the upper portions of the slope and is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is prohibited along the vista side of the motor road, but is allowed in the right lane. A section of parking management stones and earthen berm runs along a portion of the vista. The vista includes an interesting rocky inlet along the shoreline.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 34 is a historic vista and should be rehabilitated within the management area to preserve views of Otter Cove for southbound motorists. The density of vegetation within the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 34
Otter Cove Causeway / Blackwoods Road

Drawing 34

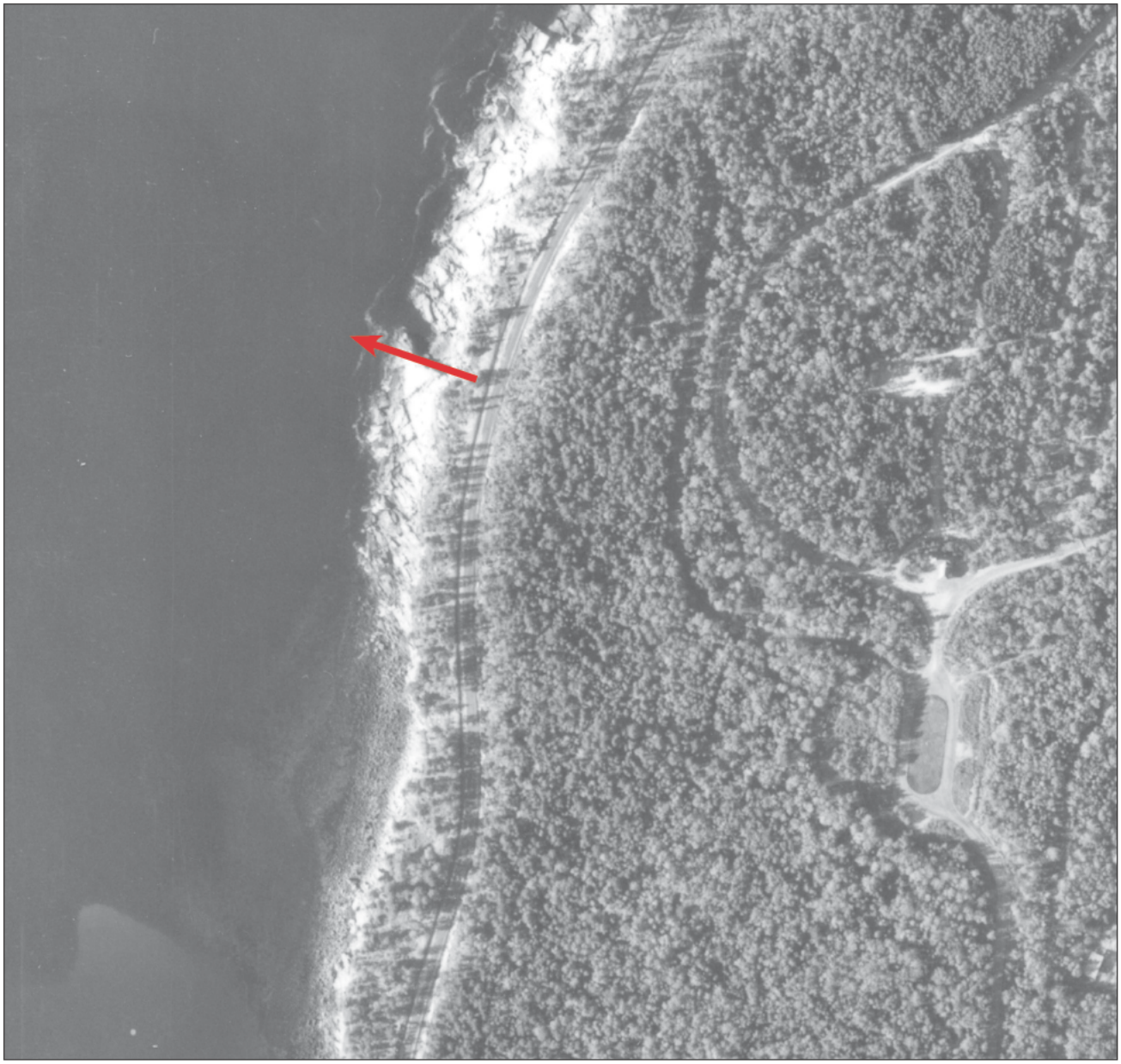


Figure 34-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 34 (Acadia NP GIS, #53121503).



Figure 34-misc. View of the culvert inlet associated with the Vista 34 centerline (OCLP, Acad0300_9.357_ In, 2005).



Figure 34LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_34LFy).



Figure 34CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_34CFabc).



Figure 34RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_34RFy).

VISTA 33

Location

Vista 33 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view east-southeast at the waters of Otter Cove and towards Otter Point and the Atlantic Ocean. The proposed vista centerline is 9.5 miles from the start of Kebo Mountain Road, at MP 9.556 (Lat 44.305531, Lon -68.202285) between the Otter Creek Cove Bridge and Causeway and Western Point, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 33 was described as 390 feet in length, with a "View of Otter Cove" (GMP 1991:230). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest a low density of trees between the motor road and shoreline in an area approximately 25 feet deep (Fig. 33-aerial). Southbound motorists historically encountered the vista on the ascent from the Otter Creek Cove Bridge and Causeway and likely had a framed/filtered view of the water and Otter Point, while northbound motorists on the descent from Western Point likely had a similar view.

Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified a portion of a 4,461-foot long framed/filtered view (f/f 8.953).

Vista Management Area

The 1958 and 1961 centerlines for Vista 33 were georeferenced and found to coincide within 215 feet of one another. To best achieve the intended view, the 1958 line is recommended as the reconciled centerline because it includes an open area associated with the guardwall/retaining wall (Dwg. 33). The Center Front is therefore located 50 feet south of Culvert 9.547 (Fig. 33-misc1). The Left Front (to north) is 34 feet before Culvert 9.523 and Right Front (to south) is 248 feet after Culvert 9.547. The total length of the vista is approximately 390 feet, which is consistent with its historic length. The recommended back line of the management area is the treeline, which makes the size of the management area approximately 0.6 acres.

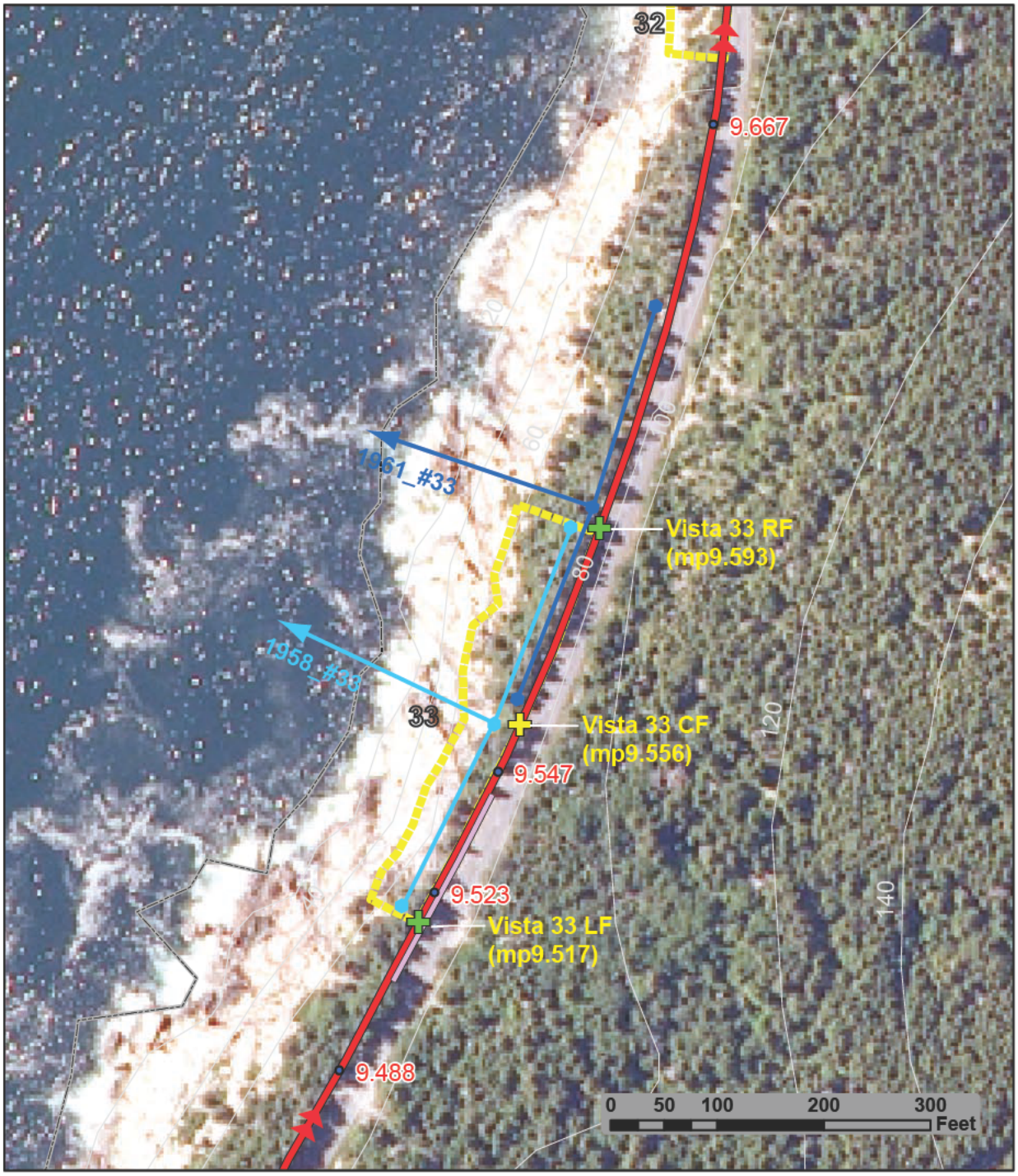
Analysis of Vista Management Area

Vista 33 is limited in providing the intended view due to the presence of trees that block much of the view (Fig. 33LF, CF, RF). The exception is in the area around guardwall/retaining wall 9.511, which is open. The landform in the vista management area quickly descends southeast to the rocky shoreline with slopes around 50 percent and greater. Vegetation is confined to the upper portions of the slope; the north half is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 40-65 feet, while the south half is a clumped mixed conifer woodland with an open discontinuous canopy, density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is prohibited along the left lane (vista side) of the motor road, but is allowed in the right lane. An unpaved pullout is located off of the right lane opposite the guardwall/retaining wall. A gravel path and granite curbing run the length of an interesting dry laid stone guardwall/retaining wall (Fig. 33-misc2).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 33 is a historic vista and should be rehabilitated within the management area to preserve views of Otter Cove for southbound motorists. The density of vegetation within the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 33
Otter Cove Causeway / Blackwoods Road

Drawing 33

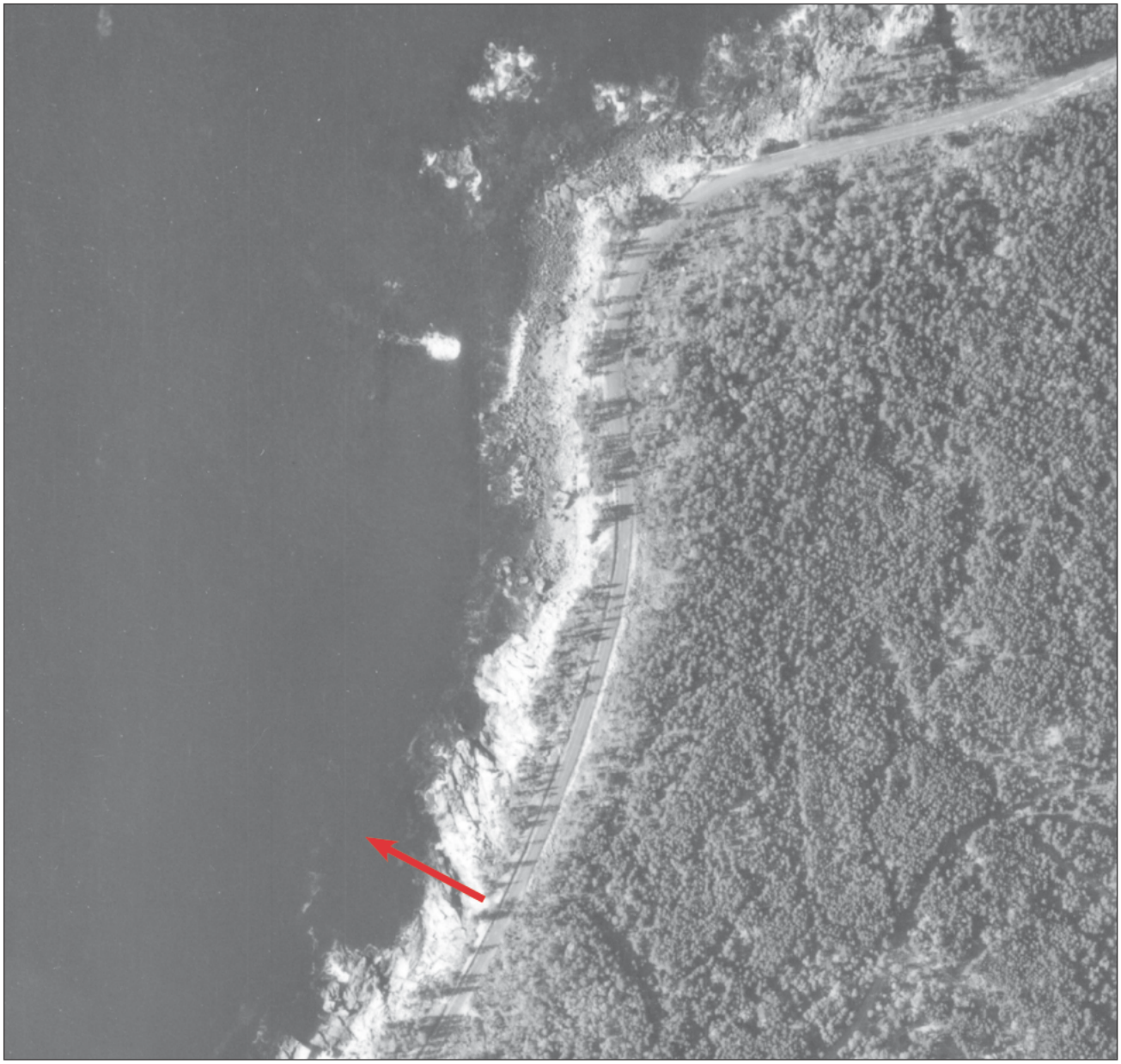


Figure 33-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 33 (Acadia NP GIS, #53121503).



Figure 33-misc1. View of the culvert inlet associated with the Vista 33 centerline (OCLP, Acad0300_9.547_ In, 2005).



Figure 33-misc2. The guardwall/retaining wall at Vista 33 (OCLP, Acad0300_9.511(2), 2005).



Figure 33LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_33LFy).



Figure 33CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_33CFabc).



Figure 33RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_33RFy).

VISTA 32

Location

Vista 32 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view southeast across the Atlantic Ocean with Otter Point in the distance to the east. The proposed vista centerline is located 9.6 miles from the start of Kebo Mountain Road, at MP 9.690 (Lat 44.303701, Lon -68.202891) between the Otter Creek Cove Bridge and Causeway and Western Point, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 32 was described as 140 feet in length, with a "View of Otter Cove" (GMP 1991:230). The centerline arrow in the 1958 vista plan was pointed to the right of the perpendicular of the road, suggesting the view may have favored southbound motorists, while the arrow in the 1961 plan was pointed slightly to the left of the perpendicular, suggesting the view may have favored northbound motorists.

Aerial photographs from the 1950s suggest a few scattered groupings of mature trees between the motor road and shoreline in an area approximately 25-50 feet deep (Fig. 32-aerial). Southbound motorists historically encountered the vista on the ascent from the Otter Creek Cove Bridge and Causeway and likely had a framed/filtered view of the ocean, while northbound motorists on the descent from Western Point likely had a similar view of the ocean and Otter Cove.

Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified a portion of a 4,461-foot long framed/filtered view (f/f 8.953).

Vista Management Area

The 1958 and 1961 centerlines for Vista 32 were georeferenced and found to coincide within 544 feet of one another. To best achieve the intended view, the 1958 line is recommended as the reconciled centerline because it corresponds to the existing open areas at the overlook and will make it possible to accommodate the total length of this vista as well as Vistas 30 and 31 (965 feet in total) along the overlook (Dwg. 32). The Center Front is therefore located 124 feet north of Culvert 9.713 (Fig. 32-misc1). The Left Front (to north) is 67 feet after Culvert 9.667 and Right Front (to south) is 42 feet before Culvert 9.713. The total length of the vista is approximately 140 feet, which is consistent with its historic length. The recommended back line of the management area is the treeline, which makes the size of the management area approximately 0.2 acres.

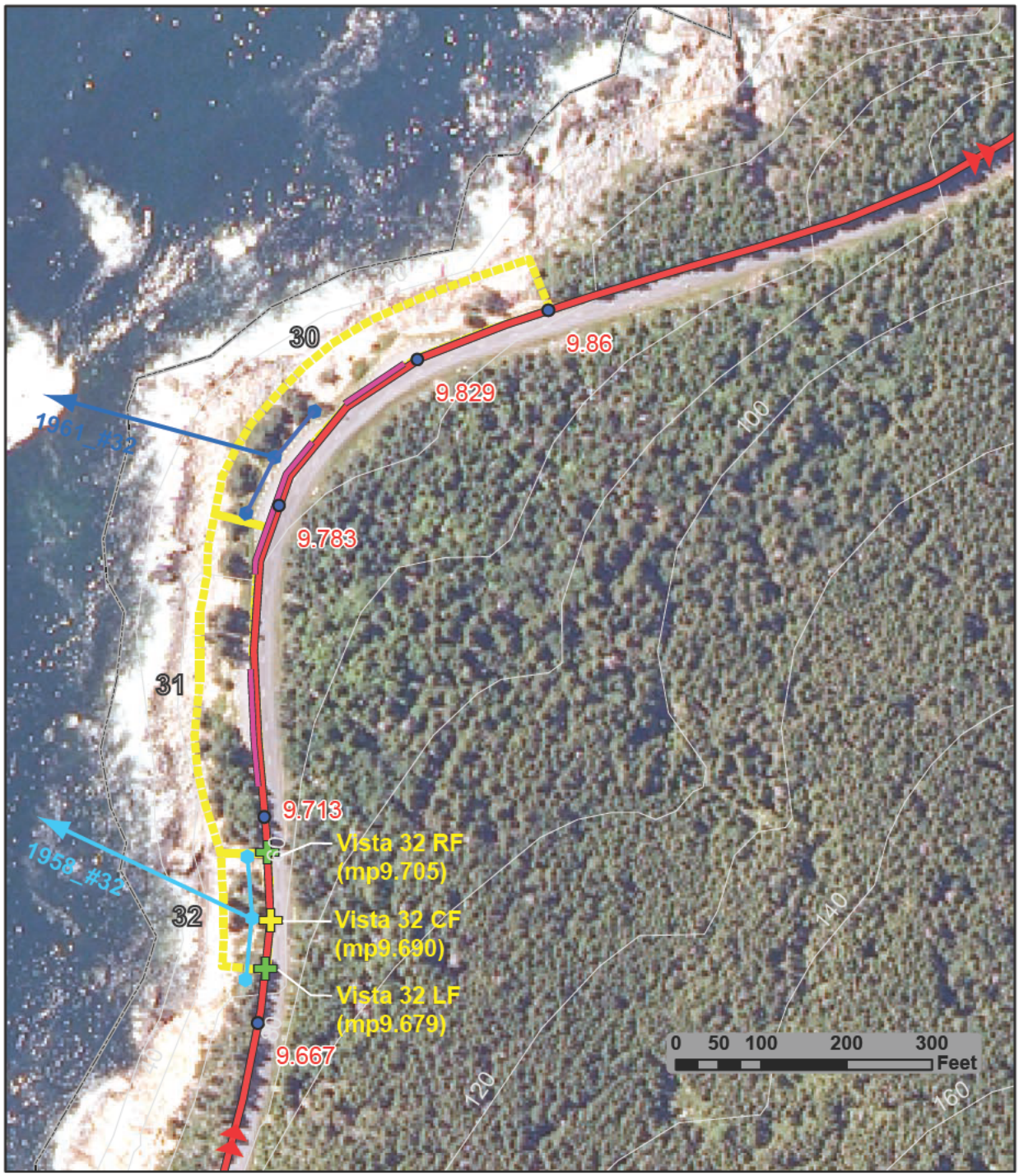
Analysis of Vista Management Area

Vista 32 is limited in providing the intended view due to the presence of trees that block much of the view (Fig. 32LF, CF, RF). The landform in the vista management area quickly descends east to the rocky shoreline with slopes around 50 percent and greater. Vegetation is confined to the upper portions of the slope and is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is prohibited along the vista side of the motor road, but is allowed in the right lane. On the right side of the vista is an interesting mortared/dry laid stone guardwall/retaining wall (Fig. 32-misc2).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 32 is a historic vista and should be rehabilitated within the management area to preserve views of Otter Cove for southbound motorists. The density of vegetation within the management area should be reduced, but care should be taken to protect the steep slopes and help frame the view. This vista should be managed in concert with Vistas 30 and 31.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 32
Otter Cove Causeway / Blackwoods Road

Drawing 32

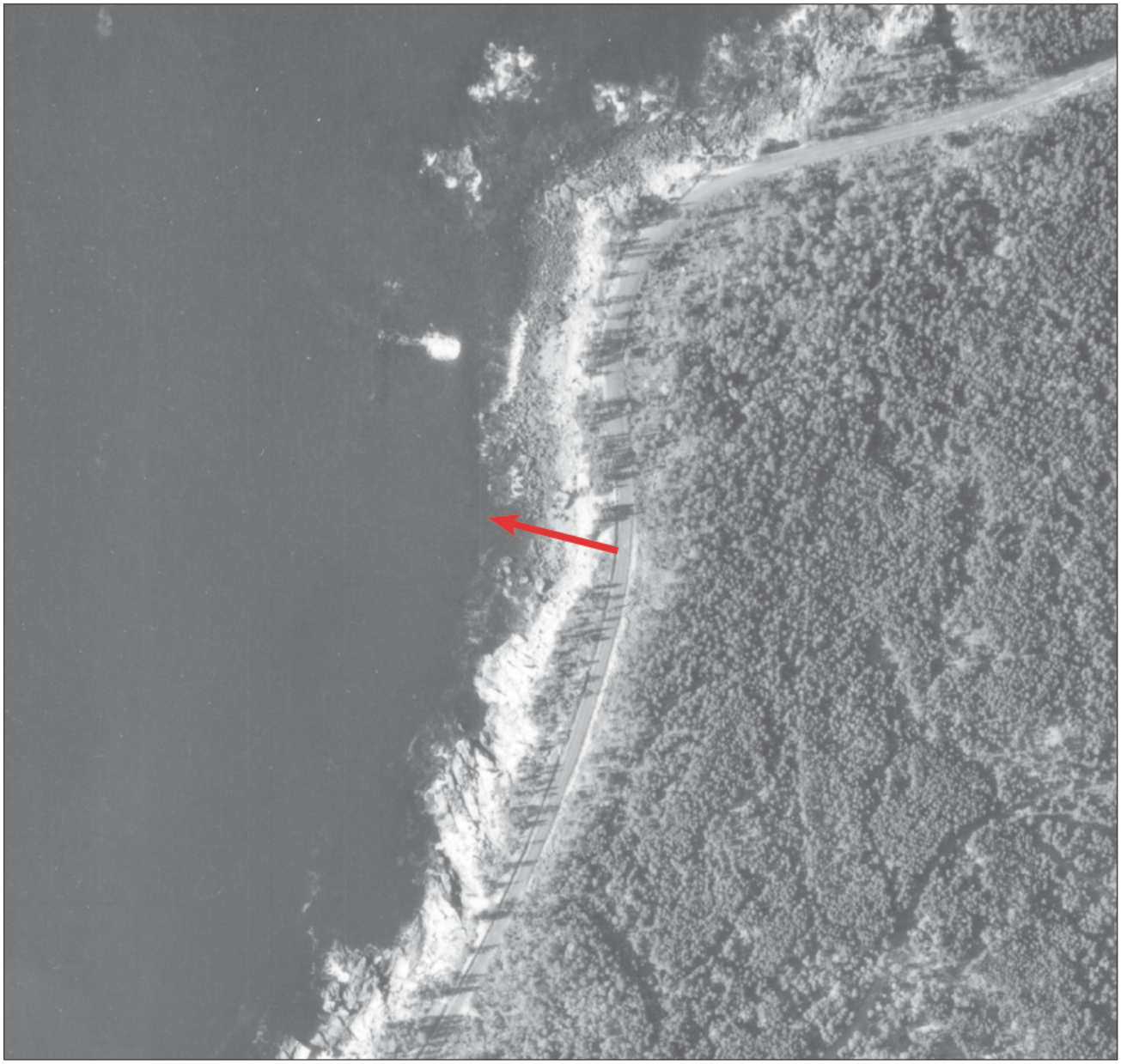


Figure 32-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 32 (Acadia NP GIS, #53121503).



Figure 32-misc1. View of the culvert inlet associated with the Vista 32 centerline (OCLP, Acad0300_9.713_In, 2005).



Figure 32-misc2. The guardwall/retaining wall at Vista 32 (OCLP, Acad0300_9.701(2), 2005).



Figure 32LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_32LFy).



Figure 32CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_32CFabc).



Figure 32RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_32RFy).

VISTA 31

Location

Vista 31 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view southeast across the Atlantic Ocean with Otter Point in the distance to the east. The proposed vista centerline is 9.7 miles from the start of Kebo Mountain Road, at MP 9.739 (Lat 44.302867, Lon -68.202907) where there are three paved pullouts adjacent to each other, on the left side of the road. This is often called the Western Point overlook.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 31 was described as 425 feet in length, with a "Seascape eastward towards Otter Point, includes three turnouts" (GMP 1991:230). The centerline arrow in the 1958 vista plan was pointed to the right of the perpendicular of the road, suggesting the view may have favored southbound motorists, while the arrow in the 1961 plan was pointed slightly to the left of the perpendicular, suggesting the view may have favored northbound motorists.

Aerial photographs from the 1950s suggest scattered groupings of mature trees between the motor road and shoreline in an area approximately 25 feet deep (Fig. 31-aerial). Southbound motorists historically encountered the vista on the ascent from the Otter Creek Cove Bridge and Causeway and likely had a panoramic view of the ocean, while northbound motorists on the descent from Little Hunter's Beach Head likely had a similar view of the ocean and Otter Point.

Drawings of the overlook area from 1939 did not identify specific views (Fig. 31-misc1). Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified a portion of a 4,461-foot long framed/filtered view (f/f 8.953) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 31 were georeferenced and found to coincide within 573 feet of one another. To best achieve the intended view, a point 115 feet north of the 1958 line is recommended as the reconciled centerline because it corresponds to the existing open areas at the overlook and will make it possible to accommodate the total length of this vista as well as Vistas 30 and 32 (965 feet in total) along the overlook (Dwg. 31). The Center Front is therefore located at 233 feet north of Culvert 9.783 (Fig. 31-misc2). The Left Front (to north) is 42 feet before Culvert 9.713 and Right Front (to west) is 27 feet before Culvert 9.783. The total length of the vista is approximately 425 feet, which is consistent with its historic length. The recommended back line of the management area is the treeline, which makes the size of the management area approximately 0.6 acres.

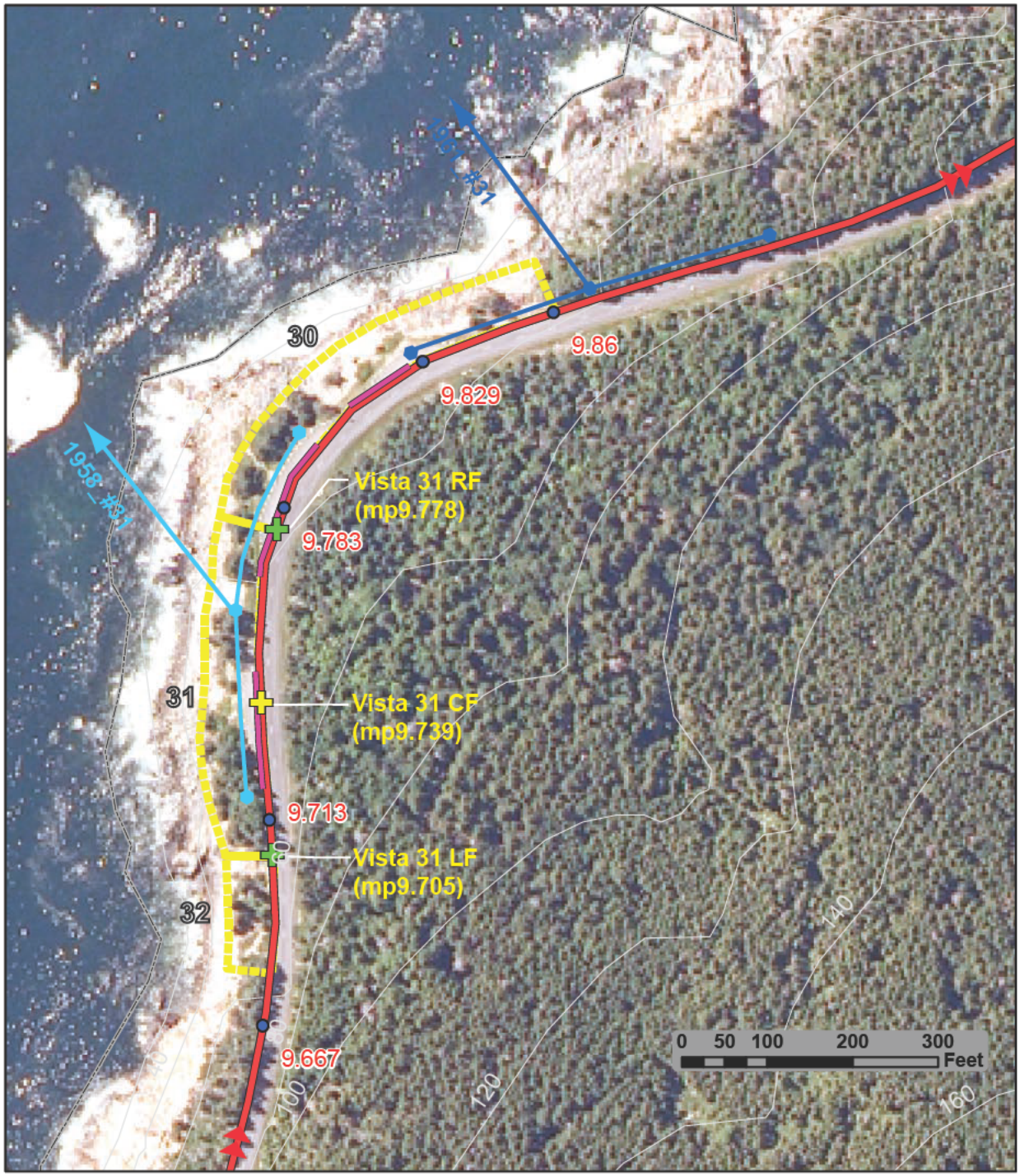
Analysis of Vista Management Area

Vista 31 still provides the intended view (Fig. 31LF, CF, RF). The landform in the vista management area quickly descends east to the rocky shoreline with slopes around 50 percent and greater. Vegetation is confined to the upper portions of the slope and is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road in three pullouts, and also in the right lane. A stone guardwall runs along the entire overlook area, and a paved walk connects the three overlooks.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 31 is a historic vista and should be maintained in its present condition to preserve views of the Atlantic Ocean and Otter Point for southbound motorists. The density of vegetation within the management area should be sustained to protect the slopes and help frame the panoramic view. This vista should be managed in concert with Vistas 30 and 32.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 31
Otter Cove Causeway / Blackwoods Road

Drawing 31

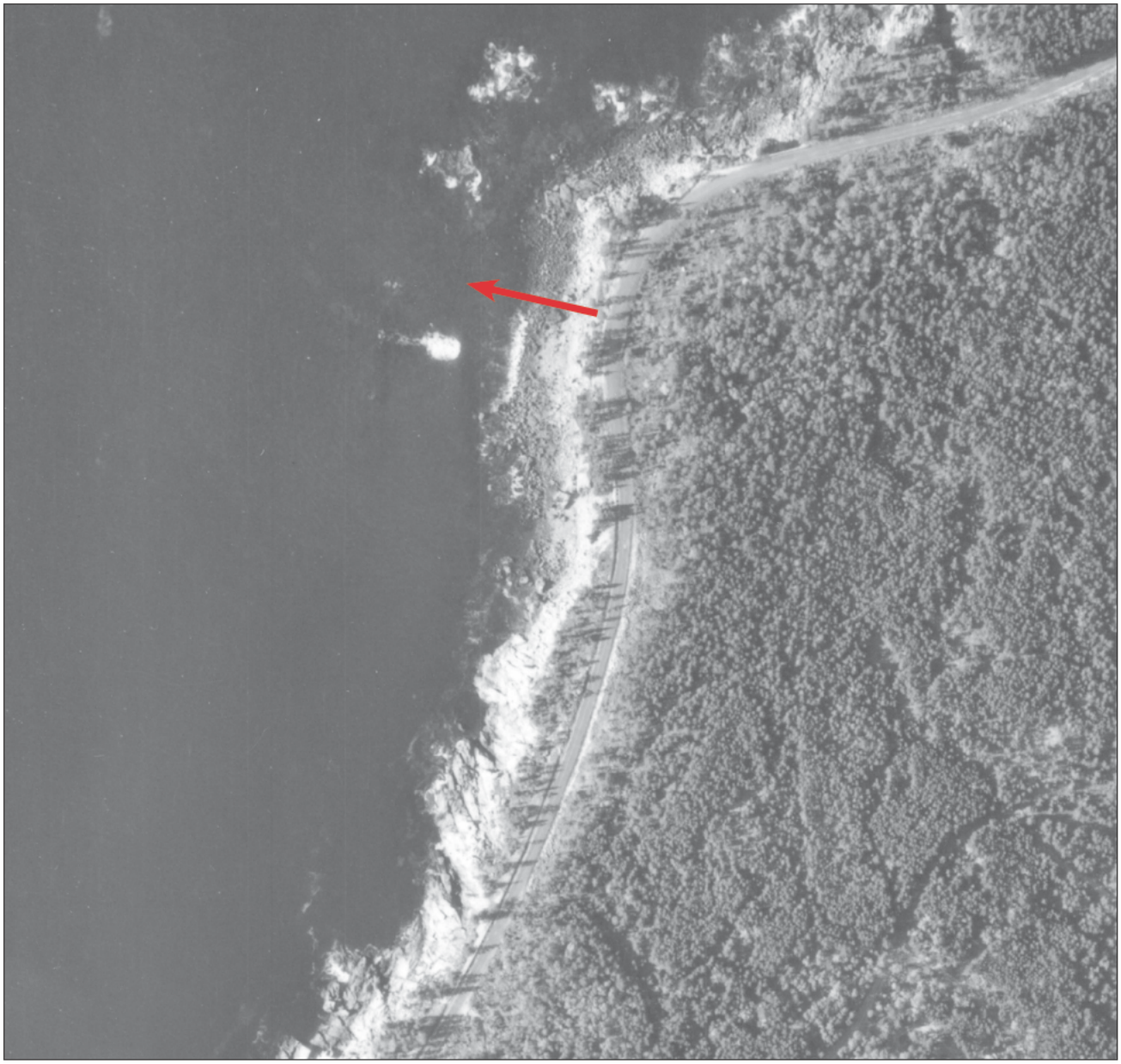


Figure 31-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 31 (Acadia NP GIS, #53121503).

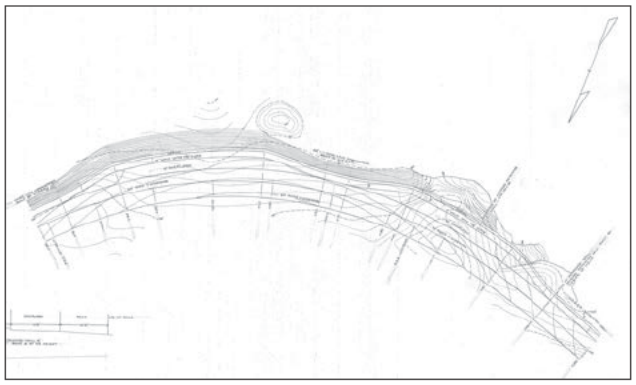


Figure 31-misc1. Portion of a 1939 plan for the overlook (Denver Service Center, eTIC, ACAD_123_2055_[id138015]).



Figure 31-misc2. View of the culvert inlet associated with the Vista 31 centerline (OCLP, Acad0300_9.783_ In, 2005).



Figure 31LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_31LFy).



Figure 31CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_31CFabc).



Figure 31RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_31RFy).

VISTA 30

Location

Vista 30 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view southeast across the Atlantic Ocean with Otter Point in the distance to the east. The proposed vista centerline is 9.8 miles from the start of Kebo Mountain Road, at MP 9.816 (Lat 44.30197, Lon -68.203432) where there are three paved pullouts adjacent to each other, on the left side of the road. This is often called the Western Point overlook.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 30 was described as 400 feet in length, with a "Seascape eastward towards Otter Point, includes three turnouts" (GMP 1991:230). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest scattered groupings of trees between the motor road and shoreline in an area approximately 25 feet deep (Fig. 30-aerial). Southbound motorists historically encountered the vista on the ascent from the Otter Creek Cove Bridge and Causeway and likely had a panoramic view of the ocean, while northbound motorists on the descent from Little Hunter's Beach Head likely had a similar view of the ocean and Otter Point.

Drawings of the overlook from 1939 did not identify specific views (Fig. 30-misc1). Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified the entirety of a 369-foot long panoramic view (pan 9.800) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 30 were georeferenced and found to coincide within 314 feet of one another. To best achieve the intended view, a point 260 feet east of the 1958 line is recommended as the reconciled centerline because it corresponds to the existing open areas at the overlook and will make it possible to accommodate the total length of this vista as well as 31 and 32 (965 feet in total) along the overlook (Dwg. 30). The Center Front is therefore located 69 feet before Culvert 9.829 (Fig. 30-misc2). The Left Front (to north) is 27 feet before Culvert 9.783, and Right Front (to south) is at Culvert 9.860. The total length of the vista is approximately 400 feet, which is consistent with its historic length. The recommended back line of the management area is the treeline, which makes the size of the management area approximately 0.7 acres.

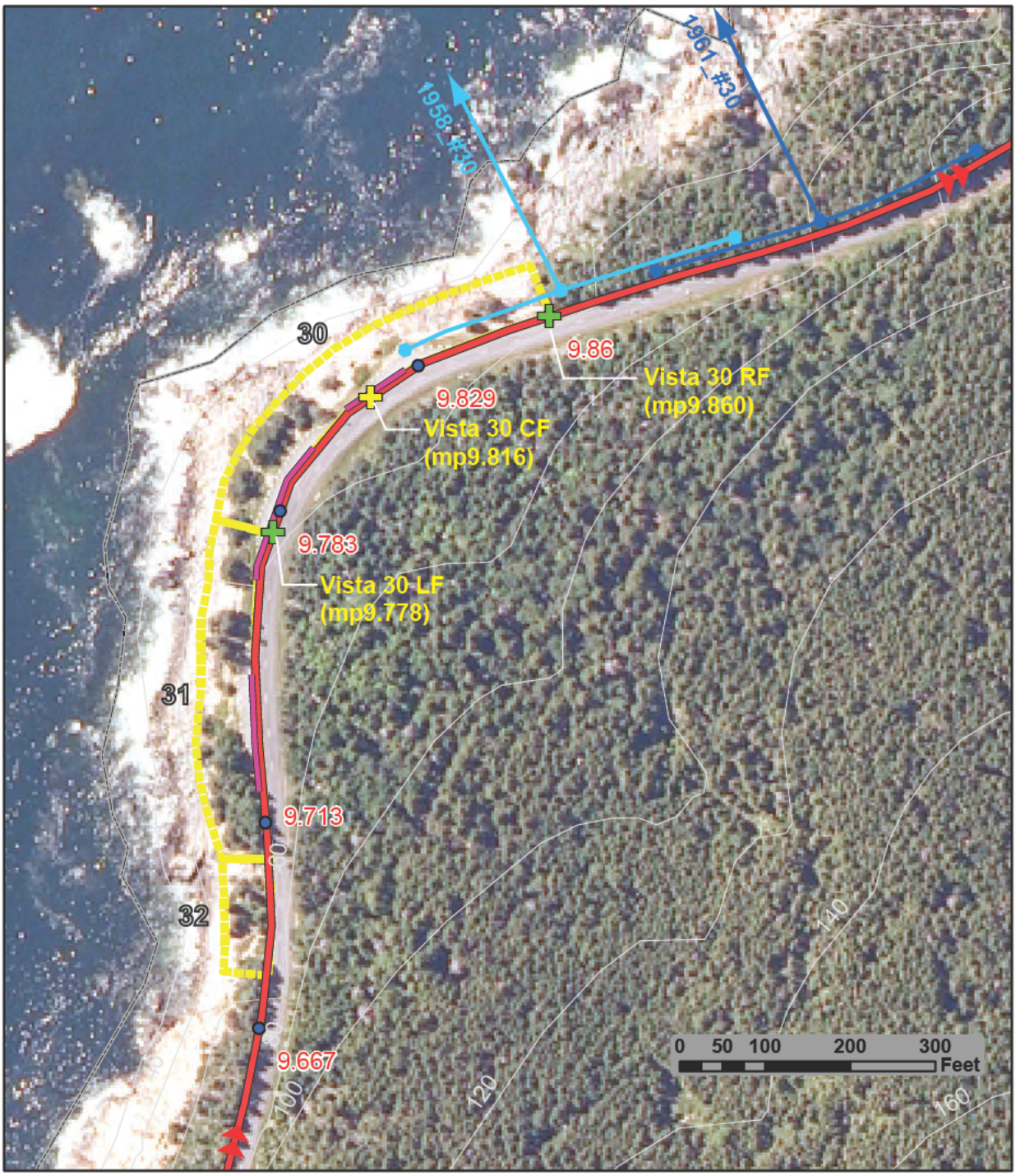
Analysis of Vista Management Area

Vista 30 still provides the intended view (Fig. 30LF, CF, RF). The landform in the vista management area quickly descends southeast to the rocky shoreline with slopes around 50 percent and greater. Vegetation is confined to the upper portions of the slope and is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road in three pullouts, and also in the right lane. A stone guardwall runs along the entire overlook area, and a paved walk connects the three overlooks.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 30 is a historic vista and should be maintained in its present condition to preserve views of the Atlantic Ocean and Otter Point for southbound motorists. The density of vegetation within the management area should be sustained to protect the slopes and help frame the panoramic view. This vista should be managed in concert with Vistas 31 and 32.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 30
Otter Cove Causeway / Blackwoods Road

Drawing 30

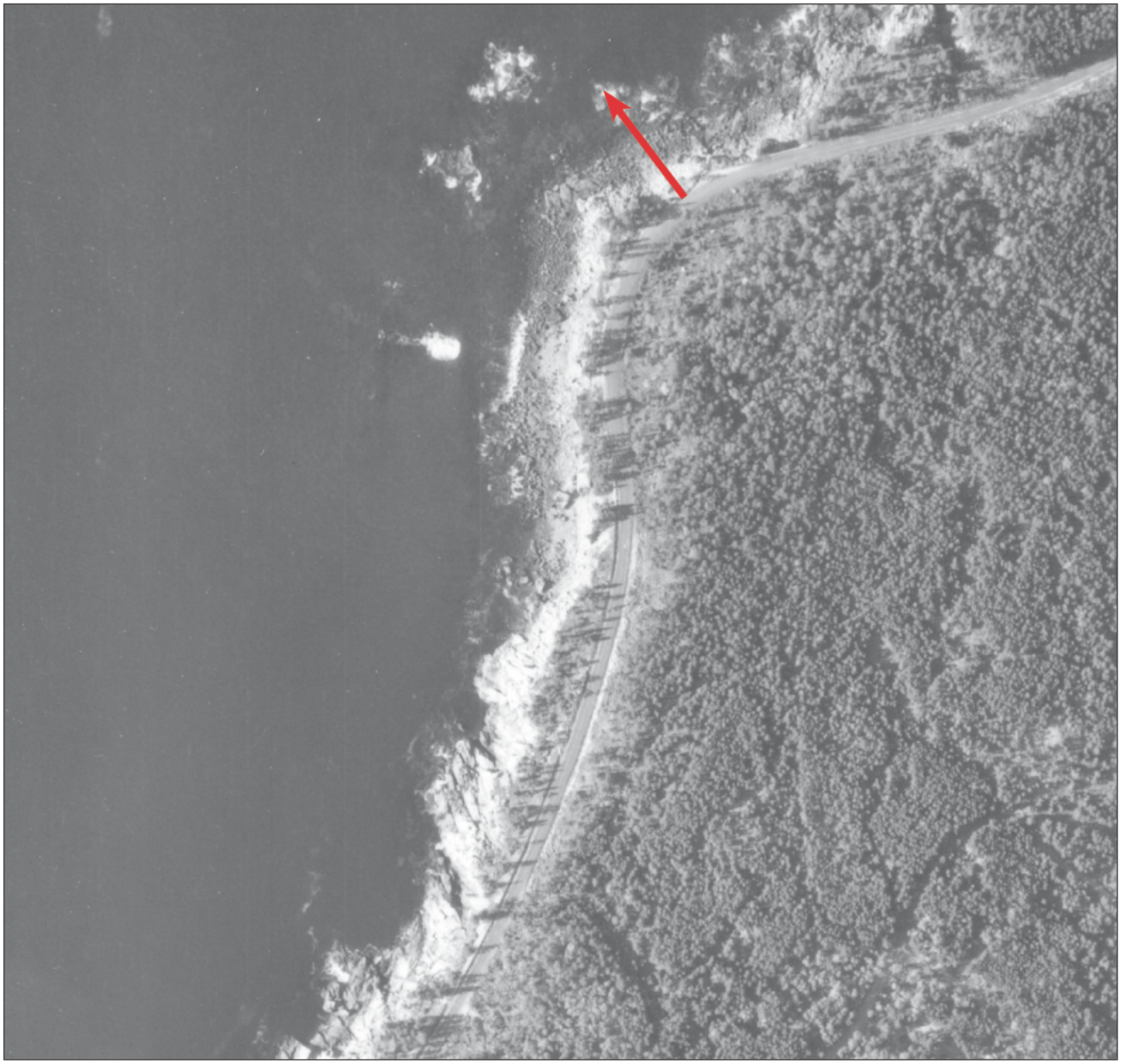


Figure 30-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 30 (Acadia NP GIS, #53121503).

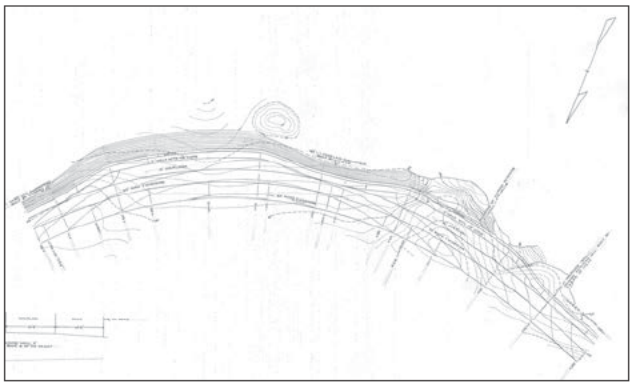


Figure 30-misc1. Portion of a 1939 plan for the overlook (Denver Service Center, eTIC, ACAD_123_2055_[id138015]).



Figure 30-misc2. View of the culvert inlet associated with the Vista 30 centerline (OCLP, Acad0300_9.829_ In, 2005).



Figure 30LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_30LFy).



Figure 30CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_30CFabc).



Figure 30RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_30RFy).

VISTA 29

Location

Vista 29 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view southeast across the Atlantic Ocean. The proposed vista centerline is 10.1 miles from the start of Kebo Mountain Road, at MP 10.155 (Lat 44.29889, Lon -68.208148) at Little Hunters Beach Head, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 29 was described as 375 feet in length, with a view "Across outer Frenchman Bay at Schoodic Point" (GMP 1991:230). The centerline arrow in the 1958 vista plan was pointed slightly to the right of the perpendicular of the road, suggesting the view may have favored westbound motorists, while the arrow in the 1961 plan was pointed slightly to the left of the perpendicular, suggesting the view may have favored eastbound motorists.

Aerial photographs from the 1950s suggest scattered trees between the motor road and shoreline in an area approximately 25-50 feet deep (Fig. 29-aerial). Westbound motorists historically encountered the vista on the ascent from Western Point and likely had a framed/filtered view of the ocean, while eastbound motorists on the descent from Little Hunters Beach Cove likely had a similar view of the outer bay and Schoodic Point.

Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified a portion of a 844-foot long framed/filtered view (f/f 10.073) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 29 were georeferenced and found to coincide within 92 feet of one another. To best achieve the intended view, the 1958 line is recommended as the reconciled centerline because it will make it possible to accommodate the total length of this vista as well as Vista 28 (700 feet in total) (Dwg. 29). The Center Front is therefore 110 feet north of Culvert 10.176 (Fig. 29-misc). The Left Front (to north) is 131 feet after the end of Guard/Retaining Wall 10.089 and Right Front (to south) is 55 feet after Culvert 10.176. The total length of the vista is approximately 375 feet, which is consistent with its historic length. The recommended back line of the management area follows the treeline, which makes the size of the management area approximately 0.6 acres.

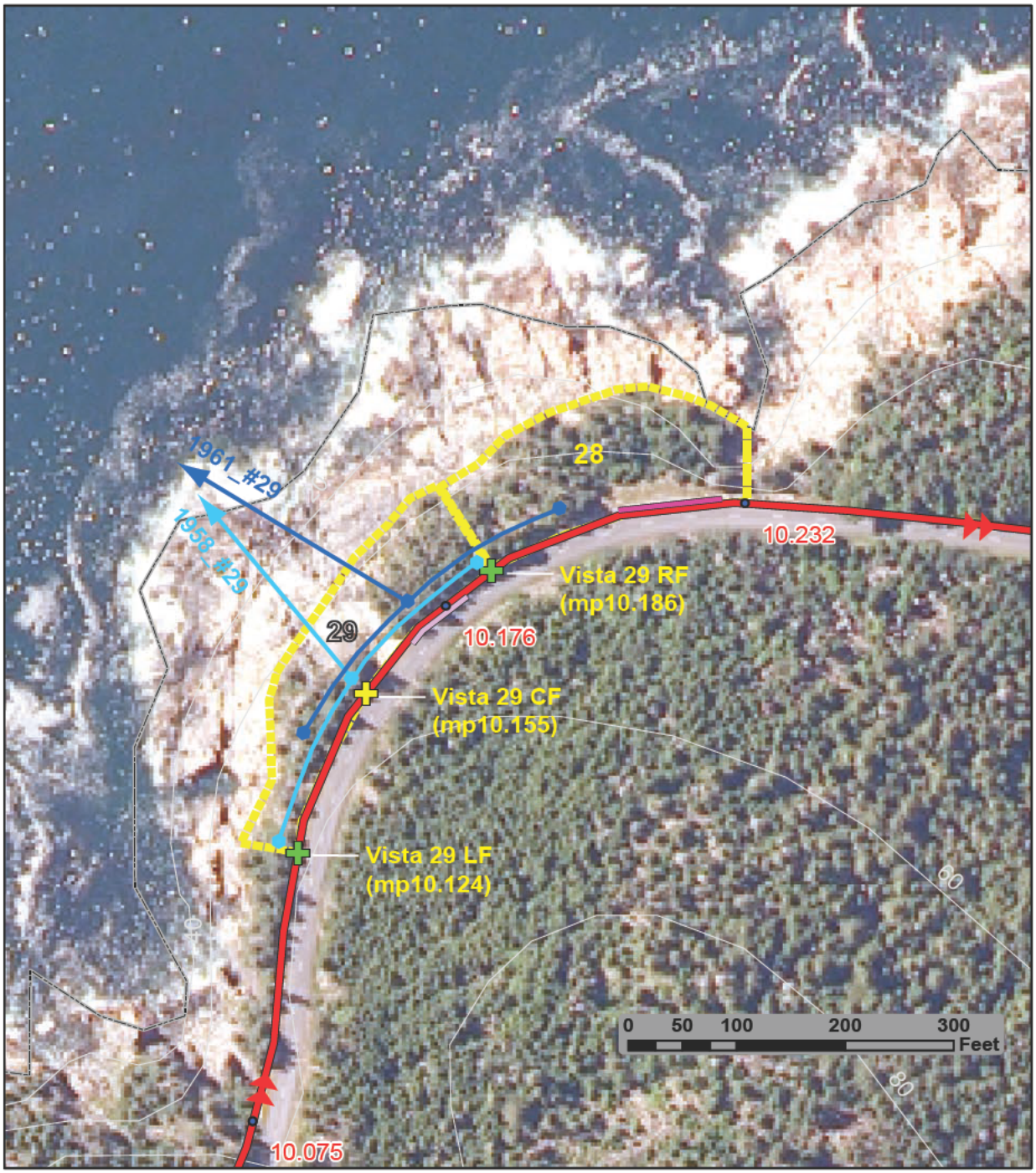
Analysis of Vista Management Area

Vista 29 is limited in providing the intended view due to the presence of trees that block much of the view (Fig. 29LF, CF, RF). The landform in the vista management area gradually descends southeast to the rocky shoreline with slopes around 25 percent. Vegetation is confined to the upper portions of the slope and is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is prohibited along the vista side of the motor road, but is allowed in the right lane. An unpaved pullout is located off of the right lane opposite an interesting mortared stone retaining wall (Fig. 29-misc). Parking management stones run the length of the vista.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 29 is a historic vista and should be rehabilitated within the management area to preserve views of the Atlantic Ocean for westbound motorists. The density of vegetation within the management area should be reduced. This vista should be managed in concert with Vista 28.



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NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 29
Otter Cove Causeway / Blackwoods Road

Drawing 29



Figure 29-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 29 (Acadia NP GIS, #53121502).



Figure 29-misc. View of the retaining wall and the culvert outlet associated with the Vista 30 centerline (OCLP, Acad0300_10.176_ Out, 2005).



Figure 29LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_29LFy).



Figure 29CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_29CFabc).



Figure 29RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_29RFy).

VISTA 28

Location

Vista 28 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view southeast across the Atlantic Ocean. The proposed vista centerline is 10.2 miles from the start of Kebo Mountain Road, at MP 10.209 (Lat 44.298502, Lon -68.208889) at Little Hunters Beach Head, on the left side of the road at a paved pullout.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 28 was described as 325 feet in length, with a view "Across outer Frenchman Bay at Schoodic Point" (GMP 1991:230). The centerline arrow in the 1958 vista plan was pointed slightly to the right of the perpendicular of the road, suggesting the view may have favored southbound motorists. The arrow in the 1961 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest scattered trees between the motor road and shoreline in an area approximately 25 feet deep (Fig. 28-aerial). Westbound motorists historically encountered the vista on the ascent from Western Point and likely had a framed/filtered view of the ocean, while eastbound motorists on the descent from Little Hunters Beach Cove likely had a similar view of the outer bay and Schoodic Point.

Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified a portion of a 844-foot long framed/filtered view (f/f 10.073) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 28 were georeferenced and found to coincide within 54 feet of one another. To best achieve the intended view, a point 64 east of the 1958 line is recommended as the reconciled centerline because it corresponds to the paved pullout and will make it possible to accommodate the total length of this vista as well as Vista 29 (700 feet in total) (Dwg. 28). The Center Front is therefore located 187 feet east of Culvert 10.232 (Fig. 28-misc1). The Left Front (to east) is 55 after Culvert 10.176 and Right Front (to west) is at Culvert 10.232. The total length of the vista is approximately 325 feet, which is consistent with its historic length. The recommended back line of the management area follows the treeline, which makes the size of the management area approximately 0.7 acres.

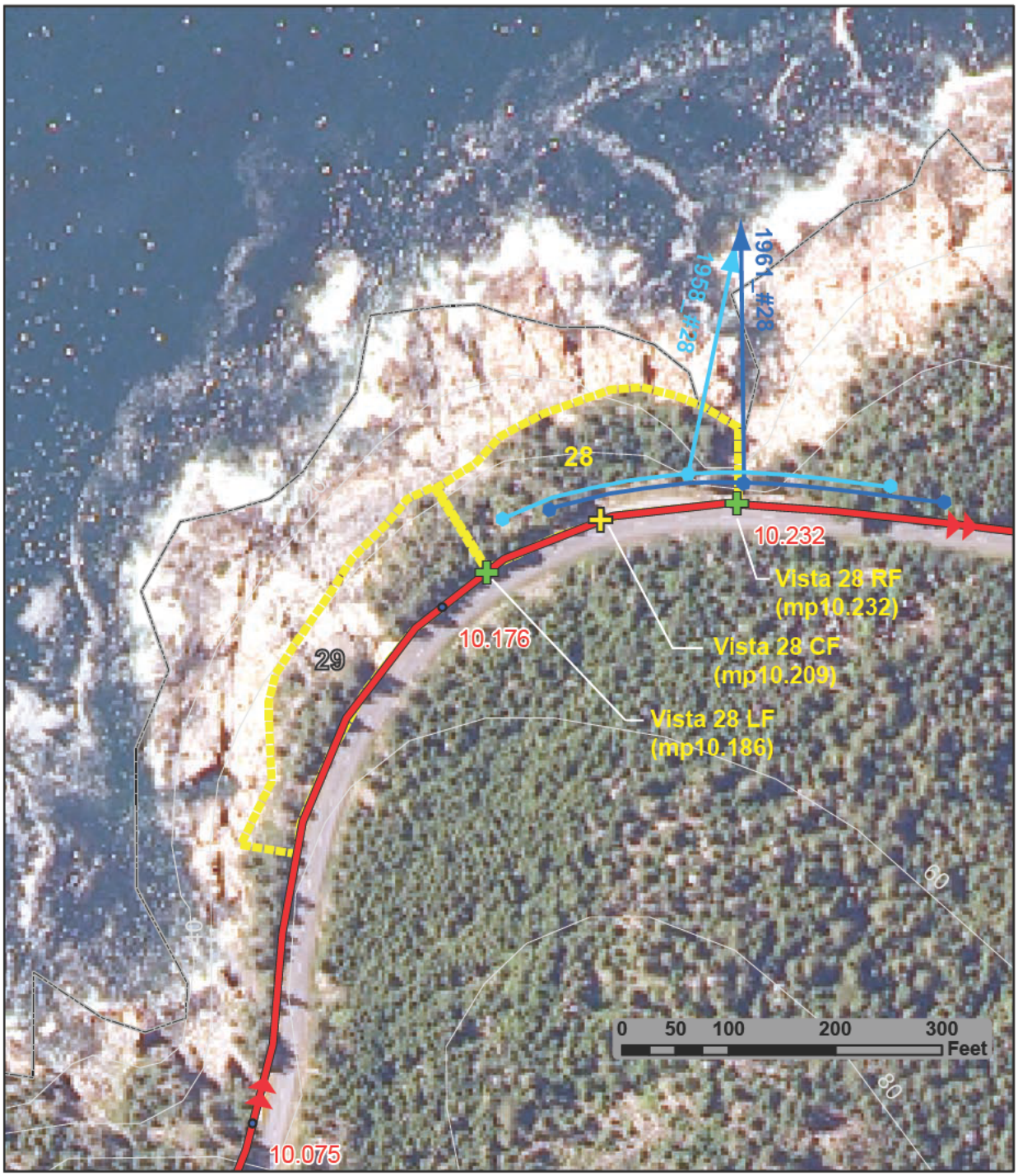
Analysis of Vista Management Area

Vista 28 is limited in providing the intended view due to the presence of trees that block much of the view (Fig. 28LF, CF, RF). The landform in the vista management area gradually descends south to the rocky shoreline with slopes around 25-35 percent. Vegetation is confined to the upper portions of the slope and is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is allowed on the vista side of the motor road at a paved pullout, and also in the right lane. Parking management stones define the length of the vista and connect to a mortared stone guardwall/retaining wall (Fig. 28-misc2).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 28 is a historic vista and should be rehabilitated within the management area to preserve views of the Atlantic Ocean for westbound motorists. The density of vegetation within the management area should be reduced. This vista should be managed in concert with Vista 29.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 28
Otter Cove Causeway / Blackwoods Road

Drawing 28



Figure 28-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center proposed for Vista 28 (Acadia NP GIS, #53121502).



Figure 28-misc1. View of the culvert inlet associated with the Vista 30 centerline (OCLP, Acad0300_10.232_In, 2005).



Figure 28-misc2. View looking west at the guardwall/retaining wall just west of the paved pullout (OCLP, Acad0300_10.203(2), 2005).



Figure 28LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_28LFy).



Figure 28CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_28CFabc).



Figure 28RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_28RFy).

VISTA 27

Location

Vista 27 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view south across Little Hunters Beach Cove and the Atlantic Ocean. The proposed vista centerline is 10.3 miles from the start of Kebo Mountain Road, at MP 10.332 (Lat 44.298587, Lon -68.211302) at the Little Hunters Beach Bridge, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 27 IS described as 345 feet long, with a "View of Little Hunter's Beach" (GMP 1991:230). The centerline arrow in the 1958 vista plan is pointed slightly to the left of perpendicular to the road, suggesting a view favoring eastbound motorists. The arrow in the 1961 vista plan is perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest a mass of trees between the motor road and the beach in an area approximately 25 feet deep, dense trees to the east of the beach, and scattered trees to the west of the beach (Fig. 27-aerial). Westbound motorists historically encountered the vista on the descent from Little Hunters Beach Head and likely had a framed/filtered view of the beach and ocean, while eastbound motorists on the descent from Hunters Beach Head likely had a similar view.

Grey's 1995 inventory identified an 80-foot long view (#26) at this location. Olmsted Center's2006 inventory identified a portion of a 491-foot long framed/filtered view (f/f 10.325) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 27 were georeferenced and found to coincide within 343 feet of one another. To achieve the intended view, the 1958 line is recommended as the reconciled centerline because it corresponds to the center of the Little Hunter Beach Bridge, whereas the 1961 line would have been more appropriate if traffic remained two-way (Dwg. 27). The Center Front is therefore located at the center of Bridge 10.324 (Fig. 27-misc1). The Left Front (to east) is 5 feet before the start of the Parking Management Stones 10.302 and Right Front (to west) is 141 feet after the end of the bridge. The total length of the vista is 345 feet, consistent with its historic length. The recommended back line of the management area follows the treeline, making the size of the management area approximately 1.0 acres.

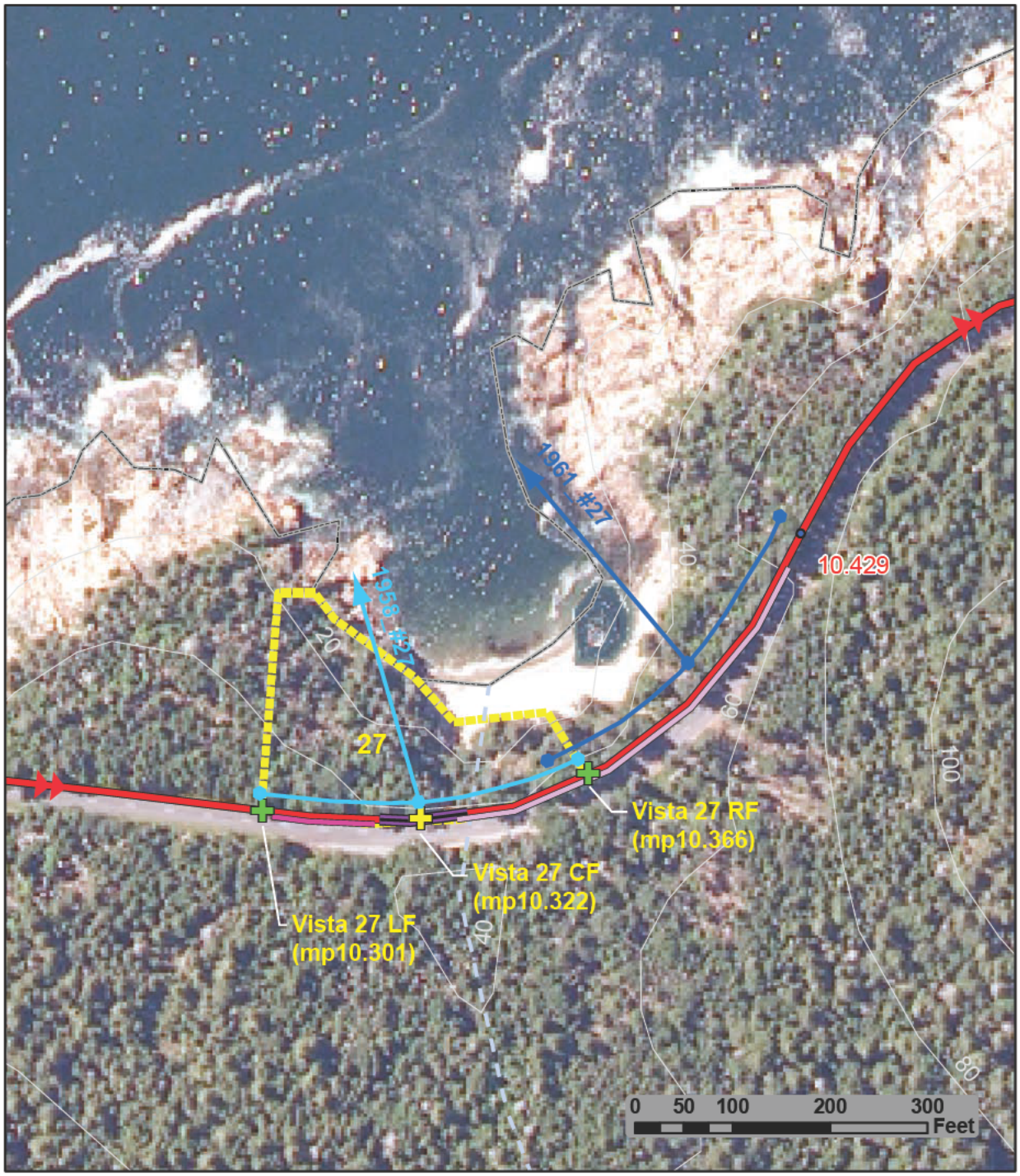
Analysis of Vista Management Area

Vista 27 is limited in providing the intended view due to mature trees that block much of the view (Fig. 27LF, CF, RF). The landform in the vista management area fans outward from the bridge--the west side descends gradually for about 50 feet and the east side for about 200 feet--before falling steeply to the beach. Vegetation is confined to the upper portions of the slope and is an evenly dispersed spruce-fir forest with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 16-40 feet. Little Hunters Brook, a perennial stream flows through the vista. GIS data indicates no invasive vegetation, ponds, wetlands, or archeological sites.

Parking is prohibited along the vista side of the motor road, yet allowed in the right lane. Off of the right lane there is a paved pullout before the bridge and an unpaved pullout after the bridge. Parking management stones define the east side of the vista, while a split-rail fence extends along the west side. Timber steps provide access to the beach and a view of the Little Hunters Brook southeast of the bridge, where several social trails meander out to the rocks (Fig. 27-misc2).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 27 is a historic vista and should be rehabilitated to preserve views of Little Hunters Beach and the Atlantic Ocean for westbound motorists. The density of vegetation within the management area should be reduced, and steep slopes should be stabilized.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 27
Otter Cove Causeway / Blackwoods Road

Drawing 27

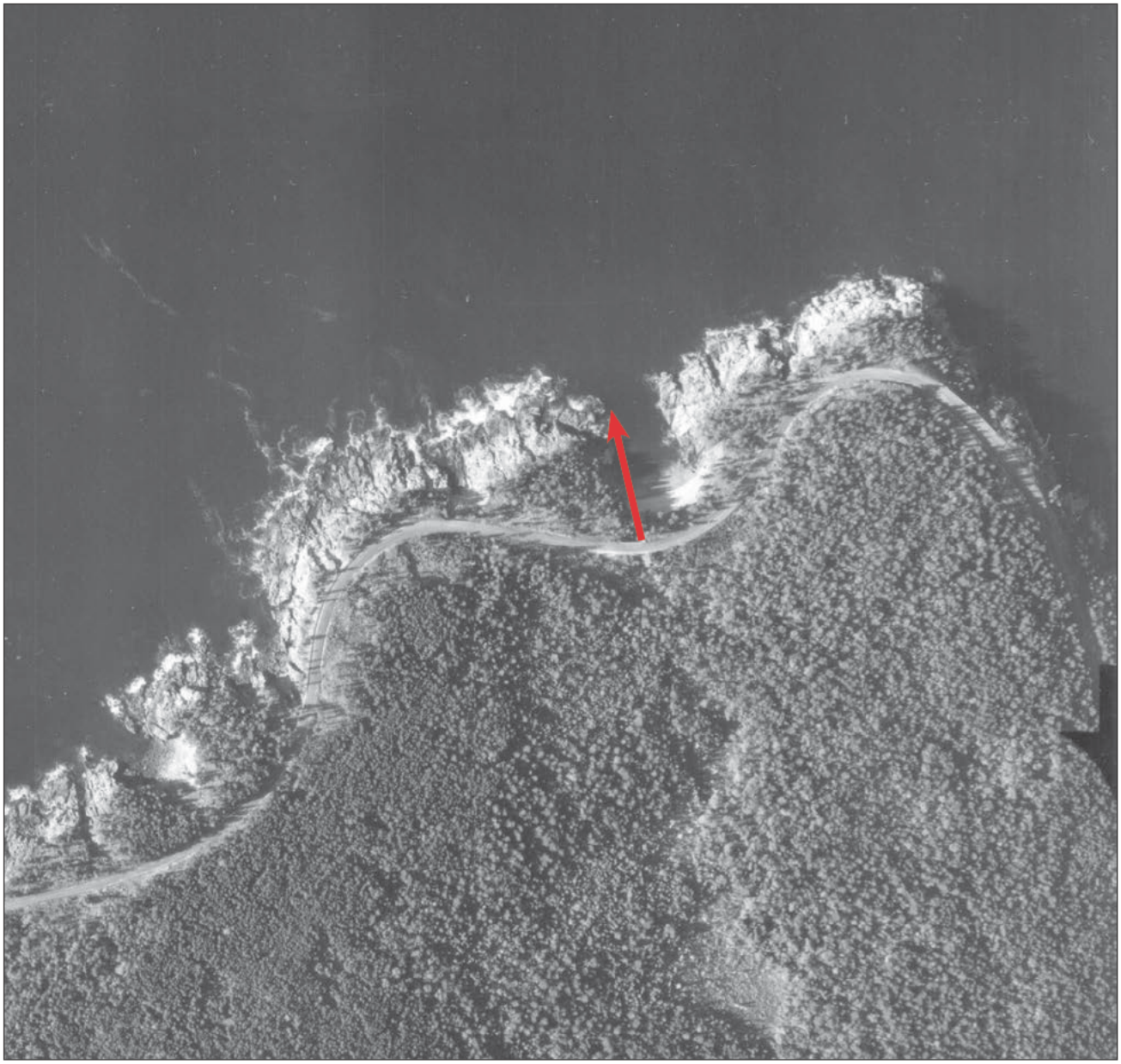


Figure 27-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 27 (Acadia NP GIS, #53121502).



Figure 27-misc1. View of the culvert outlet under Little Hunters Beach Bridge (OCLP, Acad0300_10.324(6), 2005).



Figure 27-misc2. View looking north at the wood stairway that provides access from the motor road to Little Hunters Beach Cove (OCLP, Acad0300_10.324(6), 2005).



Figure 27LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_27LFy).



Figure 27CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_27CFabc).



Figure 27RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_27RFy).

VISTA 26

Location

Vista 26 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view south and west from Hunters Head toward the Ingraham Point and the Cranberry Islands. The proposed vista centerline is 10.5 miles from the start of Kebo Mountain Road, at MP 10.569 (Lat 44.29753, Lon -68.215227) at Hunters Head where there is a long paved pullout, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 26 was described as 555 feet in length, with a "View into Hunters Cove, past Hunters Cove Head toward the Cranberry Island" (GMP 1991:230). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest masses of trees between the motor road and the shoreline area approximately 50-75 feet deep except for an open area that corresponded to a guardwall/retaining wall (Fig. 26-aerial). Westbound motorists historically encountered the vista on the ascent from Little Hunters Beach and likely had a framed/filtered view of the ocean, while southbound motorists on the ascent from Hunters Brook likely had a similar view.

Grey's 1995 inventory identified a 435-foot long view (#25.1) at this location. Olmsted Center's 2006 inventory identified the entirety of a 475-foot long framed/filtered view (f/f 10.524) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 26 were georeferenced and found to coincide within 385 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline because it corresponds with the open area at the retaining wall (Dwg. 26). The Center Front is therefore located at the center of Guard/Retaining Wall 10.509 (Fig. 26-misc). The Left Front (to east) is 20 feet before the beginning of the pullout and Right Front (to west) is 158 feet after the end of guardwall/retaining wall 10.509. The total length of the vista is approximately 555 feet, which is consistent with its historic length. The recommended back line of the management area varies between 50-75 on the sides but is considerably less in the center because of the guardwall/retaining wall, which makes the size of the management area approximately 1.2 acres.

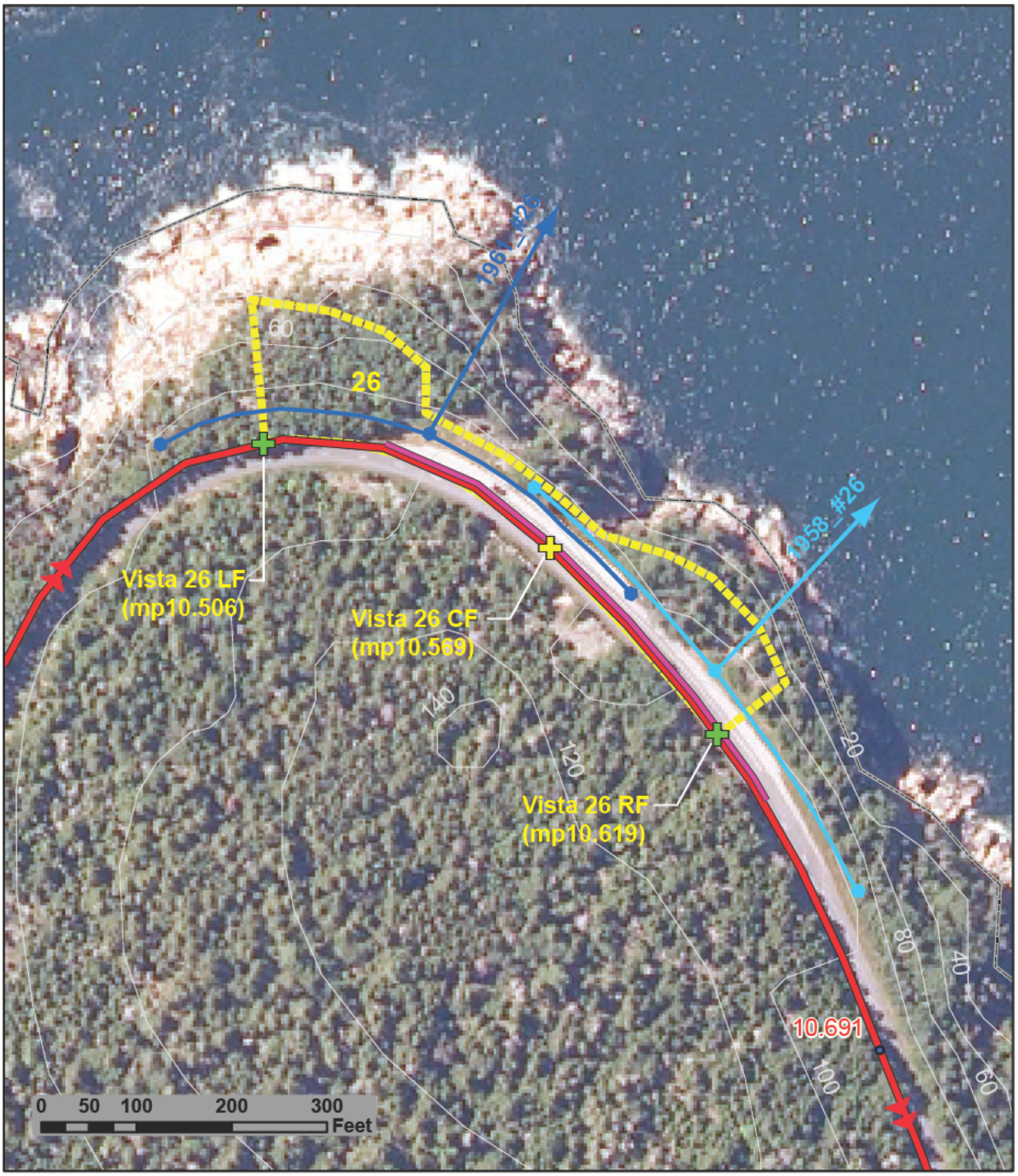
Analysis of Vista Management Area

Vista 26 still provides the intended view due to recurring maintenance of the vista (Fig. 26LF, CF, RF). The landform in the vista management area descends southwest to the rocky shoreline with slopes around 25-35 percent, though some are greater. Vegetation is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is allowed on the vista side of the motor road at a paved pullout, and also in the right lane.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 26 is a historic vista and should be maintained in its present condition to preserve views of the Atlantic Ocean and the Cranberry Islands for westbound motorists. The density of vegetation within the management area should be sustained to protect the slopes and help frame the framed/filtered view.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 26
Otter Cove Causeway / Blackwoods Road

Drawing 26



Figure 26-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 26 (Acadia NP GIS, #53131505).



Figure 26-misc. View of the guard/retaining wall associated with the Vista 26 centerline (OCLP, Acad0300_10.509, 2005).



Figure 26LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_26LFy).



Figure 26CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_26CFabc).



Figure 26RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_26RFy).

VISTA 25

Location

Vista 25 is located along Otter Cove Causeway/Blackwoods Road (FHWA Route 300) and provides a view west into a dense stand of mature spruce and fir trees. The proposed vista centerline is 10.9 miles from the start of Kebo Mountain Road, at MP 10.980 (Lat 44.303617, Lon -68.217585) prior to the Route 3 Bridge, on the left side of the road.

Intended View and Previous Documentation

The 1958 plan listed the length of Vista 25 as 4250 feet, while the 1961 plan listed the length as 2250 feet. In both vista plans, Vista 25 was described as a "View into the spruce-fir forest between the State 3 overpass of Ocean Drive Park Road and Hunters Cove Overlook" (GMP 1991:230). The centerline arrow in the 1958 vista plan was pointed slightly to the left of the perpendicular of the road, suggesting the view may have favored southbound motorists. The arrow in the 1961 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest dense woods throughout the entire vista exceeding 500 feet deep (Fig. 25-aerial). Northbound motorists historically encountered the vista on the descent from Hunters Head and likely had a framed/filtered view of the forest, while southbound motorists on the ascent from the State Route 3 bridge likely had a similar view.

Grey's 1995 inventory identified a portion of a 451-foot long view (#25.2) at this location. Olmsted Center's 2006 inventory did not identify a view at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 25 were georeferenced and found to coincide within 40 feet of one another. To best achieve the intended view, the 1961 line is recommended as the reconciled centerline because it is a shorter length than the 1958 vista (Dwg. 25). The Center Front is therefore located 90 feet north of Culvert 10.997 (Fig. 25-misc). The Left Front (to south) is 70 feet after Culvert 10.824 and Right Front (to north) is 180 feet after Culvert 11.192. The total length of the vista is approximately 2,250 feet, which is consistent with its historic 1961 length. The recommended back line of the management area is 100 feet deep, which makes the size of the management area approximately 4.9 acres.

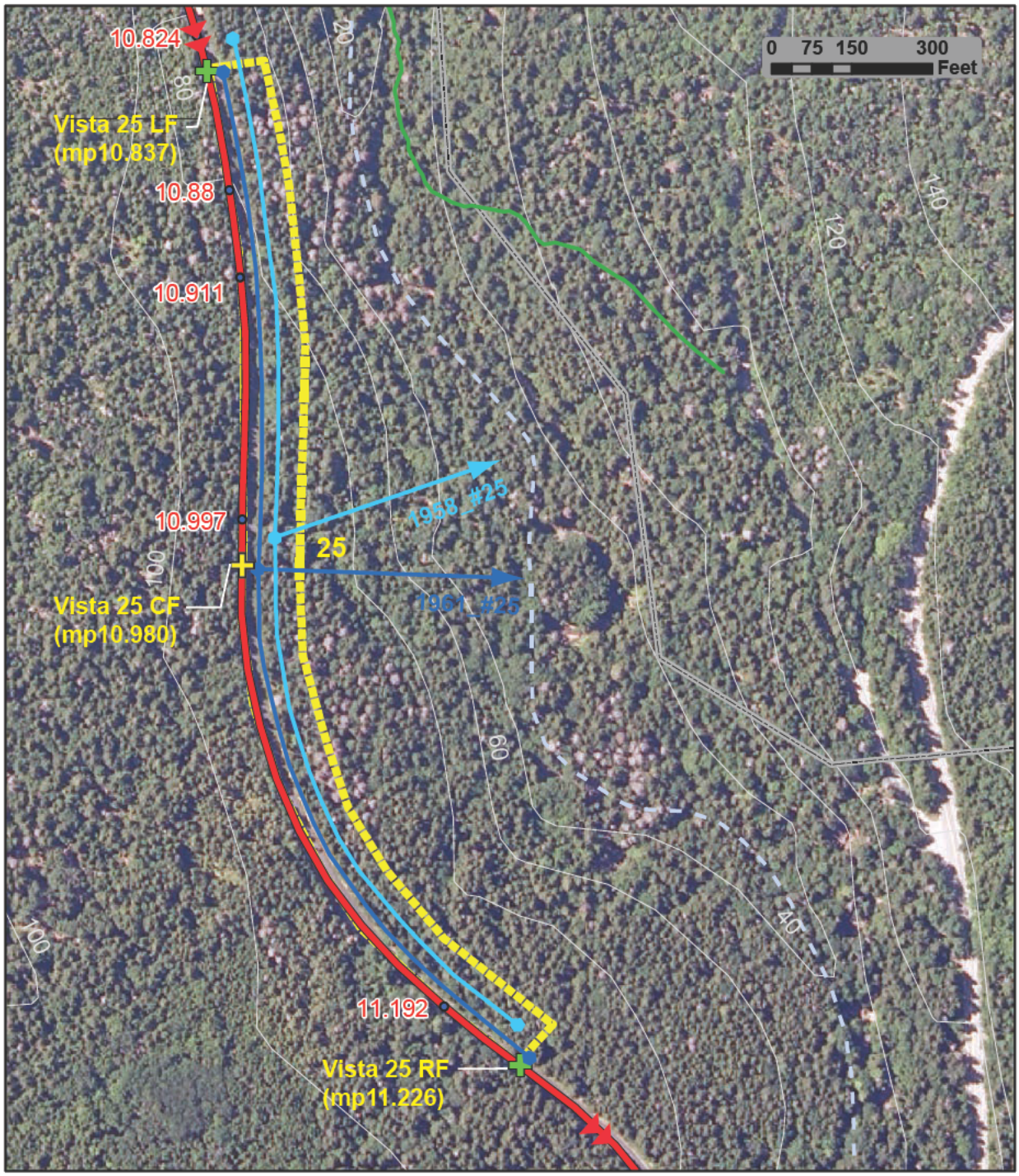
Analysis of Vista Management Area

Vista 25 still provides the intended view due to continued growth of the forest trees (Fig. 25LF, CF, RF). The landform in the vista management area descends west down to Hunters Brook with slopes between 15-25 percent. Vegetation is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is prohibited along the vista side of the motor road, but is allowed in the right lane.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 25 is a historic vista and should be maintained in its present condition to preserve views into the forest for northbound motorists. The density of vegetation on the edge of the forest along the motor road should be monitored so its does not block views into the interior.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 25
Otter Cove Causeway / Blackwoods Road

Drawing 25

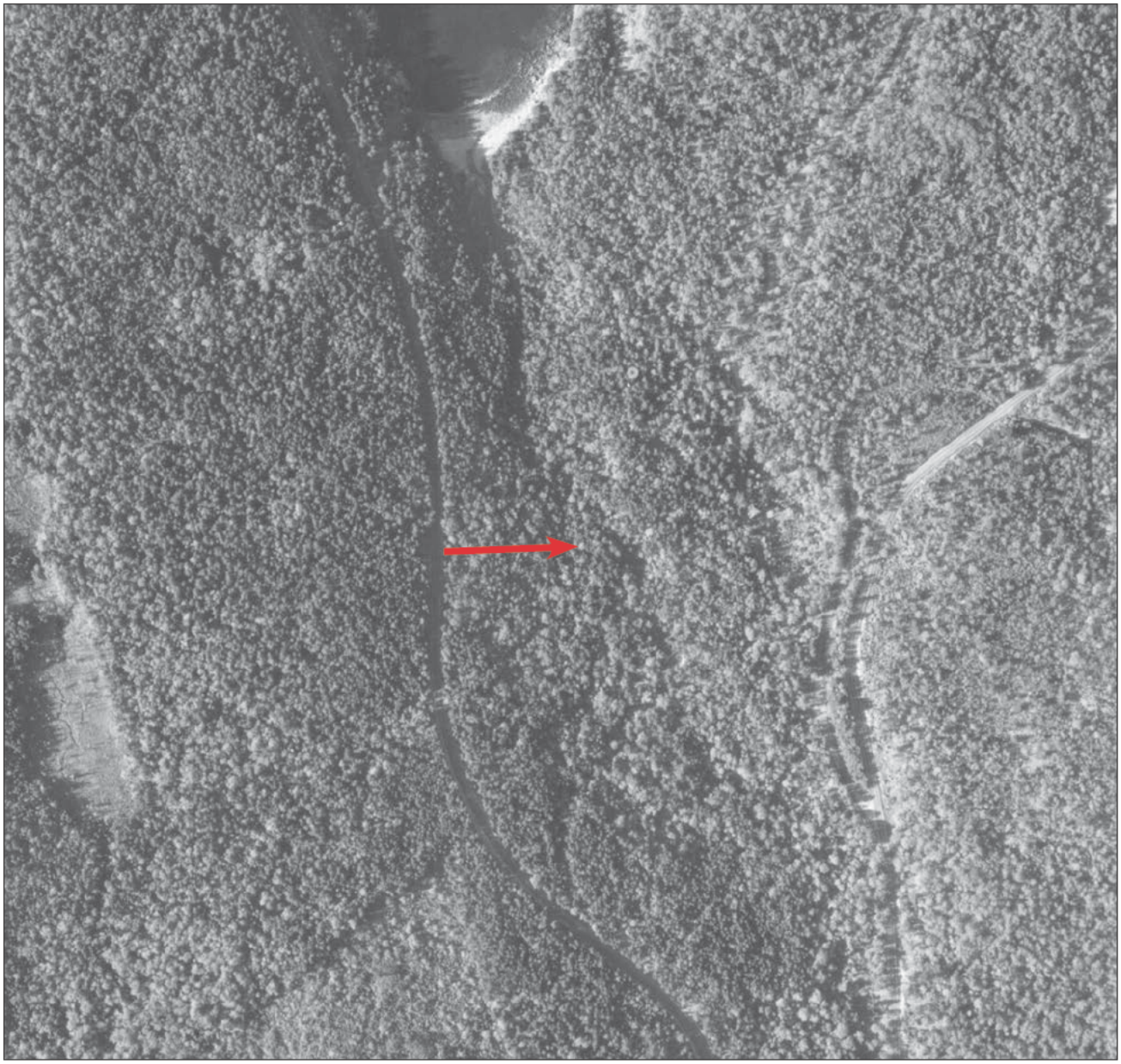


Figure 25-aerial. Aerial photograph of Otter Cove Causeway/Blackwoods Road in May 1953. The red arrow indicates the approximate historic center of Vista 25 (Acadia NP GIS, #53131514).



Figure 25-misc. View of the culvert inlet associated with the Vista 26 centerline (OCLP, Acad0300_10.997_In, 2005).



Figure 25LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_25LFy).



Figure 25CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_25CFabc).



Figure 25RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_25RFy).

MDI HISTORIC VISTAS (FHWA ROUTE 300): VISTA 24

DAY MOUNTAIN ROAD

Vista 24 is located along Day Mountain Road (completed 1941). The historic motor road connects to Otter Cove Causeway/Blackwoods Road (1939) to the south, and Stanley Brook Road (1936) and Day Mountain Road Extension (1951). It represents the tenth and last segment of the one-way part of the Park Loop Road.

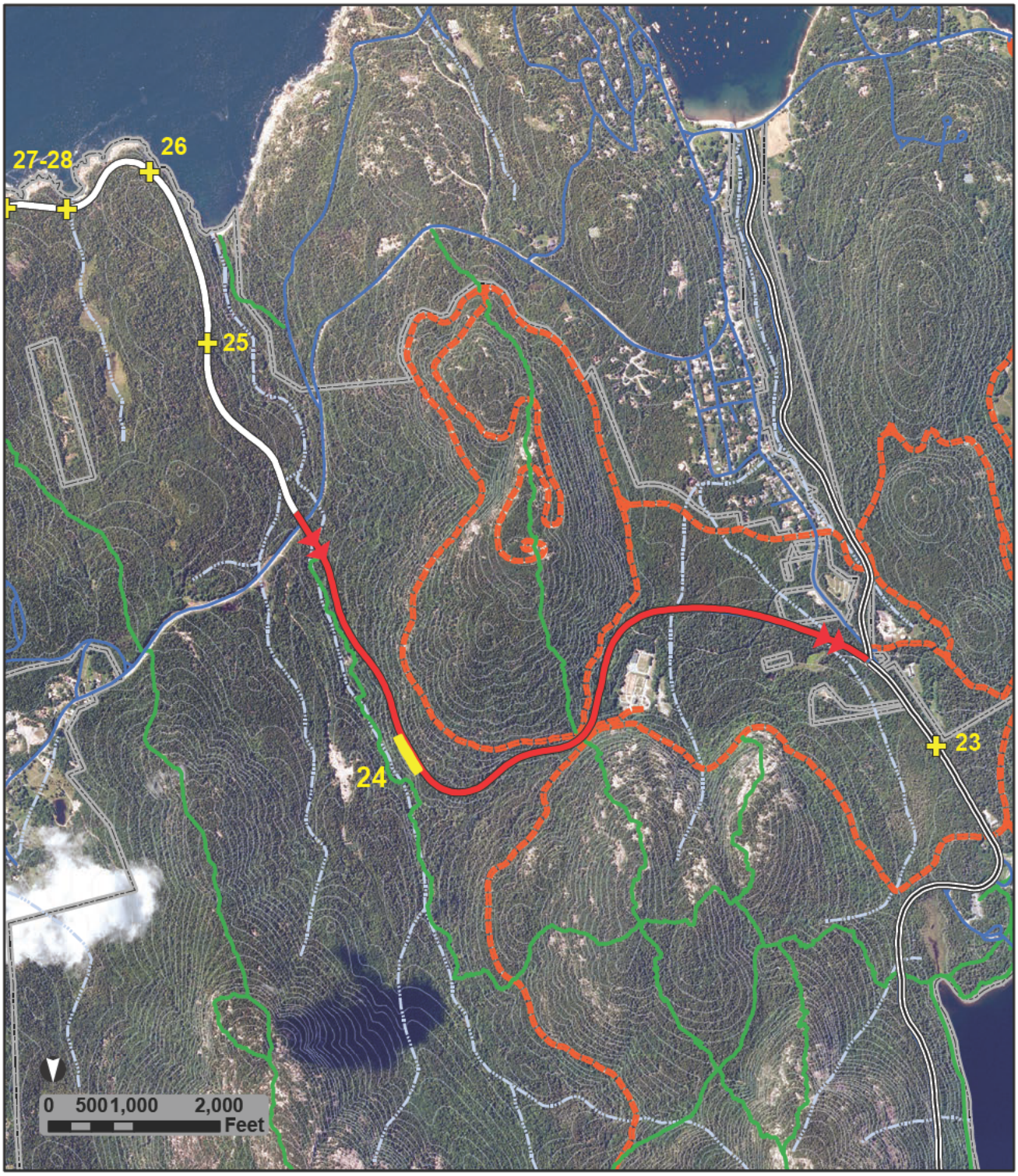


Figure 5.5. Map of recommended vista management area (in yellow) on Day Mountain Road (colored red) (OCLP, 2013).

VISTA 24

Location

Vista 24 is located along Day Mountain Road (FHWA Route 300) and provides a view north-northeast towards Cadillac Mountain. The proposed vista centerline is located 12.0 miles from the Paradise Hill Road intersection, at MP 12.019 (Lat 44.316345, Lon -68.226683) between the Route 3 Bridge and the Wildwood Stables, on the right side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 24 was described as 465 feet in length, with a view of the "South ridge of Cadillac Mountain across Hunters Brooks Valleys" (GMP 1991:230). The centerline arrows in both vista plans were pointed to the left of the perpendicular to the road, suggesting the view may have favored northbound motorists.

Aerial photographs from the 1950s suggest dense woods throughout the entire vista but also a narrow open area that corresponds to the length of the retaining wall at this location (Fig. 24-aerial). Northbound motorists historically encountered the vista on the ascent from the State Route 3 bridge and likely had a framed/filtered view of the valley and mountains, while southbound motorists on the descent from Wildwood Stables only had a view of the valley. Park records indicate that in the spring of 1988, selective tree cutting and thinning was completed in this area (File, Vista '88, 2010).

Grey's 1995 inventory identified most of a 543-foot long view (#24) at this location. Olmsted Center's 2006 inventory identified the entirety of a 432-foot long framed/filtered view (f/f 11.978) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 24 were georeferenced and found to coincide within 190 feet of one another. To best achieve the intended view, a point 275 feet south of the 1958 line is recommended as the reconciled centerline because it corresponds to the existing open areas made possible by the retaining wall (Dwg. 24). The Center Front is therefore located 232 feet north of the start of Guardwall 11.976 (Fig. 24-misc). The Left Front (to north) is 78 feet before the end of the guardwall and Right Front (to south) is 5 feet before the start of the guardwall. The total length of the vista is approximately 465 feet, which is consistent with its historic length. The recommended back line of the management area is 100 feet deep, which makes the size of the management area approximately 1.1 acres.

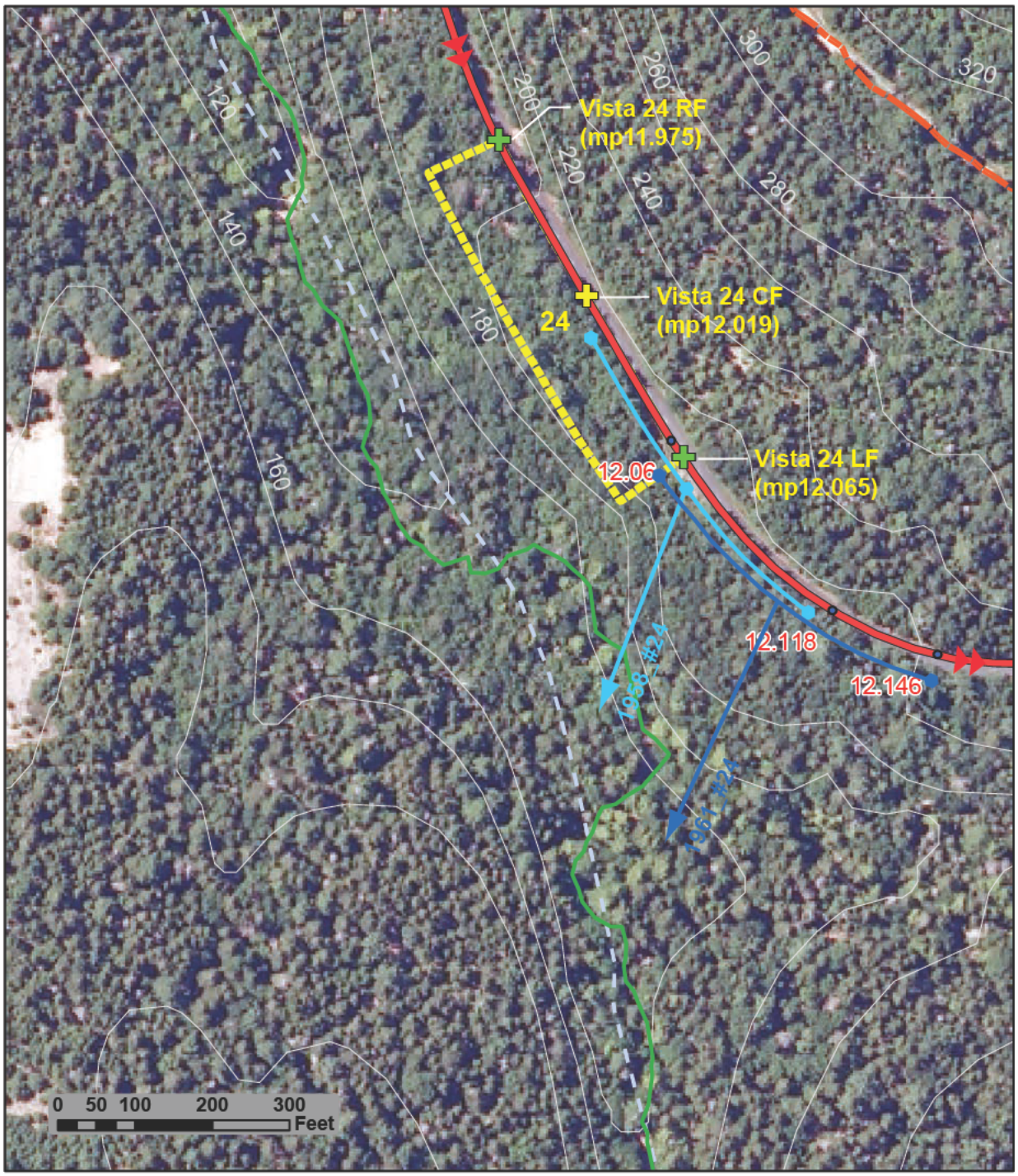
Analysis of Vista Management Area

Vista 24 no longer provides the intended view due to the presence of trees that block much of the view (Fig. 24LF, CF, RF). The landform in the vista management area descends steeply northeast down to Hunters Brook with slopes around 50 percent. Vegetation is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites. However, approximately 150 feet east is a perennial stream named Hunters Brook and Hunters Brook Trail (Trail #35).

Parking is allowed along the vista side of the motor road in the right lane.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 24 is a historic vista and should be rehabilitated within the management area to repair views up the valley and Cadillac Mountain for northbound motorists. The density of vegetation within the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/olcp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 24
Day Mountain Road

Drawing 24



Figure 24-aerial. Aerial photograph of Day Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 24 (Acadia NP GIS, #53141506).



Figure 24-misc. View of the guardwall associated with the Vista 24 centerline (OCLP, Acad0300_11.976, 2005).



Figure 24LF. Views of Left Front in May and June, 2011 (ACADvista_24LFy).



Figure 24CF. View looking northeast from Center Front in June 2011 (ACADvista_24CFabc).



Figure 24RF. Views of Right Front in May and June, 2011 (ACADvista_24RFy).

MDI HISTORIC VISTAS (FHWA ROUTE 12): VISTAS 23-6

DAY MOUNTAIN ROAD EXTENSION AND JORDAN POND/EAGLE LAKE ROAD

Vistas 23 to 6 are located along Day Mountain Road Extension (completed 1951) and Jordan Pond/Eagle Lake Road (completed 1927/redesigned 1962). These two-way historic motor roads connect with Day Mountain Road (1941) and Stanley Brook Road (1936) to the south, and Kebo Mountain Road (1938) to the north. They are part of the Park Loop Road.

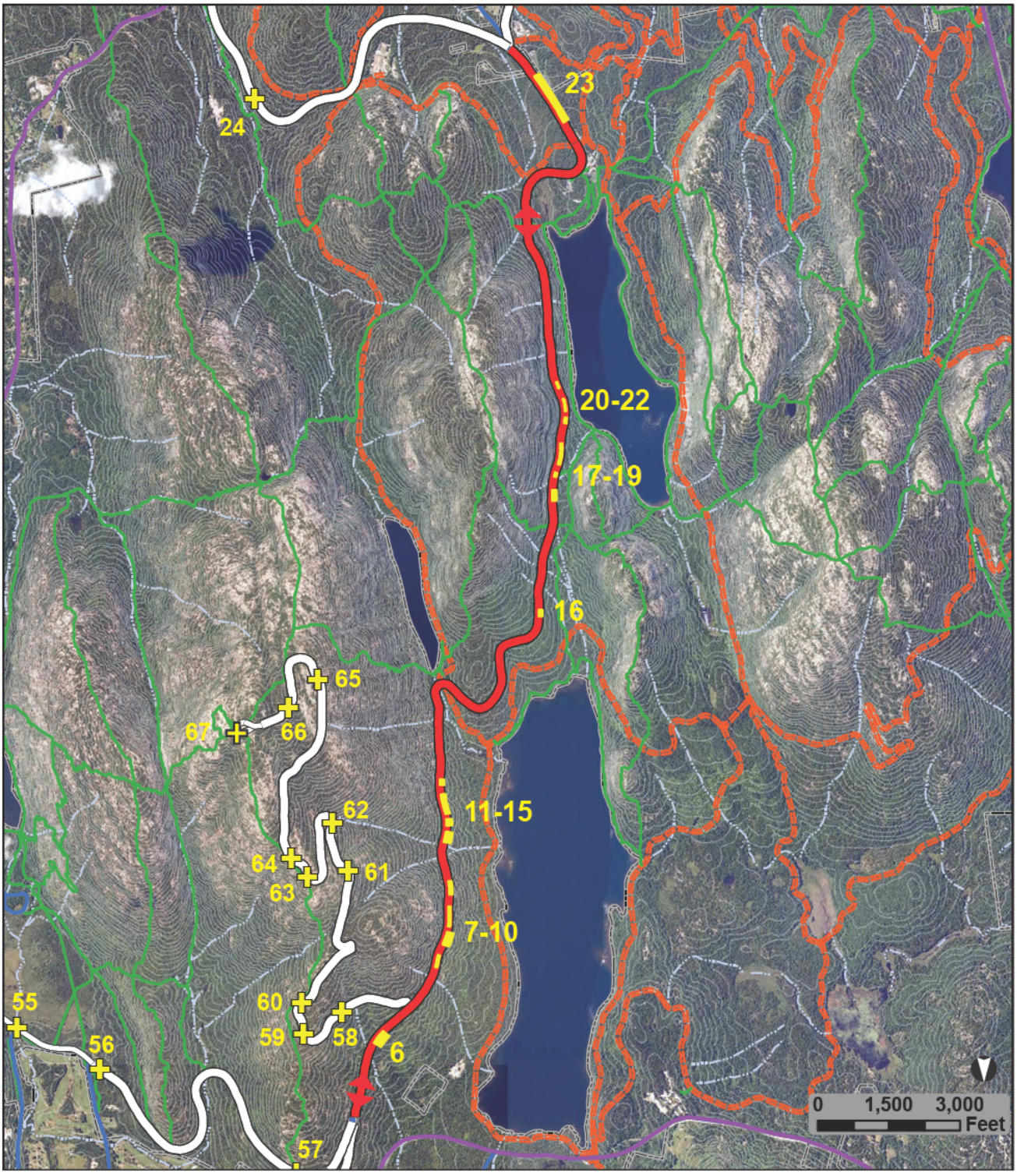


Figure 5.6. Map of recommended vista management areas (in yellow) on Day Mountain Road Extension and Jordan Pond/Eagle Lake Road (in red). Note: Presentation of vistas in the following pages proceeds in reverse numerical order, from 23 to 6 (OCLP, 2013).

VISTA 23

Location

Vista 23 is located along the Day Mountain Road Extension (FHWA Route 12) and provides a view southwest into a stand of spruce and fir. The proposed vista centerline is located 0.2 miles from the start of the Day Mountain Road Extension, at MP 0.249 (Lat 44.316009, Lon -68.250131) south of the Jordan Pond House, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 23 was described as 3,200 feet in length, with a "View into mixed growth forest from the Jordan Pond House clearing to junction of Ocean Drive Park Road and Seal Harbor Town Road, all on East Side Loop Road" (GMP 1991:230). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest a high density of trees west of the motor road (Fig. 20-aerial). Northbound motorists historically encountered the vista on the descent from the Day Mountain area and likely had a framed/filtered view of the forest, while southbound motorists on the ascent from the Jordan Pond area likely had a similar view.

Grey's 1995 inventory identified a portion of a 2,433-foot long view (#23) at this location. Olmsted Center's 2006 inventory did not identify a view at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 23 were georeferenced and found to coincide within 420 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline (Dwg. 23). The Center Front is therefore located 210 feet north of Culvert 0.201 (Fig. 23-misc). The Left Front and Right Front would be 1,600 feet on either side of this point, but would extend south onto Stanley Brook Road and north to past the clearing around the Jordan Pond House. Therefore, an Alternate Left Front (to south) is 276 feet before the culvert and Alternate Right Front (to north) is 885 feet after the culvert. The total length of the vista is approximately 1385 feet, which is less than its historic length. The recommended back line of the management area is 125 feet, which partially follows the park boundary line and makes the size of the management area approximately 3.3 acres.

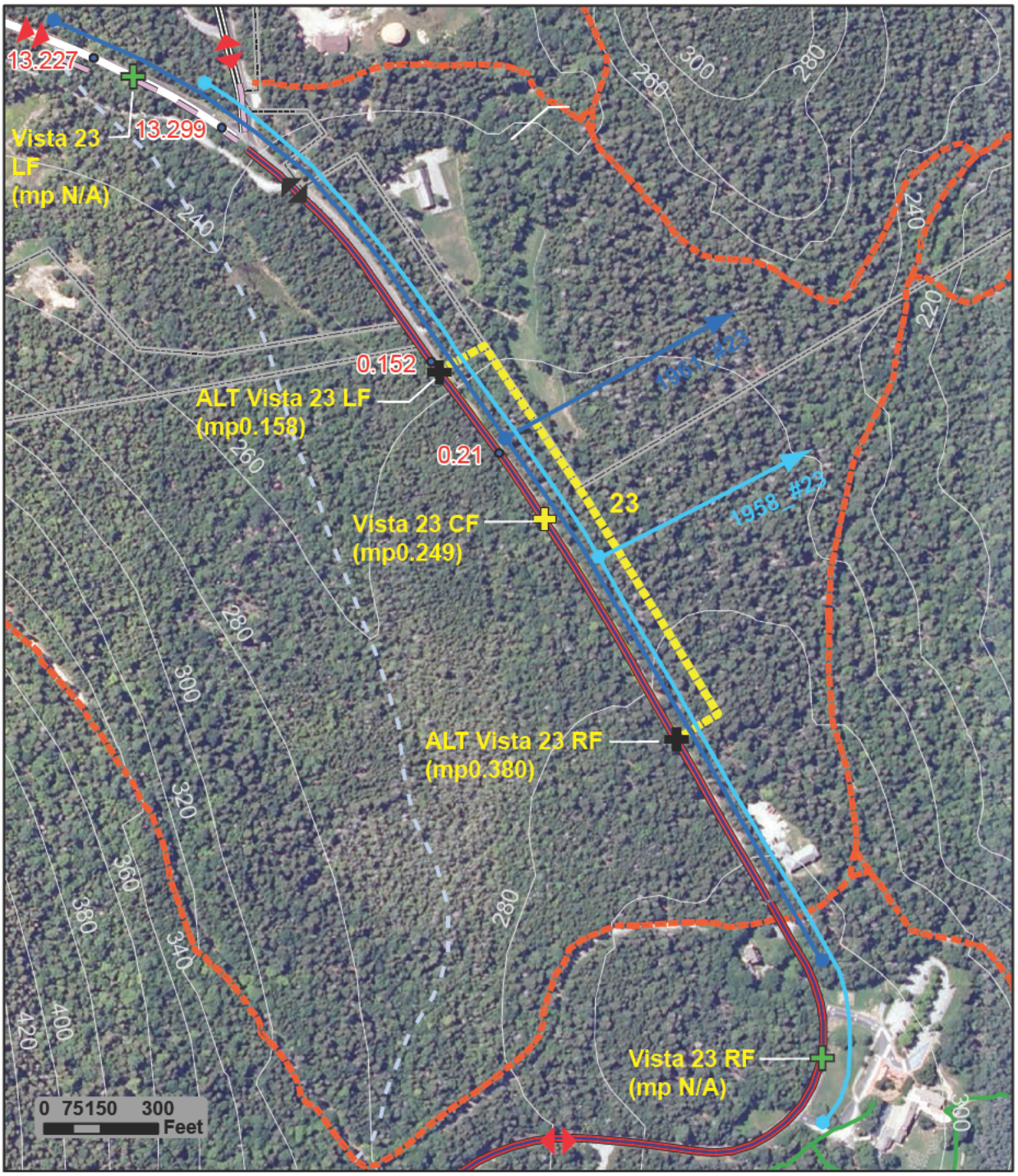
Analysis of Vista Management Area

Vista 23 still provides the intended view (Fig. 23LF-ALT, CF, RF-ALT). The landform in the vista management area descends very gently to the south with minimal slopes. Vegetation is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the shoulders of this portion of the two-way motor road.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 23 is a historic vista and should be maintained in its present condition to preserve views into the forest for northbound and southbound motorists. The density of vegetation on the edge of the forest along the motor road should be monitored so its does not block views into the interior.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/olcp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 23
Day Mountain Road Extension

Drawing 23

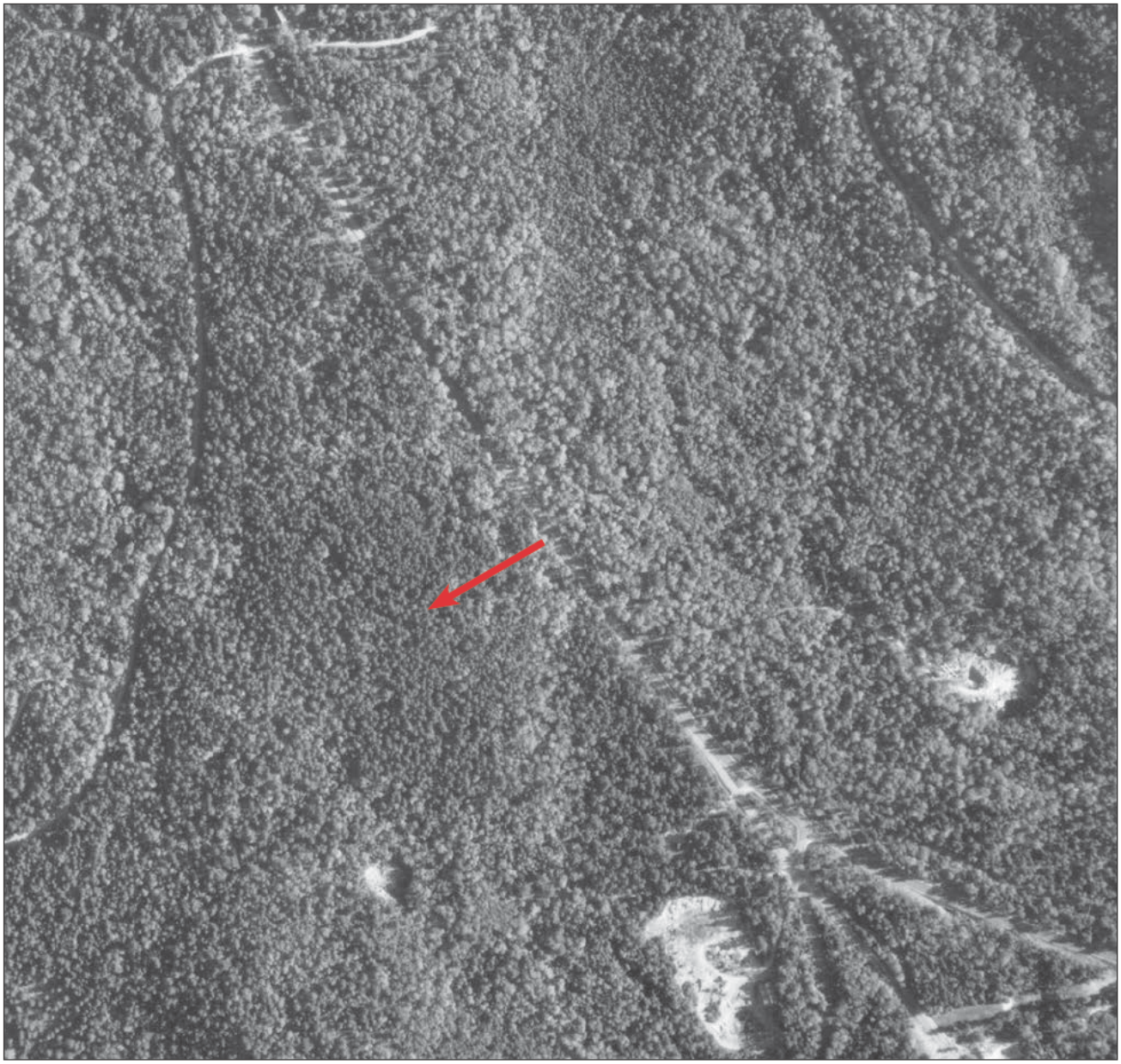


Figure 23-aerial. Aerial photograph of Day Mountain Road Extension in May 1953. The red arrow indicates the approximate historic center of Vista 23 (Acadia NP GIS, #53150011).



Figure 23-misc. View of the culvert inlet associated with the Vista 23 centerline (OCLP, Acad0012_0.210_ In, 2005).



Figure 23LF-ALT. Views of Alternate Left Front in May and June, 2011 (OCLP, ACADvista_23LFy).



Figure 23CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_23CFabc).



Figure 23RF-ALT. Views of Alternate Right Front in May and June, 2011 (OCLP, ACADvista_23RFy).

VISTA 22

Location

Vista 22 is located along the Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards Jordan Pond and Penobscot Mountain in the distance. The proposed vista centerline is located 1.6 miles from the start of the Day Mountain Road Extension, at MP 1.632 (Lat 44.333008, Lon -68.250797) between the Jordan Pond House and the Bubble Rock area, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 22 was described as 150 feet in length, with a view of "The South Bubble, Penobscot Mountain, Jordan Pond and Jordan Cliff, all, roughly, from one end of Jordan Pond to the other end." (GMP 1991:230). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and shoreline (Fig. 22-aerial). Photographs from the 1920s indicate scattered trees around 5-10 feet high alongside this stretch of the motor road (Fig. 22-historic). Northbound motorists historically encountered the vista on the ascent from the Jordan Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the descent from The Bubbles likely had a similar view.

Grey's 1995 inventory identified a 1,005-foot long view (#20) at this location. Olmsted Center's 2006 inventory identified a portion of a 897-foot long panoramic view (pan 1.624) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 22 were georeferenced and found to coincide within 211 feet of one another. To best achieve the intended view, the 1961 line is recommended as the reconciled centerline because it includes part of a previously thinned area associated with guard/retaining wall (Dwg. 22). The Center Front is therefore located 15 feet south of the start of the Guard/Retaining Wall 1.634 (Fig. 22-misc). The Left Front (to south) is 90 feet before the start of the guard/retaining wall and Right Front (to north) is 59 feet after the start of the guard/retaining wall. The total length of the vista is approximately 150 feet, which is consistent with its historic length. The recommended back line of the management area is 30 feet, which makes the size of the management area approximately 0.1 acres.

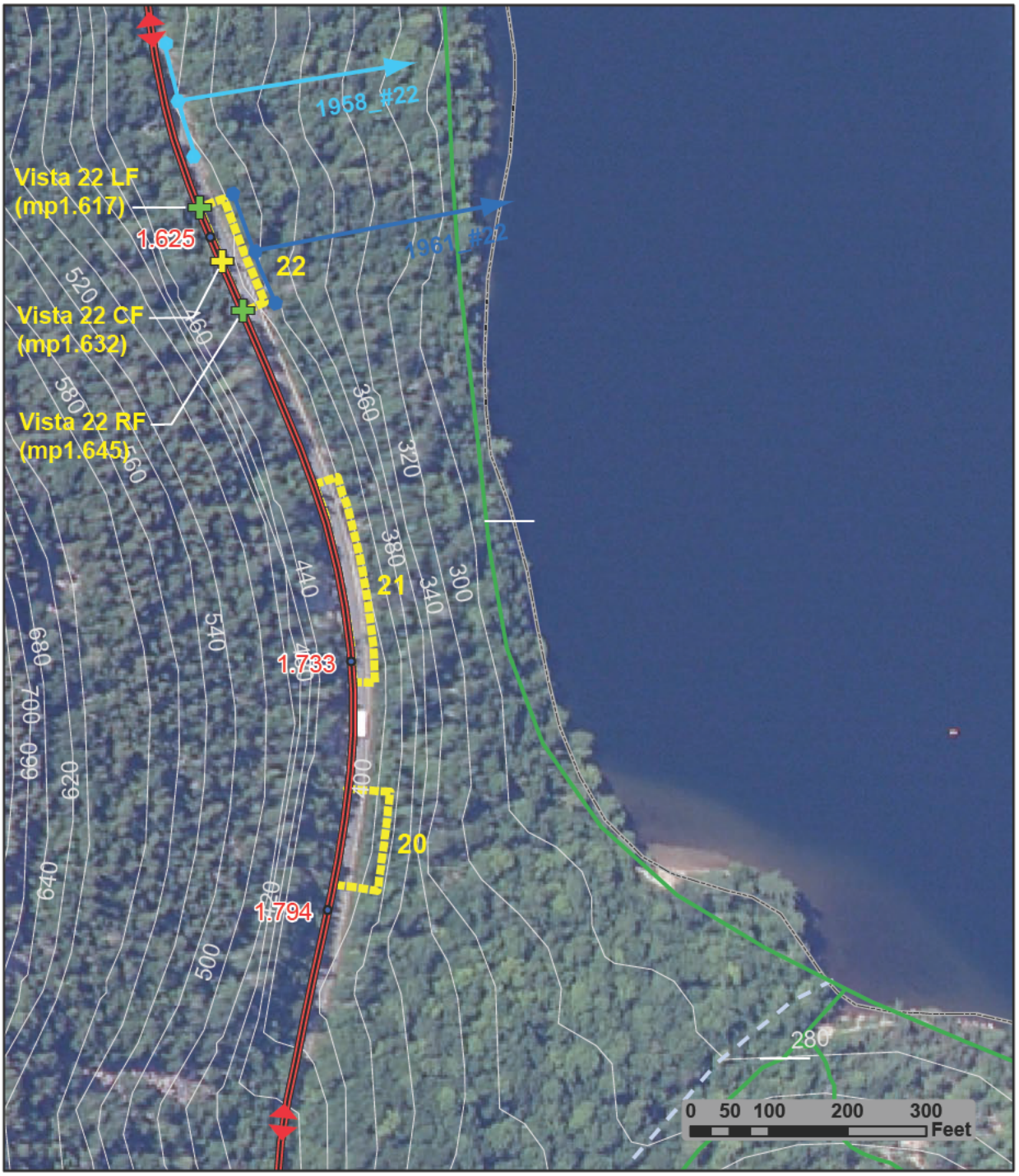
Analysis of Vista Management Area

Vista 22 is limited in providing the intended view due to the presence of trees that block the view of Jordan Pond (Fig. 22LF, CF, RF). The landform in the vista management area descends steeply to the west with slopes around 50 percent. Vegetation is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow. At the bottom of the hillside below the vista passes the Jordan Pond Loop Trail/Jordan Pond Path (Trail #39).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 22 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Jordan Pond and preserve views the surrounding mountains. It should be managed in conjunction with Vistas 20-21 that comprise a dynamic vista along the motor road. The density of vegetation within the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 22
Jordan Pond/Eagle Lake Road

Drawing 22

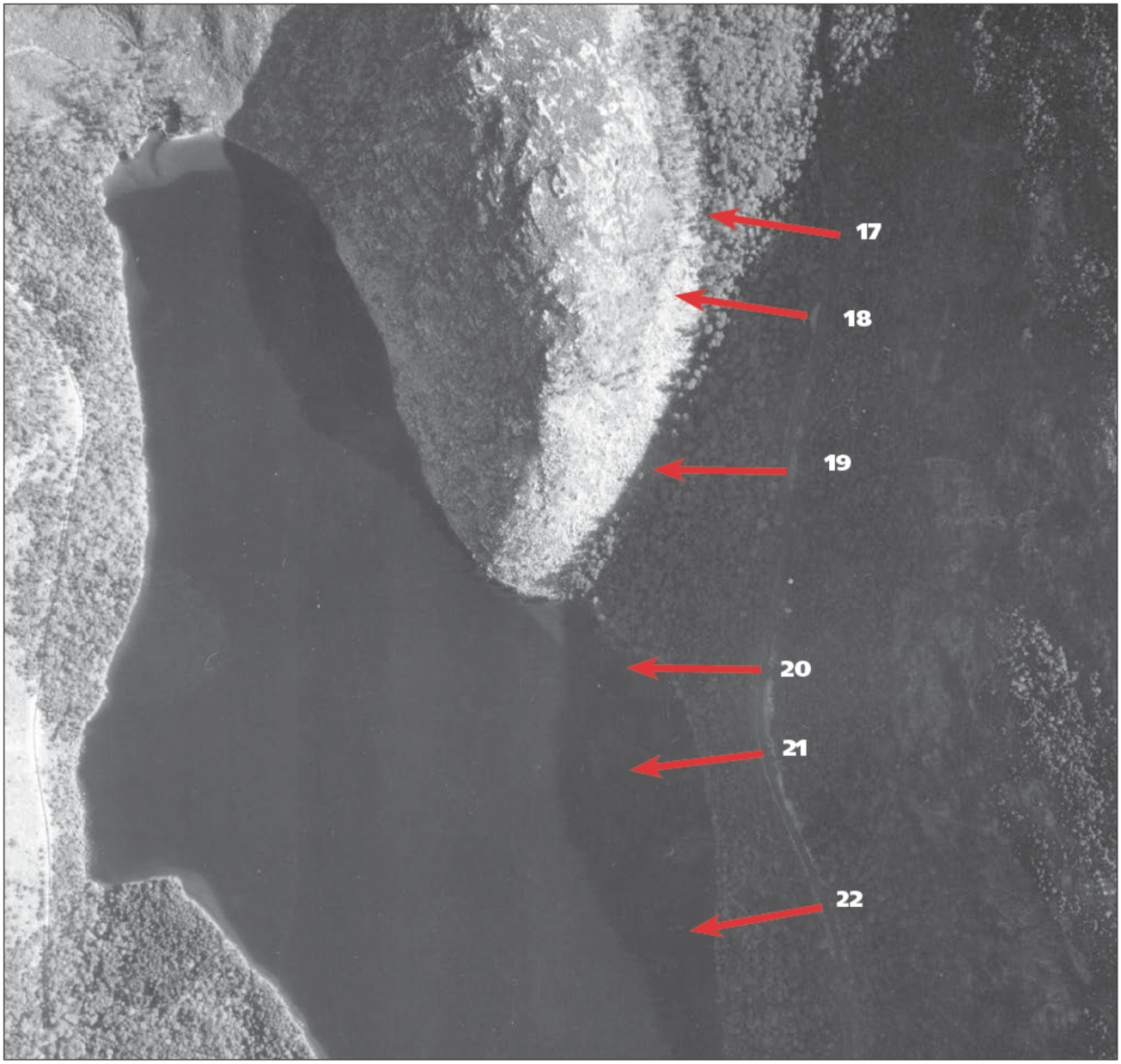


Figure 22-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 22 (Acadia NP GIS, #53150009).



Figure 22-historic. View looking north along Jordan Pond-Eagle Lake Road in the 1920s shows the height of vegetation next to the guard/retaining wall (Acadia NP Archives).

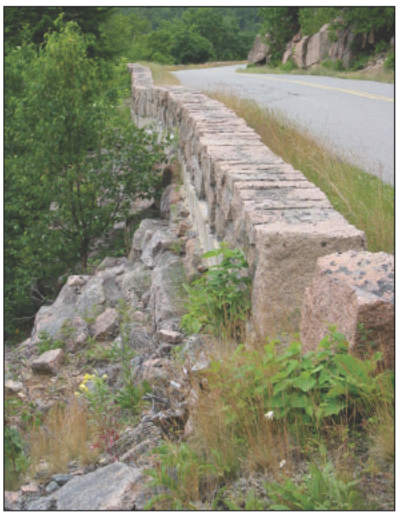


Figure 22-misc. View looking north at the start of the guard/retaining wall associated with the Vista 22 centerline (OCLP, Acad0012_1.634, 2005).



Figure 22LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_22LFy).



Figure 22CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_22CFabc).



Figure 22RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_22RFy).

VISTA 21

Location

Vista 21 is located along the Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards Jordan Pond and Penobscot Mountain in the distance. The proposed vista centerline is located 1.7 miles from the start of the Day Mountain Road Extension, at MP 1.715 (Lat 44.334245, Lon -68.251334) between the Jordan Pond House and the Bubble Rock area, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 21 was described as 250 feet in length, with a view of "The South Bubble, Penobscot Mountain, Jordan Pond and Jordan Cliff, all, roughly, from one end of Jordan Pond to the other end." (GMP 1991:230). The centerline arrows in both vista plans were generally perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and shoreline (Fig. 21-aerial). Photographs from the 1920s indicate scattered trees around 5-10 feet high alongside this stretch of the motor road (see Fig. 22-historic). Northbound motorists historically encountered the vista on the ascent from the Jordan Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the descent from The Bubbles likely had a similar view.

Grey's 1995 inventory identified a portion of a 1,005-foot long view (#20) at this location. Olmsted Center's 2006 inventory identified a portion of a 897-foot long panoramic view (pan 1.624) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 21 were georeferenced and found to coincide within 290 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline because it includes a partially thinned area associated with a guard/retaining wall (Dwg. 21). The Center Front is therefore located 125 feet south of the end of Guard/Retaining Wall 1.634 (Fig 21-misc1). The Left Front (to south) is 250 feet before the end of the guard/retaining wall and Right Front (to north) is at the end of the guard/retaining wall. The total length of the vista is approximately 250 feet, which is consistent with its historic length. The recommended back line of the management area is 30 feet, which makes the size of the management area approximately 0.2 acres.

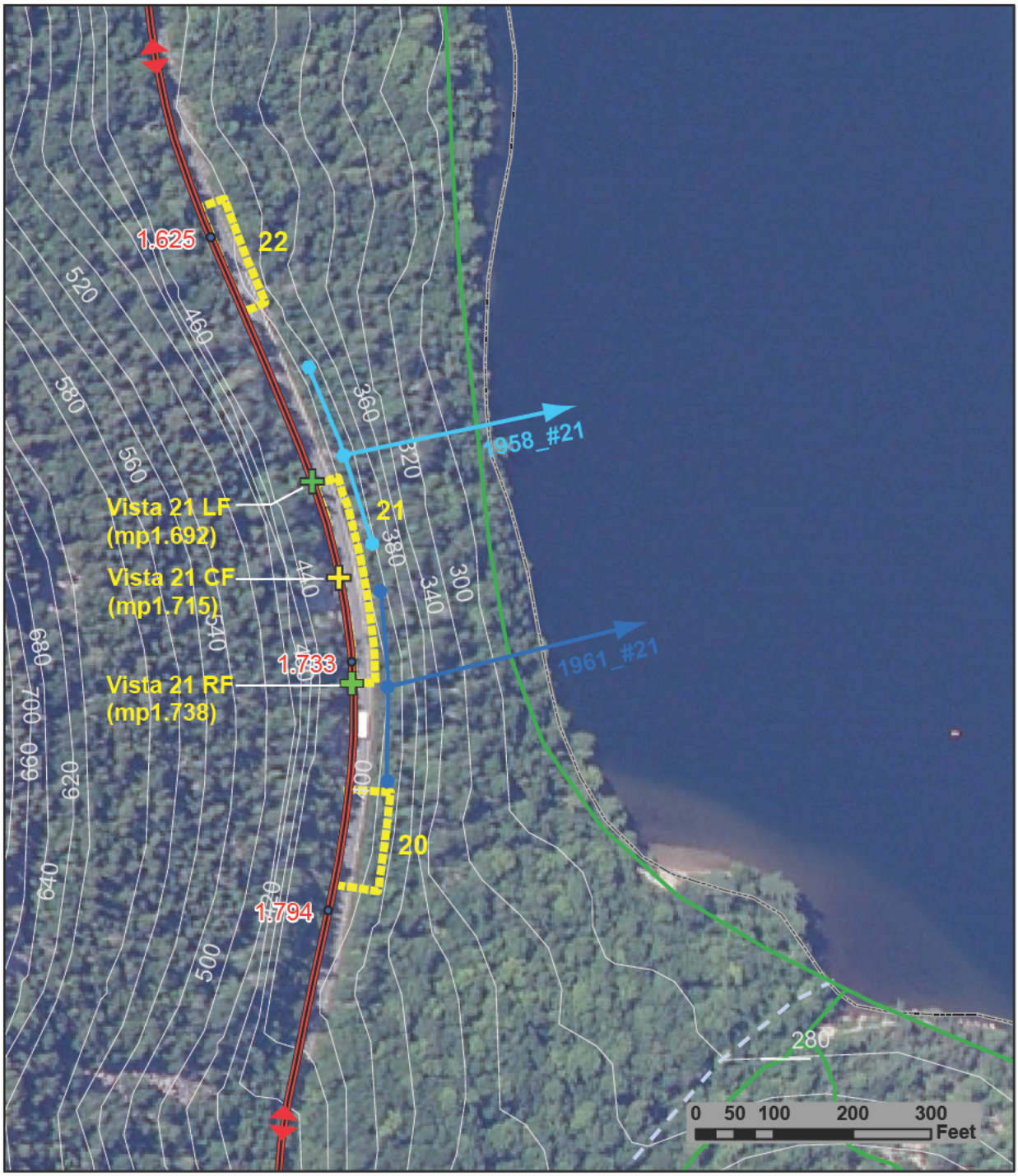
Analysis of Vista Management Area

Vista 21 is limited in providing the intended view due to the presence of trees that block the view of Jordan Pond (Fig. 21LF, CF, RF; Fig. 21-misc2). The landform in the vista management area descends steeply to the west with slopes around 50 percent. Vegetation is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow. At the bottom of the hillside below the vista passes the Jordan Pond Loop Trail/Jordan Pond Path (Trail #39).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 21 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Jordan Pond and preserve views of the surrounding mountains. It should be managed in conjunction with Vistas 22 and 20 that comprise a dynamic vista along the motor road. The density of vegetation within the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 21
Jordan Pond/Eagle Lake Road

Drawing 21

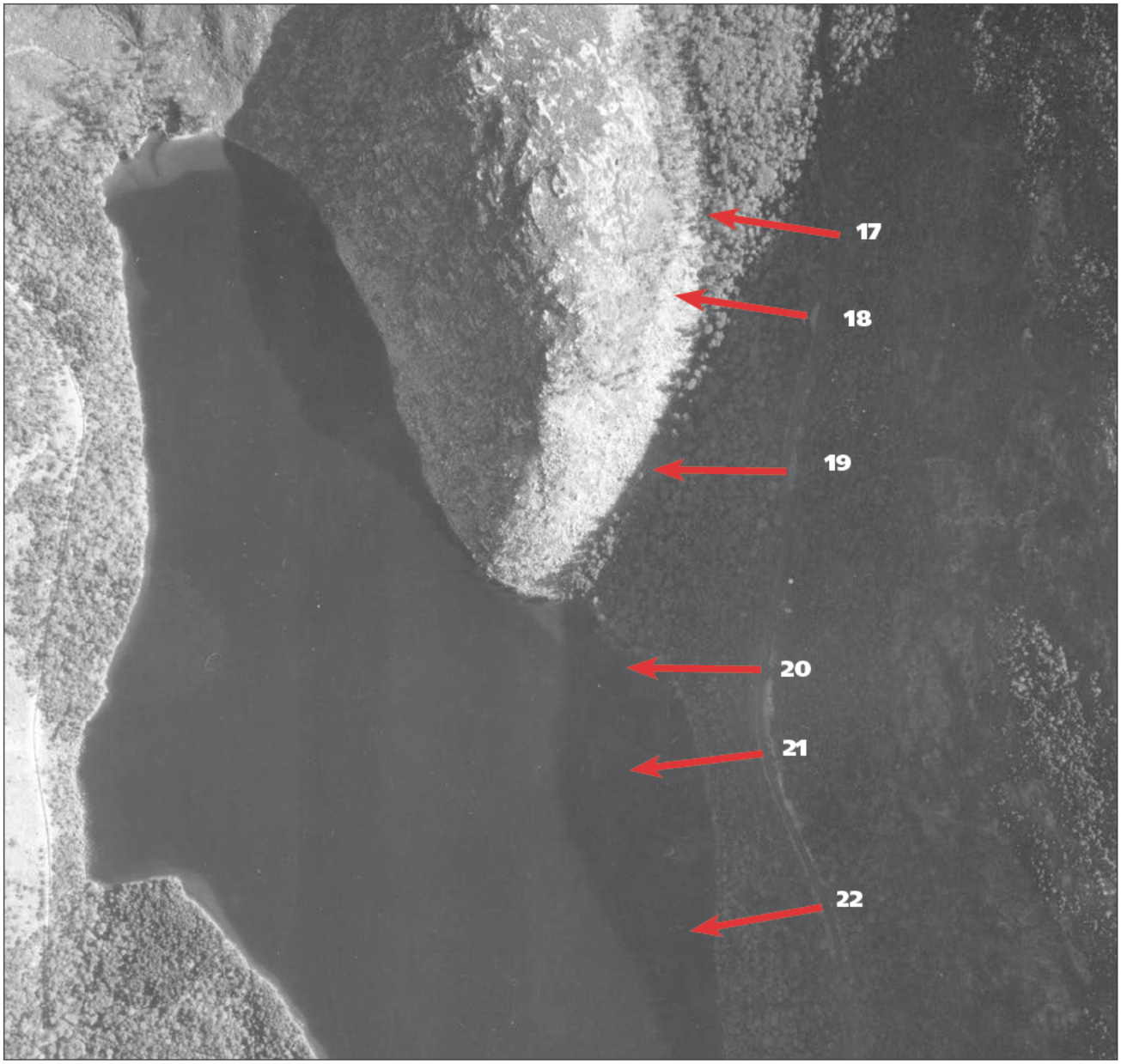


Figure 21-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 21 (Acadia NP GIS, #53150009).

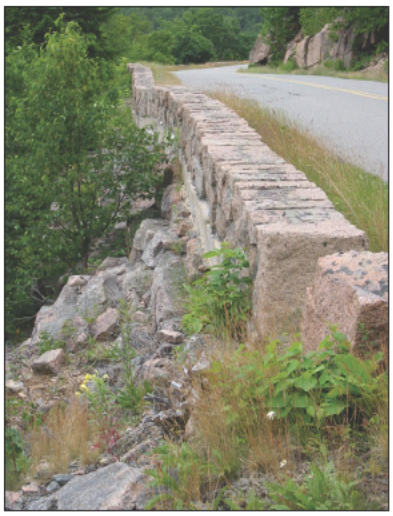


Figure 21-misc1. View looking north at the start of the guard/retaining wall associated with the Vista 21 centerline (OCLP, Acad0012_1.634, 2005).



Figure 21-misc2. View looking southwest from an elevated position opposite Right Front (OCLP, ACADvista_21RFpan, 2011).



Figure 21LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_21LFy).



Figure 21CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_21CFabc).



Figure 21RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_21RFy).

VISTA 20

Location

Vista 20 is located along the Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards Jordan Pond and Penobscot Mountain in the distance. The proposed vista centerline is located 1.8 miles from the start of the Day Mountain Road Extension, at MP 1.775 (Lat 44.33479, Lon -68.251309) between the Jordan Pond House and the Bubble Rock area, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 20 was described as 2,500 feet in length with a view of "the South Bubble, Penobscot Mountain, Jordan Pond and Jordan Cliff, all, roughly, from one end of Jordan Pond to the other end." (GMP 1991:230). The centerline arrows in both vista plans were pointed to the left of the perpendicular to the road, suggesting the view may have favored southbound motorists.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and shoreline (Fig. 20-aerial). Photographs from the 1920s indicate scattered trees around 5-10 feet high alongside this stretch of the motor road (see Fig. 22-historic). Northbound motorists historically encountered the vista on the ascent from the Jordan Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the descent from The Bubbles likely had a similar view.

Grey's 1995 inventory identified a portion of a 1,005-foot long view (#20) at this location. Olmsted Center's 2006 inventory identified a portion of a 897-foot long panoramic view (pan 1.624) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 20 were georeferenced and found to coincide within 300 feet of one another. To best achieve the intended view, a point near the 1958 line is recommended as the reconciled centerline because it includes a partially thinned area associated with a guardwall (Dwg. 20). The Center Front is therefore located 253 feet north of the start of Guardwall 1.739 (Fig. 20-misc1). The Left Front and Right Front would be 1,250 feet on either side of this point, but would overtake Vista 21 to the south and Vista 19 to the north. Therefore, an Alternate Left Front (to south) is 128 feet after the start of the guardwall and Alternate Right Front (to north) is 378 feet after the start of the guardwall. The total length of the vista is approximately 130 feet, which is less than its historic length. The recommended back line of the management area is 60 feet, which makes the size of the management area approximately 0.2 acres.

Analysis of Vista Management Area

Vista 20 is limited in providing the intended view due to the presence of trees that block the view of Jordan Pond (Fig. 20LF-ALT, CF, RF-ALT; Fig. 20-misc2). The landform in the vista management area descends steeply to the west with slopes around 50 percent. Vegetation is described as an evenly dispersed beech-birch-maple forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow. At the bottom of the hillside below the vista passes the Jordan Pond Loop Trail/Jordan Pond Path (Trail #39).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 20 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Jordan Pond and preserve views of the surrounding mountains. It should be managed in conjunction with Vistas 21-22 that comprise a dynamic vista along the motor road. The density of vegetation within the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 20
Jordan Pond/Eagle Lake Road

Drawing 20

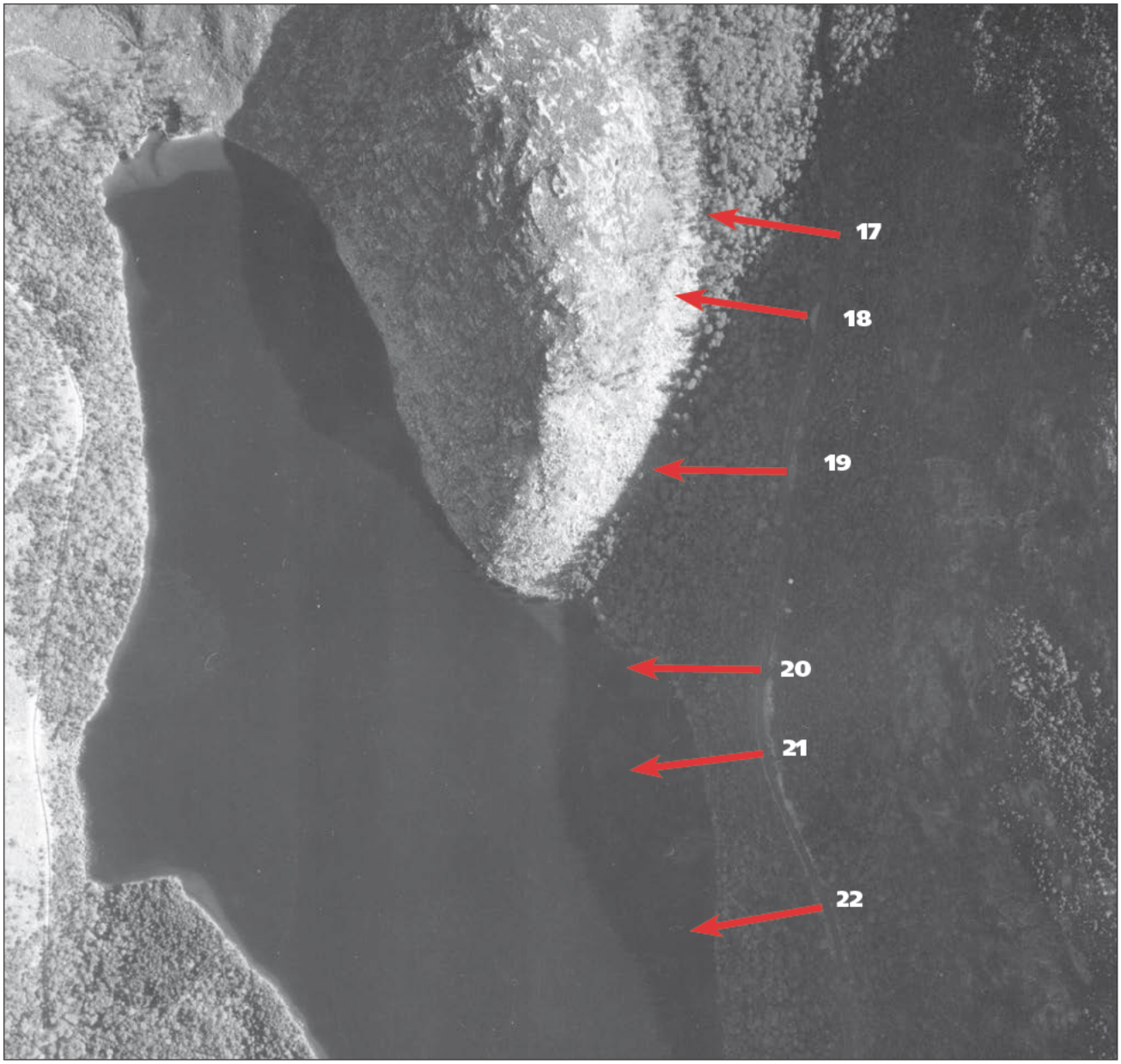


Figure 20-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 20 (Acadia NP GIS, #53150009).



Figure 20-misc1. View looking north at the start of the guardwall associated with the Vista 20 centerline (OCLP, Acad0012_1.739, 2005).



Figure 20-misc2. View looking northwest from an elevated position opposite Left Front (OCLP, ACADvista_20LFpan, 2011).



Figure 20LF-ALT. Views of Alternate Left Front in May and June, 2011 (OCLP, ACADvista_20LFy).



Figure 20CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_20CFabc).



Figure 20RF-ALT. Views of Alternate Right Front in May and June, 2011 (OCLP, ACADvista_20RFy).

VISTA 19

Location

Vista 19 is located along the Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards Jordan Pond, The Bubbles, and Penobscot Mountain in the distance. The proposed vista centerline is located 1.9 miles from the start of the Day Mountain Road Extension, at MP 1.911 (Lat 44.337051, Lon -68.250966) between the Jordan Pond House and the Bubble Rock area, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 19 was described as 450 feet in length, with a view of "The South Bubble, Penobscot Mountain, Jordan Pond and Jordan Cliff, all, roughly, from one end of Jordan Pond to the other end." (GMP 1991:230). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and The Bubbles (Fig. 19-aerial). Photographs from the 1920s indicate scattered trees around 5-10 feet high alongside this stretch of the motor road (see Fig. 22-historic). Northbound motorists historically encountered the vista on the ascent from the Jordan Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the ascent from the Bubble Pond area likely had a similar view.

Grey's 1995 inventory identified a portion of a 493-foot long view (#19) at this location. Olmsted Center's 2006 inventory identified a portion of a 897-foot long framed/filtered view (f/f 1.925) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 19 were georeferenced and found to coincide within 288 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline because it includes an area that has a low density of trees (Dwg. 19). The Center Front is therefore located 170 feet north of the start of the Retaining Wall 1.879 (east side of road) (Fig. 19-misc2). The Left Front (to south) is 20 feet before Culvert 1.872 and Right Front (to north) is 107 feet before Culvert 1.975. The total length of the vista is approximately 450 feet, which is consistent with its historic length. The recommended back line of the management area is 50 feet, which makes the size of the management area approximately 0.5 acres.

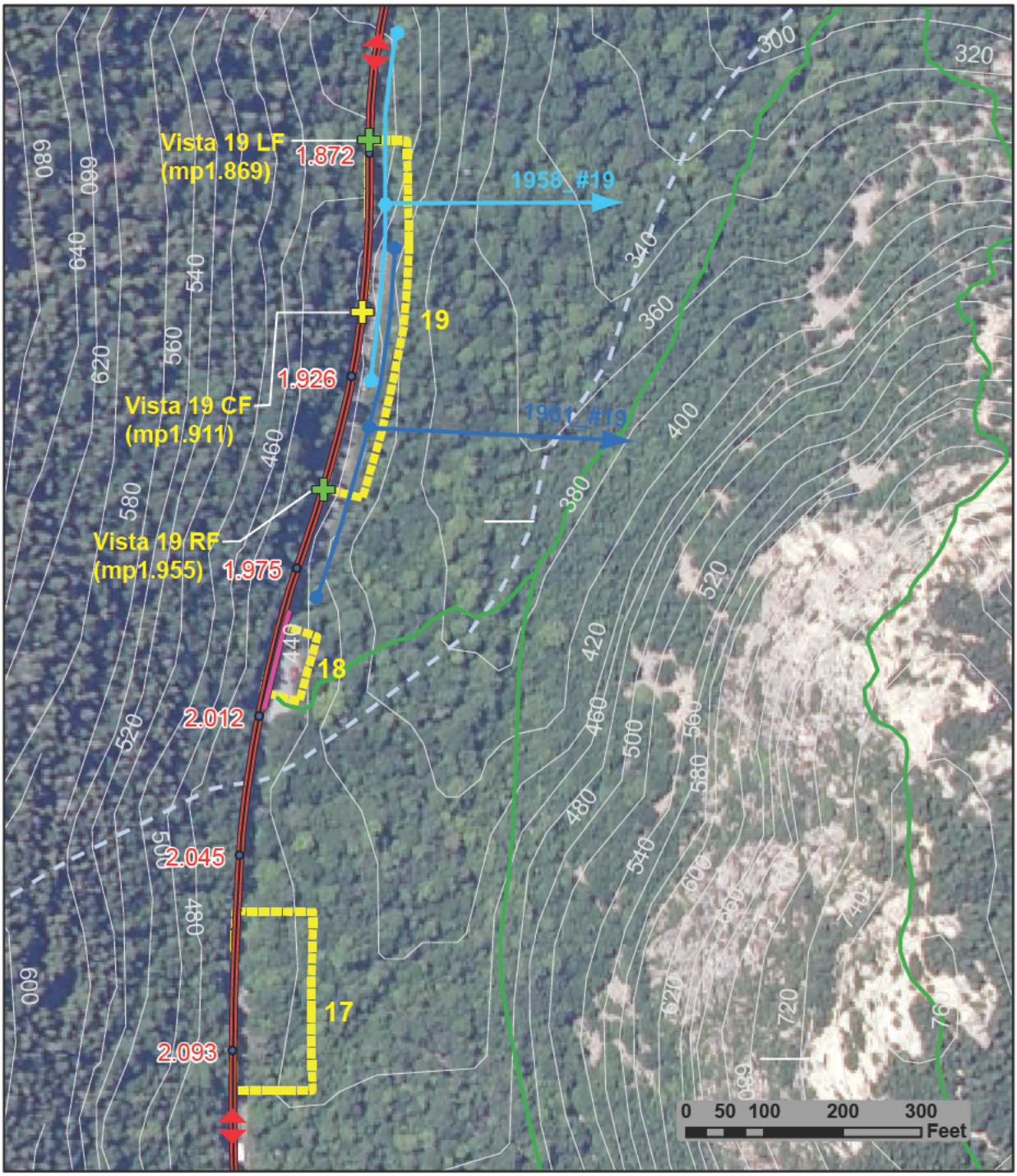
Analysis of Vista Management Area

Vista 19 is limited in providing the intended view due to the presence of trees that block the view of Jordan Pond (Fig. 19LF, CF, RF; Fig. 19-misc2). The landform in the vista management area descends steeply to the west with slopes around 50 percent. Vegetation is described as an evenly dispersed beech-birch-maple forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 19 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Jordan Pond and preserve views of the surrounding mountains. The density of vegetation within the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 19
Jordan Pond/Eagle Lake Road

Drawing 19

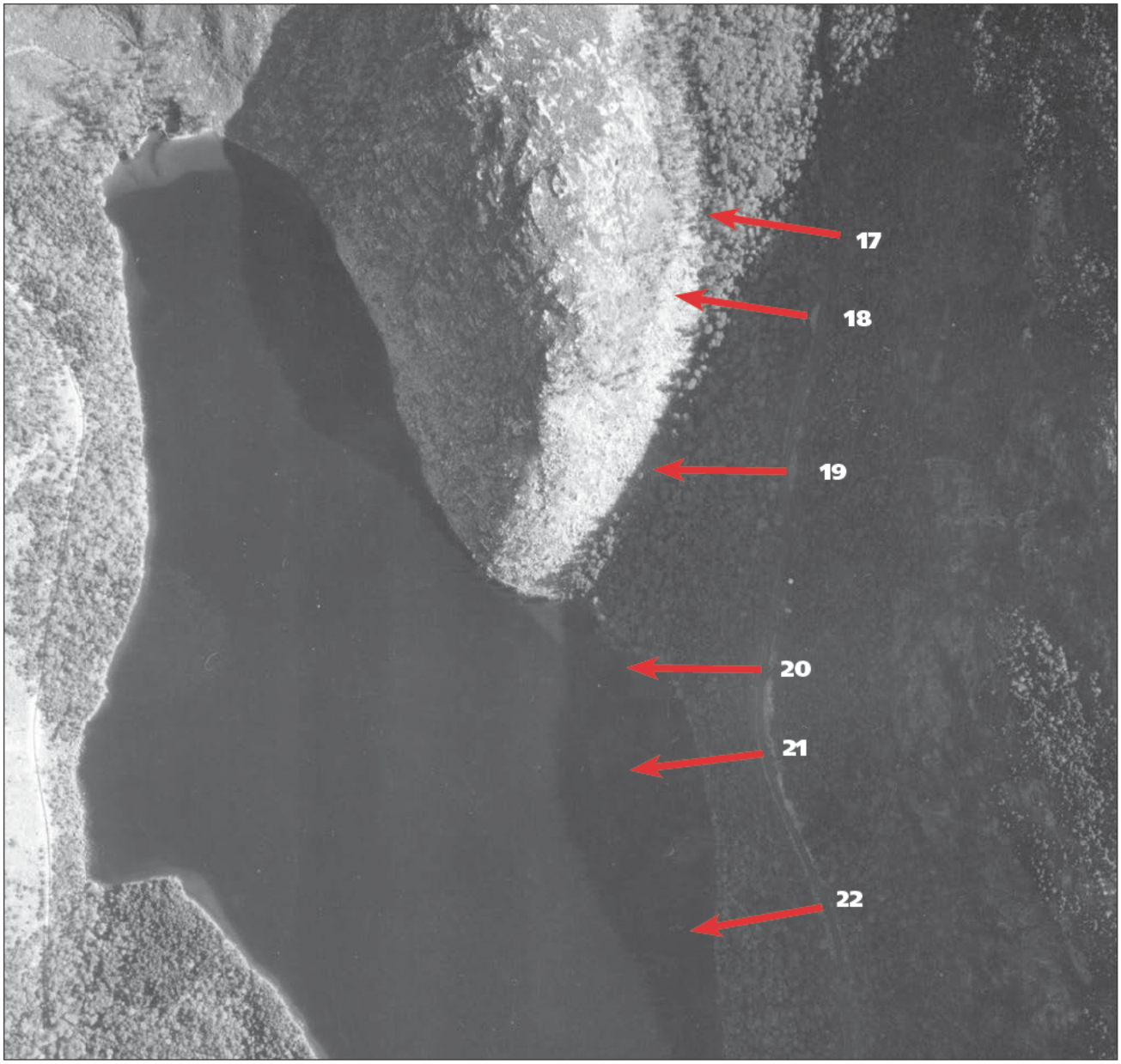


Figure 19-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 19 (Acadia NP GIS, #53150009).



Figure 19-misc1. Looking north at the retaining wall associated with the Vista 19 centerline (OCLP, Acad0012_1.879, 2005).



Figure 19-misc2. View looking southwest from an elevated position opposite Right Front (OCLP, ACADvista_19RFpan, 2011).



Figure 19LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_19LFy).



Figure 19CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_19CFabc).



Figure 19RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_19RFy).

VISTA 18

Location

Vista 18 is located along the Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards Jordan Pond and The Bubbles. The proposed vista centerline is located 2.0 miles from the start of the Day Mountain Road Extension, at MP 1.997 (Lat 44.338276, Lon -68.25056) at the Bubble Rock area, on the left side of the road at a paved pullout.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 18 was described as 75 feet in length, with a "View of the glacial erratic near the top of the South Bubble. This is known as 'The Balanced Rock.' No. 18 is a small parking area" (GMP 1991:230). The centerline arrow in the 1958 vista plan was pointed slightly to the left of the perpendicular of the road, suggesting the view may have favored southbound motorists. The arrow in the 1961 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and The Bubbles (Fig. 18-aerial). Northbound motorists historically encountered the vista on the descent from the The Bubbles and likely had a framed/filtered view of the mountain, while southbound motorists on the ascent from the Bubble Pond area likely had a similar view. In the late 1990s or 2000s, the park accomplished selective thinning and cutting in this area (File, Loop Road Vistas, Maintenance Program, 2010).

Grey's 1995 inventory identified a portion of a 128-foot long view (#18) at this location. Olmsted Center's 2006 inventory did not identify a view at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 18 were georeferenced and found to coincide within 275 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline because it coincides with a paved pullout/parking area (Dwg. 18). The Center Front is therefore at the center of the Pullout 1.985 (Fig. 18-misc1). The Left Front (to south) is 26 feet after the start of the pullout and Right Front (to north) is 26 feet before the end of the pullout. The total length of the vista is approximately 75 feet, which is consistent with its historic length. The recommended back line of the management area is the trail just to the west of the pullout, which makes the size of the management area approximately 0.1 acres.

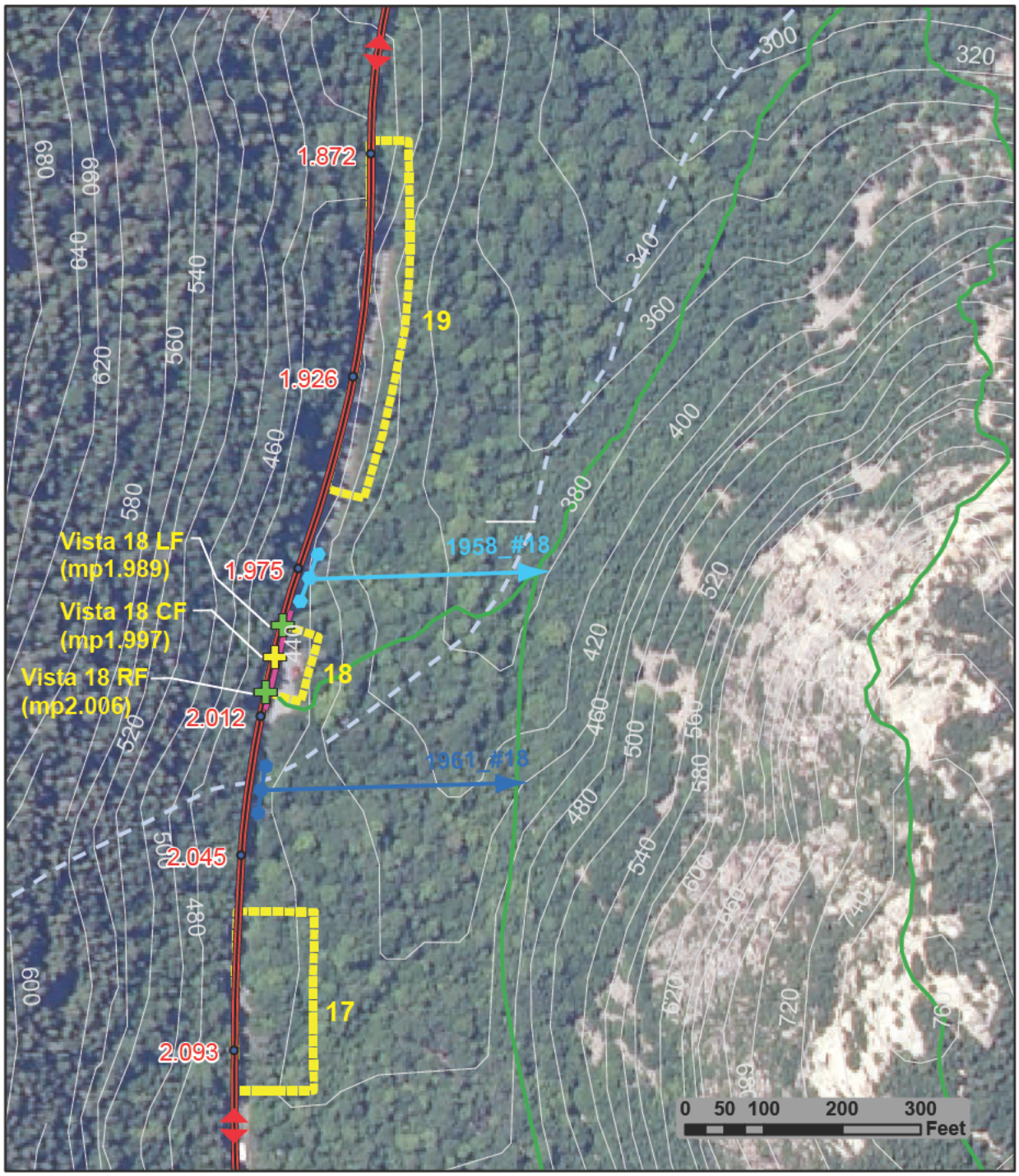
Analysis of Vista Management Area

Vista 18 no longer provides the intended view due to the presence of trees that block the view of The Balanced Rock (Fig. 18LF, CF, RF; see Fig. 18-misc1). The landform in the vista management area descends to the west with slopes around 15-25 percent. Vegetation is described as an evenly dispersed beech-birch-maple forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is provided in the small pullout, which can accommodate around eight vehicles. No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow. A set of stone steps leads from the pullout to the Jordan Pond Carry Spur (Trail #40), which connects to the Jordan Pond Carry/Trail (Trail #38) in the valley below the vista (Fig. 18-misc2).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 18 is a historic vista and should be rehabilitated within the limits of the management area to restore views of The Balanced Rock. The density of vegetation within the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

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Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 18
Jordan Pond/Eagle Lake Road

Drawing 18

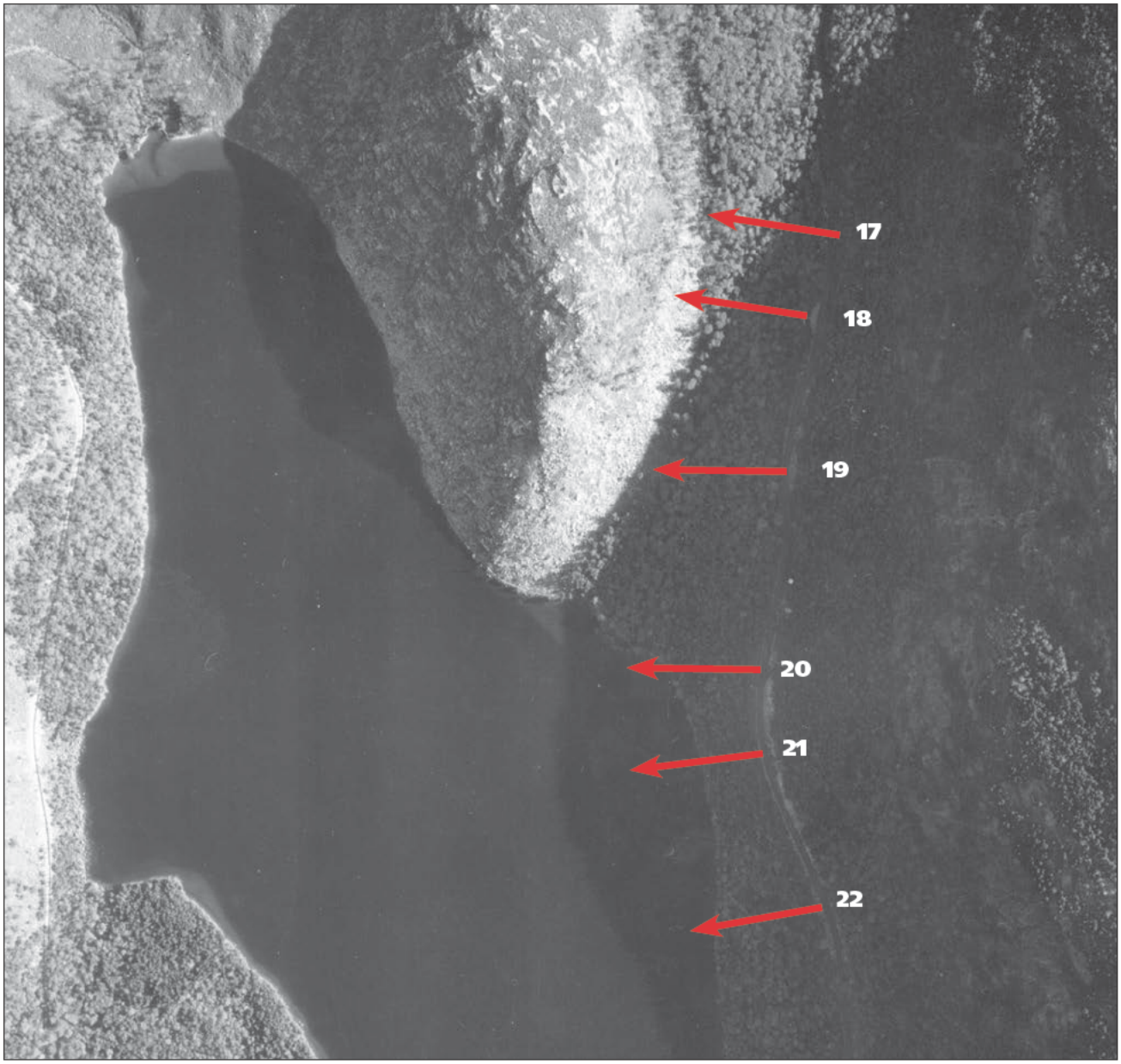


Figure 18-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 18 (Acadia NP GIS, #53150009).



Figure 18-misc1. Looking northwest at the pullout associated with the Vista 18 centerline. From an elevated position opposite Center Front (OCLP, ACADvista_18CFpan3, 2011).



Figure 18-misc2. View of the steps leading from the pullout/parking lot to the trail (OCLP, Acad0012_2.000(1), 2005).



Figure 18LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_18LFy).



Figure 18CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_18CFabc).



Figure 18RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_18RFy).

VISTA 17

Location

Vista 17 is located along the Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards Jordan Pond and The Bubbles. The proposed vista centerline is located 2.0 miles from the start of the Day Mountain Road Extension, at MP 2.075 (Lat 44.339417, Lon -68.250315) at the Bubble Rock area, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 17 was described as 245 feet in length, with a "View of the glacial erratic near the top of the South Bubble. This is known as 'The Balanced Rock.' No. 18 is a small parking area" (GMP 1991:230). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and The Bubbles (Fig. 17-aerial). Northbound motorists historically encountered the vista on the descent from The Bubbles and likely had a framed/filtered view of the mountain, while southbound motorists on the ascent from the Bubble Pond area likely had a similar view.

Neither Grey's 1995 inventory nor Olmsted Center's 2006 inventory identified views at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 17 were georeferenced and found to coincide within 150 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline (Dwg. 17). The Center Front is therefore 55 feet north of the end of Retaining Wall 2.024 (east side of road) (Fig. 17-misc1). The Left Front (to south) is 26 feet after the end of Guardwall 1.739 and Right Front (to north) is 53 feet after Culvert 2.093. The total length of the vista is approximately 245 feet, which is consistent with its historic length. The recommended back line of the management area is 100 feet, which makes the size of the management area approximately 0.5 acres.

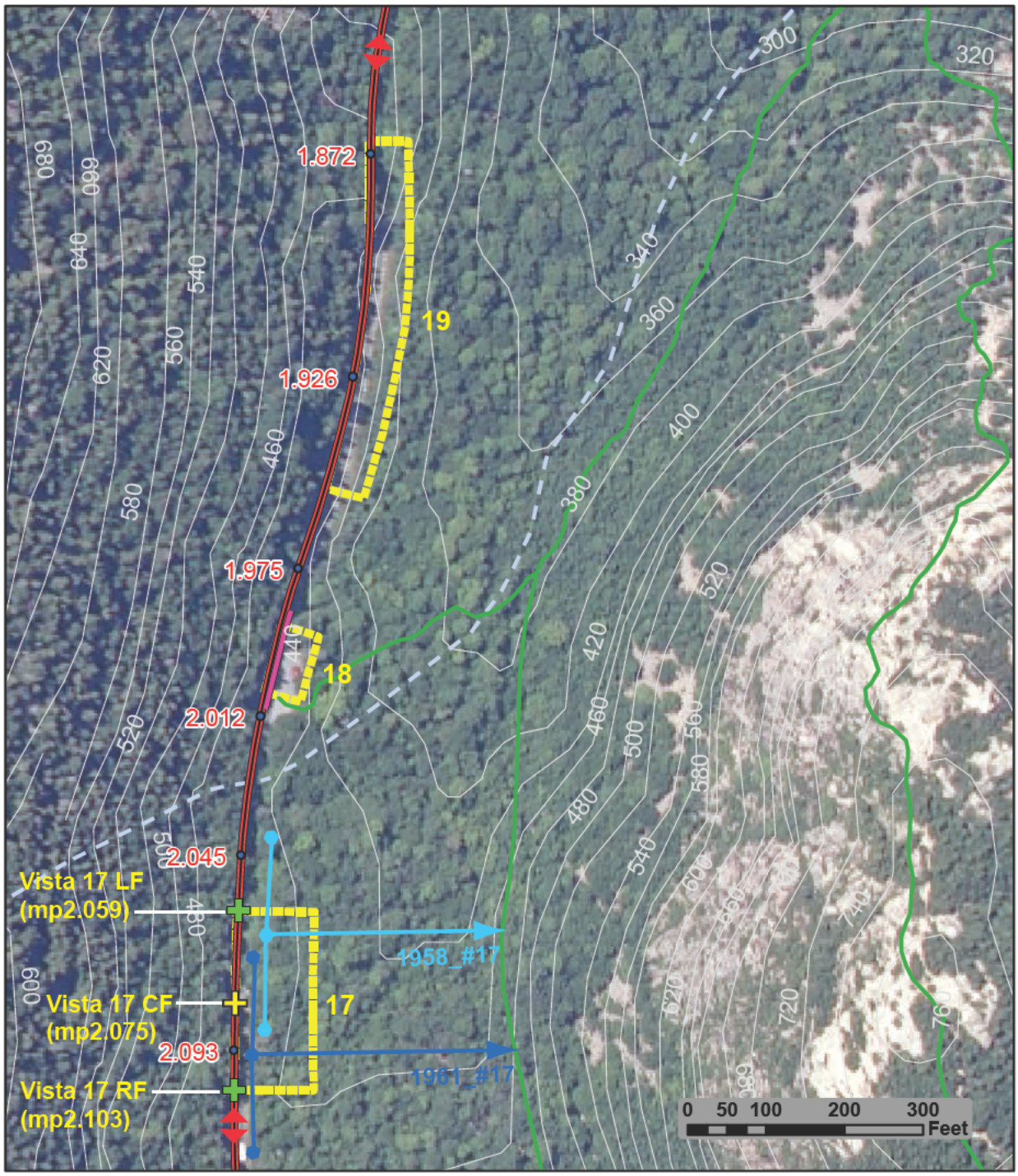
Analysis of Vista Management Area

Vista 17 no longer provides the intended view due to the presence of trees that block the view of The Balanced Rock (Fig. 17LF, CF, RF; Fig. 17-misc2). The landform in the vista management area descends to the west with slopes around 15-25 percent. Vegetation is described as an evenly dispersed beech-birch-maple forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 17 is a historic vista and should be rehabilitated within the limits of the management area to restore views of The Balanced Rock. Due to the height of the vegetation and the elevated position of the Balanced Rock, vegetation within the first 30 feet of the road edge should be thinned, while more cutting should be done in the area 30-100 feet from the road edge.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 17
Jordan Pond/Eagle Lake Road

Drawing 17

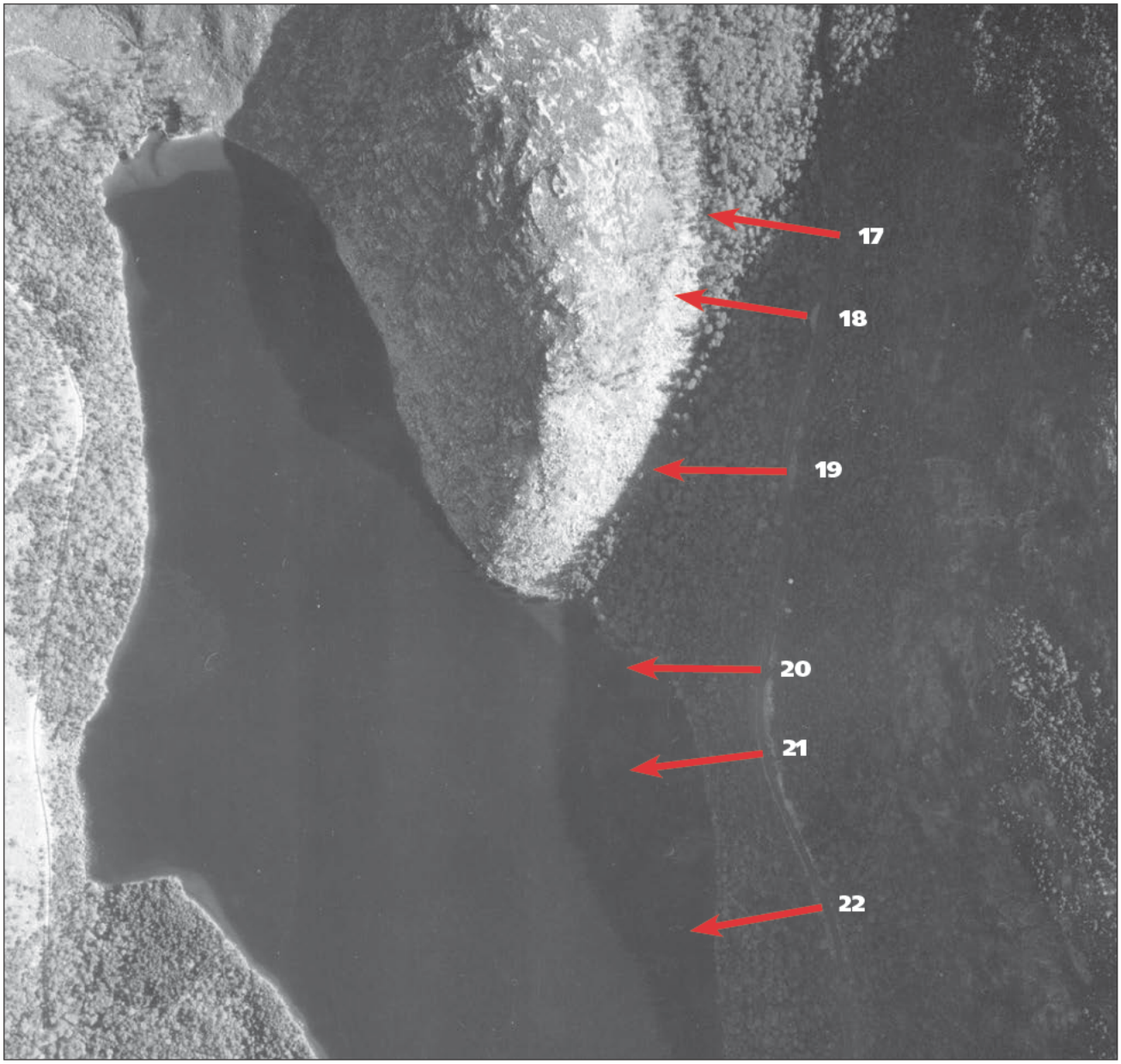


Figure 17-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 17 (Acadia NP GIS, #53150009).



Figure 17-misc1. Looking north at the retaining wall associated with the Vista 17 centerline (OCLP, Acad0012_2.024, 2005).



Figure 17-misc2. View looking northwest from an elevated position opposite Left Front (OCLP, ACADvista_17LFpan, 2011).



Figure 17LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_17LFy).



Figure 17CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_17CFabc).



Figure 17RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_17RFy).

VISTA 16

Location

Vista 16 is located along Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards The Bubbles. The proposed vista centerline is located 2.5 miles from the start of the Day Mountain Road Extension, at MP 2.560 (Lat 44.346242, Lon -68.249126) between the Bubble Rock area and the Bubble Pond area, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 16 was described as 140 feet in length, with a view of "South Bubble Cliffs" (GMP 1991:230). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions

Aerial photographs from the 1950s suggest a high density of trees between the motor road and shoreline (Fig. 16-aerial). Northbound motorists historically encountered the vista on the descent from the The Bubbles and likely had a framed/filtered view of the mountain, while southbound motorists on the ascent from the Bubble Pond area likely had a similar view. In the late 1990s or 2000s, the park accomplished selective thinning and cutting in this area (File, Loop Road Vistas, Maintenance Program, 2010).

Grey's 1995 inventory identified a portion of a 296-foot long view (#16) at this location. Olmsted Center's 2006 inventory did not identify a view at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 16 were georeferenced and found to coincide within 212 feet of one another. To best achieve the intended view, the 1961 line is recommended as the reconciled centerline because it is closer to a previously thinned area (Dwg. 16). The Center Front is therefore 201 feet south of Culvert 2.598 (Fig. 16-misc). The Left Front (to south) is 28 feet after Culvert 2.543 and Right Front (to north) is 122 feet before Culvert 2.598. The total length of the vista is approximately 140 feet, which is consistent with its historic length. The recommended back line of the management area is 75 feet, which makes the size of the management area approximately 0.3 acres.

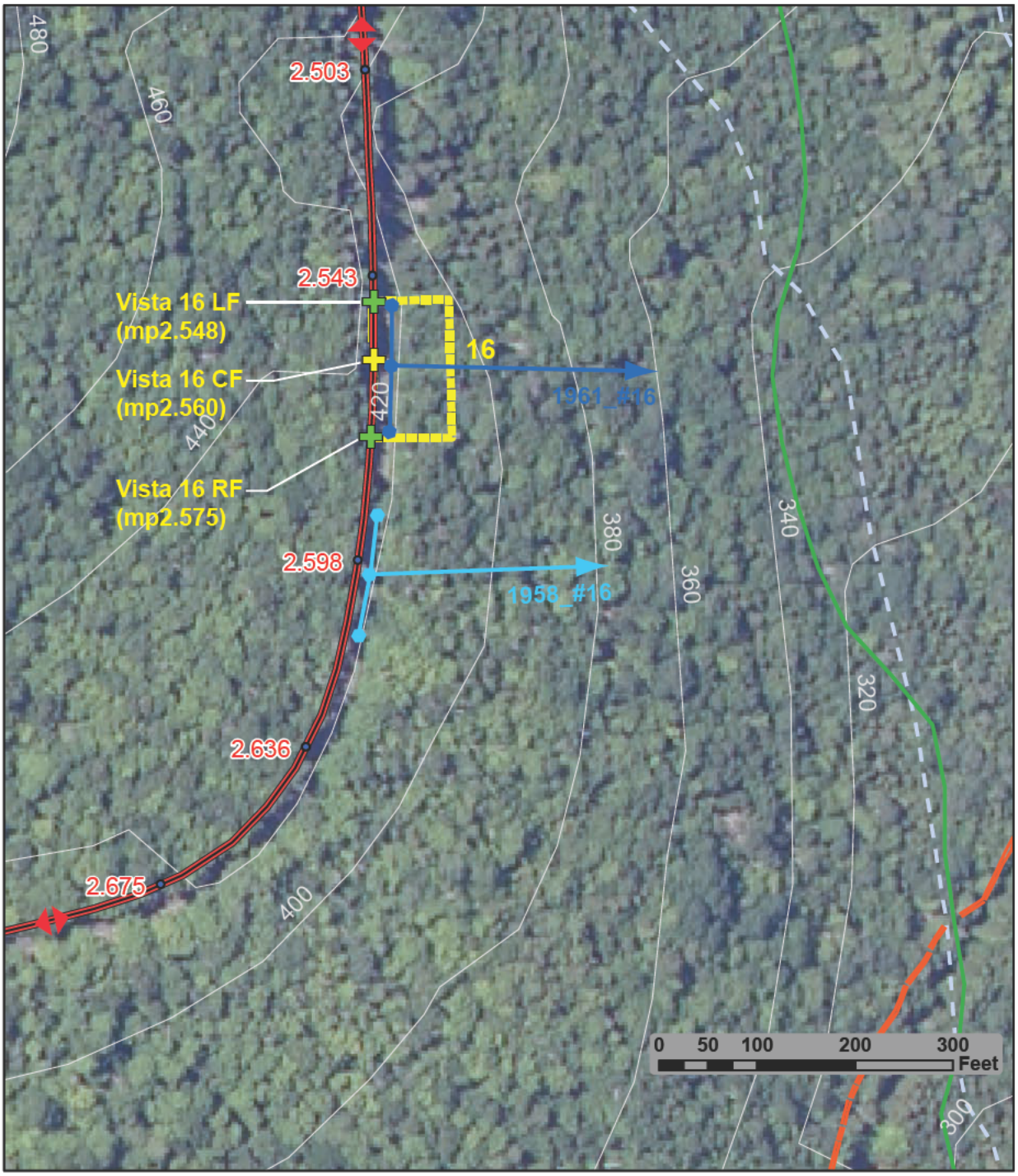
Analysis of Vista Management Area

Vista 16 no longer provides the intended view due to the presence of trees that block the view of south cliffs of The Bubbles (Fig. 16LF, CF, RF). The landform in the vista management area descends to the west with slopes around 15-25 percent. Vegetation is mixed, the southern half described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet, and the northern half a beech-birch-maple forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no ponds, streams, wetlands, or archeological sites, but does note oriental bittersweet just to the south of the management area.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 16 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the south cliffs of The Bubbles. The density of vegetation within the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 16
Jordan Pond/Eagle Lake Road

Drawing 16

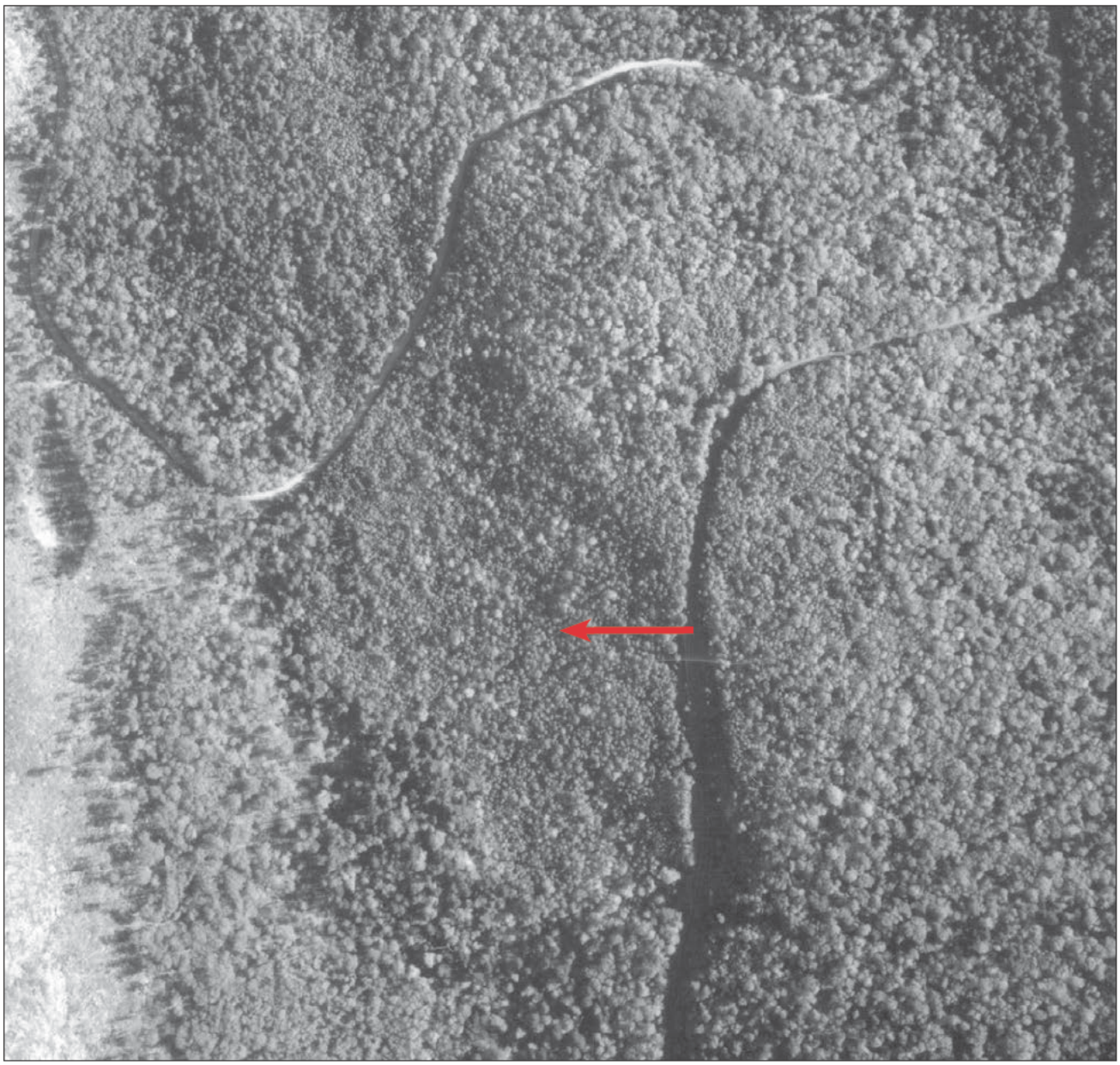


Figure 16-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 16 (Acadia NP GIS, #53150007).



Figure 16-misc1. View of the culvert inlet associated with the Vista 16 centerline (OCLP, Acad0012_2.598_In, 2005).



Figure 16LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_16LFy).



Figure 16CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_16CFabc).



Figure 16RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_16RFy).

VISTA 15

Location

Vista 15 is located along Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards Eagle Lake and Sargent Mountain in the distance. The proposed vista centerline is located 3.6 miles from the start of the Day Mountain Road Extension, at MP 3.671 (Lat 44.355957, Lon -68.24102) between the Bubble Pond area and the Cadillac Mountain Road entrance, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 15 was described as 120 feet in length, with views of "All of Eagle Lake and Sargent Mountain from different angles and elevations, with some change probable to realignment of this portion of the road that is proposed within Mission 66" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrows in both vista plans were pointed to the left of the perpendicular to the road, suggesting the view may have favored southbound motorists.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and shoreline (Fig. 15-aerial). Northbound motorists historically encountered the vista on the ascent from the Bubble Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the ascent from the Cadillac Mountain Road intersection likely had a similar view.

Grey's 1995 inventory did not identify a view at this location, although a view was identified just to the north (#13). Olmsted Center's 2006 inventory identified a 100-foot long framed/filtered view (f/f 3.671) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 15 were georeferenced and found to coincide within 730 feet of one another. To best achieve the intended view, the 1961 line is recommended as the reconciled centerline because it coincides with a previously thinned area (Dwg. 15). The Center Front is therefore 96 feet north of Culvert 3.653 (Fig. 15-misc1). The Left Front (to south) is 34 feet after Culvert 3.653 and Right Front (to north) is 158 feet after Culvert 3.653. The total length of the vista is approximately 120 feet, which is consistent with its historic length. The recommended back line of the management area is 100 feet, which makes the size of the management area approximately 0.3 acres.

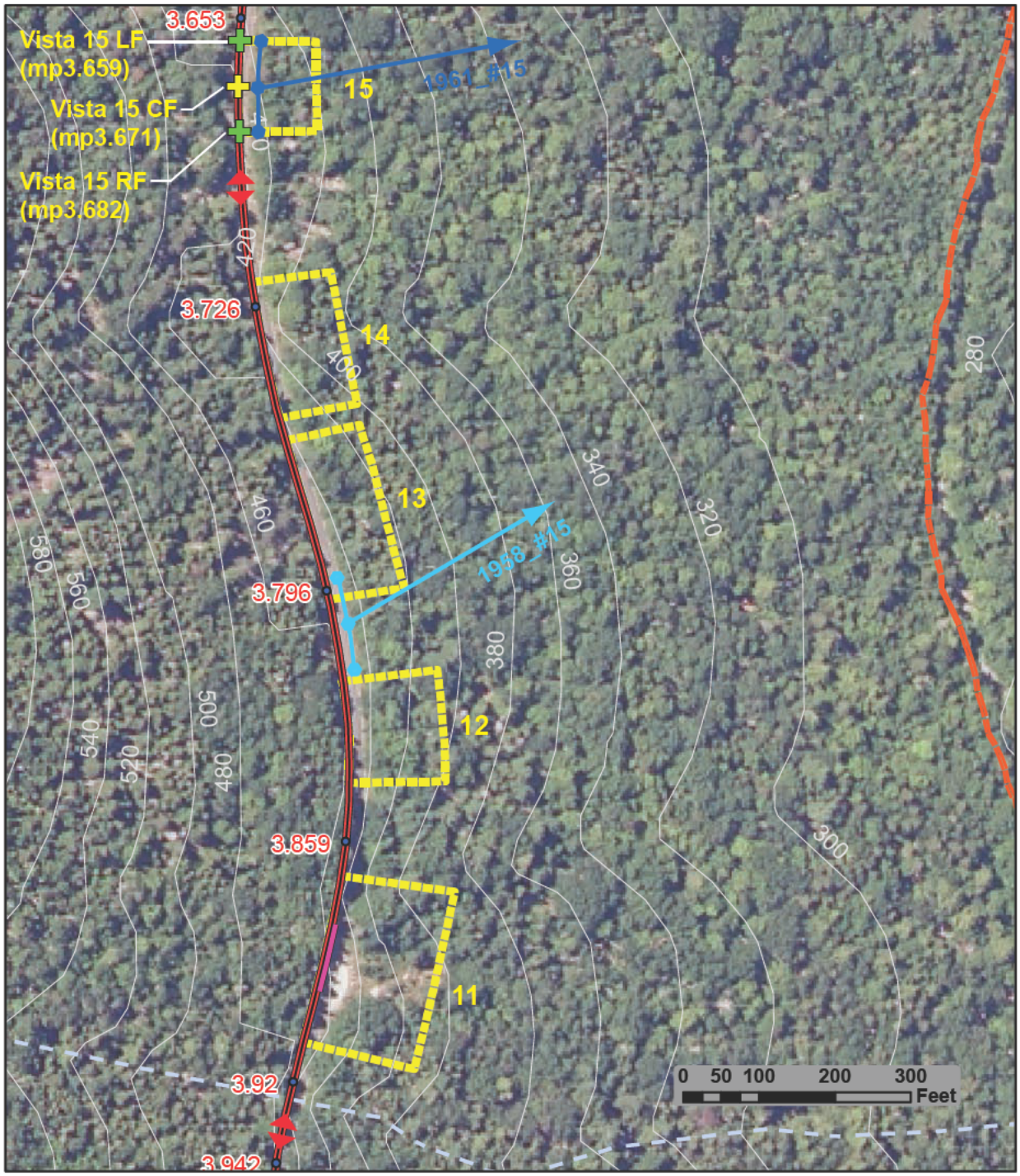
Analysis of Vista Management Area

Vista 15 no longer provides the intended view due to the presence of trees that block the view of Eagle Lake (Fig. 15LF, CF, RF; Fig. 15-misc2). The landform in the vista management area descends to the west with slopes around 25-35 percent. Vegetation is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow. At the bottom of the hillside below the vista passes the Eagle Lake Carriage Road (Section #6-7).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 15 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Eagle Lake and Sargent Mountain. It should be managed in conjunction with Vistas 7-14 that comprise a dynamic vista along the motor road. The density of vegetation within the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

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3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 15
Jordan Pond/Eagle Lake Road

Drawing 15

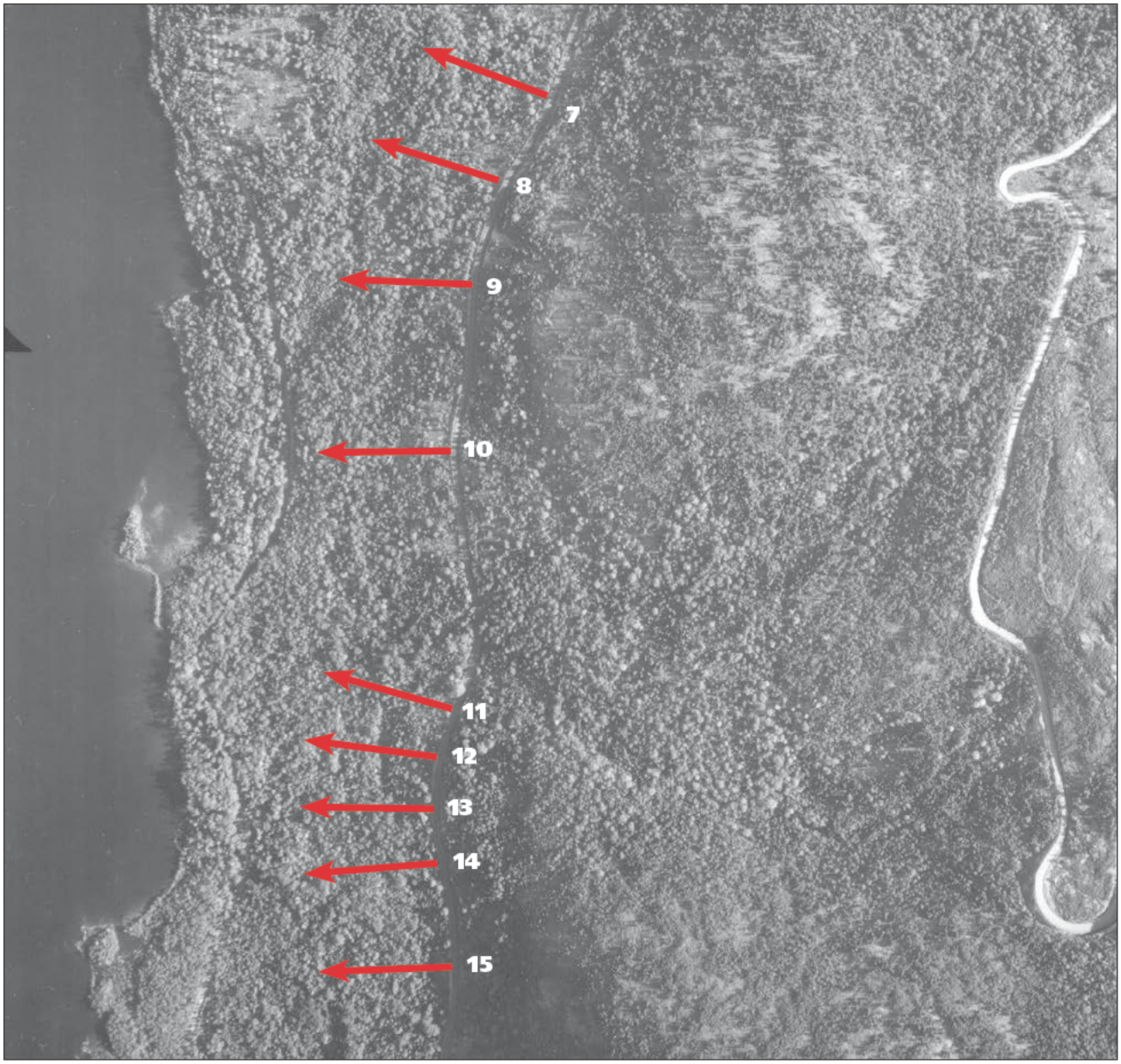


Figure 15-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 15 (Acadia NP GIS, #53141511).



Figure 15-misc1. View of the culvert inlet associated with the Vista 15 centerline (OCLP, Acad0012_3.653_ In, 2005).



Figure 15-misc2. View looking southwest from an elevated position opposite Right Front (OCLP, ACADvista_15RFpan, 2011).



Figure 15LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_15LFy).



Figure 15CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_15CFabc).



Figure 15RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_15RFy).

VISTA 14

Location

Vista 14 is located along Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards Eagle Lake and Sargent Mountain in the distance. The proposed vista centerline is located 3.7 miles from the start of the Day Mountain Road Extension, at MP 3.736 (Lat 44.35691, Lon -68.241118) between the Bubble Pond area and the Cadillac Mountain Road entrance, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 14 was described as 185 feet in length, with views of "All of Eagle Lake and Sargent Mountain from different angles and elevations, with some change probable to realignment of this portion of the road that is proposed within Mission 66" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrow in the 1958 vista plan was pointed slightly to the left of the perpendicular of the road, suggesting the view may have favored southbound motorists, while the arrow in the 1961 plan was pointed slightly to the right of the perpendicular, suggesting the view may have favored northbound motorists.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and shoreline (Fig. 14-aerial). Northbound motorists historically encountered the vista on the ascent from the Bubble Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the ascent from the Cadillac Mountain Road intersection likely had a similar view.

Grey's 1995 inventory identified a portion of a 225-foot long view (#13) at this location. Olmsted Center's 2006 inventory did not identify a view at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 14 were georeferenced and found to coincide within 590 feet of one another. To best achieve the intended view, the 1961 line is recommended as the reconciled centerline in order to accommodate Vistas 12-14 between previously thinned areas associated with Vistas 11 and 15 (Dwg. 14). The Center Front is therefore 56 feet north of Culvert 3.726 (Fig. 14-misc1). The Left Front (to south) is 34 feet before Culvert 3.726 and Right Front (to north) is 147 feet after Culvert 3.726. The total length of the vista is approximately 185 feet, which is consistent with its historic length. The recommended back line of the management area is 100 feet, which makes the size of the management area approximately 0.4 acres.

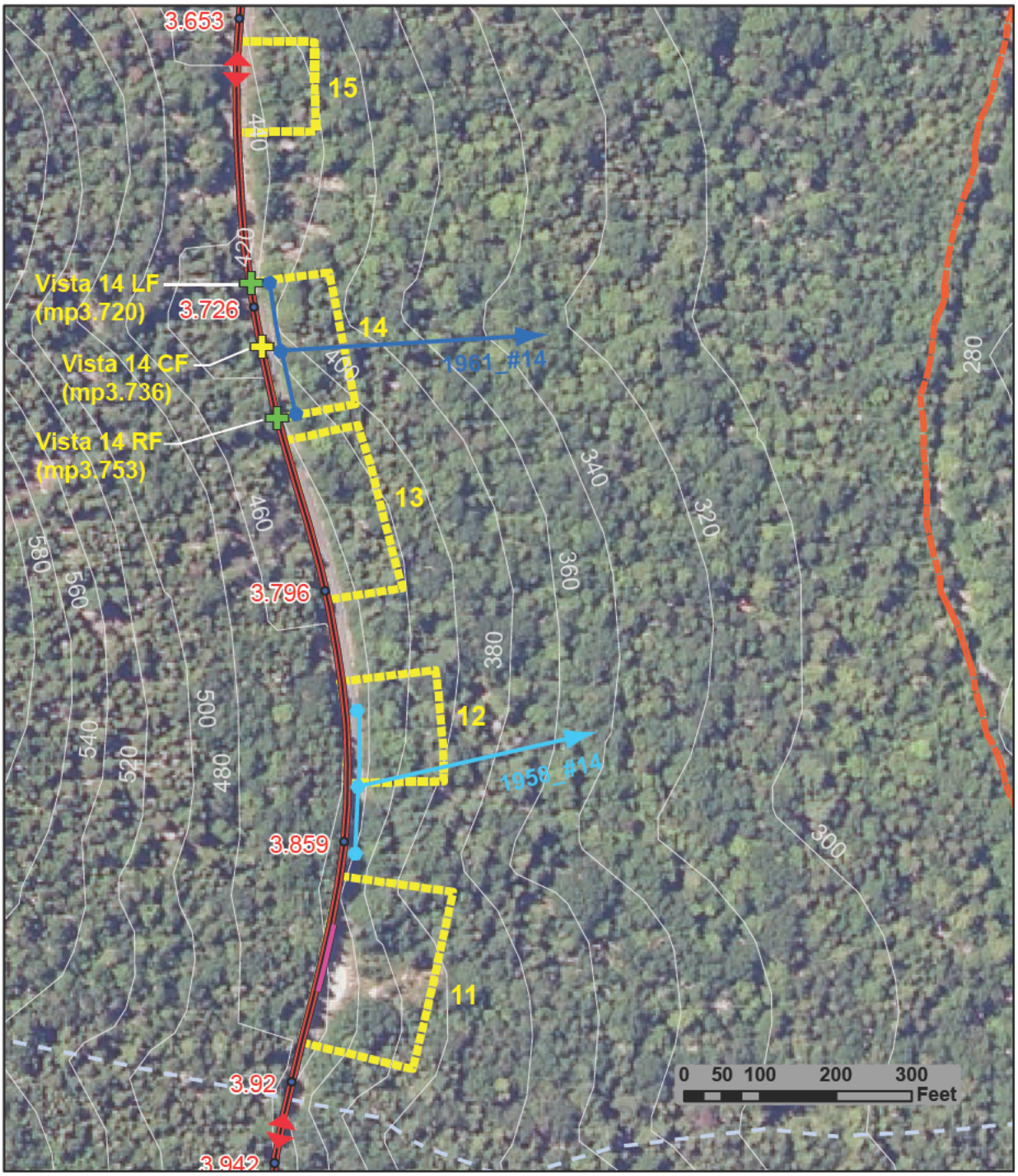
Analysis of Vista Management Area

Vista 14 no longer provides the intended view due to the presence of trees that block the view of Eagle Lake (Fig. 14LF, CF, RF; Fig. 14-misc2). The landform in the vista management area descends to the west with slopes around 25-35 percent. Vegetation is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow. At the bottom of the hillside below the vista passes the Eagle Lake Carriage Road (Section #6-7).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 14 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Eagle Lake and Sargent Mountain. It should be managed in conjunction with Vistas 7-13 and 15 that comprise a dynamic vista along the motor road. The density of vegetation within the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/olcp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 14
Jordan Pond/Eagle Lake Road

Drawing 14

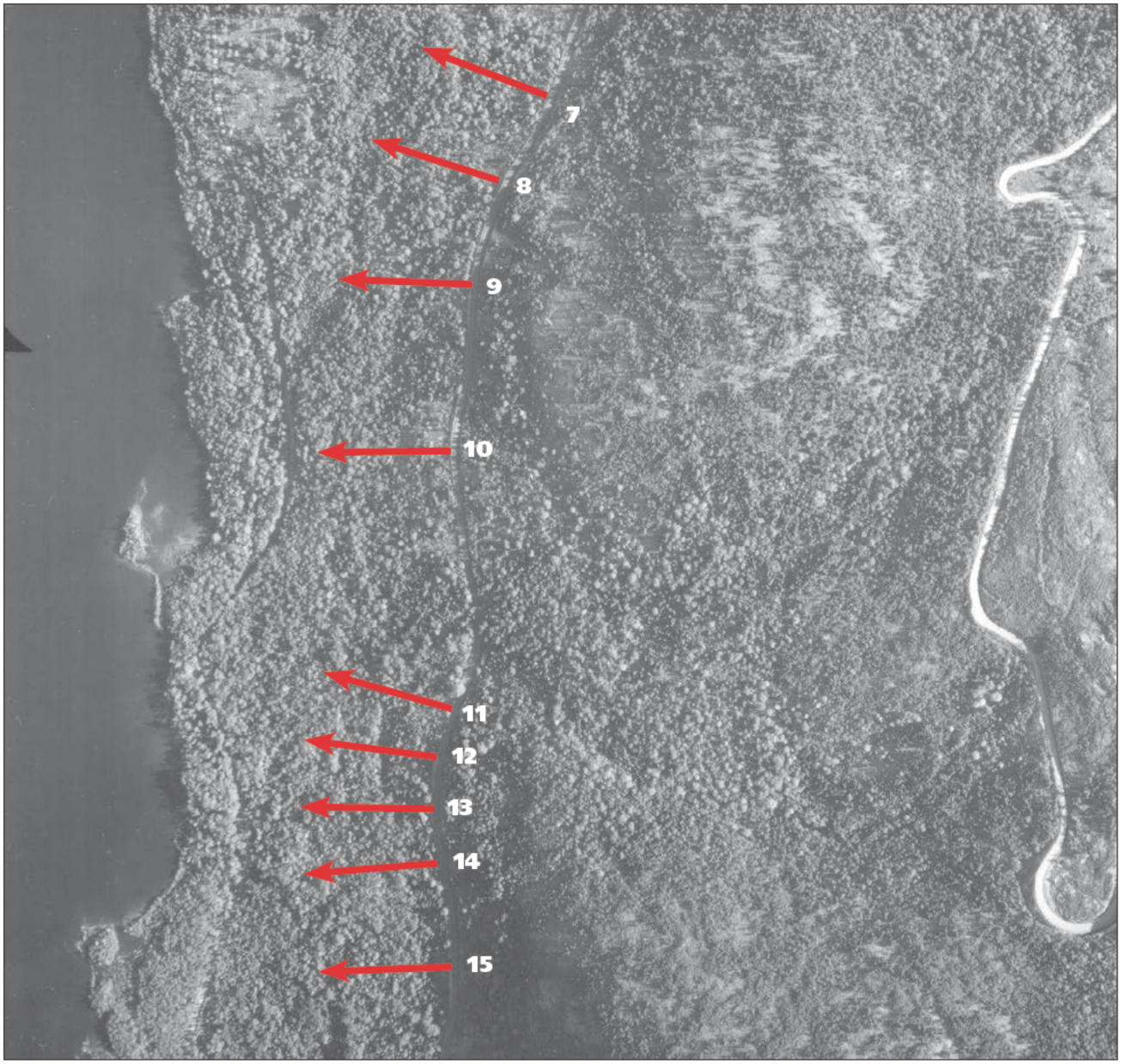


Figure 14-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 14 (Acadia NP GIS, #53141511).



Figure 14-misc1. View of the culvert inlet associated with the Vista 14 centerline (OCLP, Acad0012_3.726_ In, 2005).



Figure 14-misc2. View looking west from an elevated position opposite Left Front (OCLP, ACADvista_14LFpan, 2011).



Figure 14LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_14LFy).



Figure 14CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_14CFabc).



Figure 14RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_14RFy).

VISTA 13

Location

Vista 13 is located along Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards Eagle Lake and Sargent Mountain in the distance. The proposed vista centerline is located 3.7 miles from the start of the Day Mountain Road Extension, at MP 3.780 (Lat 44.357326, Lon -68.241241) between the Bubble Pond area and the Cadillac Mountain Road entrance, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 13 was described as 210 feet in length, with views of "All of Eagle Lake and Sargent Mountain from different angles and elevations, with some change probable to realignment of this portion of the road that is proposed within Mission 66" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrow in the 1958 vista plan was pointed slightly to the left of the perpendicular of the road, suggesting the view may have favored southbound motorists, while the arrow in the 1961 plan was pointed to the right of the perpendicular, suggesting the view may have favored northbound motorists.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and shoreline (Fig. 13-aerial). Northbound motorists historically encountered the vista on the ascent from the Bubble Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the ascent from the Cadillac Mountain Road intersection likely had a similar view.

Neither Grey's 1995 inventory or Olmsted Center's 2006 inventory identified views at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 13 were georeferenced and found to coincide within 495 feet of one another. To best achieve the intended view, the 1961 line is recommended as the reconciled centerline in order to accommodate Vistas 12-14 between previously thinned areas associated with Vistas 11 and 15 (Dwg. 13). The Center Front is therefore 88 feet south of Culvert 3.796 (Fig. 13-misc1). The Left Front (to south) is 195 feet before Culvert 3.796 and Right Front (to north) is 147 feet after Culvert 3.796. The total length of the vista is approximately 210 feet, which is consistent with its historic length. The recommended back line of the management area is 100 feet, which makes the size of the management area approximately 0.5 acres.

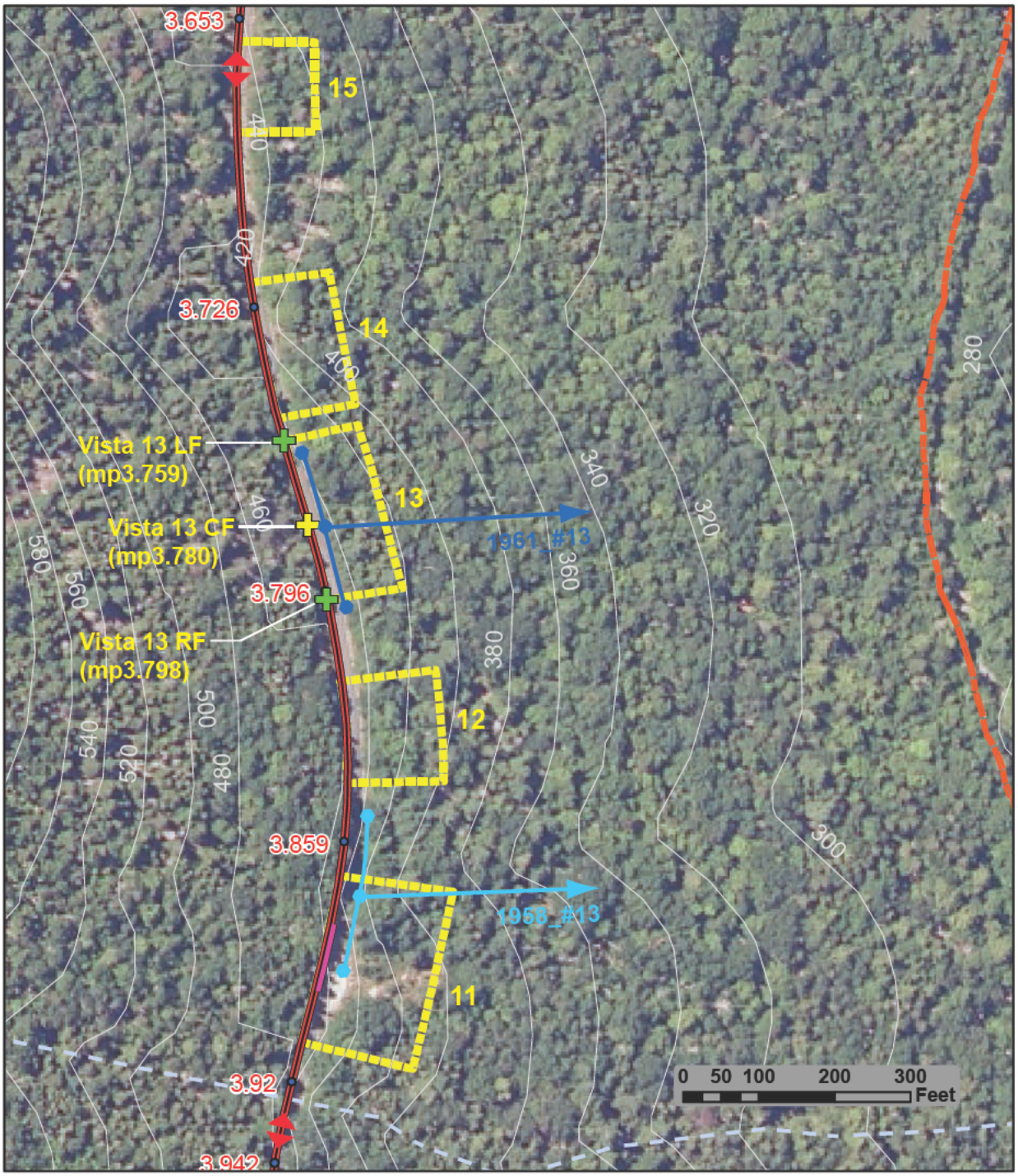
Analysis of Vista Management Area

Vista 13 no longer provides the intended view due to the presence of trees that block the view of Eagle Lake (Fig. 13LF, CF, RF; Fig. 13-misc2). The landform in the vista management area descends to the west with slopes around 25-35 percent. Vegetation is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow. At the bottom of the hillside below the vista passes the Eagle Lake Carriage Road (Section #6-7).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 13 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Eagle Lake and Sargent Mountain. It should be managed in conjunction with Vistas 7-12 and 14-15 that comprise a dynamic vista along the motor road. The density of vegetation within the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 13
Jordan Pond/Eagle Lake Road

Drawing 13

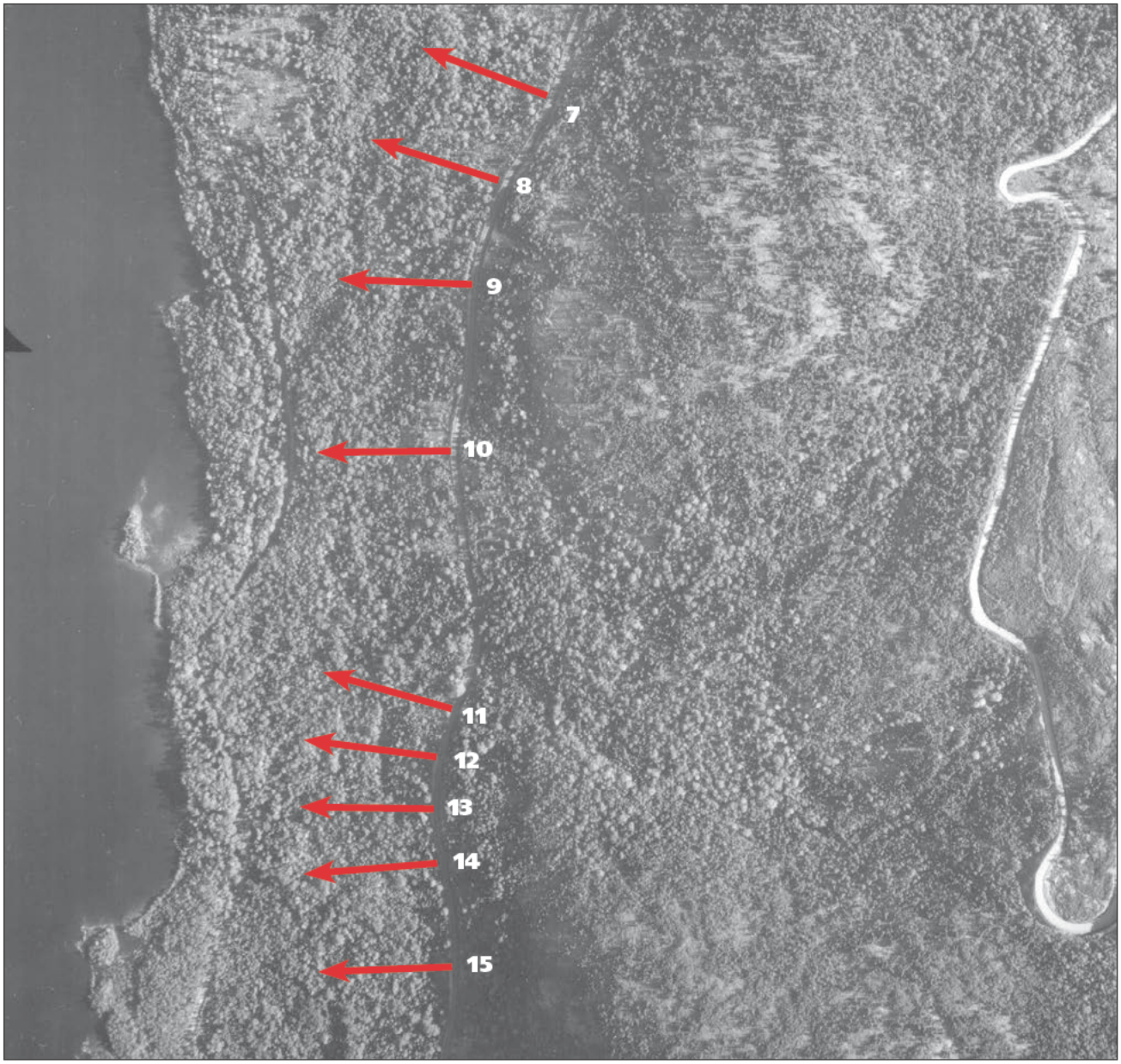


Figure 13-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 13 (Acadia NP GIS, #53141511).



Figure 13-misc1. View of the culvert inlet associated with the Vista 13 centerline (OCLP, Acad0012_3.796_ In, 2005).



Figure 13-misc2. View looking southwest from an elevated position opposite Right Front (OCLP, ACADvista_13RFpan1, 2011).



Figure 13LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_13LFy).



Figure 13CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_13CFabc).



Figure 13RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_13RFy).

VISTA 12

Location

Vista 12 is located along Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards Eagle Lake and Sargent Mountain in the distance. The proposed vista centerline is located 3.8 miles from the start of the Day Mountain Road Extension, at MP 3.831 (Lat 44.358198, Lon -68.241518) between the Bubble Pond area and the Cadillac Mountain Road entrance, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 12 was described as 130 feet in length, with views of "All of Eagle Lake and Sargent Mountain from different angles and elevations, with some change probable to realignment of this portion of the road that is proposed within Mission 66" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrow in the 1958 vista plan was pointed slightly to the left of the perpendicular of the road, suggesting the view may have favored southbound motorists, while the arrow in the 1961 plan was pointed to the right of the perpendicular, suggesting the view may have favored northbound motorists.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and shoreline (Fig. 12-aerial). Northbound motorists historically encountered the vista on the ascent from the Bubble Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the descent from the Cadillac Mountain Road intersection likely had a similar view. Around 2000, this area was identified as an existing view (File, Loop Road Vistas, Maintenance Program, 2010).

Grey's 1995 inventory identified a 225-foot long view (#14) at this location. Olmsted Center's 2006 inventory did not identify a view at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 12 were georeferenced and found to coincide within 500 feet of one another. To best achieve the intended view, the 1961 line is recommended as the reconciled centerline in order to accommodate Vistas 12-14 between previously thinned areas associated with Vistas 11 and 15 (Dwg. 12). The Center Front is therefore 162 feet south of Culvert 3.859 (Fig. 12-misc1). The Left Front (to south) is 124 feet after Culvert 3.796 and Right Front (to north) is 76 feet before Culvert 3.859. The total length of the vista is approximately 130 feet, which is consistent with its historic length. The recommended back line of the management area is 100 feet, which makes the size of the management area approximately 0.4 acres.

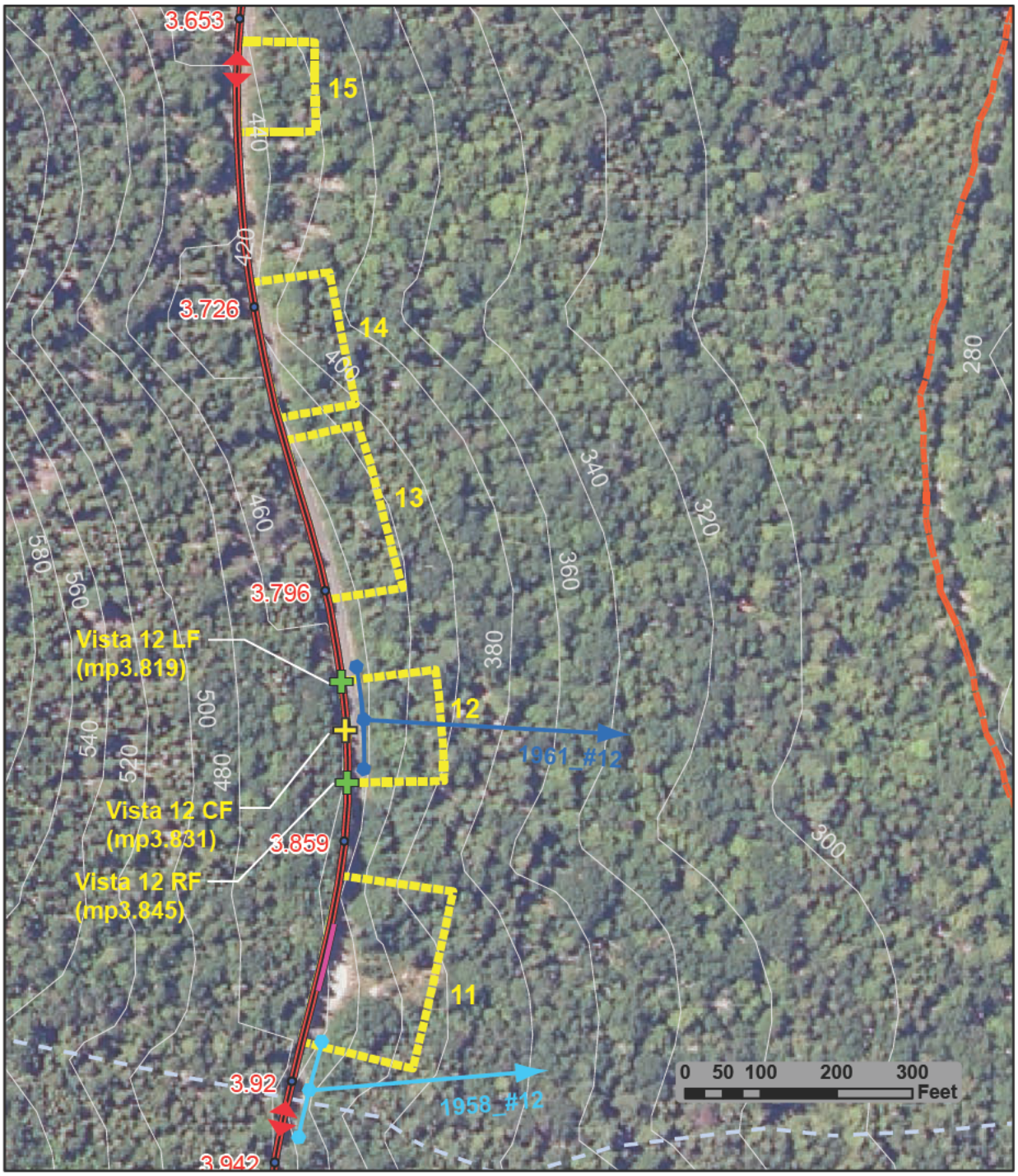
Analysis of Vista Management Area

Vista 12 no longer provides the intended view due to the presence of trees that block the view of Eagle Lake (Fig. 12LF, CF, RF; Fig. 12-misc2). The landform in the vista management area descends to the west with slopes around 25-35 percent. Vegetation is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow. At the bottom of the hillside below the vista passes the Eagle Lake Carriage Road (Section #6-7).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 12 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Eagle Lake and Sargent Mountain. It should be managed in conjunction with Vistas 7-11 and 13-15 that comprise a dynamic vista along the motor road. The density of vegetation within the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/olp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 12
Jordan Pond/Eagle Lake Road

Drawing 12

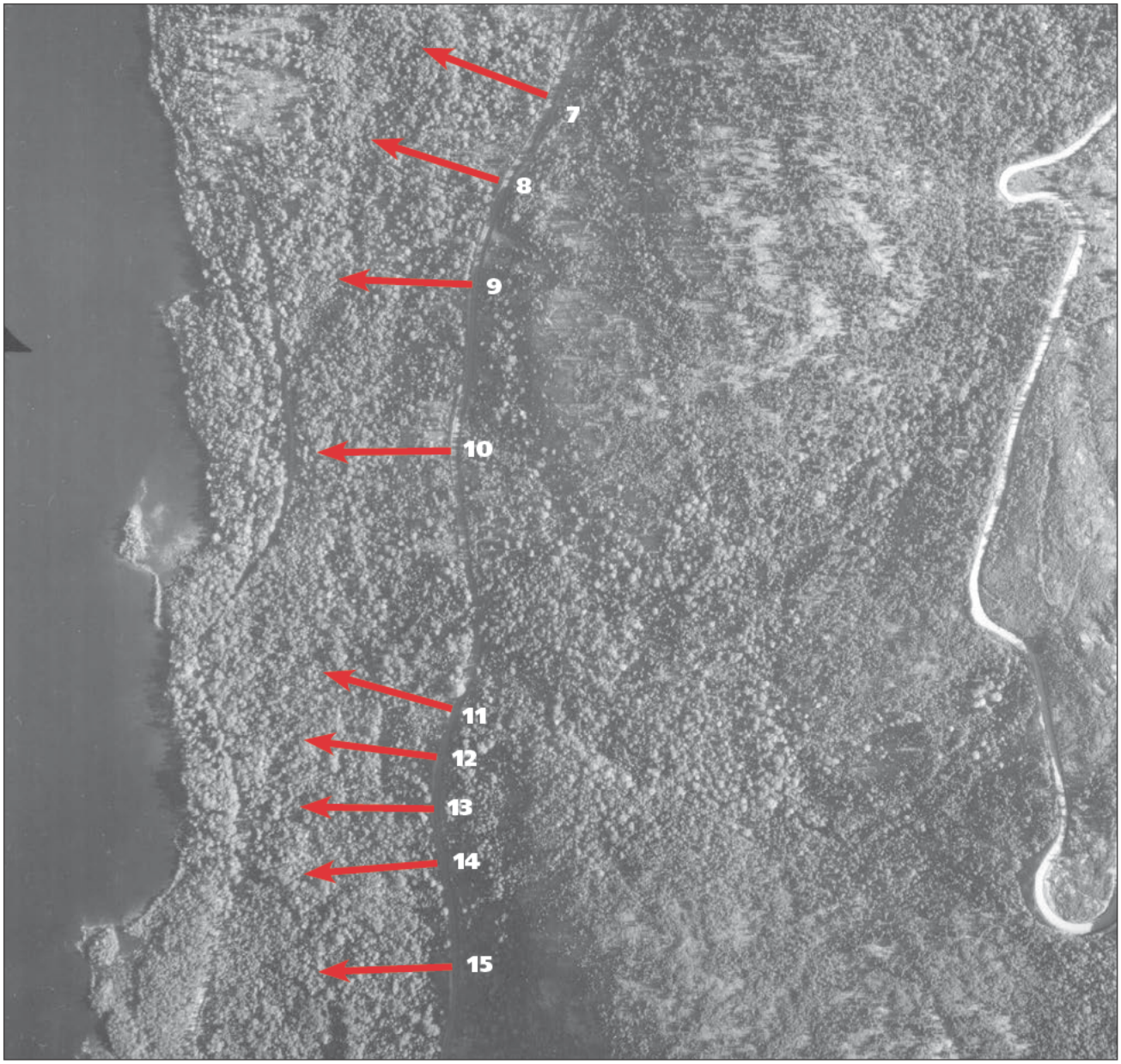


Figure 12-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 12 (Acadia NP GIS, #53141511).



Figure 12-misc1. View of the culvert inlet associated with the Vista 12 centerline (OCLP, Acad0012_3.859_ In, 2005).



Figure 12-misc2. View looking southwest from an elevated position opposite Right Front (OCLP, ACADvista_12RFpan, 2011).



Figure 12LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_12LFy).



Figure 12CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_12CFabc).



Figure 12RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_12RFy).

VISTA 11

Location

Vista 11 is located along Jordan Pond/Eagle Lake Road (FHWA Route 12) providing a view west towards Eagle Lake and Sargent Mountain in the distance. The proposed vista centerline is located 3.8 miles from the start of the Day Mountain Road Extension, at MP 3.888 (Lat 44.358952, Lon -68.24153) between the Bubble Pond area and the Cadillac Mountain Road entrance, on the left side of the road at a paved pullout.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 11 was described as 240 feet long, with views of "All of Eagle Lake and Sargent Mountain from different angles and elevations, with some change probable to realignment of this portion of the road that is proposed within Mission 66" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrow in the 1958 vista plan is perpendicular to the road, suggesting the view was intended for motorists traveling in both directions. The arrow in the 1961 vista plan was pointed to the left of perpendicular, suggesting the view may have favored southbound motorists.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and shoreline (Fig. 11-aerial). Northbound motorists historically encountered the vista on the ascent from the Bubble Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the ascent from the Cadillac Mountain Road intersection likely had a similar view. Around 2000, this area was identified as an existing view (File, Loop Road Vistas, Maintenance Program, 2010).

Grey's 1995 inventory identified a 110-foot long view (#12) at this location. Olmsted Center's 2006 inventory identified a portion of a 200-foot long framed/filtered view (f/f 3.870) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 11 were georeferenced and found to coincide within 475 feet of one another. To achieve the intended view, the 1961 line is recommended as the reconciled centerline in order to align with a paved pullout/parking area (Dwg. 11). The Center Front is therefore at the center of Pullout 3.880 (Fig. 11-misc1). The Left Front (to south) is 64 feet before the beginning of the pullout and Right Front (to north) is 64 feet after the end of the pullout. The length of the vista is 240 feet, consistent with the historic length. The recommended back line of the management area is 150 feet, making the size of the management area approximately 0.8 acres.

Analysis of Vista Management Area

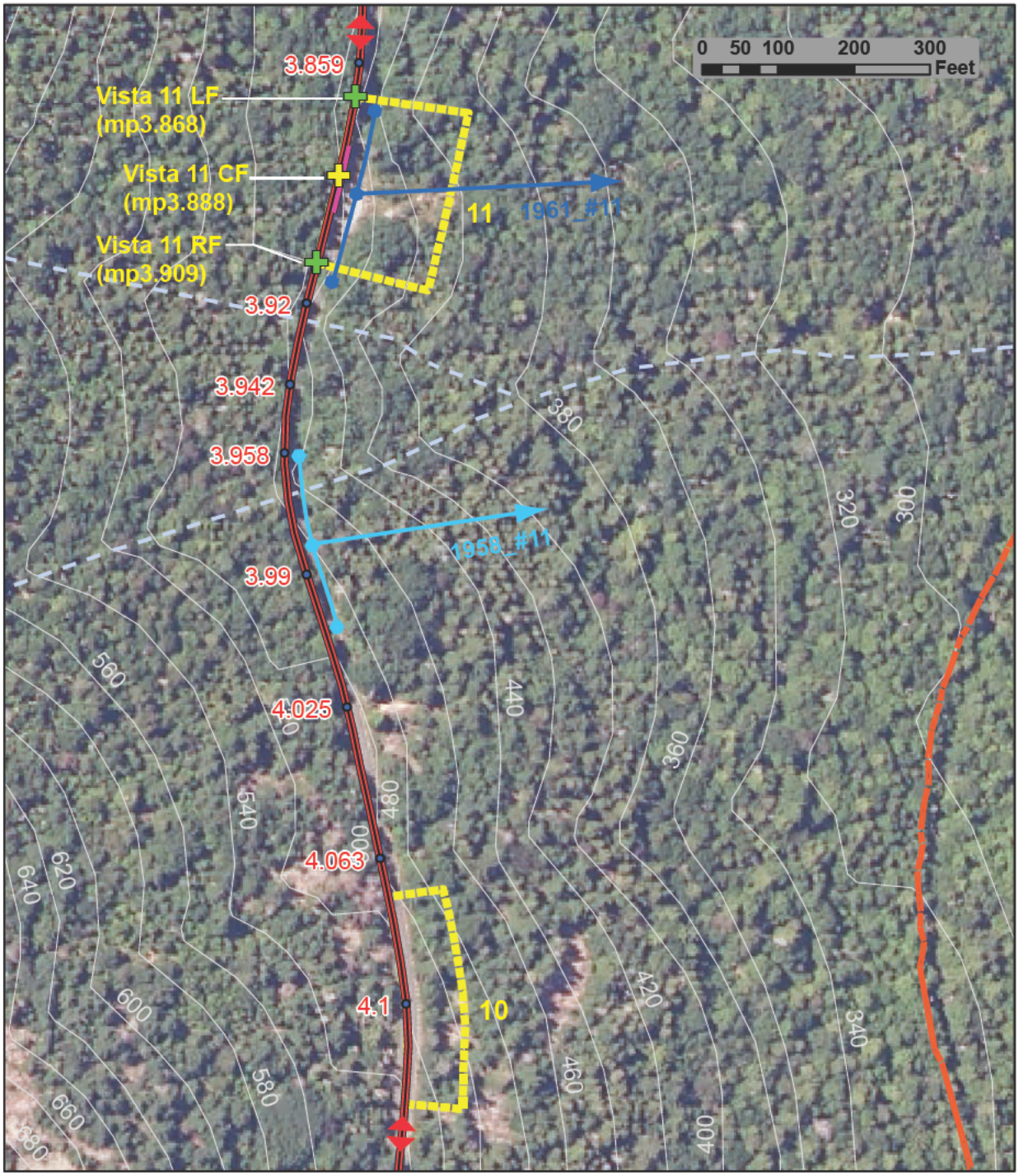
Vista 11 is limited in providing the intended view due to mature trees on the north side of the vista blocking the view of Eagle Lake (Fig. 11LF, CF, RF; see Fig. 11-misc1). The landform in the vista management area descends to the west with slopes of 25-35 percent. Vegetation is an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is provided in the small pullout, accommodating four automobiles. No parking is allowed along this narrow shoulderd portion of the two-way motor road. Just to the north of the pullout is Culvert 3.920, a massive structure carrying water from an unnamed perennial stream (Fig. 11-misc2). The Eagle Lake Carriage Road passes below the vista area (Section #6-7).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 11 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Eagle Lake and Sargent Mountain.

Vista 11 should be managed in conjunction with Vistas 7-10 and 12-15 that together comprise a dynamic vista along the motor road. The density of vegetation within the north half of the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 11
Jordan Pond/Eagle Lake Road

Drawing 11

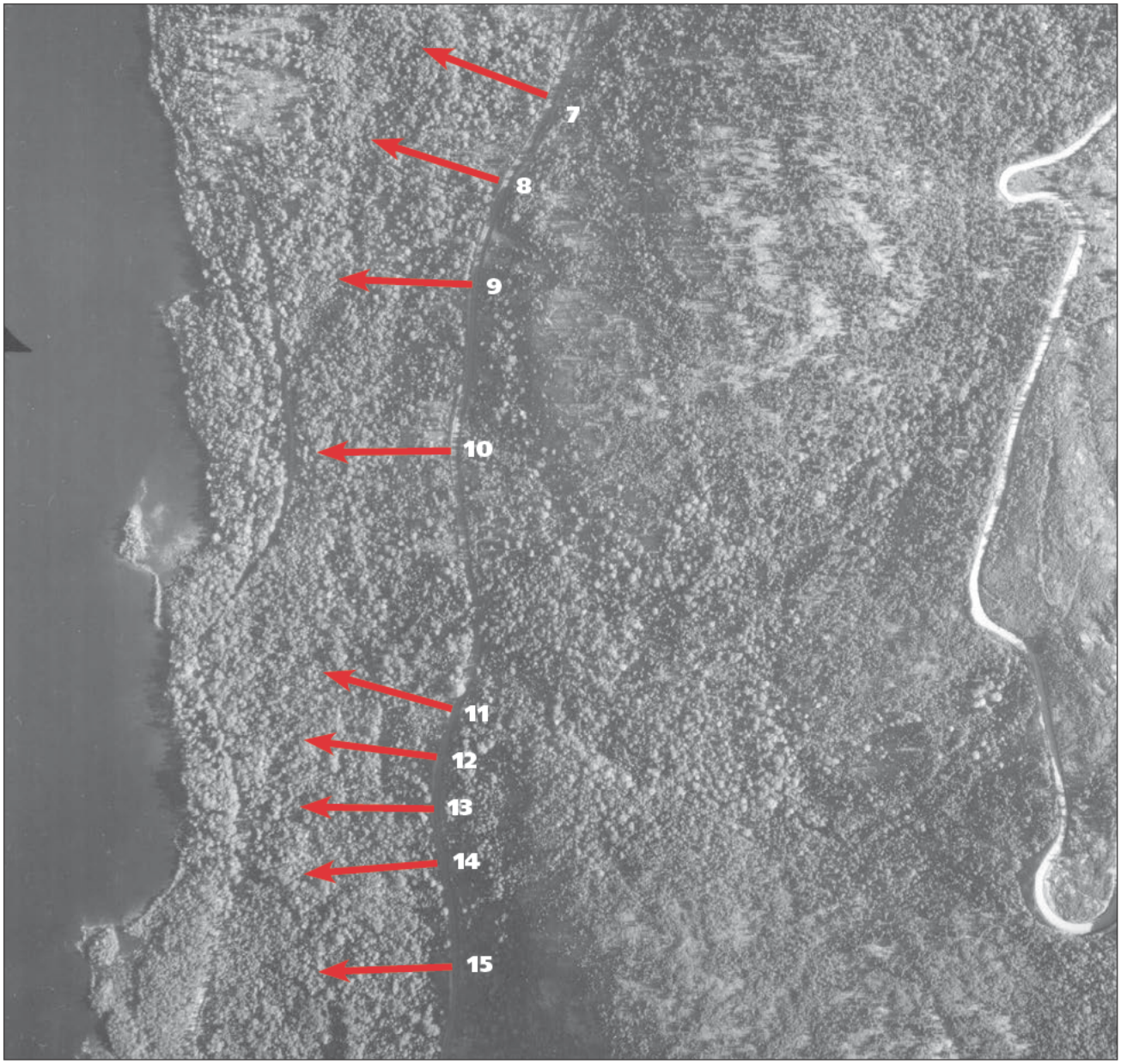


Figure 11-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 11 (Acadia NP GIS, #53141511).



Figure 11-misc1. View looking west at the pullout associated with the Vista 11 centerline from an elevated position opposite Center Front (OCLP, ACADvista_11CFpan, 2011).



Figure 11-misc2. View of the culvert outlet just north of the pullout (OCLP, Acad0012_3.920_Out(1), 2005).



Figure 11LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_11LFy).

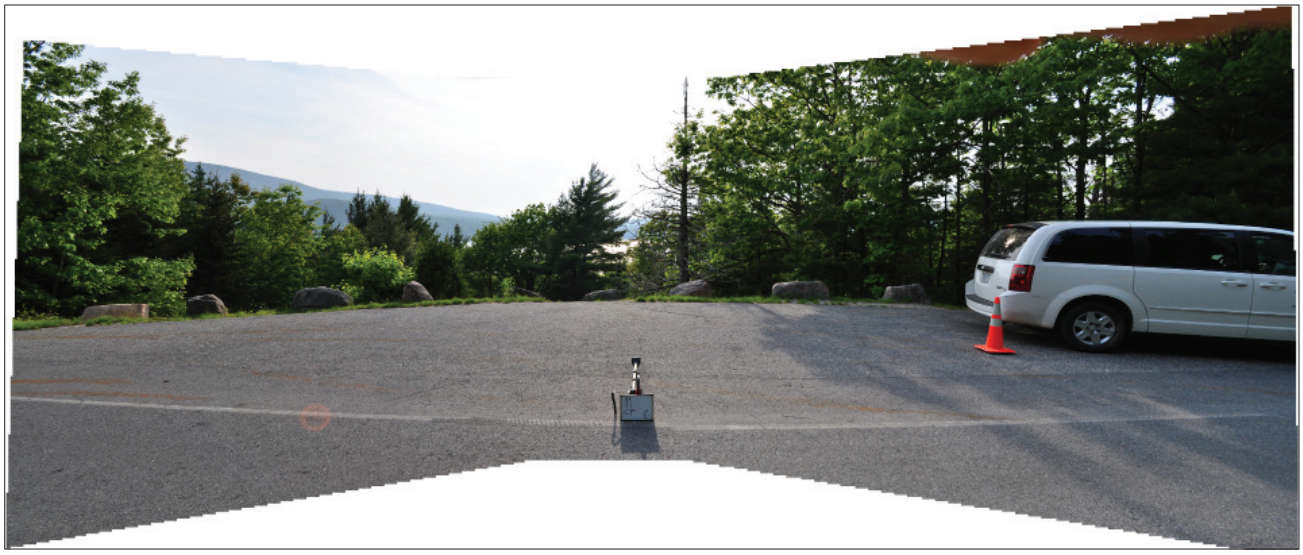


Figure 11CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_11CFabc).



Figure 11RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_11RFy).

VISTA 10

Location

Vista 10 is located along Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards Eagle Lake and Sargent Mountain in the distance. The proposed vista centerline is located 4.1 miles from the start of the Day Mountain Road Extension, at MP 4.100 (Lat 44.361993, Lon -68.241569) between the Bubble Pond area and the Cadillac Mountain Road entrance, on the left side.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 10 was described as 270 feet in length, with views of "All of Eagle Lake and Sargent Mountain from different angles and elevations, with some change probable to realignment of this portion of the road that is proposed within Mission 66" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest a moderate density of trees between the motor road and shoreline (Fig. 10-aerial). Northbound motorists historically encountered the vista on the ascent from the Bubble Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the ascent from the Cadillac Mountain Road intersection likely had a similar view. Around 2000, this area was identified as an existing view (File, Loop Road Vistas, Maintenance Program, 2010).

Grey's 1995 inventory identified a portion of a 303-foot long view (#10) at this location. Olmsted Center's 2006 inventory identified a 100-foot long framed/filtered view (f/f 4.089) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 10 were georeferenced and found to coincide within 700 feet of one another. To best achieve the intended view, the 1958 line is recommended as the reconciled centerline in order to coincide with an area of lower density forest (Dwg. 10). The Center Front is therefore at Culvert 4.100 (Fig. 10-misc). The Left Front (to south) is 60 feet after Culvert 4.063 and Right Front (to north) is 183 before Culvert 4.160. The total length of the vista is approximately 270 feet, which is consistent with its historic length. The recommended back line of the management area is 75 feet, which makes the size of the management area approximately 0.5 acres.

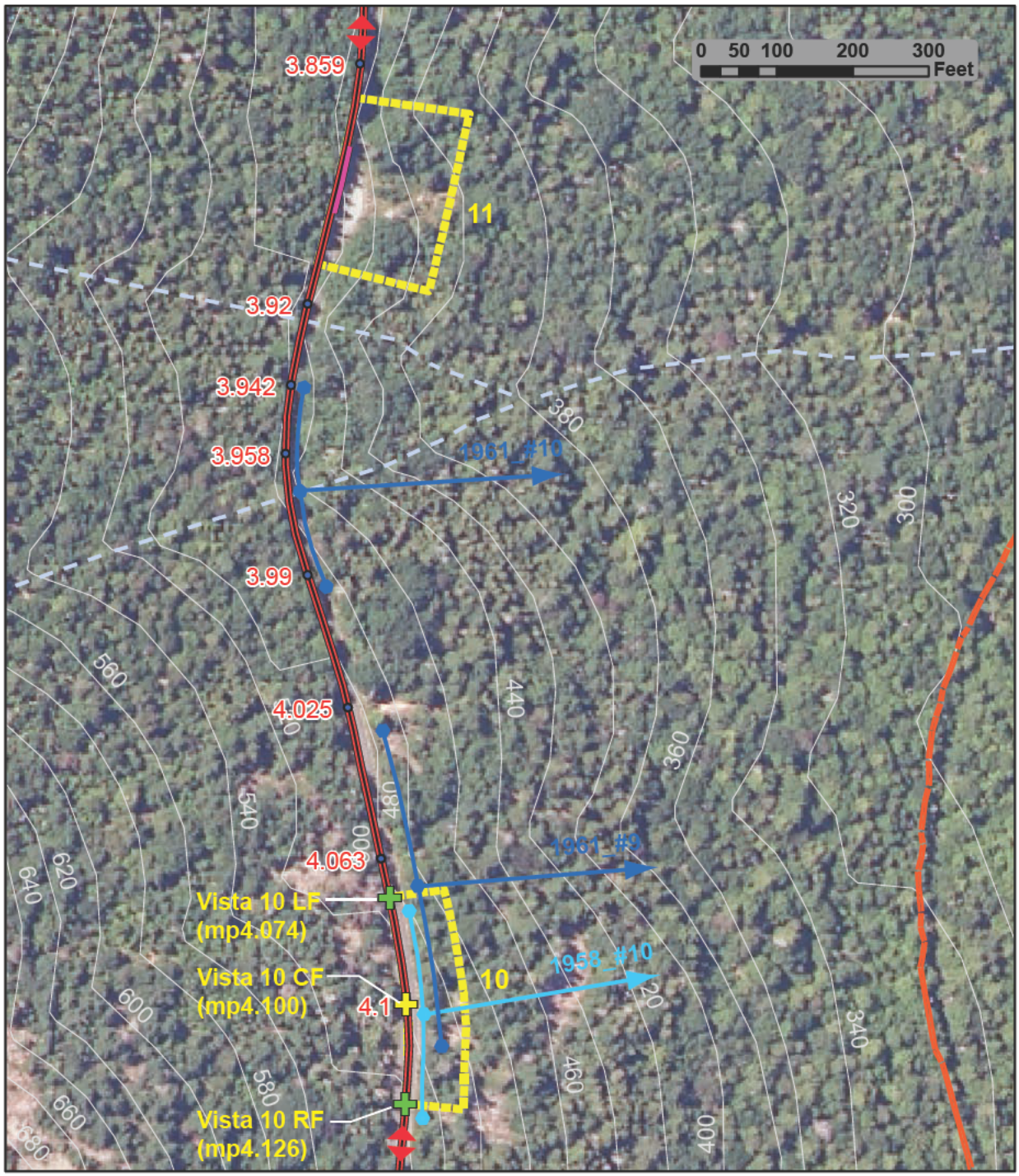
Analysis of Vista Management Area

Vista 10 no longer provides the intended view due to the presence of trees that block the view of Eagle Lake (Fig. 10LF, CF, RF). The landform in the vista management area descends to the west with slopes around 25-35 percent. Vegetation is mixed, with the south one-third described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet, and the northern two-thirds a clumped/bunched mixed conifer forest with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow. At the bottom of the hillside below the vista passes the Eagle Lake Carriage Road (Section #6-7).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 10 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Eagle Lake and Sargent Mountain. It should be managed in conjunction with Vistas 7-9 and 11-15 that comprise a dynamic vista along the motor road. The density of vegetation within the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 10
Jordan Pond/Eagle Lake Road

Drawing 10

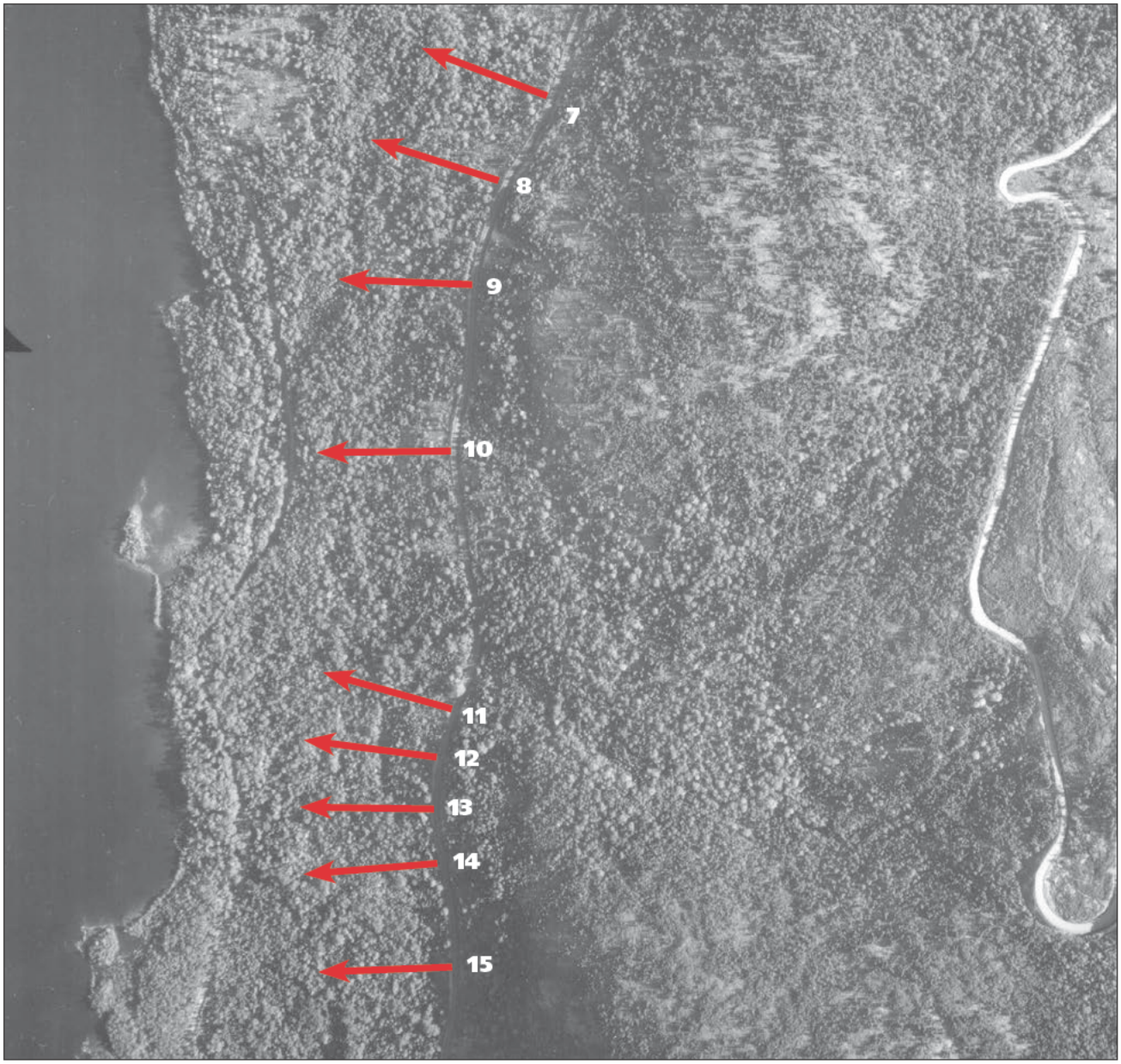


Figure 10-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 10 (Acadia NP GIS, #53141511).



Figure 10-misc. View of the culvert inlet associated with the Vista 10 centerline (OCLP, Acad0012_4.100_In, 2005).



Figure 10LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_10LFy).



Figure 10CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_10CFabc).



Figure 10RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_10RFy).

VISTA 9

Location

Vista 9 is located along Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view west towards Eagle Lake and Sargent Mountain in the distance. The proposed vista centerline is located 4.2 miles from the start of the Day Mountain Road Extension, at MP 4.215 (Lat 44.363828, Lon -68.241659) between the Bubble Pond area and the Cadillac Mountain Road entrance, on the left side.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 9 was described as 420 feet in length, with views of "All of Eagle Lake and Sargent Mountain from different angles and elevations, with some change probable to realignment of this portion of the road that is proposed within Mission 66" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest a moderate density of trees between the motor road and shoreline (Fig. 9-aerial). Northbound motorists historically encountered the vista on the ascent from the Bubble Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the ascent from the Cadillac Mountain Road intersection likely had a similar view. Around 2000, this area was identified as an existing view (File, Loop Road Vistas, Maintenance Program, 2010).

Grey's 1995 inventory identified the entirety of a 134-foot long view (#9) and a portion of a 131-foot long view (#8) at this location. Olmsted Center's 2006 inventory identified a 210-foot long framed/filtered view (f/f 4.228) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 9 were georeferenced and found to coincide within 755 feet of one another. To best achieve the intended view, the 1958 line is recommended as the reconciled centerline in order to align Vistas 7-9 with previously thinned areas and a pullout (Dwg. 9). The Center Front is therefore 40 feet south of Culvert 4.222 (Fig. 9-misc1). The Left Front (to south) is 73 feet after Culvert 4.160 and Right Front (to north) is 173 feet after Culvert 4.222. The total length of the vista is approximately 420 feet, which is consistent with its historic length. The recommended back line of the management area is 50 feet, which makes the size of the management area approximately 0.5 acres.

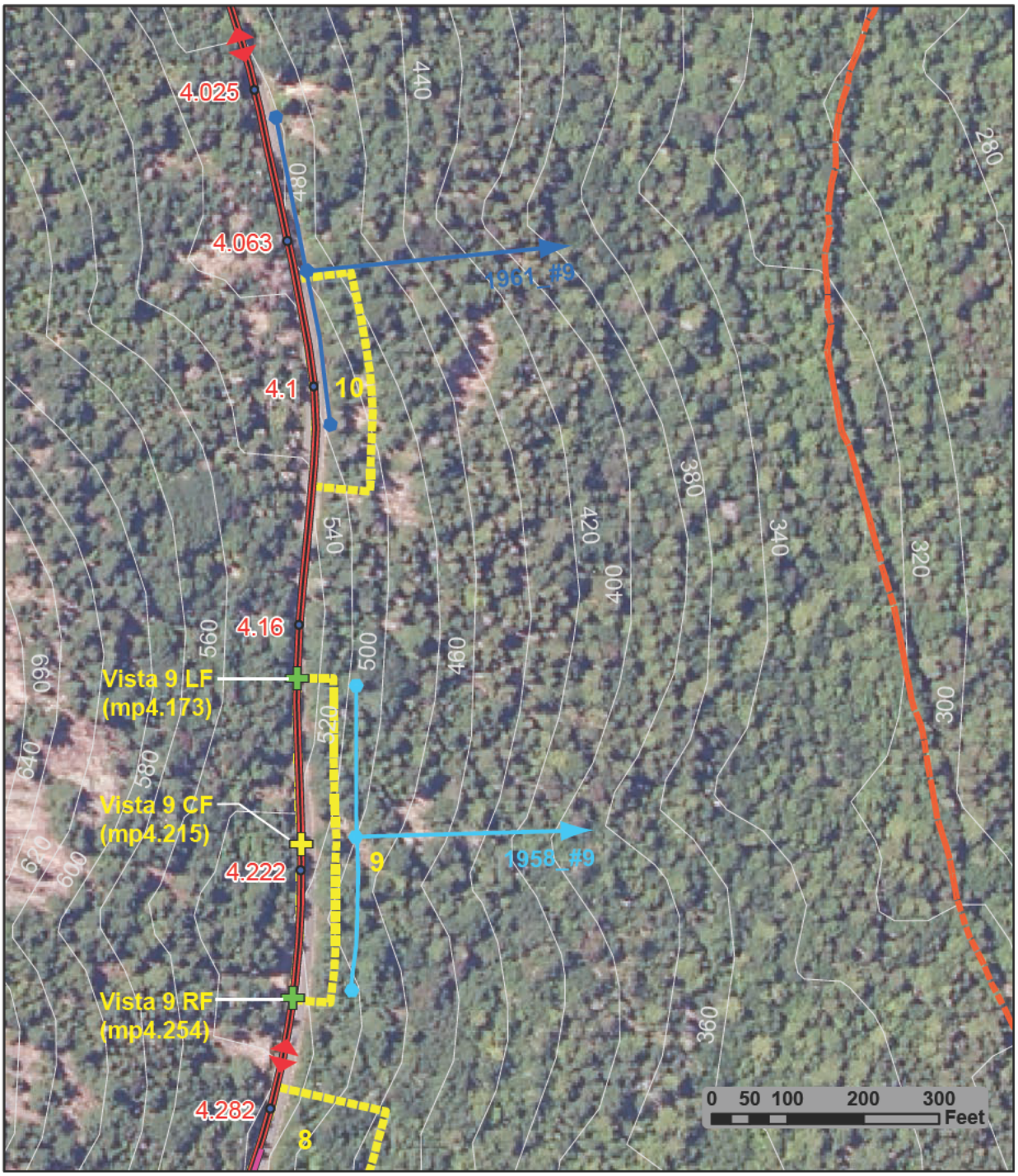
Analysis of Vista Management Area

Vista 9 no longer provides the intended view due to the presence of trees that block the view of Eagle Lake (Fig. 9LF, CF, RF; Fig. 9-misc2). The landform in the vista management area descends to the west with slopes around 25-35 percent. Vegetation is mixed, with the south one-third described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet, and the northern two-thirds a clumped/bunched mixed conifer-decidous woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow. At the bottom of the hillside below the vista passes the Eagle Lake Carriage Road (Section #6-7).

Proposed Treatment

Vista Treatment - Repair. Vista 9 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Eagle Lake and Sargent Mountain. It should be managed in conjunction with Vistas 7-8 and 10-14 that comprise a dynamic vista along the motor road. The density of vegetation within the management area should be reduced.



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ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/olcp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 9
Jordan Pond/Eagle Lake Road

Drawing 9

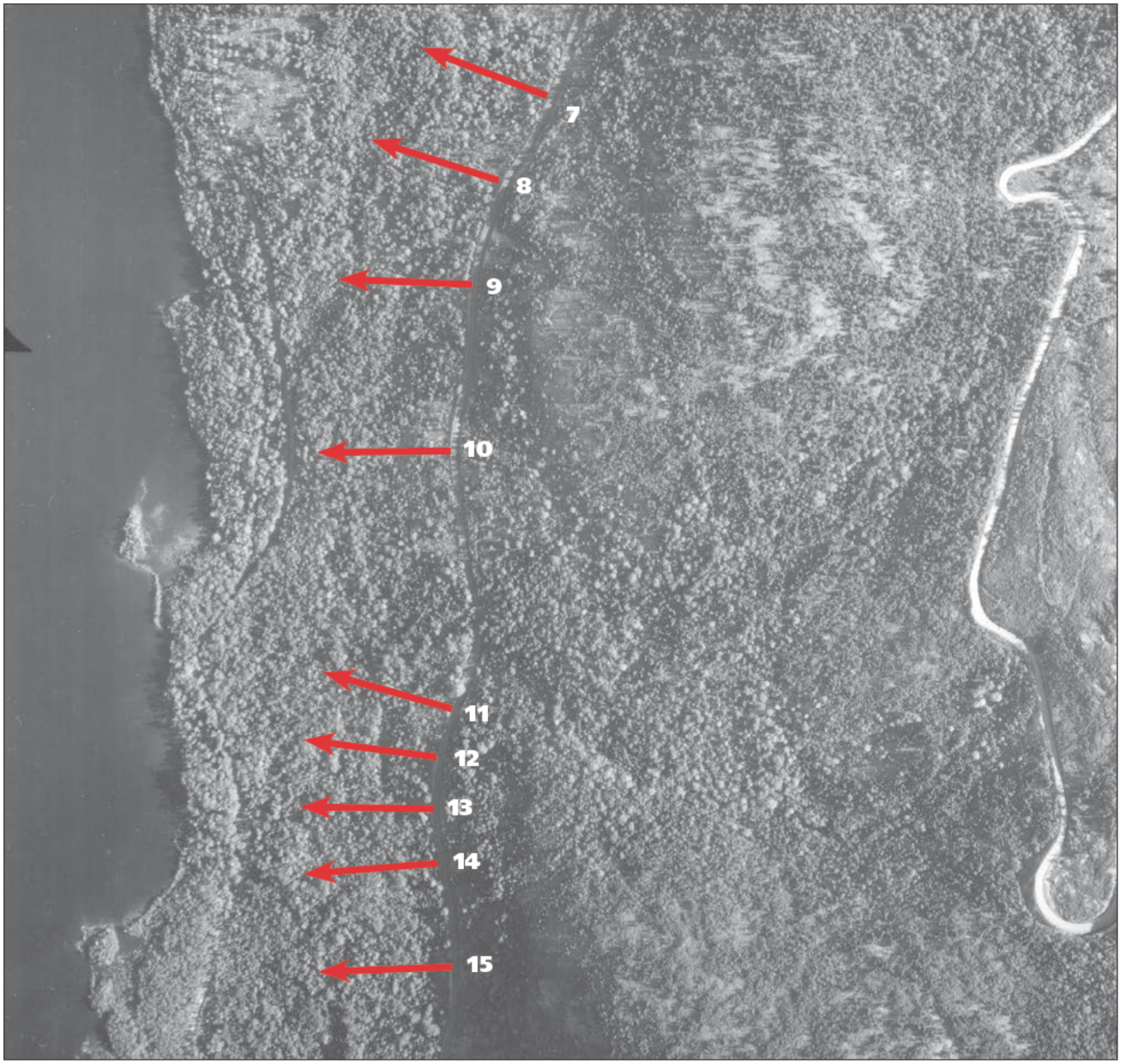


Figure 9-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 9 (Acadia NP GIS, #53141511).



Figure 9-misc1. View of the culvert inlet associated with the Vista 9 centerline (OCLP, Acad0012_4.222_In, 2005).



Figure 9-misc2. View looking southwest from an elevated position opposite Right Front (OCLP, ACADvista_09RFpan1, 2011).



Figure 9LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_09LFy).



Figure 9CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_09CFabc).



Figure 9RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_09RFy).

VISTA 8

Location

Vista 8 is located along Jordan Pond/Eagle Lake Road (FHWA Route 12) providing a view northwest towards Eagle Lake and Sargent Mountain. The proposed vista centerline is 4.3 miles from the start of the Day Mountain Road Extension, at MP 4.304 (Lat 44.36507, Lon -68.241238) between the Bubble Pond area and the Cadillac Mountain Road entrance, on the left side of the road at a paved pullout.

Intended View and Previous Documentation

Both the 1958 and 1961 vista plans, describe Vista 8 as 315 long, with views to "All of Eagle Lake and Sargent Mountain from different angles and elevations, with some change probable to realignment of this portion of the road that is proposed within Mission 66" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrow on the 1958 vista plan is pointed to the left of perpendicular to the road, suggesting the view may have favored southbound motorists. The arrow on the 1961 vista plan is perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

Aerial photographs from the 1950s suggest a moderate density of trees between the motor road and shoreline (Fig. 8-aerial). Northbound motorists historically encountered the vista on the ascent from the Bubble Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the ascent from the Cadillac Mountain Road intersection likely had a similar view. Around 1992, the park thinned tree growth in this area (File, Loop Road Vistas, Maintenance Program, 2010).

Grey's 1995 inventory identified a portion of a 118-foot long view (#7). Olmsted Center's 2006 inventory identified part of a 210-foot long framed/filtered view (f/f 4.228).

Vista Management Area

The 1958 and 1961 centerlines for Vista 8 were georeferenced, coinciding within 478 feet of one another. To achieve the intended view, the 1958 line is recommended as the reconciled centerline to best align with a paved pullout/parking area (Dwg. 8). The Center Front is thus at the center of Pullout 4.293 (Fig. 8-misc1). The Left Front (to south) is 83 feet before the start of the pullout and Right Front (to north) is 83 feet after the end of the pullout. The length of the vista is 315 feet, consistent with its historic length. The recommended back line of the management area is 150 feet, making the size of the management area approximately 1.0 acres.

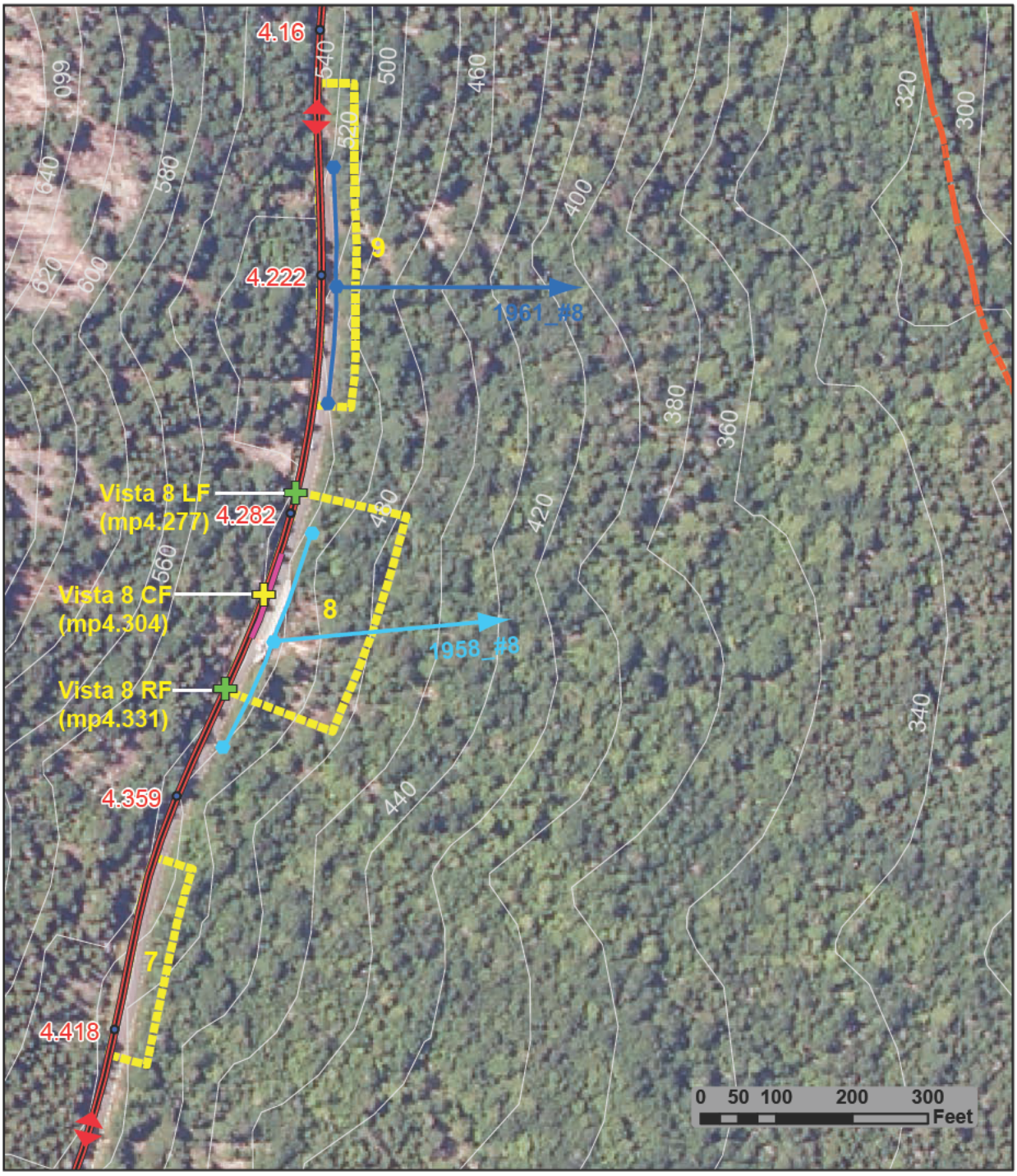
Analysis of Vista Management Area

Vista 8 is limited in providing the intended view due to to mature trees blocking the view of Eagle Lake (Fig. 8LF, CF, RF; Fig. 8-misc2). The landform in this area area descends to the west-northwest with slopes of 25-35 percent across several exposed rock ledges. Vegetation is mixed, described as an evenly dispersed beech-birch-maple forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet, and the extreme northeast and southeast portions as a clumped/bunched mixed conifer-decidous woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is provided in the small pullout for six automobiles. No parking is allowed along this narrow shouldered portion of the two-way motor road. The Eagle Lake Carriage Road is located below the vista.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 8 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Eagle Lake and Sargent Mountain. It should be managed in conjunction with Vistas 7 and 9-15 that together comprise a dynamic vista along the motor road. The density of vegetation on both ends of the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 8
Jordan Pond/Eagle Lake Road

Drawing 8

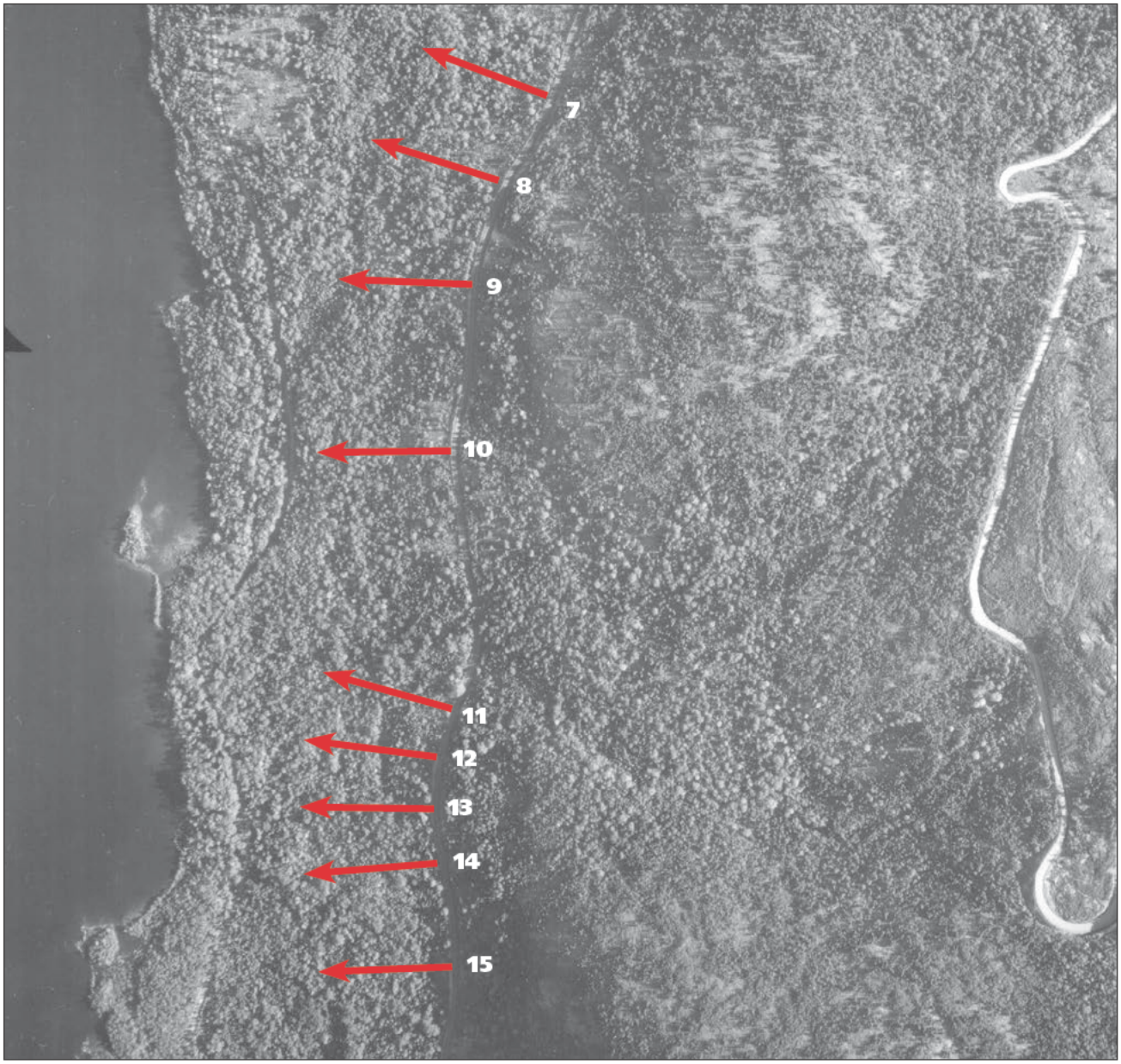


Figure 8-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 8 (Acadia NP GIS, #53141511).



Figure 8-misc1. View looking northwest at the pullout associated with the Vista 8 centerline from an elevated position opposite Center Front (OCLP, ACADvista_08CFpan2, 2011).

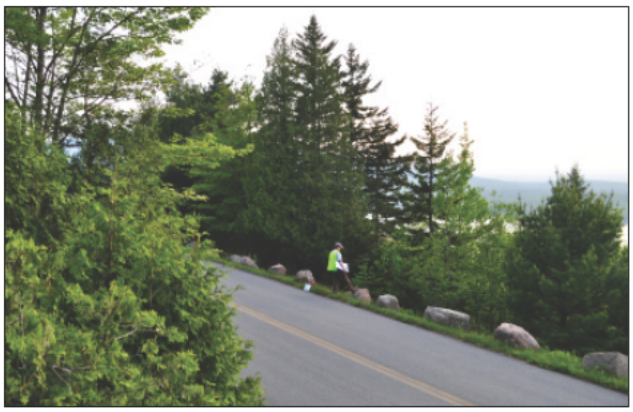


Figure 8-misc2. View looking west from an elevated position opposite Right Front (OCLP, ACADvista_08RFpan, 2011).



Figure 8LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_08LFy).



Figure 8CF. View looking northwest from Center Front in November 2012 (OCLP, ACADvista_08CFabc).



Figure 8RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_08RFy).

VISTA 7

Location

Vista 7 is located along Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view northwest towards Eagle Lake and Sargent Mountain in the distance. The proposed vista centerline is located 4.3 miles from the start of the Day Mountain Road Extension, at MP 4.399 (Lat 44.366439, Lon -68.240685) between the Bubble Pond area and the Cadillac Mountain Road entrance, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 7 was described as 285 feet in length, with views of "Eagle Lake, Sargent Mountain, and Blue Hill" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrow in the 1958 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions. The arrow in the 1961 vista plan was pointed to the left of the perpendicular, suggesting the view may have favored southbound motorists.

Aerial photographs from the 1950s suggest a high density of trees between the motor road and shoreline (Fig. 7-aerial). Northbound motorists historically encountered the vista on the ascent from the Bubble Pond area and likely had a framed/filtered view of the water and mountain, while southbound motorists on the ascent from the Cadillac Mountain Road intersection likely had a similar view.

Neither Grey's 1995 inventory or Olmsted Center's 2006 inventory identified views at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 7 were georeferenced and found to coincide within 305 feet of one another. To best achieve the intended view, the 1958 line is recommended as the reconciled centerline in order to align Vistas 7-9 with previously thinned areas and a pullout (Dwg. 7). The Center Front is therefore 213 feet north of Culvert 4.359 (Fig. 7-misc1). The Left Front (to south) is 86 feet after Culvert 4.359 and Right Front (to north) is 40 feet after Culvert 4.418. The total length of the vista is approximately 285 feet, which is consistent with its historic length. The recommended back line of the management area is 50 feet, which makes the size of the management area approximately 0.4 acres.

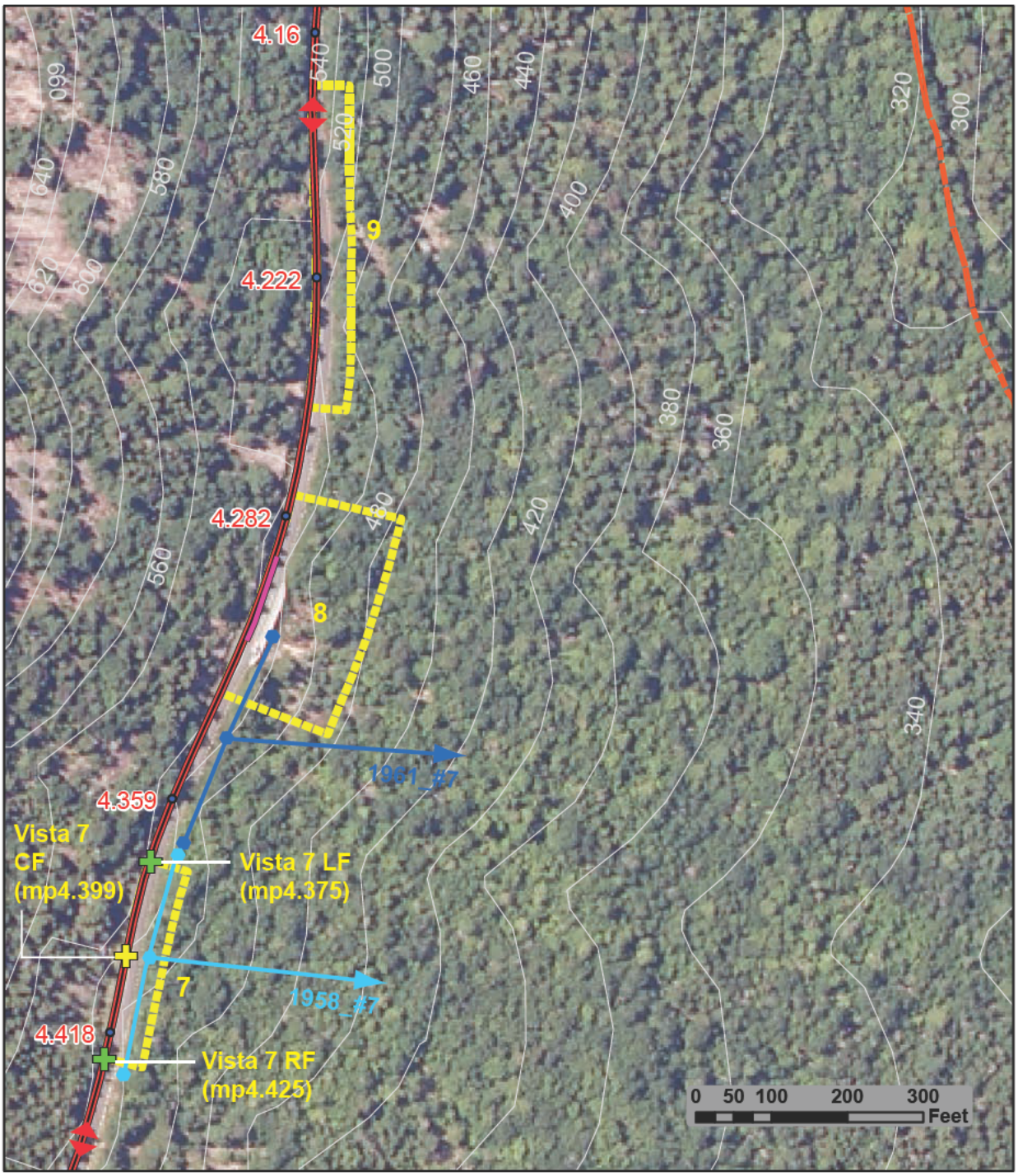
Analysis of Vista Management Area

Vista 7 no longer provides the intended view due to the presence of trees that block the view of Eagle Lake (Fig. 7LF, CF, RF; Fig. 7-misc2). The landform in the vista management area descends to the west-northwest with slopes around 25-35 percent. Vegetation is mixed, with most of the area described as a clumped/bunched mixed conifer-decidous woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet, except for the southwest portion of an evenly dispersed beech-birch-maple forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow. At the bottom of the hillside below the vista passes the Eagle Lake Carriage Road (Section #6-7).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 7 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Eagle Lake and Sargent Mountain. It should be managed in conjunction with Vistas 8-15 that comprise a dynamic vista along the motor road. The density of vegetation within the management area should be reduced.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 7
Jordan Pond/Eagle Lake Road

Drawing 7

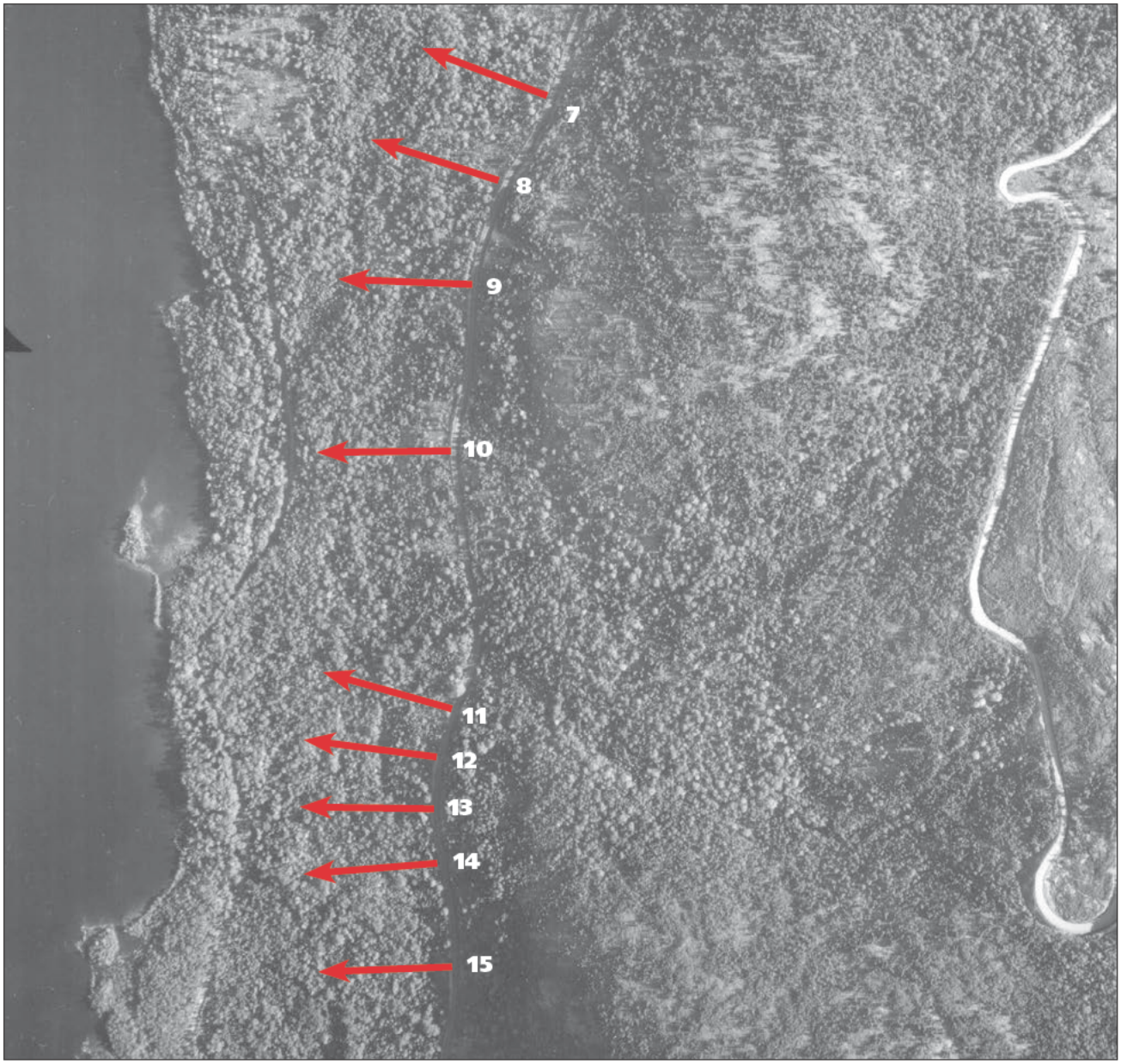


Figure 7-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 7 (Acadia NP GIS, #53141511).



Figure 7-misc1. View of the culvert inlet associated with the Vista 7 centerline (OCLP, Acad0012_4.359_In, 2005).



Figure 7-misc2. View looking west from an elevated position opposite Right Front (OCLP, ACADvista_07RFpan1, 2011).



Figure 7LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_07LFy).



Figure 7CF. View looking northwest from Center Front in June 2011 (OCLP, ACADvista_07CFabc).



Figure 7RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_07RFy).

VISTA 6

Location

Vista 6 is located along Jordan Pond/Eagle Lake Road (FHWA Route 12) and provides a view southwest towards Eagle Lake and Sargent Mountain in the distance. The proposed vista centerline is located 4.7 miles from the start of the Day Mountain Road Extension, at MP 4.789 (Lat 44.370575, Lon -68.23598) north of the Cadillac Mountain Road entrance, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 6 was described as 350 feet in length, with views of "Eagle Lake and Southwest Valley" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrows in both vista plans were pointed to the left of the perpendicular to the road, suggesting the view may have favored southbound motorists.

This immediate area was devastated by the 1947 fire. Aerial photographs from the 1950s show an open field west of the motor road (Fig. 6-aerial). Northbound motorists historically encountered the vista on the descent from the Cadillac Mountain Road intersection and likely had an open view across the field and the distant mountains while southbound motorists on the ascent from the Kebo Mountain Road intersection likely had a similar view.

Neither Grey's 1995 inventory or Olmsted Center's 2006 inventory identified views at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 6 were georeferenced and found to coincide within 295 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline (Dwg. 6). The Center Front is therefore 38 feet south of Culvert 4.796 (Fig. 6-misc). The Left Front (to south) is 38 feet before the start of PM Stones 4.750 and Right Front (to north) is 137 feet after Culvert 4.796. The total length of the vista is approximately 285 feet, which is consistent with its historic length. The recommended back line of the management area is 175 feet, which makes the size of the management area approximately 1.3 acres.

Analysis of Vista Management Area

Vista 6 no longer provides the intended view due to the presence of trees that block the view of Eagle Lake (Fig. 6LF, CF, RF). The landform in the vista management area descends to the northwest with slopes around 15-25 percent. Vegetation is mixed, with the western half described as an evenly dispersed white pine-hardwood forest with an closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet, and the eastern half an evenly dispersed beech-birch-maple forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the shoulders of this portion of the two-way motor road. There is an unpaved pullout 400 feet to the south on the opposite side of the road.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 6 is a historic vista and should be rehabilitated within the limits of the management area to restore views of Eagle Lake and the distant mountains to the west. The density of vegetation within the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 0.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 6
Jordan Pond/Eagle Lake Road

Drawing 6

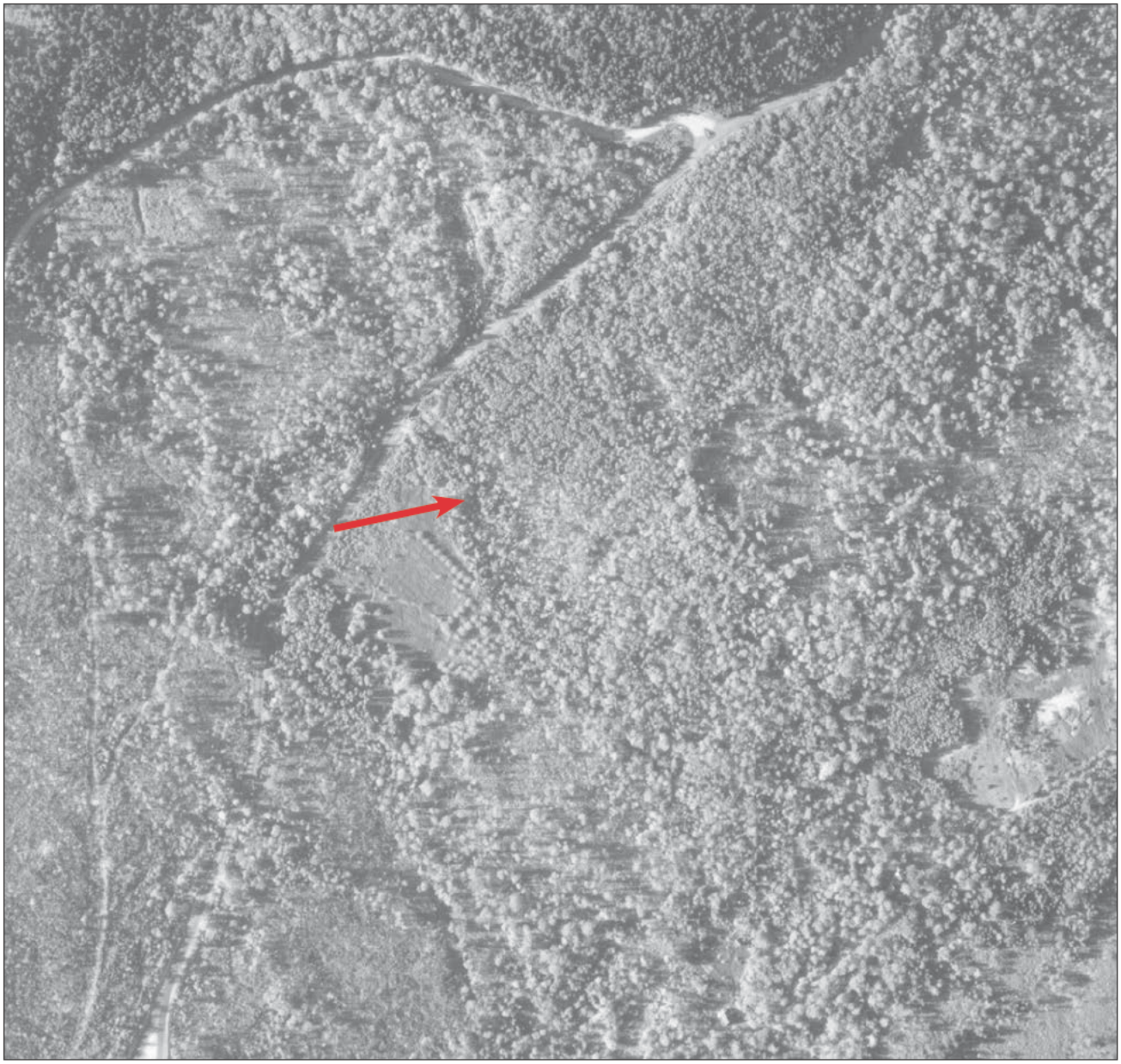


Figure 6-aerial. Aerial photograph of Jordan Pond/Eagle Lake Road in May 1953. The red arrow indicates the approximate historic center of Vista 6 (Acadia NP GIS, #53141512).



Figure 6-misc. View of the culvert inlet associated with the Vista 6 centerline (OCLP, Acad0012_4.796_In, 2005).



Figure 6LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_06LFy).



Figure 6CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_06CFabc).



Figure 6RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_06RFy).

MDI HISTORIC VISTAS (FHWA ROUTE 13): VISTAS 58-67

CADILLAC MOUNTAIN ROAD (FHWA ROUTE #13)

Vistas 58 to 67 are located along Cadillac Mountain Road (completed 1932). The two-way historic motor road connects with Jordan Pond/Eagle Lake Road (completed 1927/redesigned 1962) at the bottom of the mountain and terminates as a loop and parking lot at the summit. It is part of the Park Loop Road.

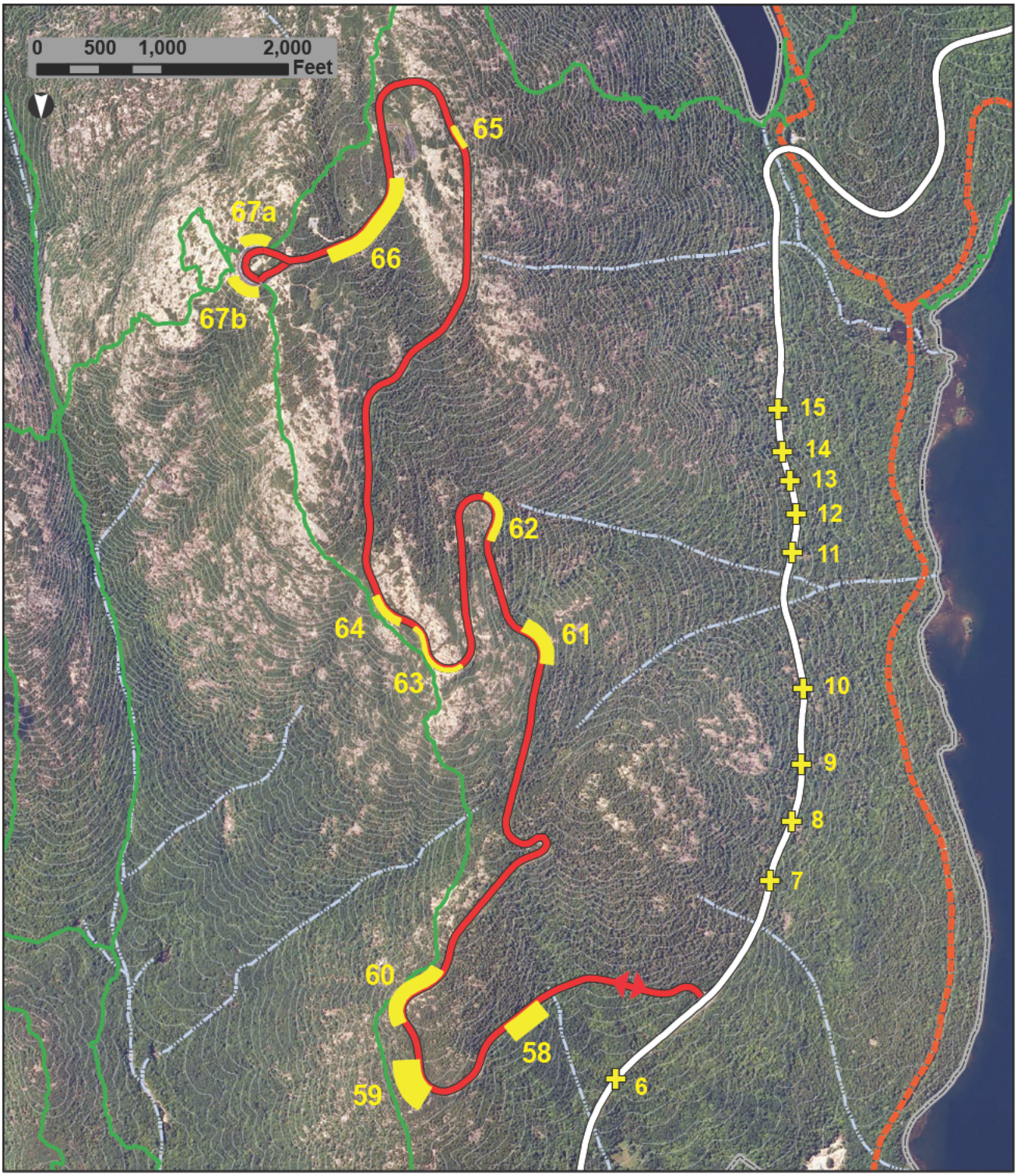


Figure 5.7. Map of recommended vista management areas (colored yellow) on Cadillac Mountain Road (colored red) (OCLP 2013).

VISTA 58

Location

Vista 58 is located along Cadillac Mountain Road (FHWA Route 13) and provides a view northwest towards Great Hill and McFarland Mountain. The proposed vista centerline is located 0.3 miles from the start of Cadillac Mountain Road, at MP 0.309 (Lat 44.36924, Lon -68.232892) at the second paved pullout, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 58 was described as 300 feet in length, with a "View toward Great Hill" (GMP 1991:231). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

The north side of the road in this area was devastated by the 1947 fire. Aerial photographs from the 1950s suggest a mass of tall trees alongside the road, to the northeast of which are open areas with scattered masses of smaller trees (Fig. 58-aerial). Motorists on the ascent to the summit likely had a framed/filtered view to the north, while motorists on the descent likely had a similar view to the north and west.

Neither Grey's 1995 inventory or Olmsted Center's 2006 inventory identified views at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 58 were georeferenced and found to coincide within 235 feet of one another. To best achieve the intended view, a point roughly equidistant between the two lines is recommended as the reconciled centerline in order to align with a paved pullout (Dwg. 58). The Center Front is therefore at the center of Pullout 0.301 (Fig. 58-misc). The Left Front (to southwest) is 114 feet before the start of the pullout and Right Front (to northeast) is 114 feet after the end of the pullout. The total length of the vista is approximately 300 feet, which is consistent with its historic length. The recommended back line of the management area is 150 feet, which makes the size of the management area approximately 1.1 acres.

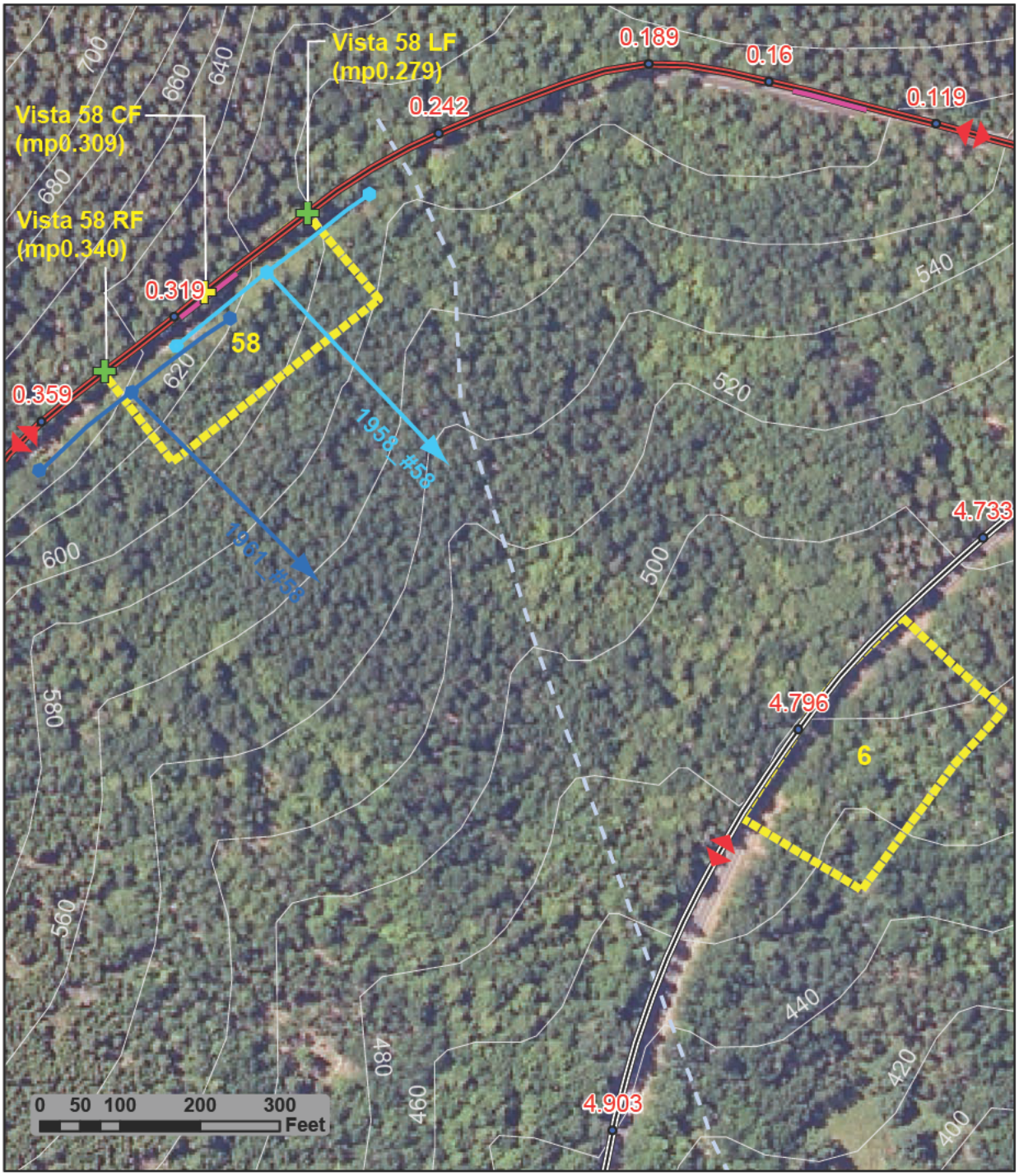
Analysis of Vista Management Area

Vista 58 no longer provides the intended view due to the presence of trees that block the view (Fig. 58LF, CF, RF). The landform in the vista management area descends to the northwest towards an intermittent stream to the northeast with slopes around 15-25 percent. Vegetation is described as an evenly dispersed aspen-birch woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. There are also numerous spruce and fir trees. GIS data indicates no invasives species, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road in the pullout, which can accommodate up to four vehicles. Parking is possible along both road shoulders, but they are quite narrow.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 58 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the distant mountains. The density of vegetation within the management area should be reduced, although the tall conifers on the right side of the vista along the road should be retained.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 6.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 58
Cadillac Mountain Road

Drawing 58

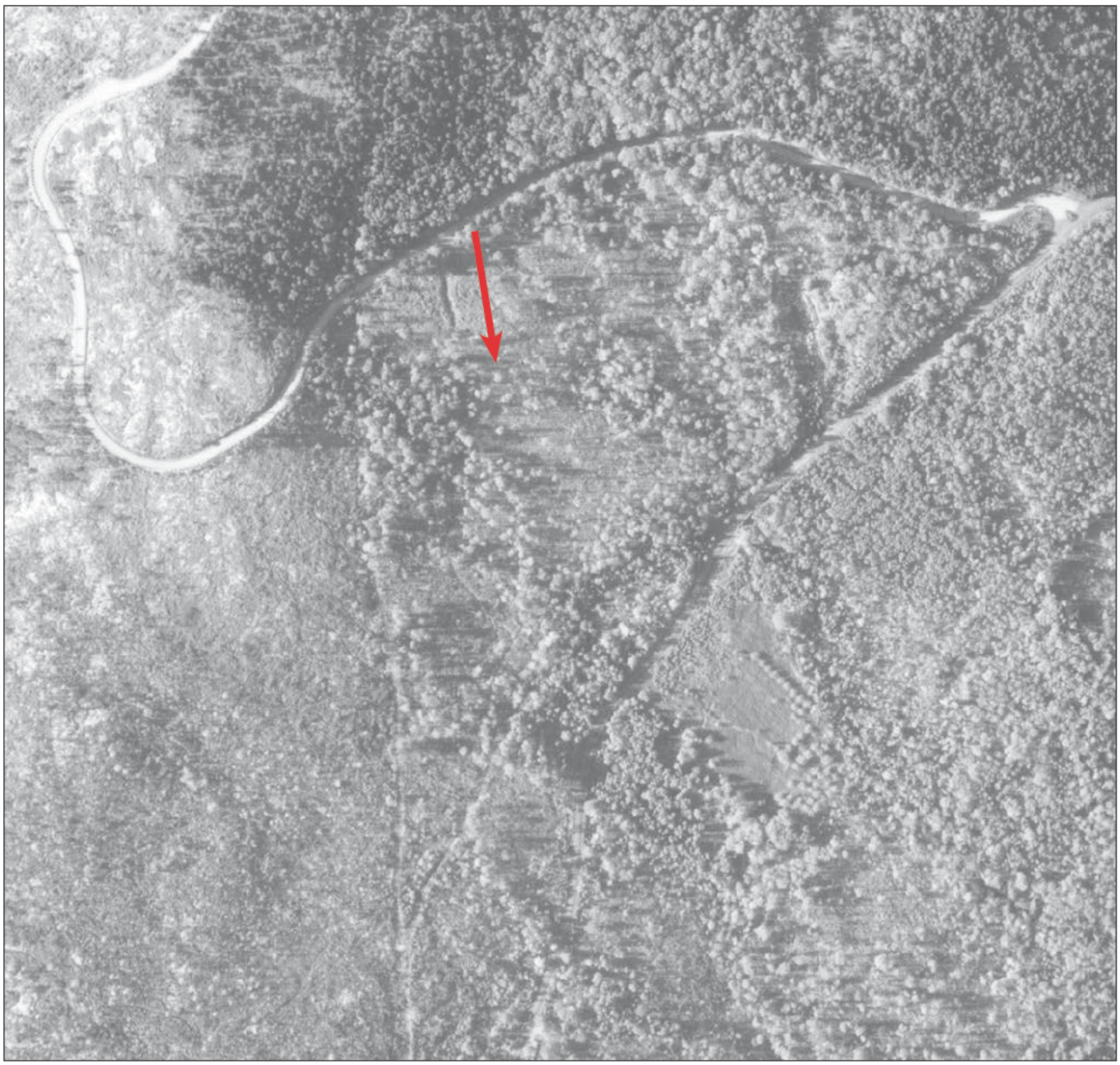


Figure 58-aerial. Aerial photograph of Cadillac Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 58 (Acadia NP GIS, #53141512).



Figure 58-misc. View looking northeast at the pullout associated with the Vista 58 centerline (OCLP, Acad0013_0.301, 2005).

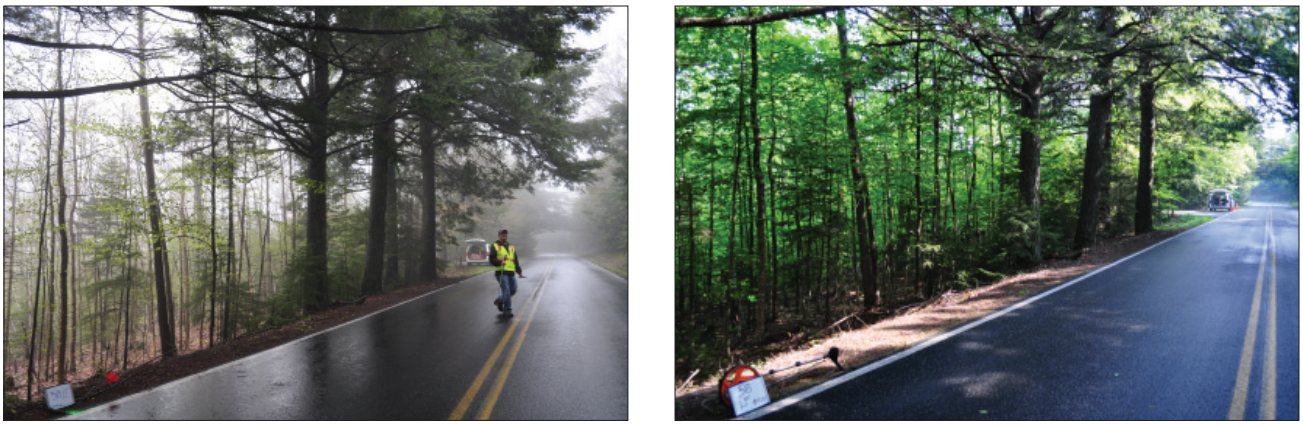


Figure 58LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_58LFy).



Figure 58CF. View looking northwest from Center Front in June 2011 (OCLP, ACADvista_58CFabc).



Figure 58RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_58RFy,z).

VISTA 59

Location

Vista 59 is located along Cadillac Mountain Road (FHWA Route 13) and provides a view northeast towards Kebo Mountain with Frenchman Bay in the distance. The proposed vista centerline is located 0.5 miles from the start of Cadillac Mountain Road, at MP 0.534 (Lat 44.370484, Lon -68.229686) between the second and third paved pullouts, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 59 was described as 310 feet in length, with a "View toward Southwest Valley" (GMP 1991:231). This description conflicts with the directional arrows on the vista plans, as the view is not of Southwest Valley, but rather of Kebo Mountain. The centerline arrow in the 1958 vista plan was pointed slightly to the left of the perpendicular of the road, suggesting the view may have favored motorists on the descent. The arrow in the 1961 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s suggest mostly open conditions with a small mass of trees alongside the road (Fig. 59-aerial). Motorists on the ascent to the summit likely had a panoramic view to the east and south, while motorists on the descent likely had a similar view to the north and east.

Grey's 1995 inventory identified a 308-foot long view (#58) downhill just to the north. Olmsted Center's 2006 inventory did not identify a view at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 59 were georeferenced and found to coincide within 405 feet of one another. To best achieve the intended view, the 1961 is recommended as the reconciled centerline so that it does not overtake Vista 60 just up the road (Dwg. 59). The Center Front is therefore 138 feet north of Culvert 0.547 (Fig. 59-misc1). The Left Front (to north) is 230 feet before the culvert and Right Front (to south) is 15 feet after the culvert. The total length of the vista is approximately 310 feet, which is consistent with its historic length. The recommended back line of the management area is 200 feet, which makes the size of the management area approximately 1.7 acres.

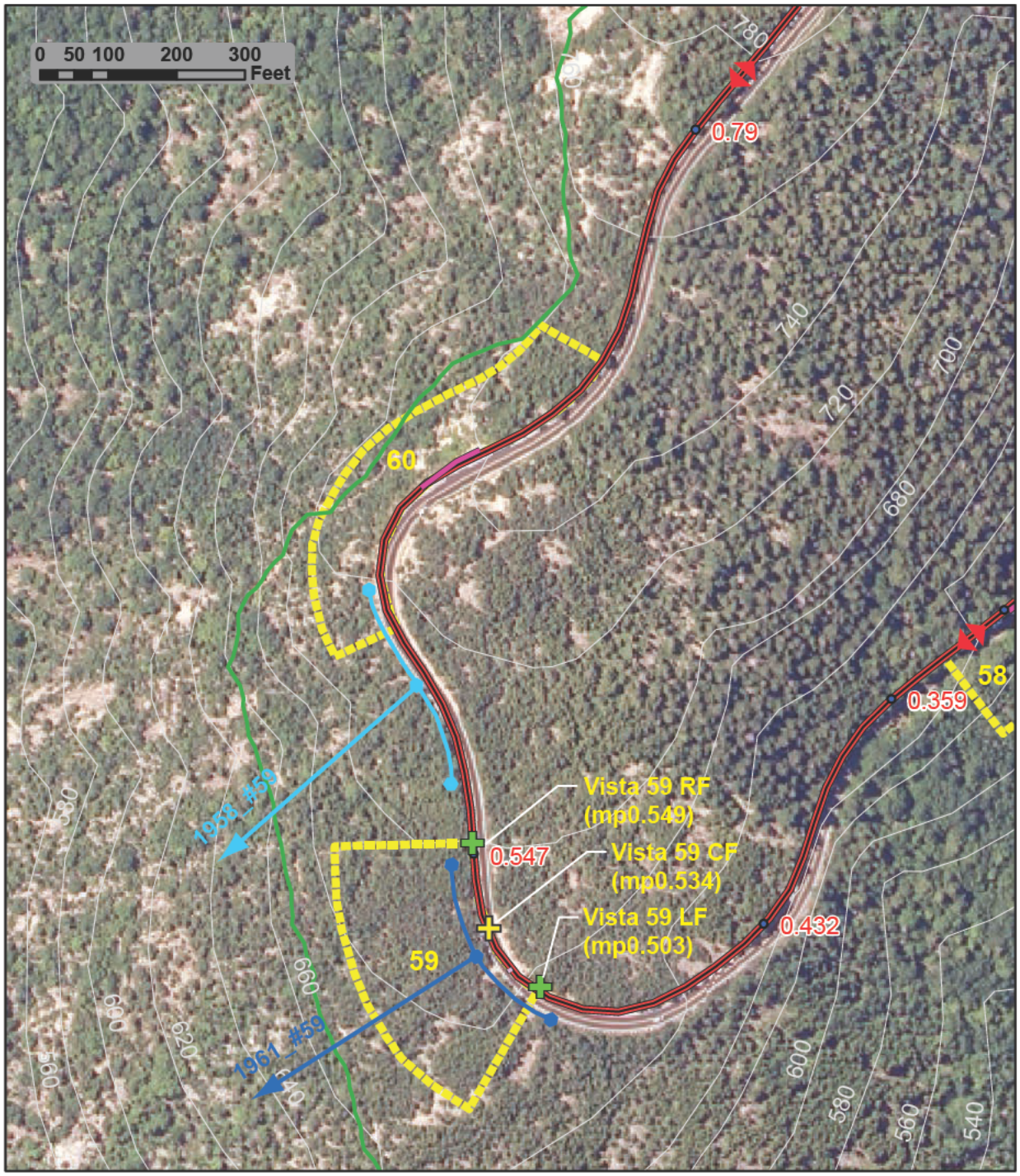
Analysis of Vista Management Area

Vista 59 no longer provides the intended view due to the presence of trees that block the view (Fig. 59LF, CF, RF; Fig. 59-misc2). The landform in the vista management area descends gradually to the northeast with minimal slopes. Vegetation is described as a clumped/bunched pitch pine woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 1.5-16 feet. GIS data indicates no invasives species, ponds, streams, wetlands, or archeological sites.

No parking is allowed along this portion of the two-way motor road, as the shoulders are too narrow. There is, however, the unpaved Pullout 0.512 here but it is very small and not clearly obvious. Just to the east of the vista is the Cadillac Mountain North Ridge Trail (Trail #34).

Treatment of Vista Management Area

Vista Treatment - Suspend. Vista 59 is a historic vista but should be considered for abandonment. The intent of the vista is not clear from the historic description. If the view was of Kebo Mountain, it can be achieved at adjacent Vista 60. In addition, a large amount of trees would need to be removed to rehabilitate this vista due to the topographic conditions.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/olcp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 6.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 59
Cadillac Mountain Road

Drawing 59



Figure 59-aerial. Aerial photograph of Cadillac Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 59 (Acadia NP GIS, #53141512).



Figure 59-misc1. View of the culvert inlet associated with the Vista 59 centerline (OCLP, Acad0013_0.547_ In, 2005).



Figure 59-misc2. View looking east from an elevated position opposite Right Front (OCLP, ACADvista_59pan, 2011).



Figure 59LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_59LFy).



Figure 59CF. View looking east from Center Front in May 2011 (OCLP, ACADvista_59CFabc).



Figure 59RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_59RFy).

VISTA 60

Location

Vista 60 is located along Cadillac Mountain Road (FHWA Route 13) and provides a view southeast towards Kebo, Dorr, and Champlain mountains. The proposed vista centerline is located 0.6 miles from the start of Cadillac Mountain Road, at MP 0.668 (Lat 44.368514, Lon -68.229797) at the third paved pullout, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 60 was described as 570 feet in length, with a view "Over Bar Harbor at Frenchman Bay panorama. First parking area. Due to type of growth on Cadillac Mountain, no removal of conifers is planned on Vistas #60-67" (GMP 1991:231). The centerline arrows in both vista plans were generally perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s suggest mostly open conditions on the slopes south and east of the road (Fig. 60-aerial). Motorists on the ascent to the summit likely had a panoramic view to the east and south, while motorists on the descent likely had a similar view to the north, east, and south.

Grey's 1995 inventory identified a 534-foot long view (#59) at this location. Olmsted Center's 2006 inventory identified a 396-foot long panoramic view (pan 0.603) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 60 were georeferenced and found to coincide within 100 feet of one another. To best achieve the intended view, a point 430 feet northeast of the 1961 line is recommended as the reconciled centerline in order to align with a paved pullout as referenced in the historic description (Dwg. 60). The Center Front is therefore at the center of Pullout 0.658 (Fig. 60-misc1). The Left Front (to southwest) is 114 feet before the start of the pullout and Right Front (to northeast) is 114 feet after the end of the pullout. The total length of the vista is approximately 570 feet, which is consistent with its historic length. The recommended back line of the management area is 150 feet, which makes the size of the management area approximately 1.1 acres.

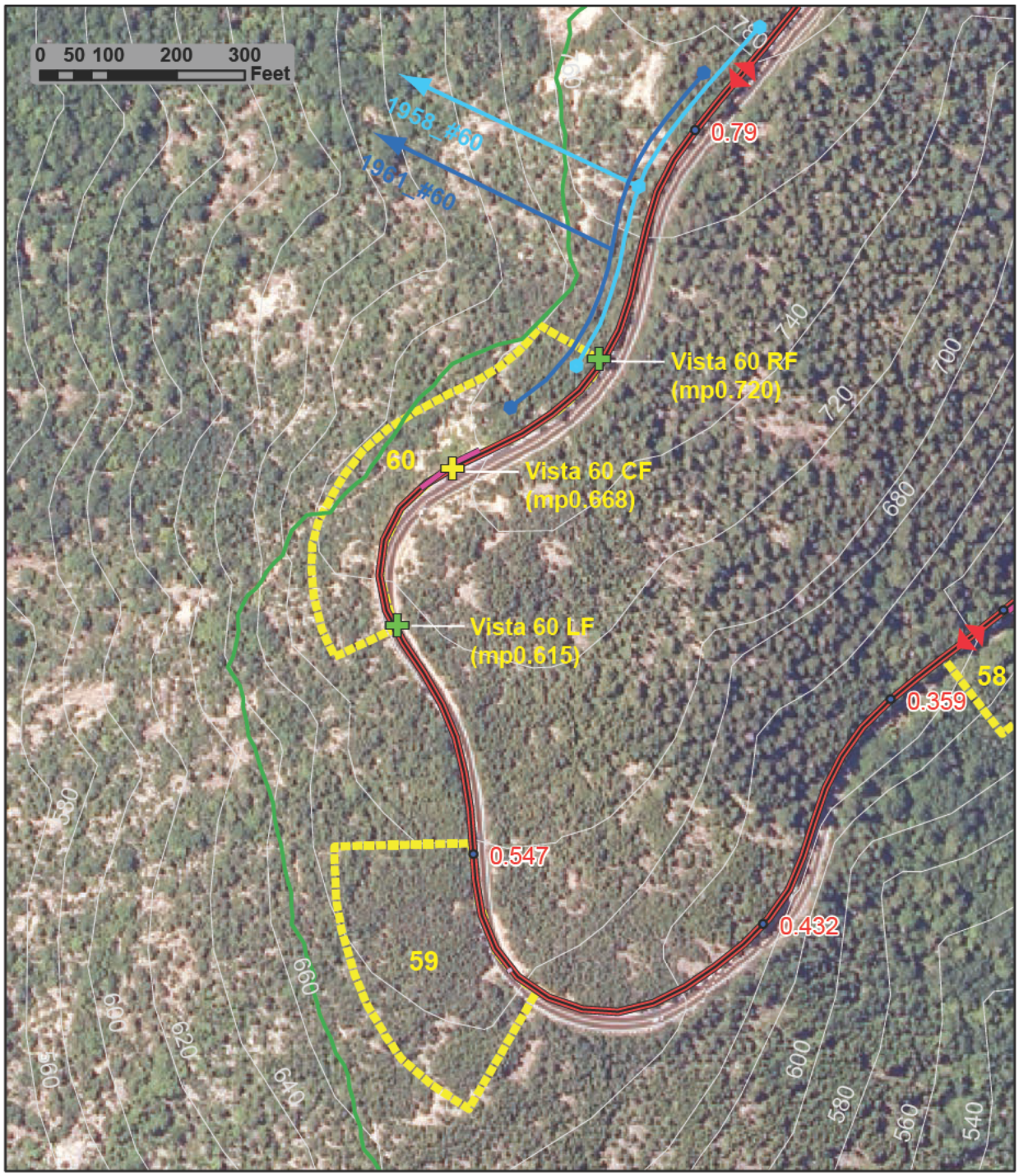
Analysis of Vista Management Area

Vista 60 still provides the intended view, primarily from the pullout (Fig. 60LF, CF, RF; Fig. 60-misc2). The landform in the vista management area descends to the southeast with slopes around 15-25 percent across area of exposed ledge. Vegetation is mixed, with each end described as a clumped/bunched pitch pine woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 1.5-16 feet, and the middle portion a clumped/bunched mixed conifer-deciduous woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates no invasives species, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road in the pullout, which can accommodate up to four vehicles. Parking is possible along both road shoulders, but they are quite narrow. The Cadillac Mountain North Ridge Trail (Trail #34) passes through the vista management area.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 60 is a historic vista and should be maintained in its present condition within the management area to preserve views of Bar Harbor and Frenchman Bay. In the future, vegetation at each end should be thinned to provide framed/filtered views as a transition to the panoramic view in the middle.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 60
Cadillac Mountain Road

Drawing 60

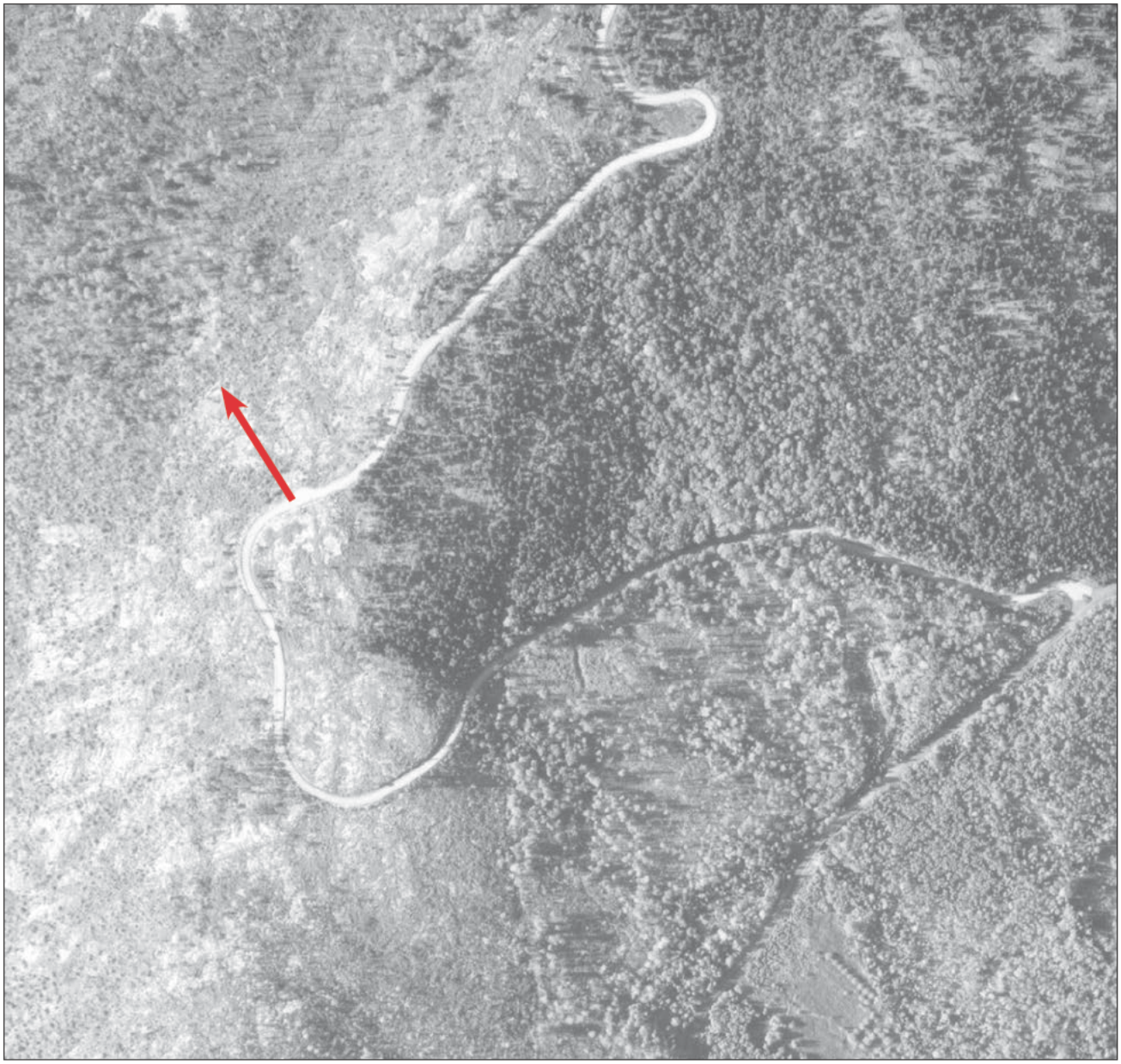


Figure 60-aerial. Aerial photograph of Cadillac Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 60 (Acadia NP GIS, #53141512).



Figure 60-misc1. Looking southwest at the pullout associated with the Vista 60 centerline (OCLP, Acad0013_0.658, 2005).



Figure 60-misc2. View looking northeast from between Center Front and Right Front (OCLP, ACADvista_60RFpan, 2011).



Figure 60LF. Views of Left Front in November 2012 and June 2011 (OCLP, ACADvista_60LFy).



Figure 60CF. View looking southeast from Center Front in May 2011 (OCLP, ACADvista_60CFabc).



Figure 60RF. Views of Right Front in November 2012 and June 2011 (OCLP, ACADvista_60RFy).

VISTA 61

Location

Vista 61 is located along Cadillac Mountain Road (FHWA Route 13) and provides a view southwest towards Eagle Lake and Sargent Mountain. The proposed vista centerline is located 1.3 miles from the start of Cadillac Mountain Road, at MP 1.346 (Lat 44.360937, Lon -68.233557) at the first paved pullout, on the right side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 61 was described as 370 feet in length, with a "Panorama of Eagle Lake and Sargent Mountain westerly at Western Mountains, second parking area. Due to type of growth on Cadillac Mountain, no removal of conifers is planned on Vistas #60-67" (GMP 1991:231). The centerline arrow in the 1958 vista plan was pointed to the left of the perpendicular of the road, suggesting the view may have favored motorists on the ascent. The arrow in the 1961 vista plan was perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

The 1947 fire impacted the area just to the east of the vista. Aerial photographs from the 1950s suggest a moderate density of trees on the slopes to the south and west (Fig. 61-aerial). Motorists on the ascent to the summit likely had a panoramic view to the west and south, while motorists on the descent likely had a similar view to the west and north.

Grey's 1995 inventory identified a 148-foot long view (#60) at this location. Olmsted Center's 2006 inventory identified the entirety of a 396-foot long panoramic view (pan 1.317) and the beginning of a 654-foot long framed/filtered view (f/f 1.357) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 61 were georeferenced and found to coincide within 210 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline to align with a paved pullout as referenced in the historic description (Dwg. 61). The Center Front is therefore at the center of Pullout 1.336 (Fig. 61-misc). The Left Front (to southeast) is 116 feet before the start of the pullout and Right Front (to north) is 116 feet after the end of the pullout. The total length of the vista is approximately 370 feet, which is consistent with its historic length. The recommended back line of the management area is 100 feet, which makes the size of the management area approximately 0.9 acres.

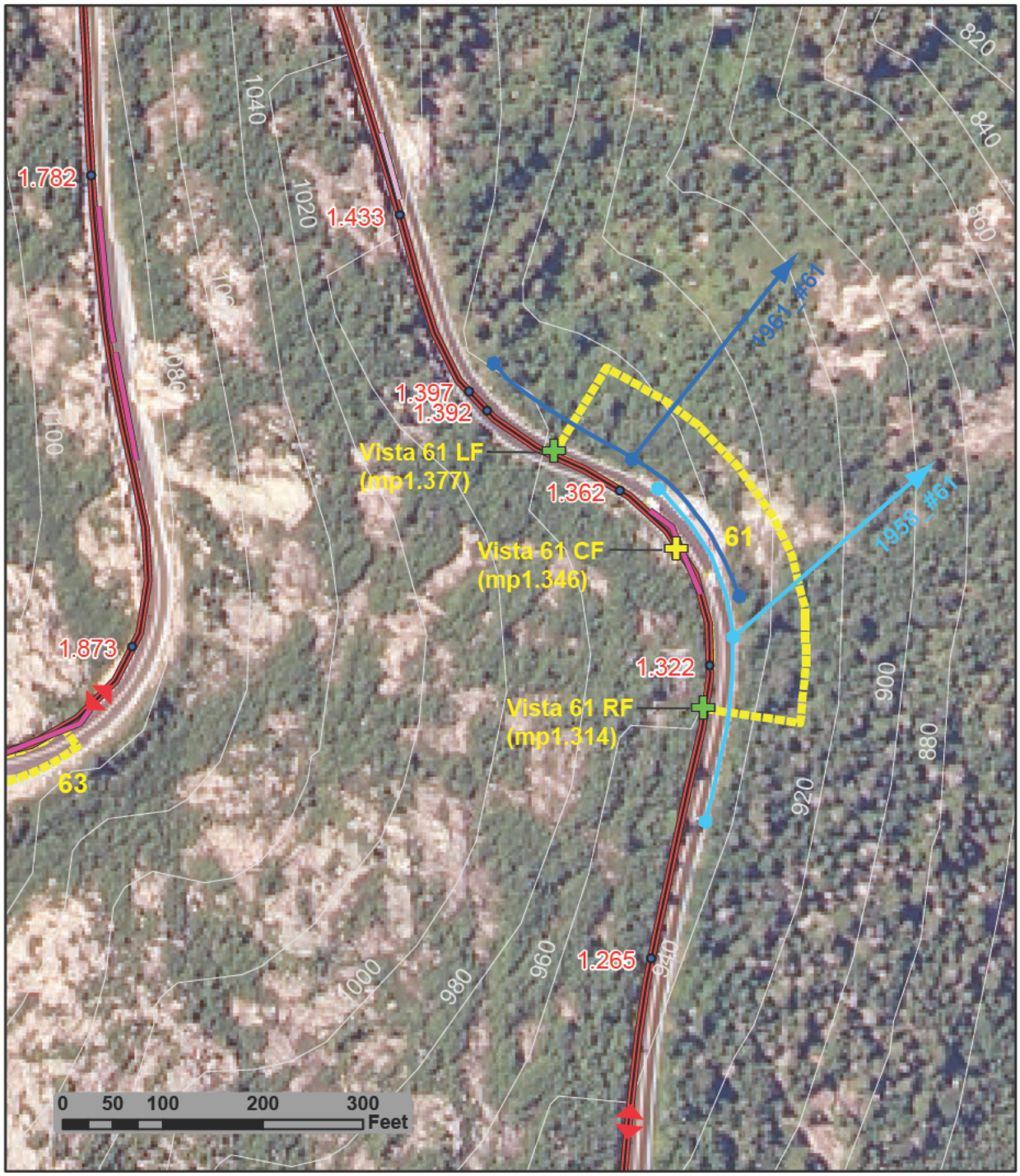
Analysis of Vista Management Area

Vista 61 still provides the intended view, primarily from the pullout (Fig. 61LF, CF, RF). The landform in the vista management area descends to the west with slopes around 15-25 percent. Vegetation is described as a clumped/bunched mixed conifer-deciduous woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates no invasives species, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road in the pullout, which can accommodate up to four vehicles. Parking is possible along both road shoulders, but they are quite narrow.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 61 is a historic vista and should be maintained in its present condition within the management area to preserve views of the lake and mountains. In the future, vegetation at each end should be thinned to provide framed/filtered views as a transition to the panoramic view in the middle.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 61
Cadillac Mountain Road

Drawing 61

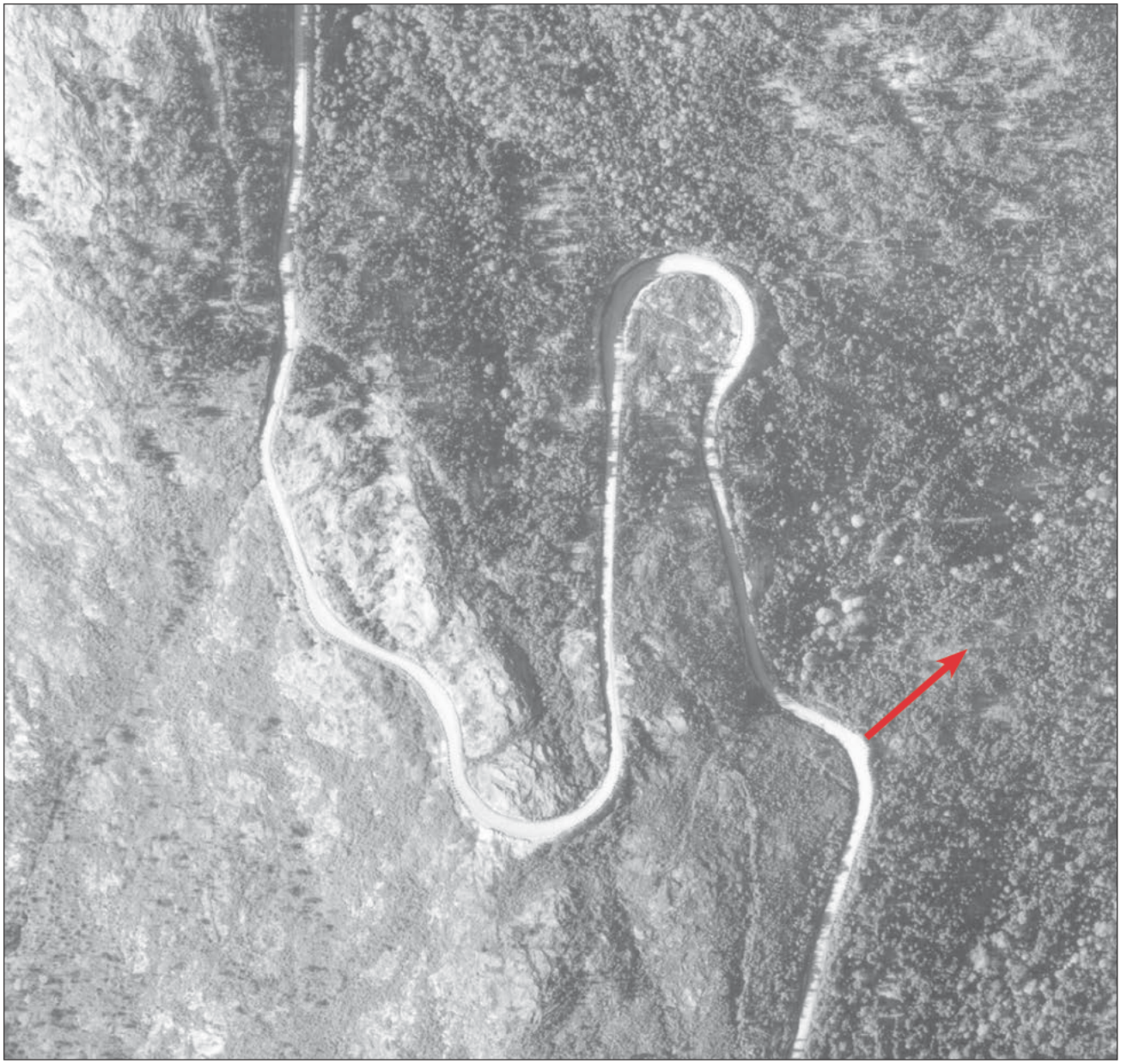


Figure 61-aerial. Aerial photograph of Cadillac Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 61 (Acadia NP GIS, #53141510).



Figure 61-misc. View looking southwest at the pullout associated with the Vista 61 centerline (OCLP, Acad0013_1.336, 2005).



Figure 61LF. Views of Left Front in November 2012 and June 2011 (OCLP, ACADvista_61LFy).



Figure 61CF. View looking southwest from Center Front in June 2011 (OCLP, ACADvista_61CFabc).



Figure 61RF. Views of Right Front in November 2012 and June 2011 (OCLP, ACADvista_61RFy).

VISTA 62

Location

Vista 62 is located along Cadillac Mountain Road (FHWA Route 13) and provides a view west towards Eagle Lake and the surrounding mountains. The proposed vista centerline is located 1.5 miles from the start of Cadillac Mountain Road, at MP 1.566 (Lat 44.358265, Lon -68.232426) just before the granite road cut, on the right side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 62 was described as 370 feet in length, with a view the "Same as 61 with broader view (panorama of Eagle Lake and Sargent Mountain westerly at Western Mountains). Due to type of growth on Cadillac Mountain, no removal of conifers is planned on Vistas #60-67" (GMP 1991:231). The centerline arrow in the 1958 vista plan was pointed to the left of the perpendicular of the road, suggesting the view may have favored ascending motorists, while the arrow in the 1961 plan was pointed slightly to the right of the perpendicular, suggesting the view may have favored descending motorists.

The 1947 fire impacted the area just to the east of the vista. Aerial photographs from the 1950s suggest a moderate density of trees on the slopes to the west (Fig. 62-aerial). Motorists on the ascent to the summit likely had a panoramic view to the west and south, while motorists on the descent likely had a similar view to the south, west, and north.

Grey's 1995 inventory identified the entirety of a 432-foot long view (#61) at this location. Olmsted Center's 2006 inventory identified the entirety of a 221-foot long panoramic view (pan 1.530) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 62 were georeferenced and found to coincide within 95 feet of one another. To best achieve the intended view, a point 125 feet north of the 1958 line is recommended as the reconciled centerline to align with views observed in the field by Grey and Olmsted Center (Dwg. 62). The Center Front is therefore 20 feet south of Culvert 1.563 (Fig. 62-misc1). The Left Front (to southeast) is at the end of Guardwall 1.450 and Right Front (to north) is 5 feet before Culvert 1.529. The total length of the vista is approximately 370 feet, which is consistent with its historic length. The recommended back line of the management area is 50 feet, which makes the size of the management area approximately 0.5 acres.

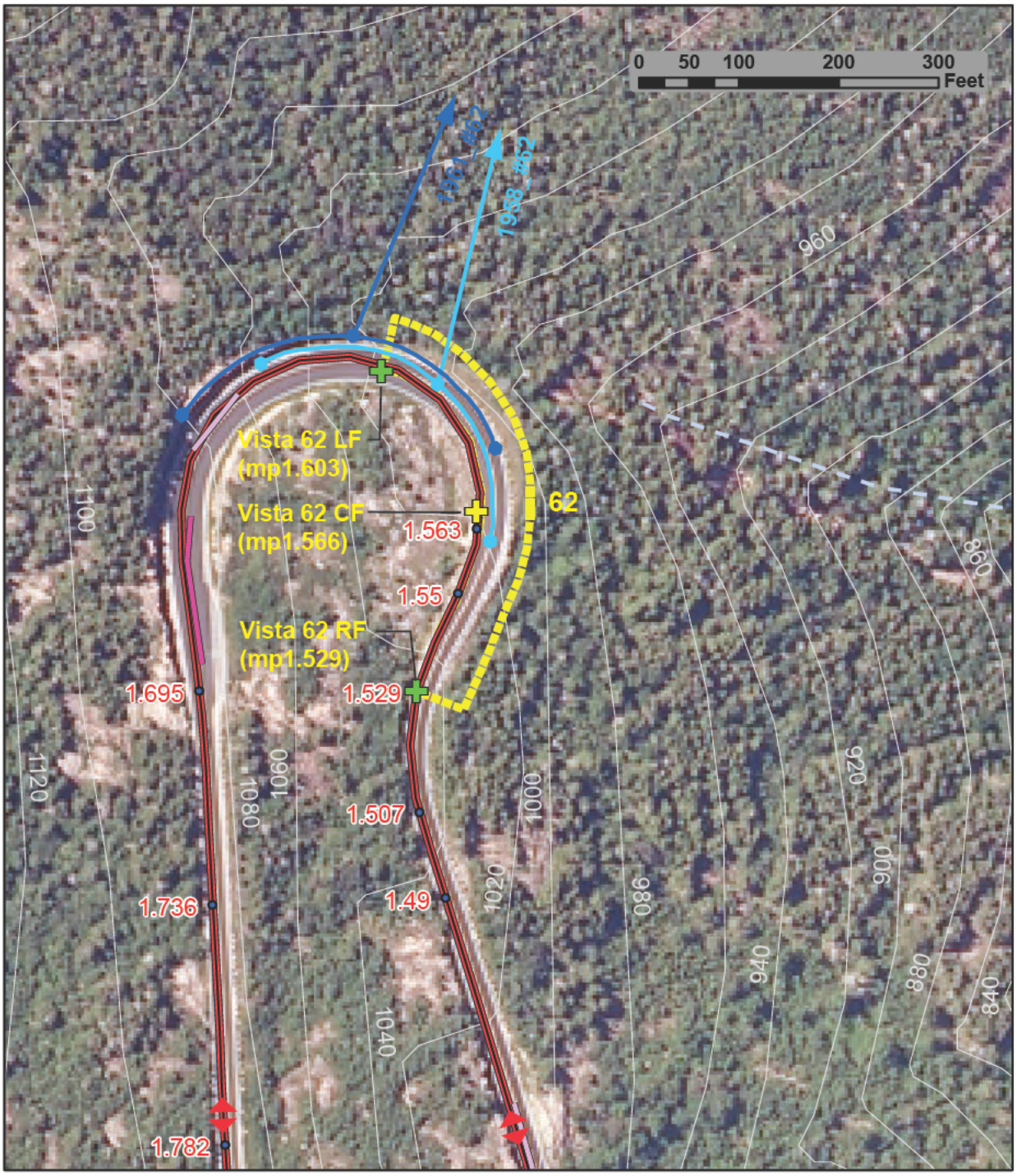
Analysis of Vista Management Area

Vista 62 still provides the intended view (Fig. 62LF, CF, RF; Fig. 62-misc2). The landform in the vista management area descends to the west with slopes around 25-35 percent. Vegetation is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasives species, ponds, streams, wetlands, or archeological sites.

Parking is possible along both road shoulders, but they are quite narrow. It should also be noted that the Job Corps Barn at Park Headquarters is clearly visible from this vista.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 62 is a historic vista and should be maintained in its present condition within the management area to preserve views of the lake and mountains. The height of vegetation closest to the road should be monitored so that it does not block the view.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 62
Cadillac Mountain Road

Drawing 62

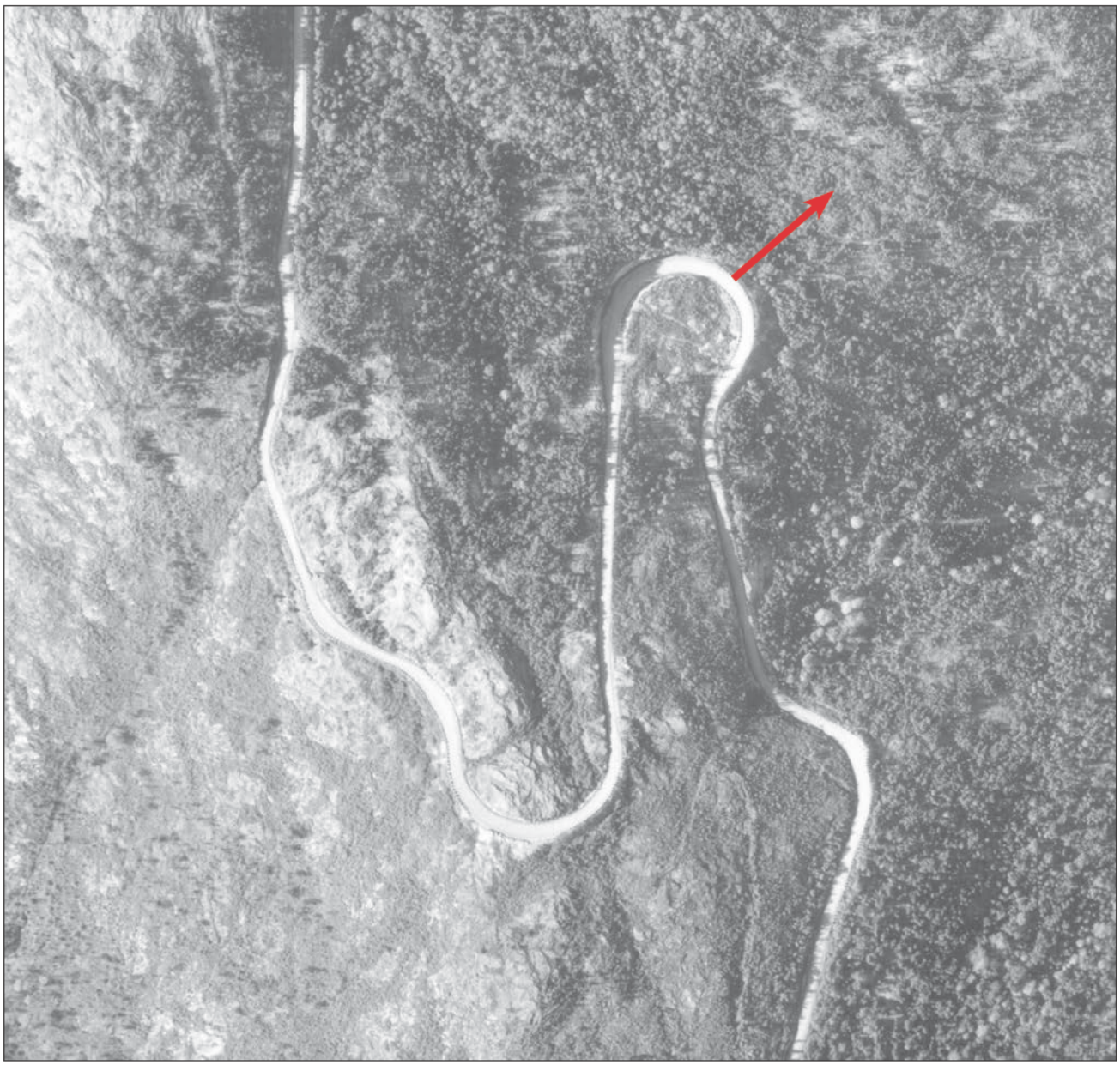


Figure 62-aerial. Aerial photograph of Cadillac Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 62 (Acadia NP GIS, #53141510).



Figure 62-misc1. View of the culvert inlet associated with the Vista 62 centerline (OCLP, Acad0013_1.563_ In(2), 2005).



Figure 62-misc2. View looking west from an elevated position opposite Left Front (OCLP, ACADvista_62pan, 2011).



Figure 62LF. Views of Left Front in November 2012 and June 2011 (OCLP, ACADvista_62LFy).



Figure 62CF. View looking west from Center Front in May 2011 (OCLP, ACADvista_62CFabc).



Figure 62RF. Views of Right Front in November 2012 and June 2011 (OCLP, ACADvista_62RFy).

VISTA 63

Location

Vista 63 is located along Cadillac Mountain Road (FHWA Route 13) and provides a view northeast towards Bar Harbor, Frenchman Bay, and the distant landforms. The proposed vista centerline is located 1.9 miles from the start of Cadillac Mountain Road, at MP 1.946 (Lat 44.361343, Lon -68.230159) along the curved pullout after the granite road cut, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 63 was described as 550 feet in length, with a "Higher elevation panorama of Frenchman Bay and surroundings. Third and fourth parking areas. Due to type of growth on Cadillac Mountain, no removal of conifers is planned on Vistas #60-67" (GMP 1991:231). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

The north and east sides of the road in this area were devastated by the 1947 fire. Aerial photographs from the 1950s suggest mostly open areas on these slopes (Fig. 63-aerial). Motorists on the ascent to the summit likely had a panoramic view to the north and east, while motorists on the descent likely had a similar view.

Grey's 1995 inventory identified a portion of a 762-foot long view (#63) at this location. Olmsted Center's 2006 inventory identified a portion of a 1,858-foot long panoramic view (pan 1.780) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 63 were georeferenced and found to coincide within 30 feet of one another. To best achieve the intended view, a point 200 feet southeast of the 1958 line is recommended as the reconciled centerline to align with a paved pullout as referenced in the historic description (Dwg. 63). The Center Front is therefore at the center of Pullout 1.886 (Fig. 63-misc1). The Left Front (to northwest) is 37 feet after the start of the pullout and Right Front (to southeast) is 42 feet before the end of the pullout. The total length of the vista is approximately 550 feet, which is consistent with its historic length. The recommended back line of the management area is 25 feet, which makes the size of the management area approximately 0.4 acres.

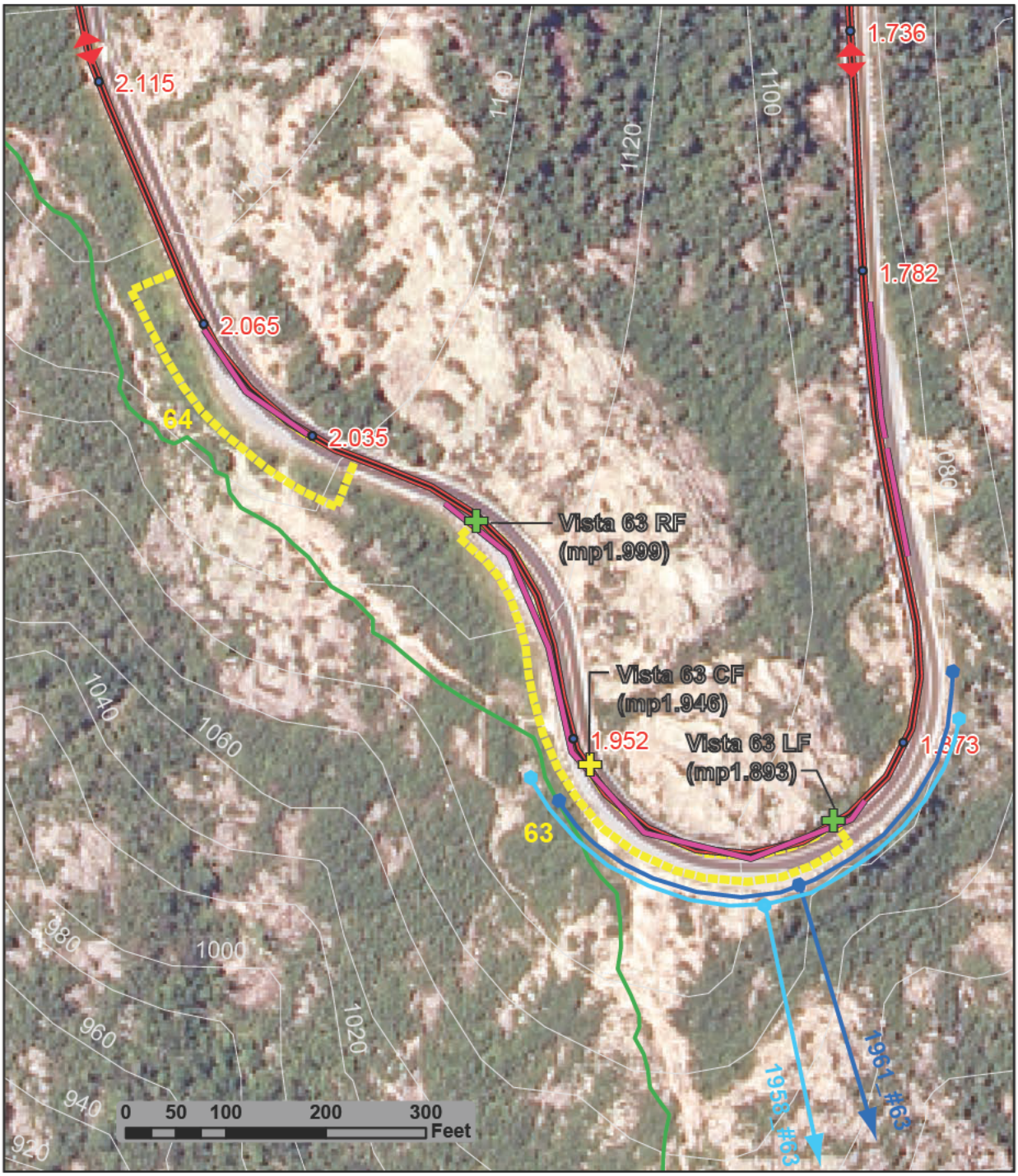
Analysis of Vista Management Area

Vista 63 still provides the intended view from the pullout (Fig. 63LF, CF, RF; Fig. 63-misc2). The landform in the vista management area descends to the east-northeast with slopes around 15-25 percent. Vegetation is mixed, with most of the area described as a clumped/bunched aspen-birch woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 1.5-16 feet, except for small area left of center described as a clumped/bunched blueberry bald-summit shrubland with a dispersed sparse canopy, a density coverage of 10-25 percent, and tree heights of less than 1.5 feet. GIS data indicates no invasives species, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road in the pullout, which can accommodate up to ten vehicles. Parking is possible along both road shoulders, but they are quite narrow. The Cadillac Mountain North Ridge Trail (Trail #34) passes just east of the vista management area.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 63 is a historic vista and should be maintained in its present condition within the management area to preserve views of Frenchman Bay and its surroundings.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 63
Cadillac Mountain Road

Drawing 63

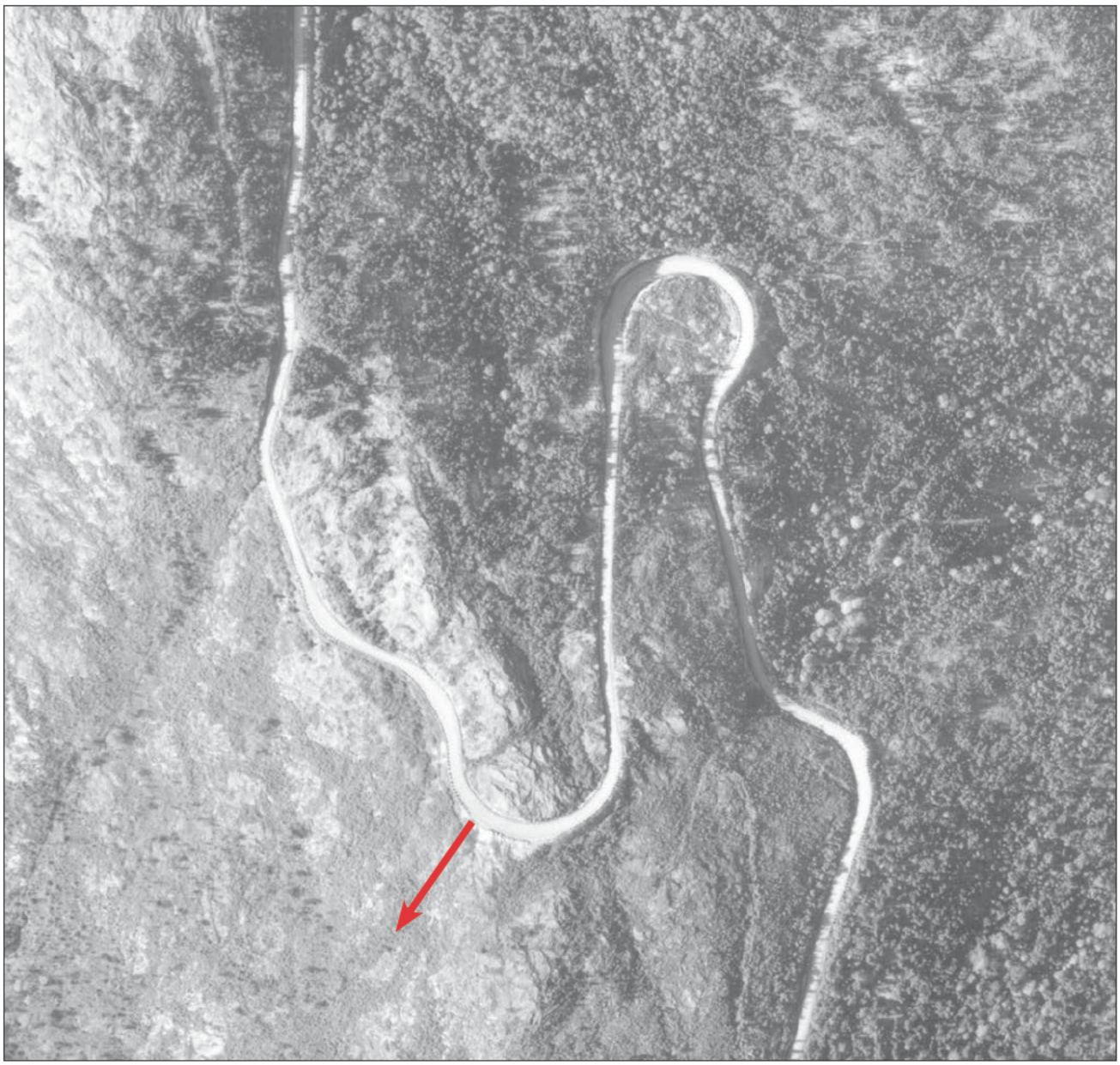


Figure 63-aerial. Aerial photograph of Cadillac Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 63 (Acadia NP GIS, #53141510).



Figure 63-misc1. Looking east at the paved pullout associated with the Vista 63 centerline (OCLP, Acad0013_1.886, 2005).



Figure 63-misc2. View looking west from an elevated position opposite Center Front (OCLP, ACADvista_63CFpan1, 2011).



Figure 63LF. Views of Left Front in November 2012 and June 2011 (OCLP, ACADvista_63LFy).



Figure 63CF. View looking east from Center Front in May 2011 (OCLP, ACADvista_63CFabc).



Figure 63RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_63RFy).

VISTA 64

Location

Vista 64 is located along Cadillac Mountain Road (FHWA Route 13) and provides a view east towards Frenchman Bay and the distant landforms. The proposed vista centerline is located 2.0 miles from the start of Cadillac Mountain Road, at MP 2.050 (Lat 44.360376, Lon -68.228868), at a pullout on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 64 was described as 320 feet in length, with a "Long view over Penobscot Mountain and out over southern shore and off shore islands towards Isle a Haut. Due to type of growth on Cadillac Mountain, no removal of conifers is planned on Vistas #60-67" (GMP 1991:231). This description conflicts with the directional arrows on the vista plans, as the view is to the east and Frenchman Bay, not to the west and Penobscot. The centerline arrows in both vista plans were pointed to the left of the perpendicular to the road, suggesting the view may have favored motorists on the descent.

The north and east sides of the road in this area were devastated by the 1947 fire. Aerial photographs from the 1950s suggest mostly open areas on these slopes (Fig. 64-aerial). Motorists on the ascent to the summit likely had a panoramic view to the east, while motorists on the descent likely had a similar view to the north and east.

Grey's 1995 inventory identified portions of a 762-foot long view (#63) and a 292-foot long view (#64) at this location. Olmsted Center's 2006 inventory identified a portion of a 1,858-foot long panoramic view (pan 1.780) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 64 were georeferenced and found to coincide within 30 feet of one another. To best achieve the intended view, a point 150 feet north of the 1958 line is recommended as the reconciled centerline to align with a paved pullout (Dwg. 64). The Center Front is therefore at the center of Pullout 2.036 (Fig. 64-misc). The Left Front (to northwest) is 64 feet before the start of the pullout and Right Front (to southeast) is 64 feet after the end of the pullout. The total length of the vista is approximately 320 feet, which is consistent with its historic length. The recommended back line of the management area is 50 feet, which makes the size of the management area approximately 0.4 acres.

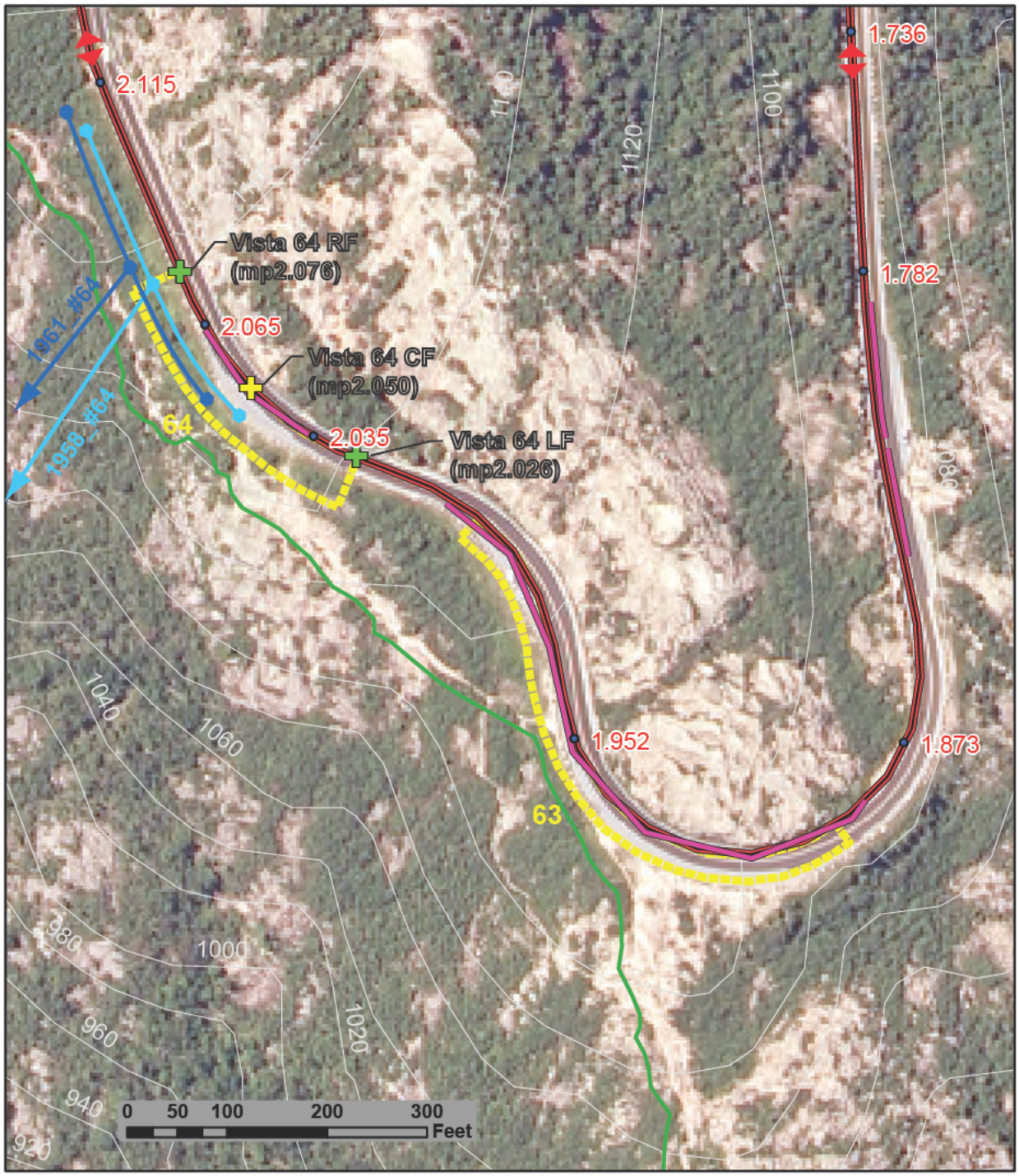
Analysis of Vista Management Area

Vista 64 still provides the intended view from the pullout (Fig. 64LF, CF, RF). The landform in the vista management area descends to the northeast with minimal slopes. Vegetation is mixed, with most of the area described as a clumped/bunched aspen-birch woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 1.5-16 feet, except for small area left of center described as a clumped/bunched blueberry bald-summit shrubland with a dispersed sparse canopy, a density coverage of 10-25 percent, and tree heights of less than 1.5 feet. GIS data indicates no invasives species, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road in the pullout, which can accommodate up to five vehicles. Parking is possible along both road shoulders, but they are quite narrow. The Cadillac Mountain North Ridge Trail (Trail #34) passes just east of the vista management area.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 64 is a historic vista and should be maintained in its present condition within the management area to preserve views of Frenchman Bay and its surroundings. Although the historic description of the vista is in error, there is a paved pullout at this location that warrants its management.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

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SOURCES
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3. Field work, 2011-2012

National Park Service
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 64
Cadillac Mountain Road

Drawing 64

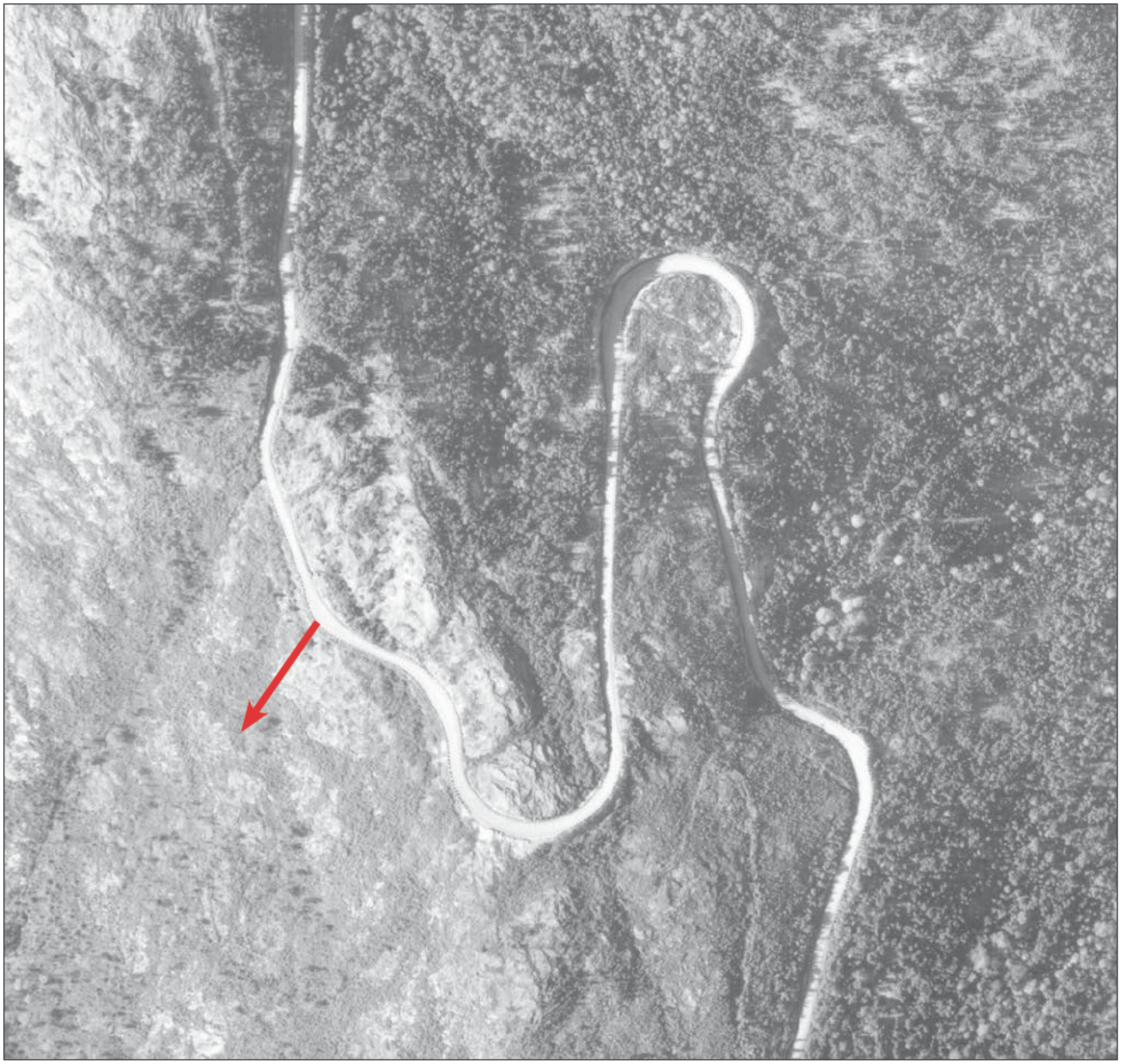


Figure 64-aerial. Aerial photograph of Cadillac Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 64 (Acadia NP GIS, #53141510).



Figure 64-misc. View looking southeast at the paved pullout associated with the Vista 64 centerline (OCLP, Acad0013_2.036, 2005).



Figure 64LF. Views of Left Front in November 2012 and June 2011 (OCLP, ACADvista_64LFy).



Figure 64CF. View looking east from Center Front in May 2011 (OCLP, ACADvista_64CFabc).



Figure 64RF. Views of Right Front in November 2012 and June 2011 (OCLP, ACADvista_64RFy).

VISTA 65

Location

Vista 65 is located along Cadillac Mountain Road (FHWA Route 13) and provides a view west towards Eagle Lake, Jordan Pond, and the distant mountains. The proposed vista centerline is located 2.8 miles from the start of Cadillac Mountain Road, at MP 2.844 (Lat 44.349737, Lon -68.23116) in line with the Blue Hill overlook to the east and up the hillside, on the right side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 65 was described as 195 feet in length, with a "Northwest view over island to mainland from near top elevation. Due to type of growth on Cadillac Mountain, no removal of conifers is planned on Vistas #60-67" (GMP 1991:231). The centerline arrows in both vista plans were generally perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This immediate area was spared the effects of the 1947 fire. Aerial photographs from the 1950s suggest mostly open areas on the slopes near the road (Fig. 65-aerial). Motorists on the ascent to the summit likely had a panoramic view to the west and south, while motorists on the descent likely had a similar view to the west and north.

Grey's 1995 inventory identified a portion of a 3,781-foot long view (#65) at this location. Olmsted Center's 2006 inventory identified a portion of a 2,302-foot long panoramic view (pan 2.586) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 65 were georeferenced and found to coincide within 100 feet of one another. To best achieve the intended view, a point equidistant between the two lines is recommended as the reconciled centerline (Dwg. 65). The Center Front is therefore at Culvert 2.844 (Fig. 65-misc1). The Left Front (to south) is 97 feet after the culvert and Right Front (to north) is 97 feet before the culvert. The total length of the vista is approximately 195 feet, which is consistent with its historic length. The recommended back line of the management area is 30 feet, which makes the size of the management area approximately 0.1 acres.

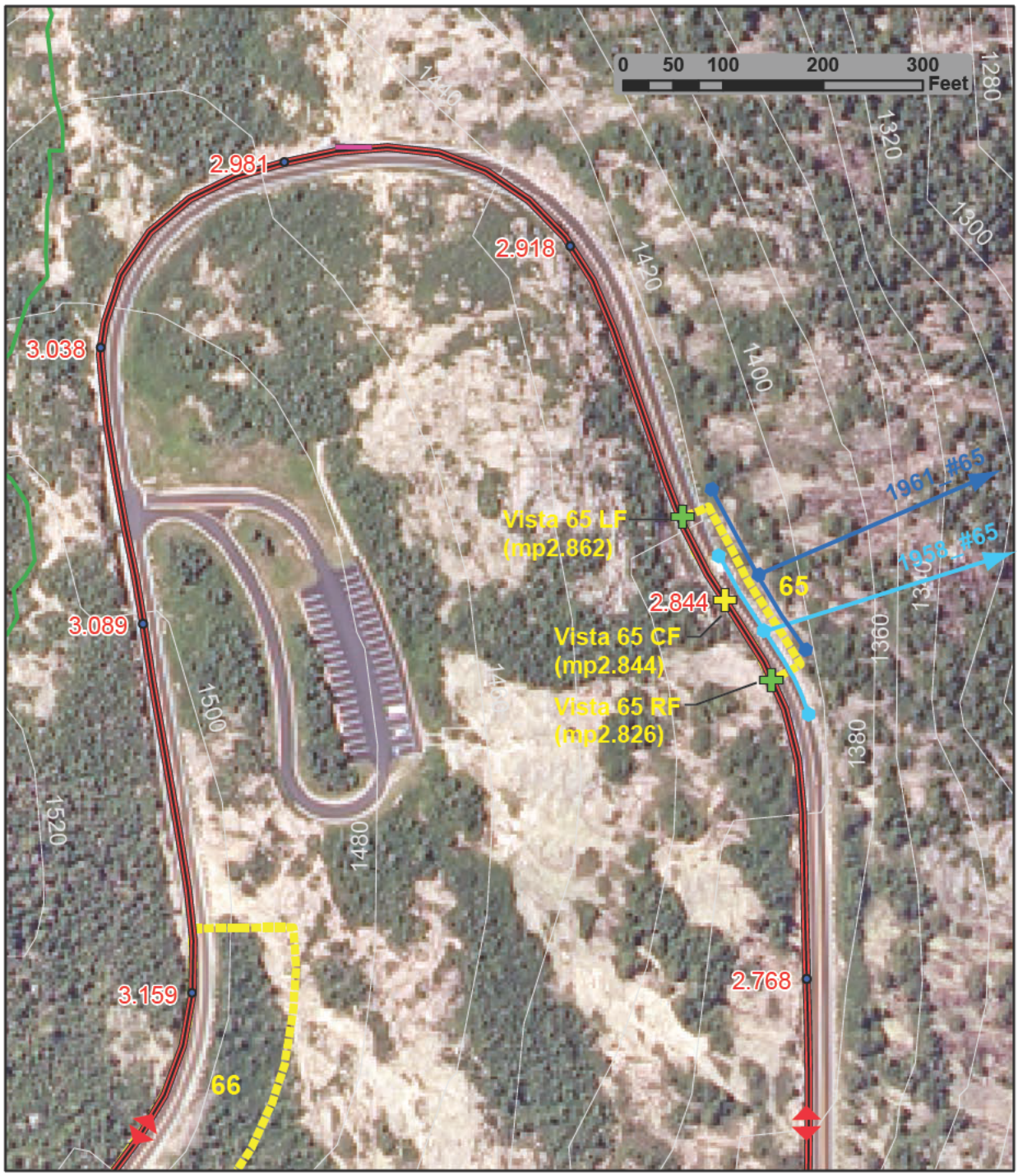
Analysis of Vista Management Area

Vista 65 still provides the intended view (Fig. 65LF, CF, RF; Fig. 65-misc2). The landform in the vista management area descends to the west with slopes around 15-25 percent . Vegetation is described as a clumped/bunched white cedar woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates no invasives species, ponds, streams, wetlands, or archeological sites.

Parking is possible along both road shoulders, but they are quite narrow.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 65 is a historic vista and should be maintained in its present condition within the management area to preserve westward views of the island and the mainland in the distance.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

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www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 6.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 65
Cadillac Mountain Road

Drawing 65

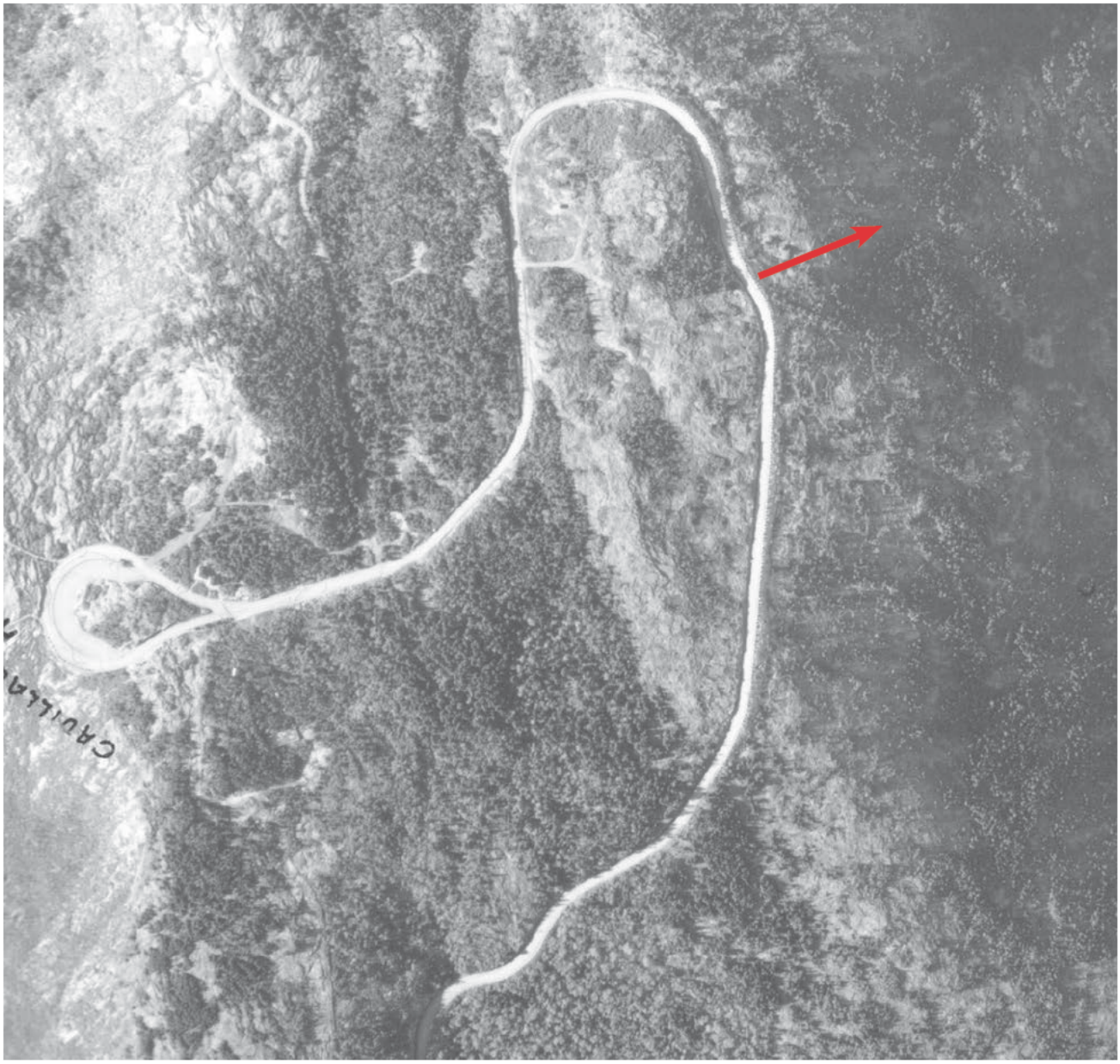


Figure 65-aerial. Aerial photograph of Cadillac Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 65 (Acadia NP GIS, #53141509).



Figure 65-misc1. View of the culvert inlet associated with the Vista 65 centerline (OCLP, Acad0013_2.844_ In, 2005).



Figure 65-misc2. Looking northwest from an elevated position opposite Center Front (OCLP, ACADvista_65CFpan2, 2011).



Figure 65LF. Views of Left Front in November 2012 and June 2011 (OCLP, ACADvista_65LFy).



Figure 65CF. View looking west from Center Front in May 2011 (OCLP, ACADvista_65CFabc).



Figure 65RF. Views of Right Front in November 2012 and June 2011 (OCLP, ACADvista_65RFy).

VISTA 66

Location

Vista 66 is located along Cadillac Mountain Road (FHWA Route 13) and provides a view north across the island and towards the mainland in the distance. The proposed vista centerline is located 3.2 miles from the start of Cadillac Mountain Road, at MP 3.200 (Lat 44.351587, Lon -68.228778) between the Blue Hill and summit parking lots, on the left side of the road.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 66 was described as 2280 feet in length, with a "Long view towards the north, as Vista 65, but curving from NW to NE. Due to type of growth on Cadillac Mountain, no removal of conifers is planned on Vistas #60-67" (GMP 1991:231). The centerline arrows in both vista plans were pointed to the right of the perpendicular to the road, suggesting the view may have favored motorists on the ascent.

This immediate area was spared the effects of the 1947 fire. Aerial photographs from the 1950s suggest primarily open areas interspersed with trees along the south and west half of the vista and considerably more trees along the north and east half (Fig. 66-aerial). Motorists on the ascent to the summit likely had a framed/filtered view to the north and west, while motorists on the descent likely had a similar view.

Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified a portion of a 385-foot long framed/filtered view (f/f 3.111) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 66 were georeferenced and found to coincide within 170 feet of one another. To best achieve the intended view, a point roughly equidistant between the two lines is recommended as the reconciled centerline (Dwg. 66). The Center Front is therefore 100 feet after the end of Guardwall 3.149 (Fig. 66-misc1). The Left Front and Right Front would be 1,140 feet on either side of this point, but would extend south to the curve before the Blue Hill parking lot entrance and east into the curved summit parking lot. Therefore, an Alternate Left Front (to south) is 5 feet before the start of the Guardwall 3.271 and Alternate Right Front (to east) is 150 feet after the start of Guardwall 3.271 (Fig. 66-misc2). The total length of the vista is approximately 800 feet, which is 1480 feet less than its historic length. The recommended back line of the management area is 100 feet, which makes the size of the management area approximately 2.1 acres.

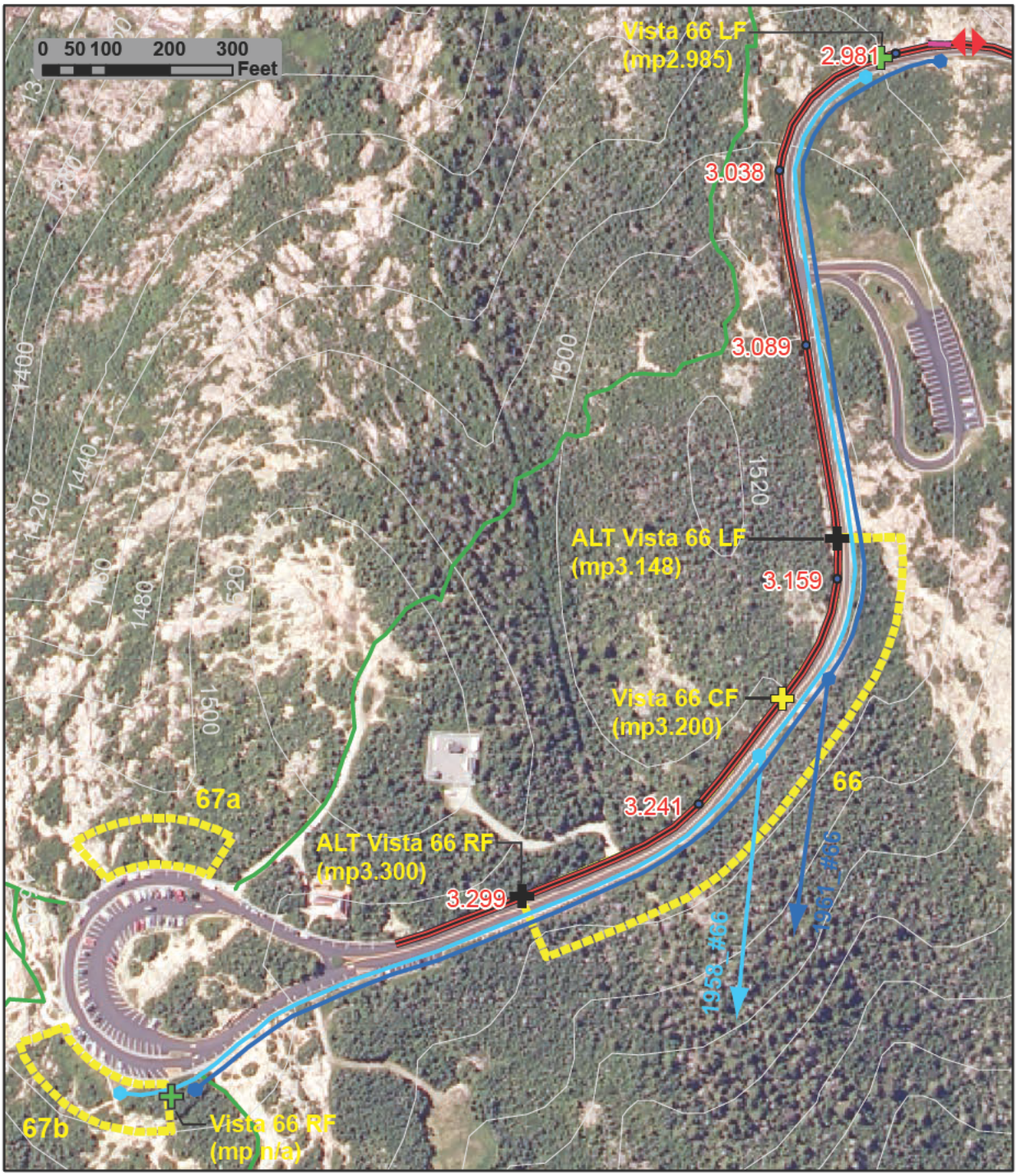
Analysis of Vista Management Area

Vista 66 no longer provides the intended view due to the presence of trees that block the view (Fig. 66LF-ALT, CF, RF-ALT). The landform in the vista management area descends to the northeast with minimal slopes. Vegetation is mixed, the western two-thirds described as a clumped/bunched blueberry bald-summit shrubland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 1.5-16 feet, except for the eastern one-third described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet. GIS data indicates no invasives species, ponds, streams, wetlands, or archeological sites, although just to the east is the former route of the cog railroad that once ran between the summit and Eagle Lake.

Parking is possible along both road shoulders, but they are quite narrow. Parking lots can be found to the south at Blue Hill overlook, and to the east at the summit.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 66 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the island and mainland. The density of vegetation within the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 66
Cadillac Mountain Road

Drawing 66

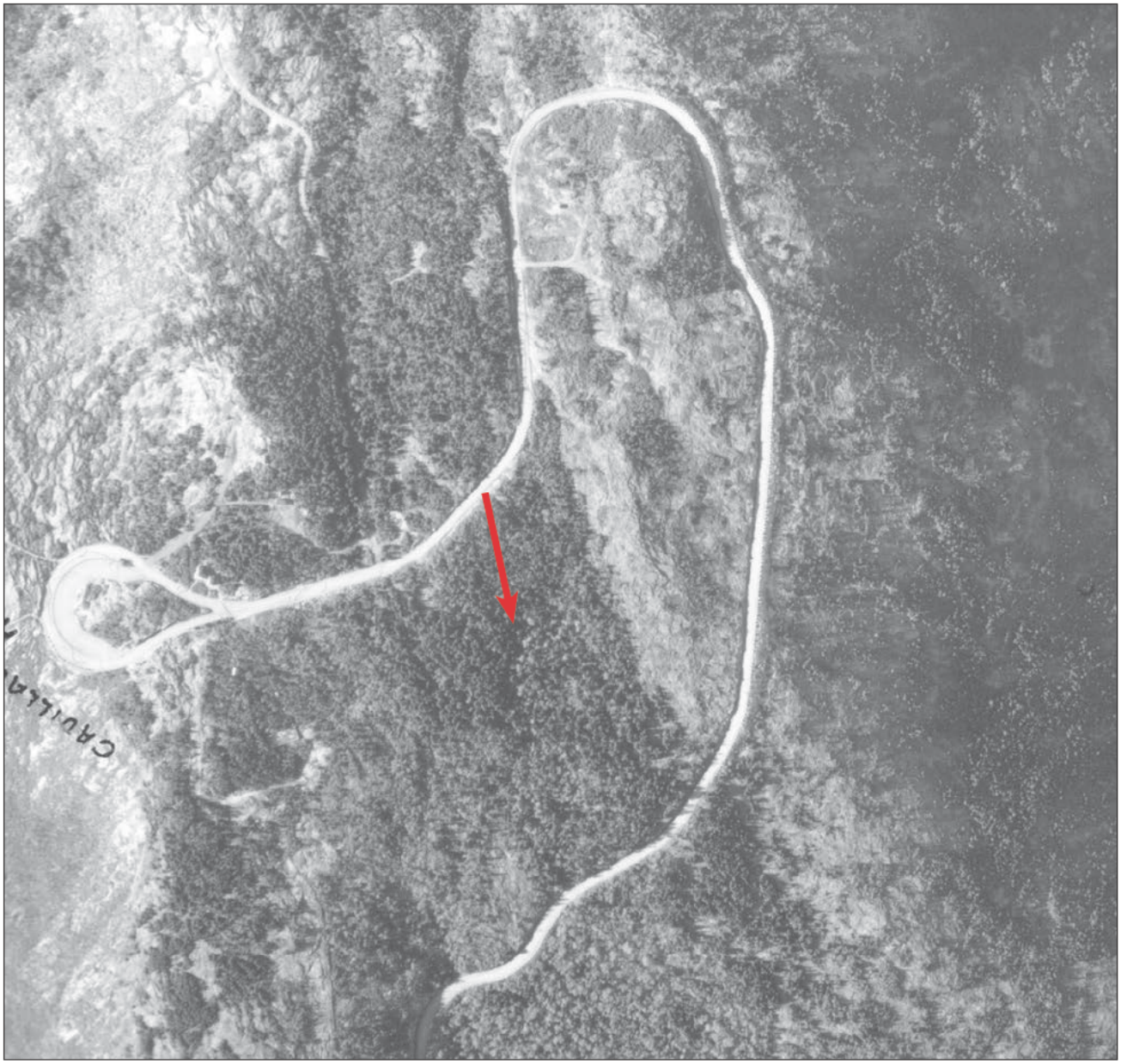


Figure 66-aerial. Aerial photograph of Cadillac Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 66 (Acadia NP GIS, #53141509).



Figure 66-misc1. Looking north at the start of the guardwall associated with Vista 66 centerline (OCLP, Acad0013_3.149, 2005).



Figure 66-misc2. Looking northeast fat the guardwall associated with the Alternate Left Front (OCLP, Acad0013_3.271, 2005).



Figure 66LF-ALT. Views of Alternate Left Front in November 2012 and June 2011 (OCLP, ACADvista_66LFy).



Figure 66CF. View looking north from Center Front in May 2011 (OCLP, ACADvista_66CFabc).



Figure 66RF-ALT. Views of Alternate Right Front in November 2012 and June 2011 (OCLP, ACADvista_66RFy).

VISTA 67A AND 67B

Location

Vista 67 is located at the terminus of Cadillac Mountain Road (FHWA Route 13) and provides panoramic views to the north, east, and south of the island, ocean, and mainland. The proposed vista centerlines are along the outer edge of the curved parking lot loop, with 67A looking east and south between the Cadillac Mountain South Ridge trail and the Cadillac Summit Loop Trail (Lat 44.21132, Lon -68.13505) and 67B looking east and north between the loop trail and the Cadillac Mountain North Ridge trail (Lat 44.353022, Lon -68.224696).

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 67 was described as 180 feet in length, with a view from the "Top of Cadillac. Due to type of growth on Cadillac Mountain, no removal of conifers is planned on Vistas #60-67" (GMP 1991:231).

The areas north and east of the parking lot were impacted by the 1947 fire. Aerial photographs from the 1950s suggest primarily open areas and granite ledge interspersed with trees in these areas, and a greater density of trees to the southwest and west (Fig. 67-aerial). Motorists likely had a panoramic views north, east, and south.

Plans of the summit from 1932 show the proposed Cadillac Summit Loop Trail east of the parking lot loop and four named overlooks with views to the north, east, and south (Fig. 67-historic1). A plan from 1955 shows the addition of parking spaces on the northeast side of the parking lot loop and identifies a "view to Bar Harbor" (Fig. 67-historic2). Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory also did not because there was no VISI data available.

Vista Management Area

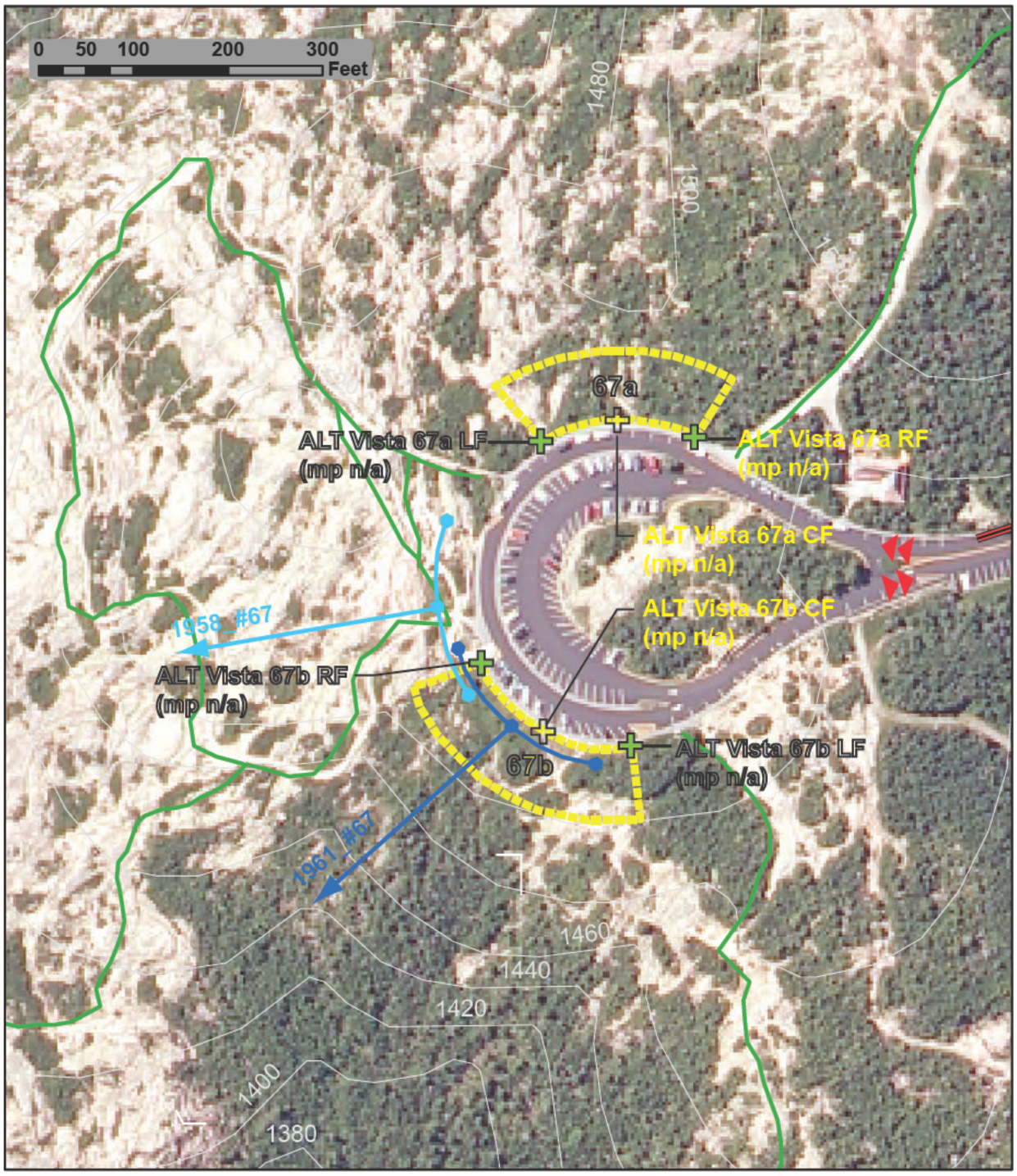
The 1958 and 1961 centerlines for Vista 67 were georeferenced and found to coincide within 130 feet of one another. Selection of the 1961 line as the reconciled centerline would capture the historic panoramic views to the north and east but ignore views to the east and south (Fig. 67RF). Therefore, the vista management area should be expanded to capture the panoramic views to the east and south.

To best achieve the intended views, two vistas are proposed on either side of the rock ledge and the Summit Loop trail situated on the east side of the parking lot loop (Dwg. 67). For the Vista 67A view east and south, the recommended Alternate Center Front is located midway between the North Ridge trail and Summit Loop trail. The Alternate Left Front (to east) is 50 feet before the south trailhead of the Summit Loop trail while the Alternate Right Front (to west) is 52 feet after the North Ridge trail (Fig. 67-misc1). For the Vista 67B view east and north, the recommended Alternate Center Front is located midway between the Summit Loop trail and the end of the guardwall. The Alternate Left Front (to west) is at the end of the guardwall while the Alternate Right Front (to east) is at the north trailhead of the Summit Loop trail (Fig. 67-misc2).

The total lengths of the alternate vistas are 180 feet each, which combined is twice the length of the historic vista. The recommended back lines of the alternate management areas are 75 feet, which makes the size of each area approximately 0.4 acres each.

Analysis of Vista Management Areas

Vistas 67A and 67B still provide the intended views (Fig. 67aLF, CF, RF-ALT; Fig. 67bLF, CF, RF-ALT). The landform in 67A descends to the west with minimal slopes. Vegetation is described as a clumped/bunched blueberry bald-summit shrubland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 1.5-16 feet. The landform in 67B descends to the northeast with slopes between 25-35 percent and greater. Vegetation is described primarily as a clumped/bunched aspen-birch woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of less than 1.5-16 feet, except the far west end which is a clumped/bunched blueberry bald-summit shrubland. GIS data indicates no invasives species, ponds, streams, wetlands, or archeological sites in either vista management area.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
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- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 67
Cadillac Mountain Road

Drawing 67

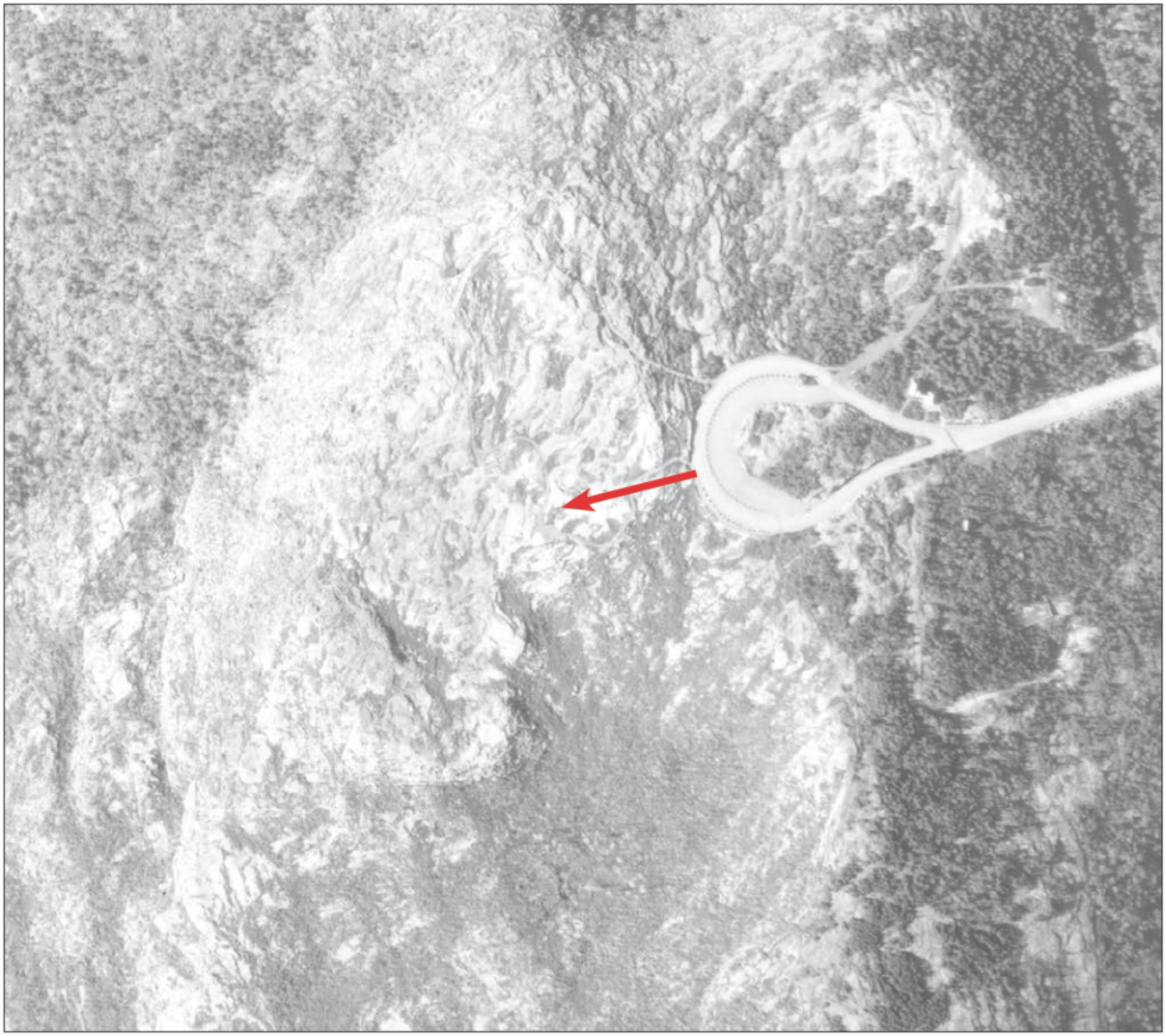


Figure 67-aerial. Aerial photograph of the summit at the terminus of Cadillac Mountain Road in May 1953. The red arrow indicates the approximate historic center of Vista 67 (Acadia NP GIS, #53131508).

Analysis, cont.

Abundant parking is available in the parking lot loop and in a lot just to the west, and most visitors do park and walk around. The summit area features four trails (#s 26, 28, 33, 34) but none pass through the two vista management areas. There are, however, two sets of granite steps within Vista 67B that lead from the perimeter sidewalk to the ledges below (Fig. 67-misc3).

Treatment of Vista Management Areas

Vista Treatments- Maintain. Vista 67A is not a historic vista but should be maintained in its present condition within the management areas to preserve the views of the island and ocean to the east and south. The height of vegetation should be monitored so that it does not block the view. Vista 67B is a historic vista and should be maintained in its present condition within the proposed management area to preserve the views of the island, bay, and mainland to the east and north.

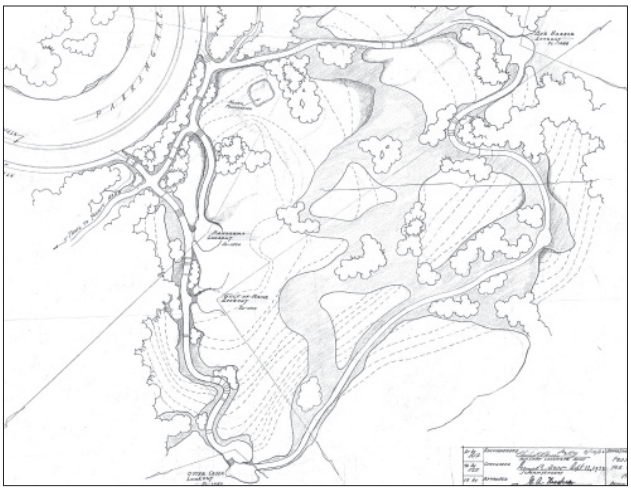


Figure 67-historic1. Plan from 1932 of the four overlooks along the Cadillac Summit Loop Trail (Denver Service Center, eTIC, ACAD_123_1024_[id46348]).

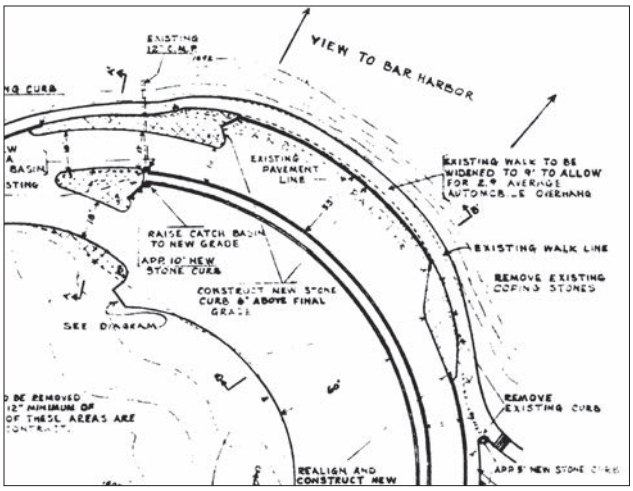


Figure 67-historic2. Detail of 1955 plan showing addition of parking spaces on the northeast side of the parking lot loop and the "View of Bar Harbor" (DSC, eTIC, ACAD_123_2778_[id21969]).



Figure 67RF. View looking northeast from historic Center Front in September 2011 (OCLP, ACADvista_67bRF).



Figure 67RF-misc1. View of south trailhead, Summit Loop (OCLP, IMG_0171, 2007).



Figure 67RF-misc2 View of north trailhead of Summit Loop (OCLP, IMG_0148, 2007).



Figure 67RF-misc3. View of eastern set of steps at Vista 67B (OCLP, IMG 0149, 2007).



Figure 67aLF-ALT. Views of Alternate Left Front in June 2015 and September 2011 (OCLP, ACADvista_67aLFx).



Figure 67aCF-ALT. View looking south from Center Front in June 2015 (OCLP, ACADvista_67aCF-ALT-abc).



Figure 67aRF-ALT. Views of Alternate Right Front in June 2015 and September 2011 (OCLP, ACADvista_67aRFx).



Figure 67bLF-ALT. Views of Alternate Left Front in June 2015 and September 2011 (OCLP, ACADvista_67bLFy).



Figure 67bCF-ALT. View looking northeast from Alternate Center Front in June 2015 (OCLP, ACADvista_67bCFb).



Figure 67bRF-ALT. Views of Alternate Right Front in June 2015 and September 2011 (OCLP, ACADvista_67bRFy).

MDI HISTORIC VISTAS (FHWA ROUTE 10): VISTAS 1-5

PARADISE HILL ROAD

Vistas 1 to 5 are located along Paradise Hill Road (completed 1941/portions redesigned 1963/bridges completed in 1952). This two-way historic motor road connects with State Route 3 to the north and Jordan Pond/Eagle Lake Road (1927/1962) and Kebo Mountain Road (1938) to the south. It is part of the Park Loop Road.

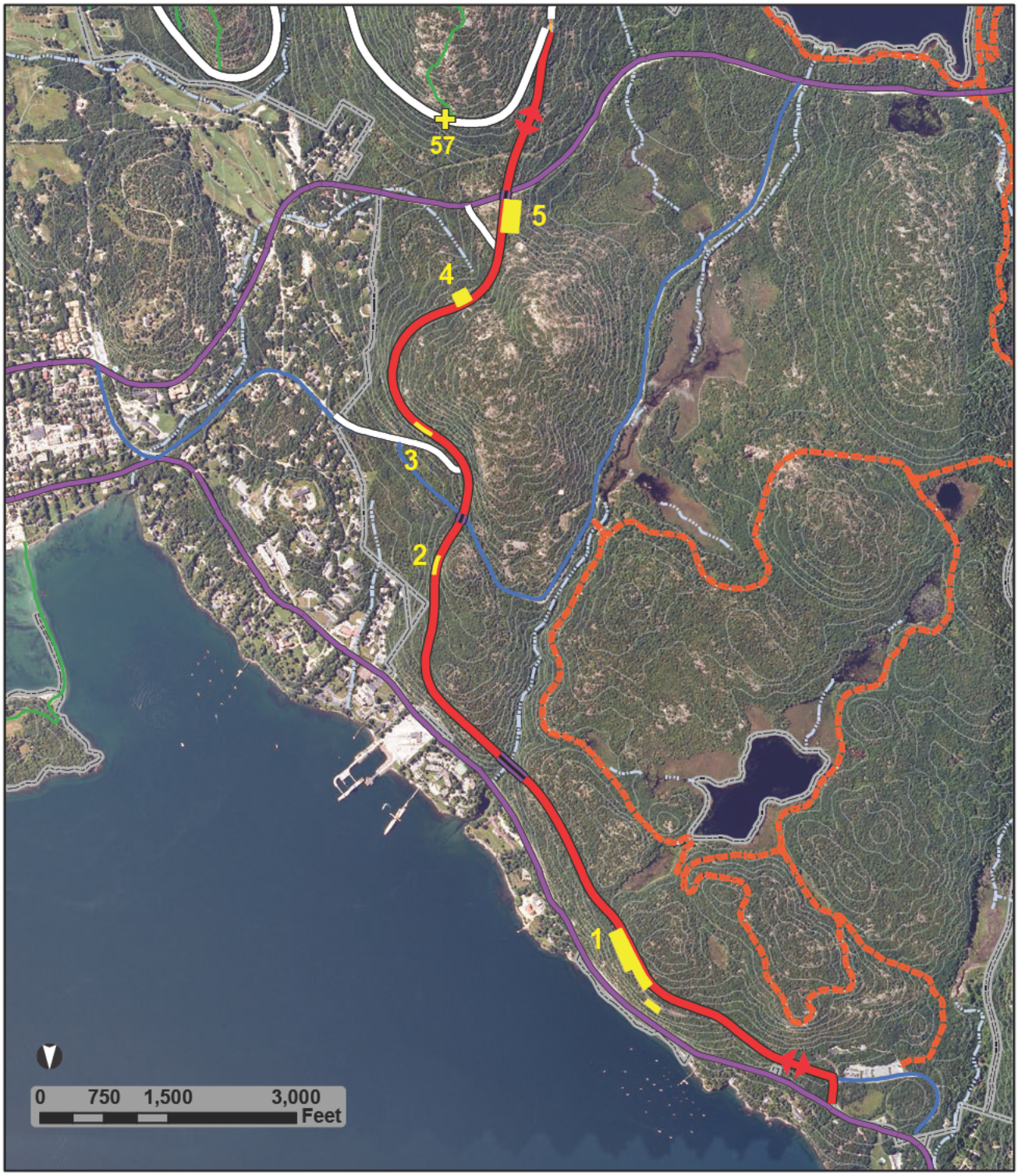


Figure 5.8. Map of recommended vista management areas (colored yellow) on Paradise Hill Road (colored red) (OCLP, 2013).

VISTA 1

Location

Vista 1 is located along Paradise Hill Road (FHWA Route 010) and provides a view northeast across Frenchman Bay. The proposed vista centerline is located 0.6 miles from the start of Paradise Hill Road, at MP 0.599 (Lat 44.406352, Lon -68.238148), at the upper (southbound) level of the grade separation at the Paradise Hill overlook, roughly in the middle of the pullout.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 1 was described as 2,200 feet in length, with a "Panorama of Frenchman Bay from Paradise Hill" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrows in both vista plans were generally perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s suggest there were no tall trees in this area. The aerials also show the trace of an old road just to the west of Paradise Hill Road that in 1963 would become the upper level of the grade separation (Fig. 1-aerial). Southbound motorists historically encountered the vista on the ascent from the intersection with State Route 3 and likely had a panoramic view to the south and east while northbound motorists on the ascent from the Duck Brook Bridge likely had a similar view to the north and east. With completion of the grade separation, southbound motorists had an elevated view.

Plans of this area prepared in 1963 show the new upper level and pullout but do not indicate specific views (Fig. 1-historic). In 1988, the park accomplished selective thinning and cutting in this area (File, Loop Road Vistas, Maintenance Program, 2010).

Grey's 1995 inventory identified two views along the lower level--a 454-foot long view (#1.1) and a 246-foot long view (#1.2)--and a 213-foot long view (#1.3) along the upper level at the pullout. Olmsted Center's 2006 inventory identified two views along the upper level--a 190-foot long panoramic view (pan 0.578) at the pullout and a 274-foot long view framed/filtered (f/f 0.614) just south of the pullout. The lower level was not inventoried by Olmsted Center because there was no VISI data available.

Vista Management Area

The 1958 and 1961 centerlines for Vista 1 were georeferenced and found to coincide within 870 feet of one another. Selection of the 1961 line as the reconciled centerline would establish the vista end points near the start and end of the grade separation and accommodate the entire historic 1958/1961 length of the vista (Fig. 1LF, CF, RF). However, with the construction of the grade separation and establishment of a designated pullout along the upper level in 1963, the historic length--as well as the beginning, center, and end points--should be adjusted. Additionally, the vista management area should consider views from both the upper and lower levels of the grade separation.

To best achieve the intended view, a point roughly equidistant between the two historic centerlines is recommended as the reconciled centerline because it corresponds to the center of the upper pullout and passes through the pullout along the lower level (Dwg. 1). The recommended Alternate Center Front is therefore located 120 feet south of Culvert 0.577 (Fig.1-misc1). Along the upper level, the Alternate Left Front (to north) is at Culvert 0.530 while the Alternate Right Front (to south) is 225 feet after Culvert 0.627. Along the lower level, the Alternate Left Front (to north) is 233 feet before Culvert 0.627 and Alternate Right Front (to south) is 266 feet after Culvert 0.627 (Fig. 1-misc2). The total length of the recommended alternate vista along the upper level is 730 feet and along the lower level is 435 feet (roughly the length of the lower level pullout. The recommended back line of the alternate management area is 40 feet east of the toe of the guard/retaining wall along the lower level pullout, which makes the size of the management area approximately 2.3 acres.

...continued...



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 1
Paradise Hill Road

Drawing 1

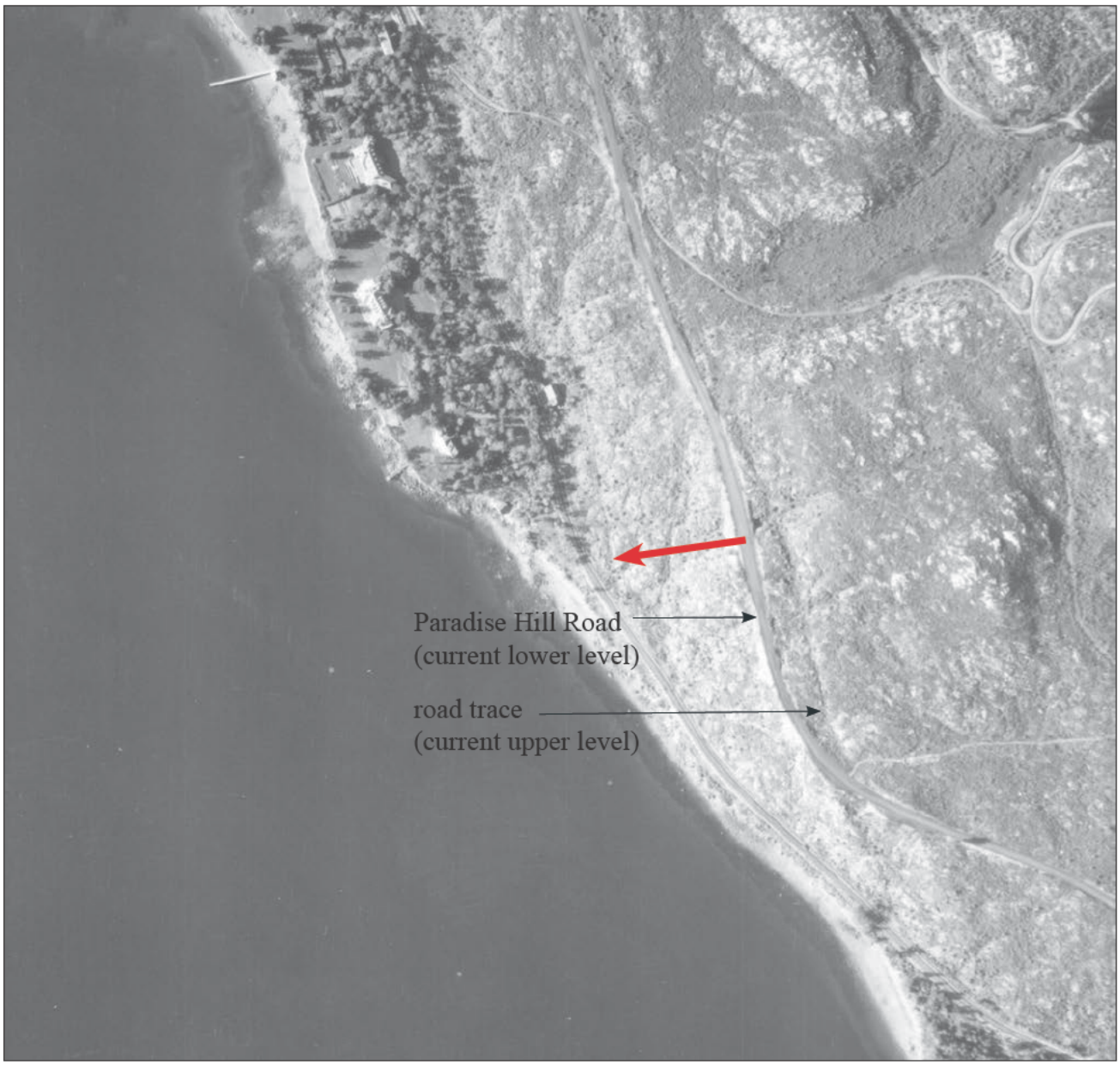


Figure 1-aerial. Aerial photograph of Paradise Hill Road in May 1953. The red arrow indicates the approximate historic center of Vista 1 (Acadia NP GIS, #53131501).

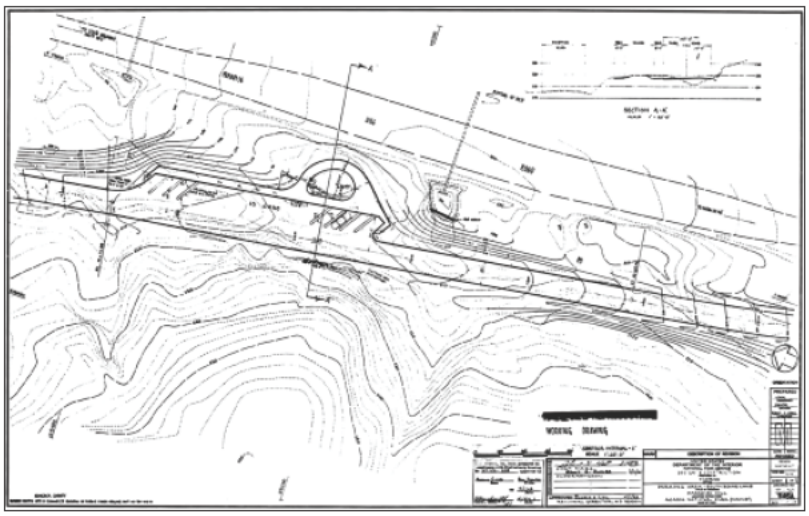


Figure 1-historic1. Plan from 1963 of the southbound lane and pullout at the new grade separation (Denver Service Center, eTIC, ACAD_123_3105A_[id156338]).



Figure 1LF. Views of historic Left Front in May and June, 2011 (OCLP, ACADvista_01LFy).



Figure 1CF. Looking east from historic Center Front in June 2011, from upper level just north of the pullout (OCLP, ACADvista_01CFabc).



Figure 1RF. Views of historic Right Front in May and June, 2011 (OCLP, ACADvista_01RFy,z).

Analysis of Vista Management Area

Vista 1 is limited in providing the intended view from the alternate management area due to the presence of trees that block some of the view (Fig. 1CF-ALT, 1LF-ALT, 1RF-ALT). The landform in the vista management area descends to the northeast with varying slopes. Vegetation is described as an evenly dispersed oak-pine forest with an closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is allowed at the pullouts along the upper and lower levels of the grade separation. At the upper level, a sidewalk runs along the edge of the pullout and encircles a wayside sign. There is no formal connection between the upper and lower levels, though a social path is clearly visible.



Figure 1-misc1. View of the culvert inlet in the upper level pullout associated with the Vista 1 alternate centerline (OCLP, Acad0010_0.577_In, 2005).



Figure 1-misc2. View of the culvert outlet associated with the Vista 1 alternate left front and right front points (OCLP, Acad0010_0.627_Out, 2005).

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 1 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the Frenchman Bay. The density of vegetation on the left and right sides of the management area should be reduced, as well as vegetation along the guard/retaining wall along the lower level pullout.

Priority Treatment - Yes. Vista 1 is a priority due to the presence of a paved pullouts at the upper and lower levels. This is the first vista for southbound motorists on Paradise Hill Road and the first that many visitors encounter after entering the park and stopping at the Hulls Cove Visitor Center 0.5 miles to the north.



Figure 1CF-ALT. Looking east from Alternate Center Front, November 2012. At upper level pullout (OCLP, ACADvista_01CFabc-Off, 2011).



Figure 1LF-ALT. Views of upper level Alternate Left Front in May and June, 2011 (OCLP, ACADvista_01-ALT-LFy).



Figure 1RF-ALT. Views of upper level Alternate Left Front in May and June, 2011 (OCLP, ACADvista_01-ALT-RFy).



Figure 1LF-ALT. Views of lower level Alternate Left Front in May and June, 2011 (OCLP, ACADvista_01x-ALT-LFy).



Figure 1RF-ALT. Views of lower level Alternate Left Front in May and June, 2011 (OCLP, ACADvista_01x-ALT-RFy).

VISTA 2

Location

Vista 2 is located along Paradise Hill Road (FHWA Route 10) and provides a view east-southeast towards Bar Harbor and Bar Island, and other islands in Frenchman Bay in the distance. The proposed vista centerline is located 1.6 miles from the start of Paradise Hill Road, at MP 1.631 (Lat 44.392804, Lon -68.228485) south of the Duck Brook Bridge, on the left side of the road.

Intended View and Previous Documentation

In the 1958 vista plan, Vista 2 was described as 65 feet in length and in the 1961 plan as 165 feet in length, with the "Closest view of the Porcupine Islands and towards inner Frenchman Bay" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrows in both vista plans were generally perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s show an open area alongside the motor road, beyond which is a moderate density of trees to the east and a low density of trees to the southeast (Fig. 2-aerial). The vista appears to have been intended for both directions of travel. Southbound motorists historically encountered the vista on the ascent from the Duck Brook Bridge area and likely had a panoramic view to the east and south while northbound motorists on the ascent from the New Eagle Lake Bridge area likely had a similar view to the east and north.

Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory identified a 237-foot long framed/filtered view (f/f 1.607) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 2 were georeferenced and found to coincide within 465 feet of one another. To best achieve the intended view, a point 180 feet south of the 1958 centerline is recommended as the reconciled centerline to align with the framed/filtered view observed in 2006 (Dwg. 2). The Center Front is therefore at the center of Retaining Wall 1.611 (Fig. 2-misc1). The Left Front (to north) is 82 feet before the center of the wall and Right Front (to south) is 82 feet after the center of the wall. The total length of the vista is approximately 165 feet, which is consistent with its historic 1961 length. The recommended back line of the management area is 30 feet from the toe of the wall, which makes the size of the management area approximately 0.1 acres.

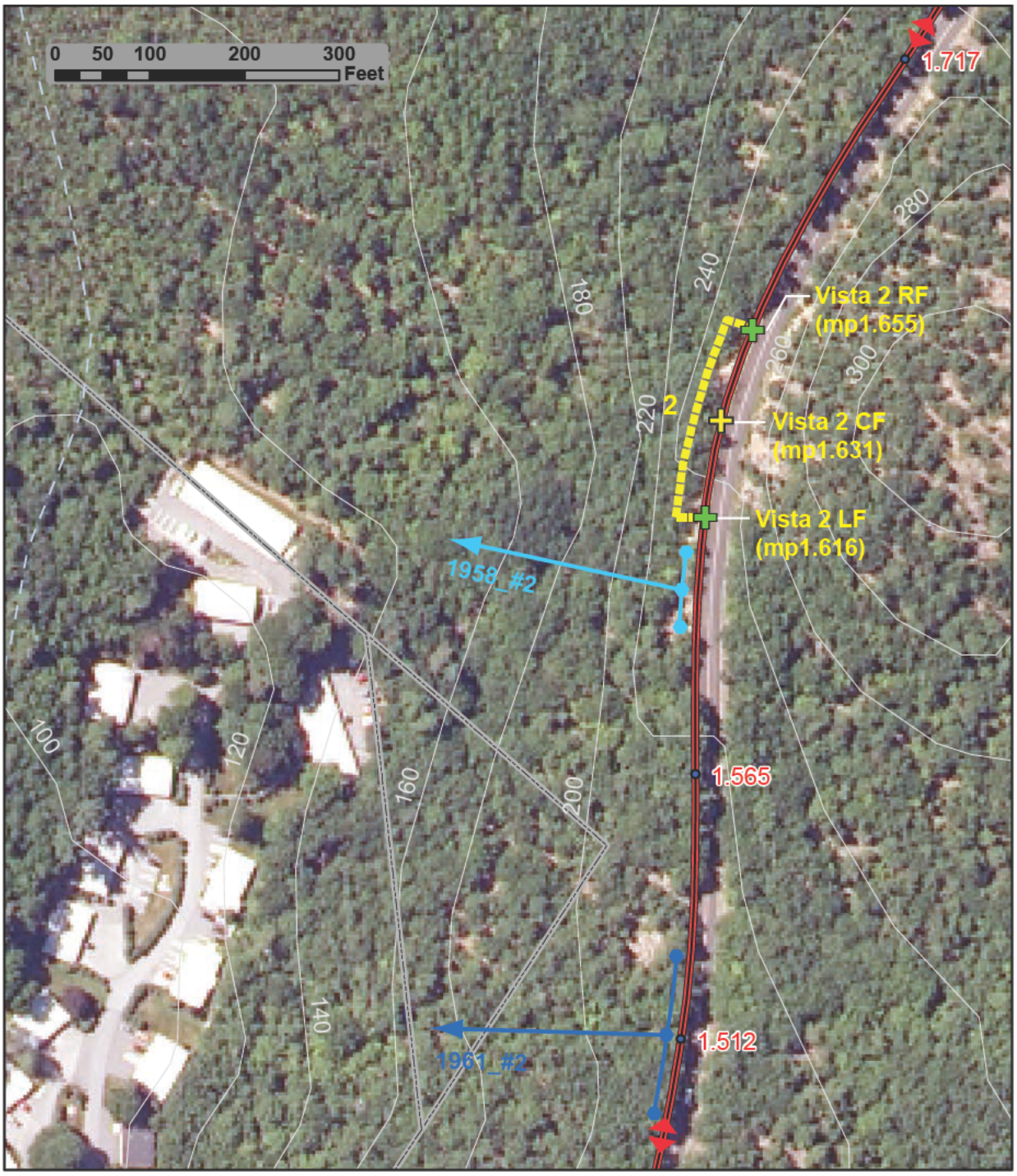
Analysis of Vista Management Area

Vista 2 no longer provides the intended view due to the presence of trees that block the view (Fig. 2LF, CF, RF; Fig. 2-misc2). The landform in the vista management area descends to the east with slopes approaching 50 percent below the toe of the retaining wall. Vegetation is described as an evenly dispersed aspen-birch woodland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites, although there is barberry, honeysuckle, and narrowleaf bittercress around 100 feet east of the vista management area.

Parking is allowed along the shoulders of this portion of the two-way motor road, although the shoulders are quite narrow.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 2 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the islands and bay. The density of vegetation within the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 2
Paradise Hill Road

Drawing 2

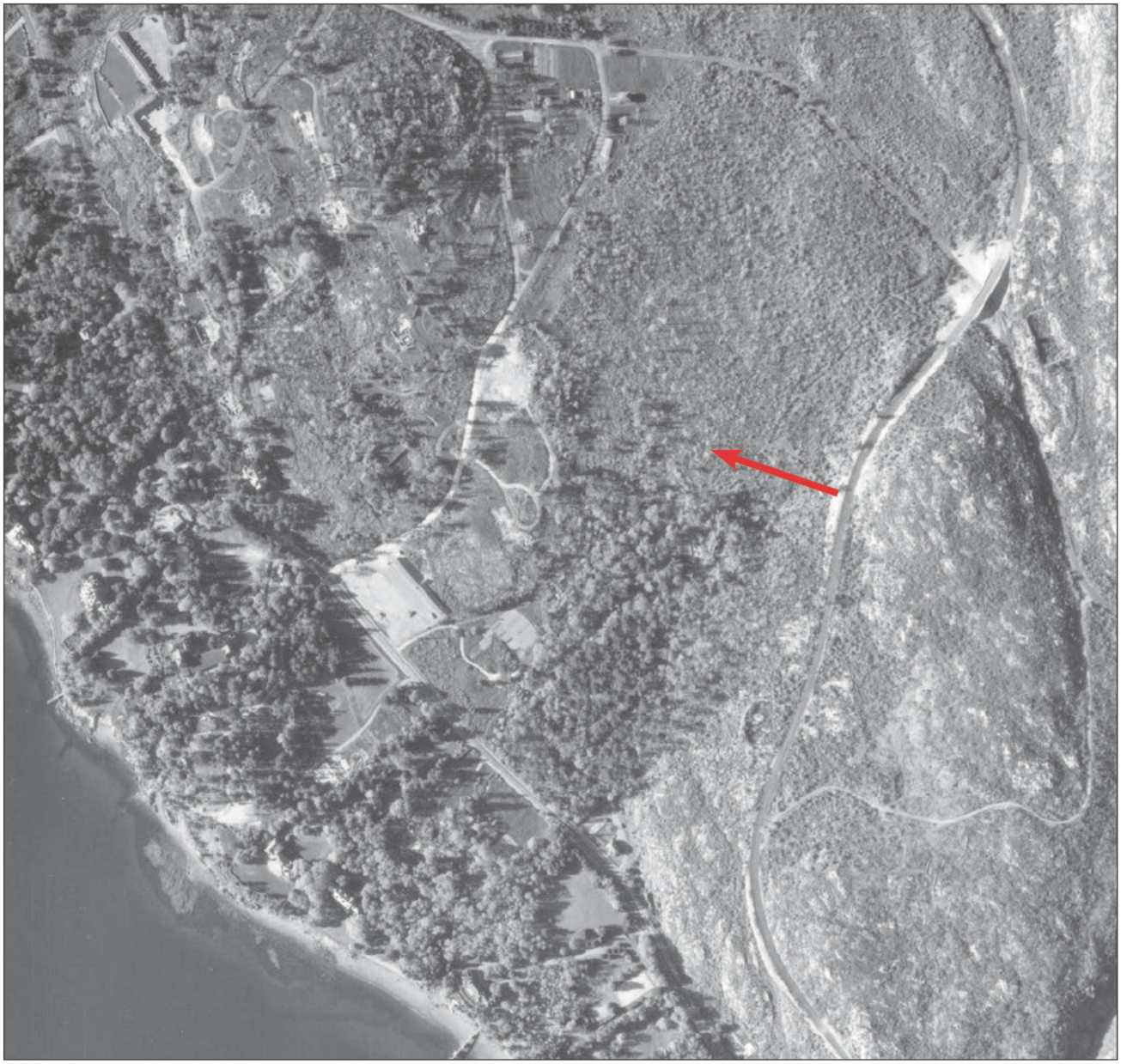


Figure 2-aerial. Aerial photograph of Paradise Hill Road in May 1953. The red arrow indicates the approximate historic center of Vista 2 (Acadia NP GIS, #53131502).



Figure 2-misc1. View of the retaining wall associated with the Vista 2 centerline (OCLP, Acad0010_1.611, 2005).



Figure 2-misc2. View looking northeast from an elevated position opposite Right Front (OCLP, ACADvista_02pan7, 2011).



Figure 2LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_02LFy).



Figure 2CF. View looking east from Center Front in June 2011 (OCLP, ACADvista_02CFabc).



Figure 2RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_02RFy).

VISTA 3

Location

Vista 3 is located along Paradise Hill Road (FHWA Route 10) and provides a view northeast towards Bar Harbor and Bar Island, and other islands in Frenchman Bay in the distance. The proposed vista centerline is located 1.9 miles from the start of Paradise Hill Road, at MP 1.997 (Lat 44.3885, Lon -68.228189) just south of the West Street Extension intersection, on the left side of the road.

Intended View and Previous Documentation

In the 1958 vista plan, Vista 3 was described as 680 feet in length and in the 1961 plan as 250 feet in length, with the "Closest view of the Porcupine Islands and towards inner Frenchman Bay" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrow in the 1958 vista plan was perpendicular to the road, suggesting the view was intended for motorists in both directions. The arrow in the 1961 plan was pointed to the left of the perpendicular, suggesting the view may have favored northbound motorists.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s show an open area alongside the motor road and a low density of trees to the east (Fig. 3-aerial). Southbound motorists historically encountered the vista on the ascent from the New Eagle Lake Bridge area and likely had a panoramic view to the east-southeast while northbound motorists on the descent to the bridge area likely had a similar view to the north-northeast. In 1988, the park accomplished selective thinning and cutting in this area (File, Loop Road Vistas, Maintenance Program, 2010).

Grey's 1995 inventory identified a 249-foot long view (#3) at this location. Olmsted Center's 2006 inventory identified a 549-foot long framed/filtered view (f/f 1.975) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 3 were georeferenced and found to coincide within 635 feet of one another. To best achieve the intended view, a point 515 feet north of the 1961 centerline is recommended as the reconciled centerline to align with a pullout (Dwg. 3). The Center Front is therefore at the center of Pullout 1.972 (Fig. 3-misc). The Left Front (to north) is 24 feet before the start of the pullout and Right Front (to south) is 24 feet after the end of the pullout. The total length of the vista is approximately 250 feet, which is consistent with its historic 1961 length. The recommended back line of the management area is 30 feet, which makes the size of the management area approximately 0.1 acres.

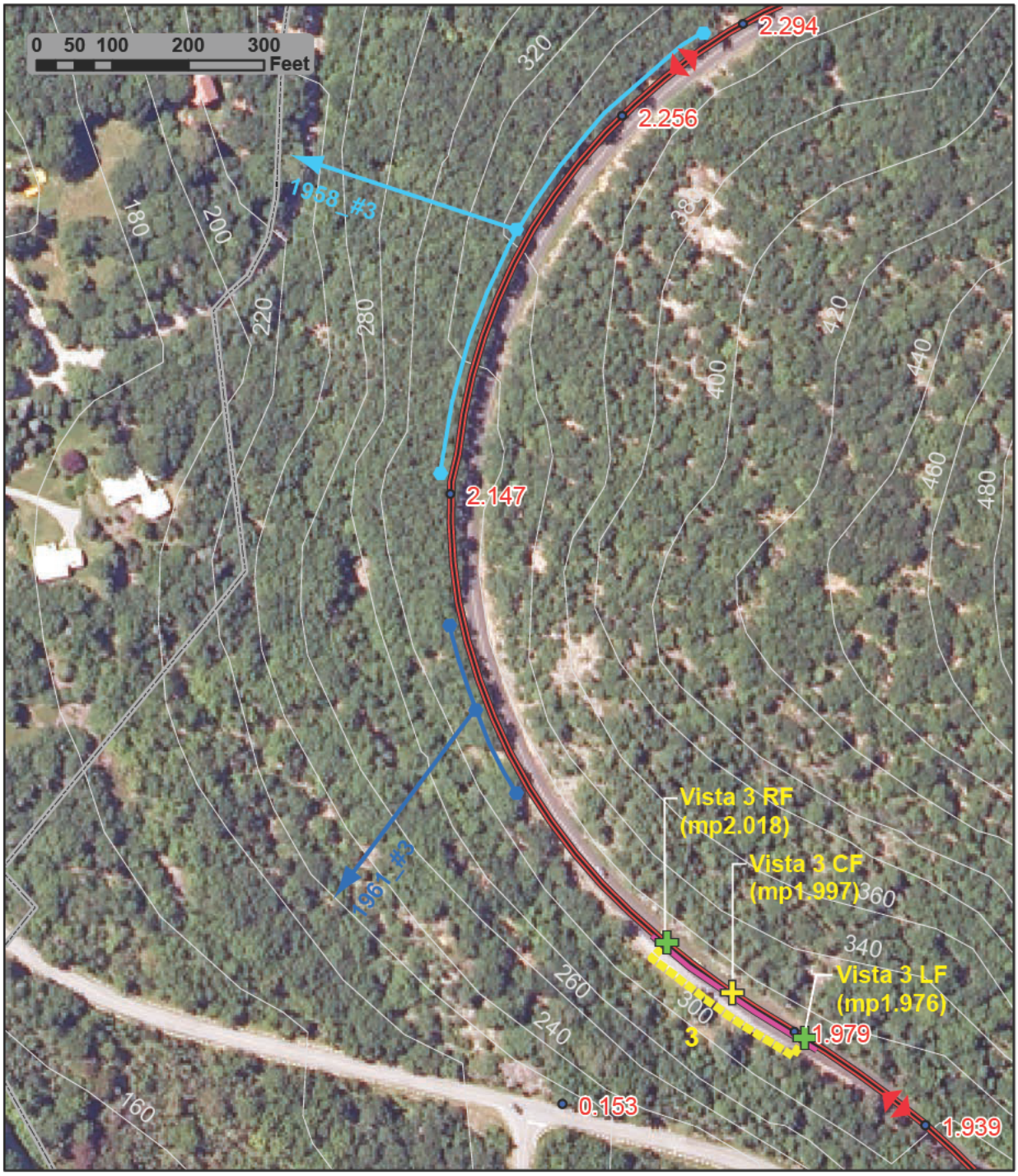
Analysis of Vista Management Area

Vista 3 is limited in providing the intended view due to the presence of trees that block some of the view (Fig. 3LF, CF, RF). The landform in the vista management area descends to the northeast with slopes of 25-35 percent. Vegetation is described as an evenly dispersed aspen-birch woodland with an closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites, although there is barberry and honeysuckle around 150 feet east of the vista management area.

Parking is provided in the small pullout, which can accommodate around six vehicles. Parking is also allowed along the shoulders of this portion of the two-way motor road.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista 3 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the islands and bay. The density of vegetation on the left and right sides of the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

National Park Service
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 6.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 3
Paradise Hill Road

Drawing 3



Figure 3-aerial. Aerial photograph of Paradise Hill Road in May 1953. The red arrow indicates the approximate historic center of Vista 3 (Acadia NP GIS, #53131503).



Figure 3-misc. View looking southeast at the pullout associated with the Vista 3 centerline (OCLP, Acad0010_1.972, 2005).



Figure 3LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_03LFy).



Figure 3CF. View looking northeast from Center Front in June 2011 (OCLP, ACADvista_03CFabc).



Figure 3RF. Views of Right Front in May and June, 2011 (OCLP, ACADvista_03RFy).

VISTA 4

Location

Vista 4 is located along Paradise Hill Road (FHWA Route 10) and provides a view southeast towards the town of Bar Harbor, Frenchman Bay, and the north and east slopes of Kebo and Cadillac mountains. The proposed vista centerline is located 2.3 miles from the start of Paradise Hill Road, at MP 2.367 (Lat 44.384263, Lon -68.229864) just north of the intersection with State Route 233, on the left side of the road.

Intended View and Previous Documentation

In the 1958 vista plan, Vista 4 was described as 160 feet in length and in the 1961 plan as 200 feet in length, with a "View of outer Frenchman Bay and Cadillac from Great Hill" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrows in both vista plans were perpendicular to the road, suggesting the view was intended for motorists traveling in both directions.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s show an open area alongside the motor road and a low density of trees to the east (Fig. 4-aerial). Southbound motorists historically encountered the vista on the descent from New Eagle Lake Bridge area and likely had a panoramic view to the south-southwest while northbound motorists on the ascent from the State Route 233 area likely had a similar view to the east-northeast. In 1988, the park accomplished selective thinning and cutting in this area (File, Loop Road Vistas, Maintenance Program, 2010).

Grey's 1995 inventory identified a 312-foot long view (#4) at this location. Olmsted Center's 2006 inventory identified a 206-foot long panoramic view (pan 2.359) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 4 were georeferenced and found to coincide within 1,230 feet of one another. To best achieve the intended view, the 1961 centerline is recommended as the reconciled centerline because it aligns with the clearing associated with a pullout (Dwg. 4). The recommended Center Front is therefore at the center of Pullout 2.340 (Fig. 4-misc1). The Left Front (to north) is 100 feet before the centerline of the pullout and Right Front (to south) is 100 feet after the centerline of the pullout. The total length of the vista is approximately 200 feet, which is consistent with its historic 1961 length. The recommended back line of the management area is 150 feet, which makes the size of the management area approximately 0.6 acres.

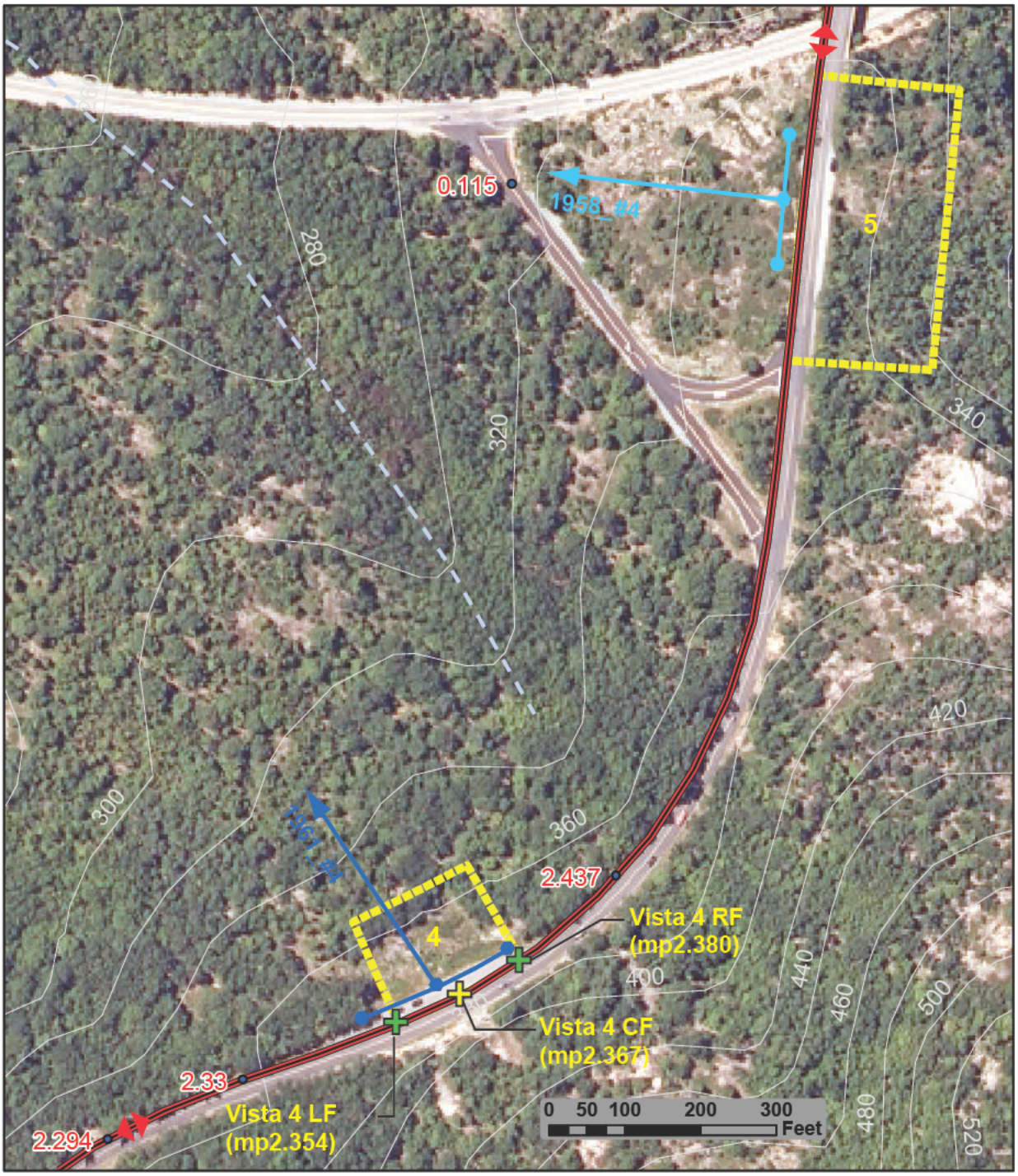
Analysis of Vista Management Area

Vista 4 still provides the intended view (Fig. 4LF, CF, RF; Fig. 4-misc2). The landform in the vista management area descends to the southeast with slopes of 15-25 percent across numerous rock ledges. Vegetation is described as an evenly dispersed red oak woodland with an closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is provided in the pullout, which can accommodate around twelve vehicles. Parking is also allowed along the shoulders of this portion of the two-way motor road. The pullout for Vista 57 along Kebo Mountain Road is visible from this vista.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 4 is a historic vista and should be maintained in its present condition to preserve views into the towards the surrounding mountains and bay.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 6.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 4
Paradise Hill Road

Drawing 4



Figure 4-aerial. Aerial photograph of Paradise Hill Road in May 1953. The red arrow indicates the approximate historic center of Vista 4 (Acadia NP GIS, #53131504).



Figure 4-misc1. View looking southwest at the pullout associated with the Vista 4 centerline (OCLP, Acad0010_2.340, 2005).

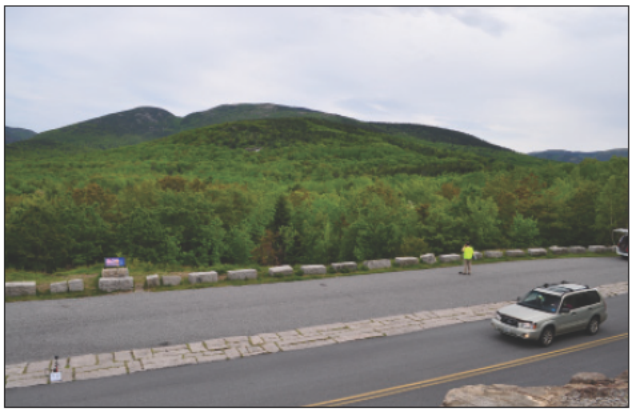


Figure 4-misc2. Looking southeast from elevated position opposite Center Front. White mark on slope of Kebo Mountain is pullout at Vista 57 (OCLP, ACADvista_04CFpan3, 2011).



Figure 4LF. Views of Left Front in May and June, 2011 (OCLP, ACADvista_04LFy).



Figure 4CF. View looking southeast from Center Front in June 2011 (OCLP, ACADvista_04CFabc).



Figure 4RF. Views of Right Front in November 2012 and June 2011 (OCLP, ACADvista_04RFy).

VISTA 5

Location

Vista 5 is located along Paradise Hill Road (FHWA Route 10) and provides a view southwest towards McFarland and Sargent mountains in the distance. The proposed vista centerline is located 2.6 miles from the start of Paradise Hill Road, at MP 2.605 (Lat 44.381594, Lon -68.231783) at the intersection with State Route 233, on the right side of the road.

Intended View and Previous Documentation

In the 1958 vista plan, Vista 5 was described as 270 feet in length and in the 1961 plan as 450 feet in length, with "A broad view southwest to the lowlands between Sargent and McFarland Mountains. The left side is located to screen a powerline" (GMP 1991:230; Whitaker, "Memorandum," 1961). The centerline arrows in both vista plans were pointed to the left of the perpendicular to the road, suggesting the view may have favored southbound motorists.

This area was devastated by the 1947 fire. Aerial photographs from the 1950s show an open area alongside the motor road and a low density of trees to the southwest (Fig. 5-aerial). Southbound motorists historically encountered the vista while negotiating the State Route 233 intersection and likely had a framed/filtered view to the south and west while northbound motorists on the descent from the Cadillac and Kebo Mountain areas likely had a similar view to the north and west. In 1988, the park accomplished selective thinning and cutting in this area (File, Loop Road Vistas, Maintenance Program, 2010).

Grey's 1995 inventory identified a 341-foot long view (#5) at this location. Olmsted Center's 2006 inventory identified a 110-foot long filtered/framed view (f/f 2.646) at this location.

Vista Management Area

The 1958 and 1961 centerlines for Vista 5 were georeferenced and found to coincide within 560 feet of one another. To best achieve the intended view, the 1961 centerline is recommended as the reconciled centerline because it screens the powerline to the south and it aligns with an open area and an unpaved pullout (Dwg. 5). The Center Front is therefore 225 feet north of Bridge 2.647 (Fig. 5-misc1). The Left Front (to south) is at the start of the bridge and Right Front (to north) is 450 feet before the bridge. The total length of the vista is approximately 450 feet, which is consistent with its historic 1961 length. The recommended back line of the management area is 100 feet, which makes the size of the management area approximately 0.9 acres.

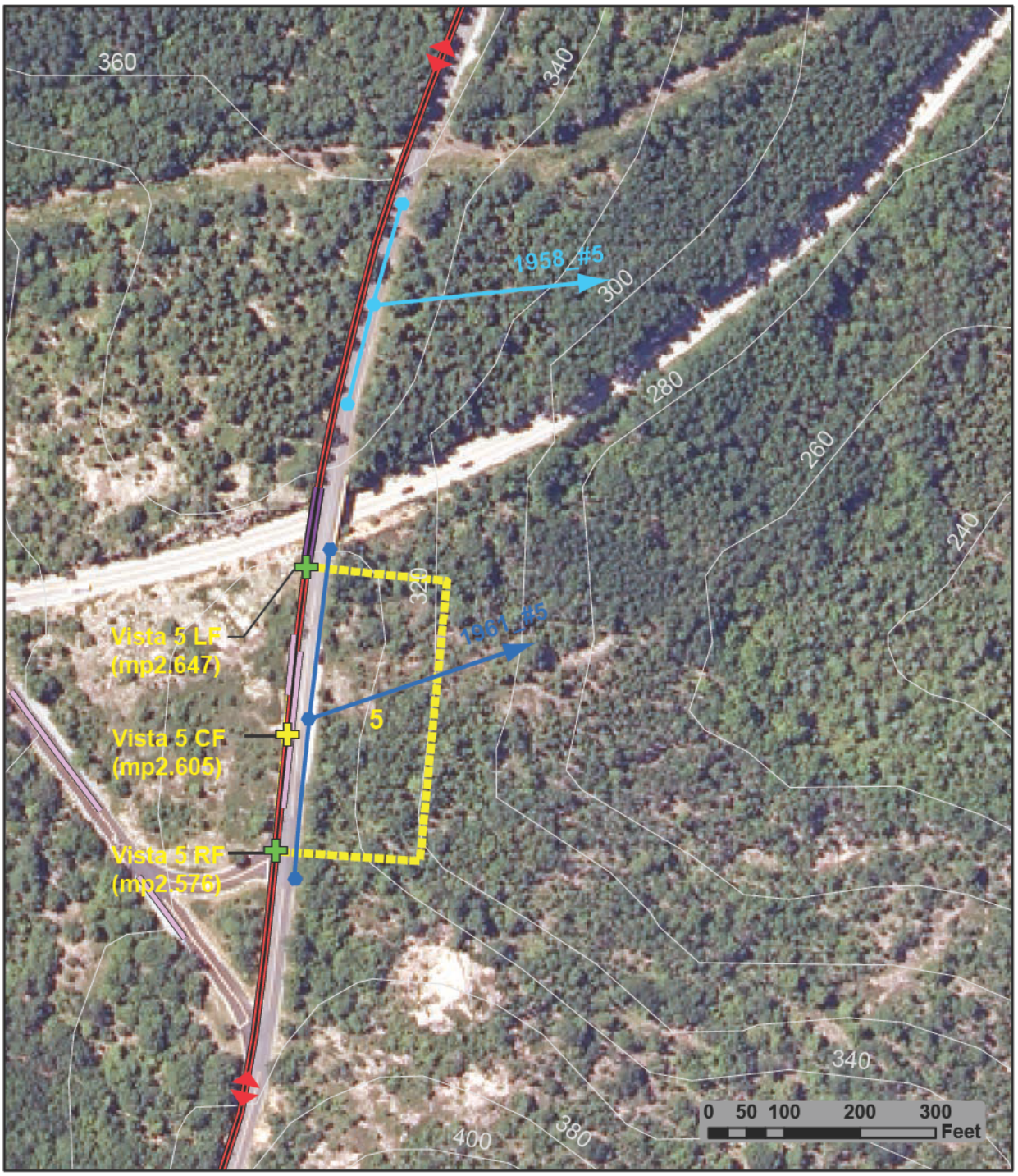
Analysis of Vista Management Area

Vista 5 is limited in providing the intended view due to the presence of trees that block some of the view (Fig. 5LF, CF, RF; Fig. 5-misc2). The landform in the vista management area descends very gently to the west with minimal slopes. Vegetation is described as an evenly dispersed aspen-birch woodland with an closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is provided in the unpaved pullout, which can accommodate around three or four vehicles. Parking is not allowed along the shoulders of this portion of the two-way motor road.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 5 is a historic vista and should be rehabilitated within the limits of the management area to restore views of the mountains. The density of vegetation on the left and right sides of the management area should be reduced.



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Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista 5
Paradise Hill Road

Drawing 5

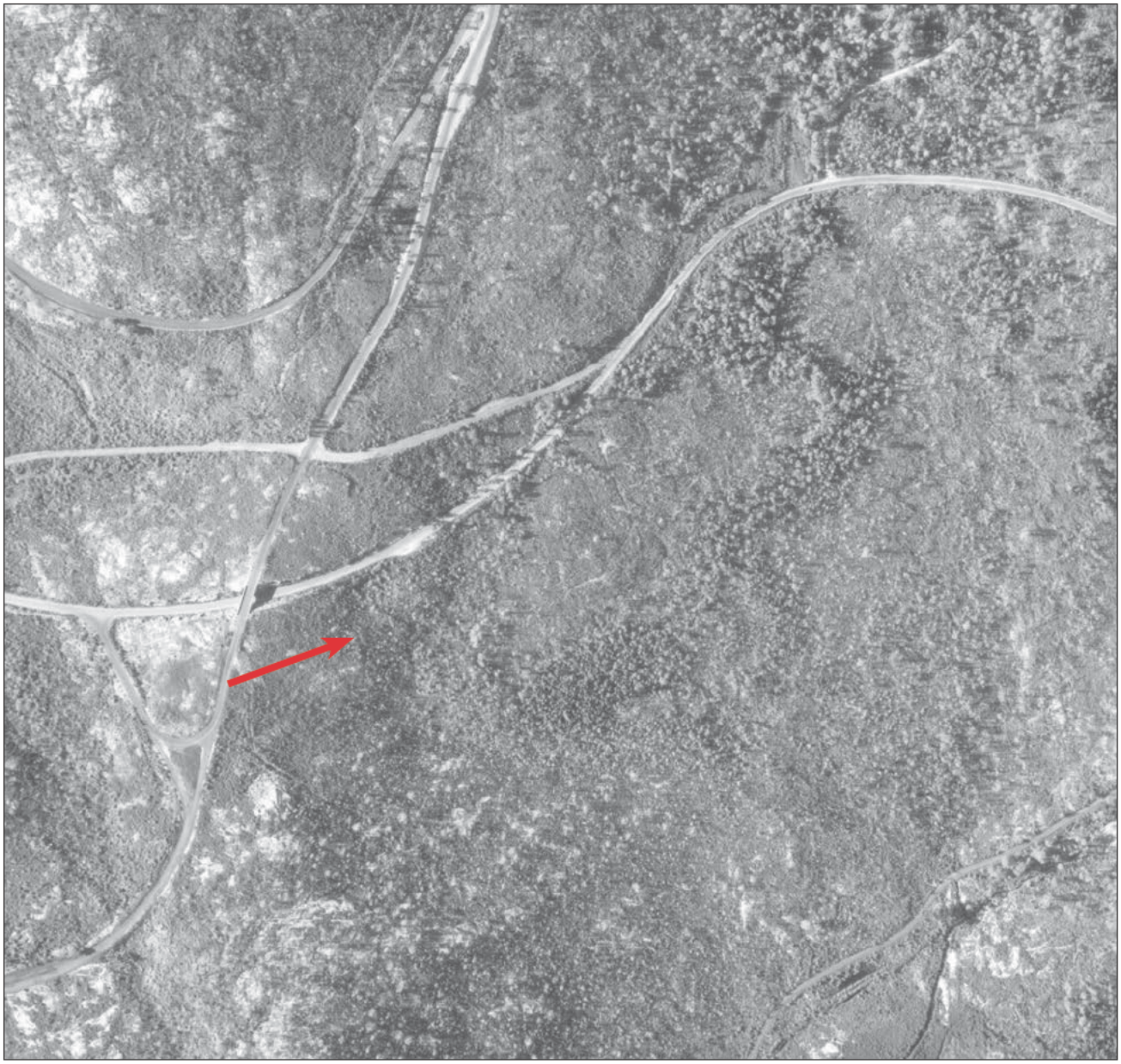


Figure 5-aerial. Aerial photograph of Paradise Hill Road in May 1953. The red arrow indicates the approximate historic center of Vista 5 (Acadia NP GIS, #53141503).



Figure 5-misc1. View looking south at the bridge associated with the Vista 5 centerline (OCLP, Acad0010_2.647(1), 2005).



Figure 5-misc2. View looking west from the bridge adjacent to Vista 5 (OCLP, Acad0010_2.646(1), 2005).



Figure 5LF. Views of Left Front in November 2012 and June 2011 (OCLP, ACADvista_05LFz and 05LFy).



Figure 5CF. View looking west from Center Front in June 2011 (OCLP, ACADvista_05CFabc).



Figure 5RF. Views of Right Front in November 2012 and June 2011 (OCLP, ACADvista_05RFz and 05RFy).

MDI HISTORIC VISTAS (FHWA ROUTE 222): VISTAS 70-71

SCHOONER HEAD OVERLOOK ACCESS ROAD

Vistas 70 to 71 are located along Schooner Head Overlook Access Road (formalized by 1958). The two-way historic motor road connects with Champlain Mountain Road (1940) and BPR Project 4A2 (1958) to the west and terminates as a loop and parking lot to the east.

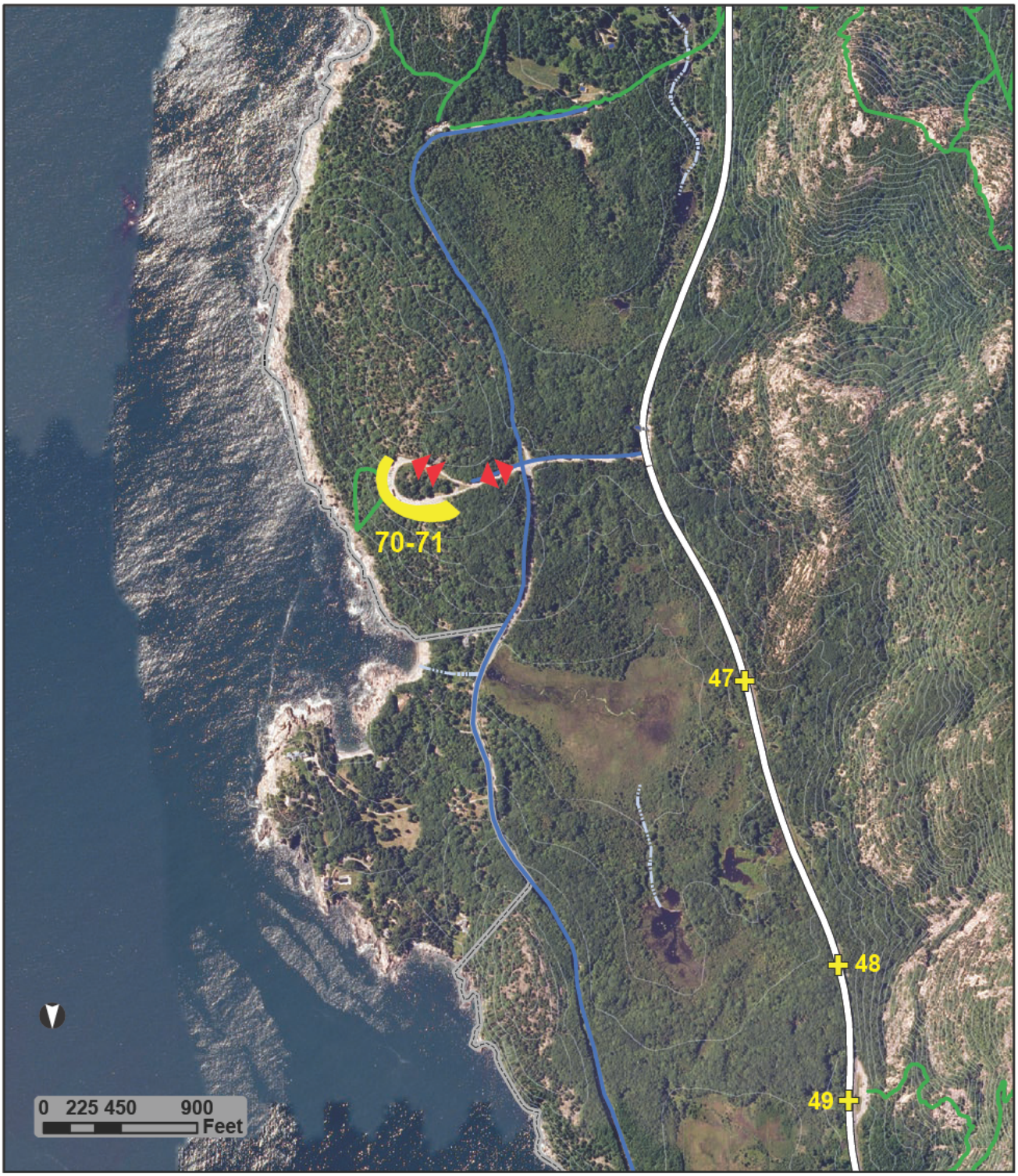


Figure 5.9. Map of recommended vista management area (colored yellow) at Schooner Head Overlook (OCLP, 2013).

VISTAS 70-71

Location

Vistas 70-71 are located at the terminus of Schooner Head Overlook Access Road (FHWA Route 222) providing panoramic views east towards the Atlantic Ocean and northwest towards the Precipice and Champlain Mountain. The proposed vista centerline for both vistas is along the outer edge of the curved parking lot loop (Lat 44.2023, Lon -68.1039), northeast of the wayside.

Intended View and Previous Documentation

In the 1958 and 1961 vista plans, Vista 70 is described as 800 long, as "Anemone Cave Parking Area. Future work" (GMP 1991:231). The direction of the arrows point east-northeast. Vista 71 was added in the 1961 vista plan, described as 500 feet long, as "Anemone Cave Parking Area" (Whitaker, "Memorandum," 1961). The direction of the arrow points northeast towards Champlain Mountain and the Precipice.

This area was impacted by the 1947 fire. Aerial photographs from the 1950s suggest a low density of trees to the north and east (Fig. 70-71-aerial). Motorists likely had a panoramic views to the north and east. Park records indicate that in the spring of 1988, selective tree cutting and thinning was completed here (File, Vista '88, 2010).

Plans from 1957 show the layout and alignment of the access road, overlook, and trail to the Anemone Cave (Fig. 70-71-historic1). A plan from 1958, prepared by E.S. Whitaker, shows a different trail alignment and indicates a view eastward (Vista 70) (Fig. 70-71-historic2). Grey's 1995 inventory did not identify a view at this location. Olmsted Center's 2006 inventory also did not because there was no Visi-data available.

Vista Management Area

The 1958 and 1961 centerlines for Vista 70 were georeferenced and found to coincide within 95 feet of one another (there is no 1958 line for Vista 71). As the historic length of Vista 70 would overtake the historic length of Vista 71, it is recommended that the two vistas are combined to become Vistas 70-71. This will encompass the majority of the overlook parking lot.

To achieve the intended views, the recommended Alternate Center Front is located 65 feet northeast of the wayside (Dwg. 70-71; Fig. 70-71-misc1). The recommended Alternate Left Front (to west) is at the northern corner of the parking lot, while the Alternate Right Front (to southwest) is 56 feet after the southern corner of the parking lot. The total length of the alternate vistas are 560 feet, which is less than the combined 1,300-foot lengths of the two historic vistas. The recommended back line of the alternate management area is 50 feet at the south end and 100 feet at the north, making the management area 1.1 acres in size.

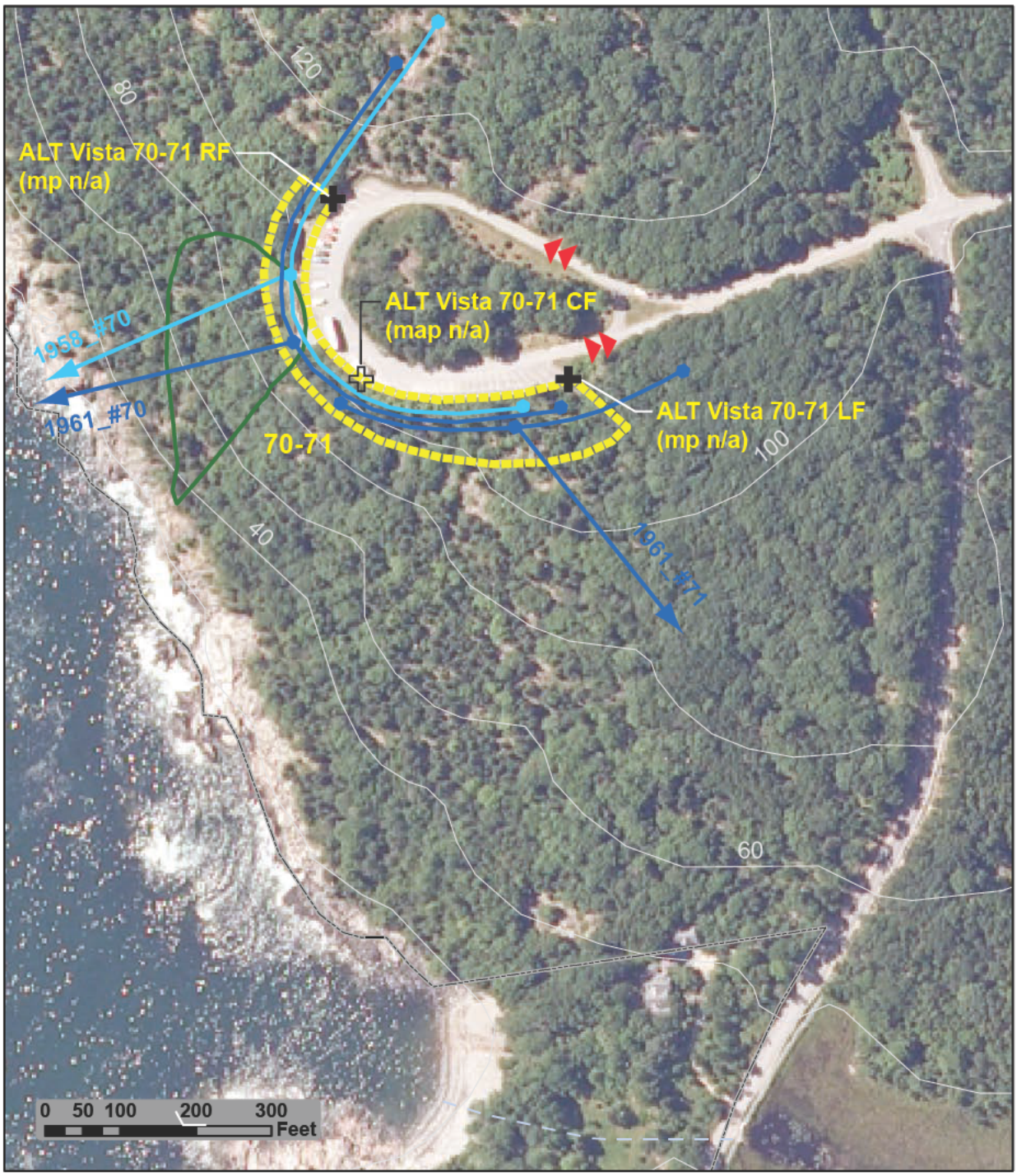
Analysis of Vista Management Area

Vista 70-71 still provides the intended views (Fig. 70-71LF-ALT, CF-ALT, RF-ALT; Fig. 70-71-misc2, misc3). The landform within the vista management area slopes between 25-35 percent along the center portions but is less steep at the ends. Vegetation is described as a clumped/bunched mixed conifer-deciduous woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates several invasive species such as cow vetch, orchard grass, and black locust. There are no ponds, streams, wetlands, or archeological sites.

Abundant parking is available in the parking lot loop. The paved Anemone Cave Trail (Trail #369) leads from the wayside sign to the shoreline, but access to the cave itself has been closed.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista 70-71 is a historic vista and should be maintained in its present condition within the management area, preserving panoramic views. The height of vegetation should be monitored so that it does not block views to the ocean or cliffs. The mass of vegetation northwest of the wayside is intentionally maintained to block a view to a large private home at Schooner Head.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

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Olmsted Center for Landscape Preservation
www.nps.gov/ocdp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vistas 70-71
Schooner Head Overlook Road

Drawing 70-71

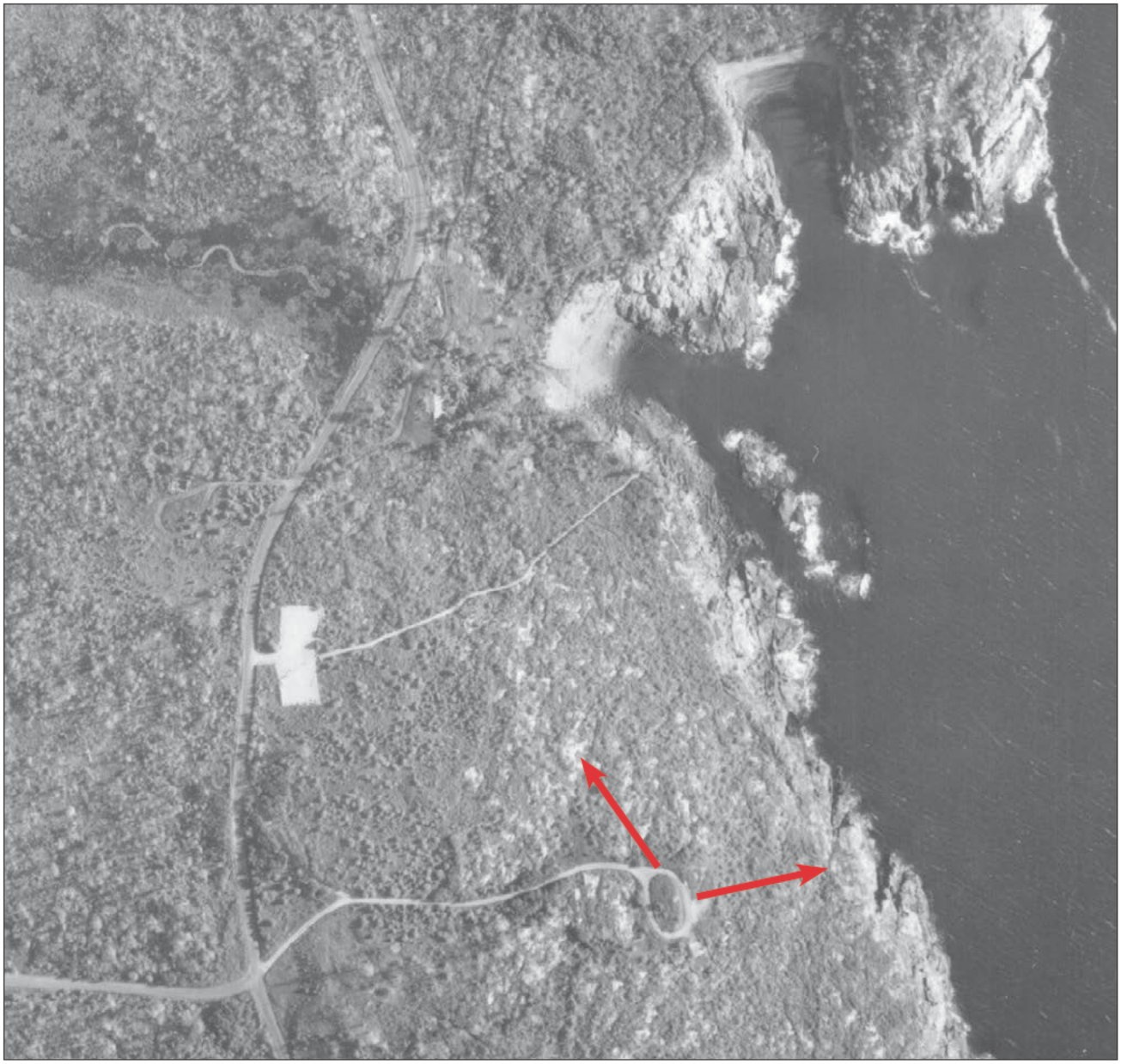


Figure 70-71-aerial. Aerial photograph of Schooner Head Road overlooking May 1953, prior to when it was formalized. The red arrows indicate the approximate historic centers of Vistas 70-71 (Acadia NP GIS, #53-11-11).



Figure 70-71-misc1. View looking north at the wayside associated with the Vista 70-71 centerline (OCLP, IMG_0232, 2007).

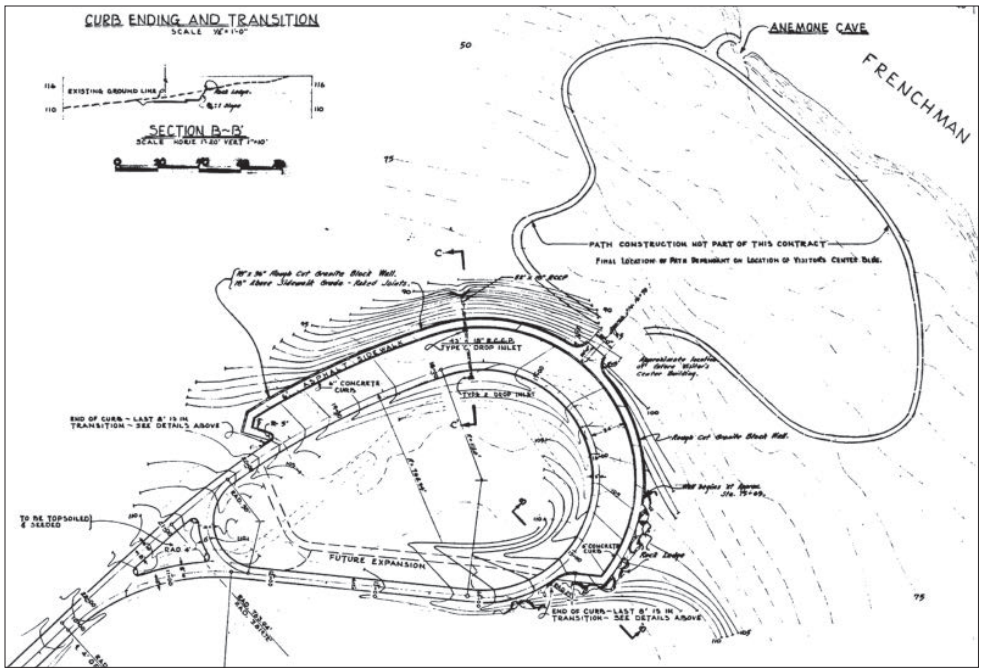


Figure 70-71-historic1. Portion of 1957 plan of the access road, overlook, and trail to Anemone Cave (Denver Service Center, eTIC, ACAD_123_2786A_ [id14108]).

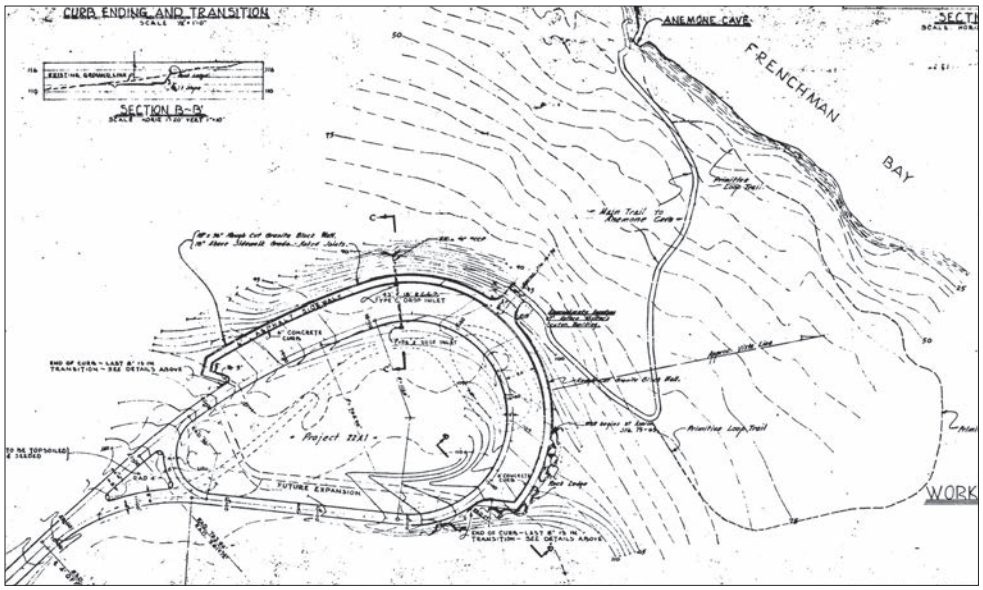


Figure 70-71-historic2. Portion of 1958 plan of an alternative trail concept and the identification of a vista looking east (Denver Service Center, eTIC, ACAD_123_2855_ [id56333]).



Figure 70-71-misc2. View looking east from the parking lot (OCLP, IMG_0231, 2007).



Figure 70-71-misc3. View looking northwest from the parking lot (OCLP, ACADvista_70-71CFax, 2011).



Figure 70-71LF-ALT. View of Alternate Left Front in November 2012 and September 2011 (OCLP, ACADvista_70LFy).



Figure 70-71CF-ALT. View looking northeast from Alternate Center Front in September 2011 (OCLP, ACADvista_70-71CFabc).



Figure 70-71RF-ALT. View of Alternate Right Front in November 2012 and September 2011 (OCLP, ACADvista_70-71RFy).

SCHOODIC PENINSULA PROPOSED VISTAS (FHWA ROUTES 249,301): SLR1-10 AND SPR1

SCHOODIC LOOP ROAD AND SCHOODIC POINT ROAD

Vistas SLR1 to SLR10 are located along Schoodic Loop Road (completed 1933-1935) and SPR1 is located along Schoodic Point Road (1935). Schoodic Loop Road connects with local roads off of State Route 186 at its north and east ends, while Schoodic Point Road branches off of the loop road to access what is now the Schoodic Education and Research Center.

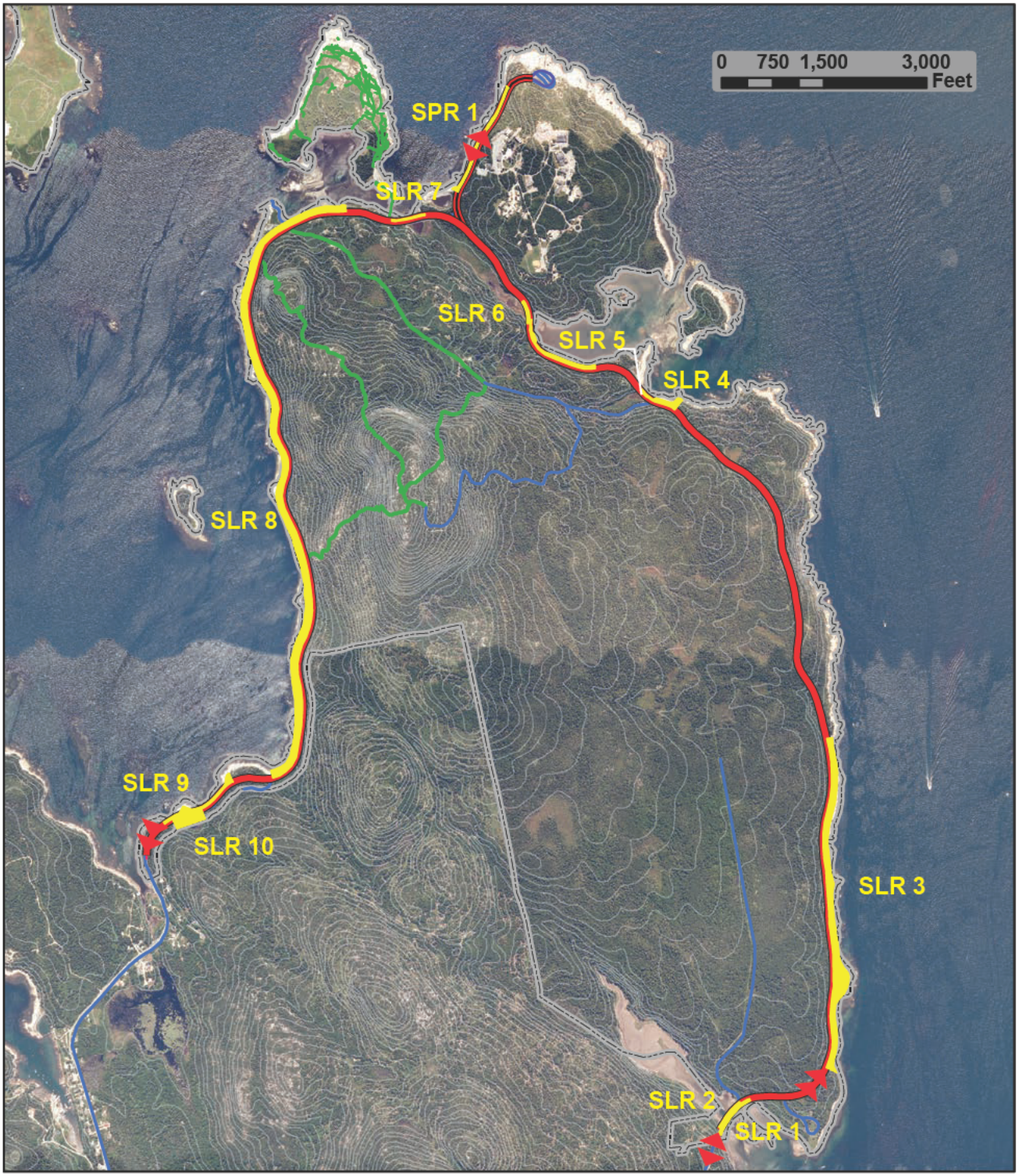


Figure 5.10. Map of recommended vista management areas (in yellow) on Schoodic Loop Road and Schoodic Point Road (in red) (OCLP 2013).

VISTA SLR1

Location

Vista SLR1 is located along Schoodic Loop Road (FHWA Route 301) and provides a view north and west at Fraser Creek and Mosquito Harbor, towards Fraser Point in the distance. The proposed vista centerline is located 0.06 miles from the start of Schoodic Loop Road, at MP 0.062 (Lat 44.2228, Lon -68.0414) on the Fraser Creek Causeway and Bridge, on the right side of the two-way road.

Intended View and Previous Documentation

There is no known historic documentation of vistas along the motor roads at Schoodic Peninsula. However, when the roads were built in the 1930s they utilized portions of existing roads developed by John Godfrey Moore, who purchased much of the land on Schoodic in the 1890s with hopes of developing it as a recreation area and building a hotel. These old roadbeds, and the new road construction, traced the coastline and provided many panoramic views.

In the 1950s when the entirety of the motor road accommodated two-way traffic, westbound motorists historically encountered this vista immediately upon entering the park and likely had an open view of the curved causeway and the harbor. Eastbound motorists driving from the Fraser Point area likely had a similar view. At that time, the stone bridge abutment visible on the east bank of the creek was presumably the route of the motor road (the alignment then was similar to the current alignment). In 2006, Olmsted Center's inventory identified a 645-foot long framed/filtered view (f/f 0.001) at this location.

A managed vista at this location will offer westbound and eastbound motorists an elevated panoramic view across the inside curve of the causeway to the tidal waters flowing under the Fraser Creek Bridge. This view is similar to Vistas 38 and 39 at the Otter Cove Causeway on Mount Desert Island. This report recommends the following description for proposed Vista SLR1: "Views of curved causeway, tidal flows of Fraser Creek at the bridge, and Mosquito Harbor and Fraser Point."

Vista Management Area

To best achieve the intended view for SLR1, the recommended Center Front is 65 feet west of the end of Bridge 0.044 (Dwg. SLR1; Fig. SLR1-misc1). The Left Front (to west) is 140 feet after the end of Guardwall 0.013 and Right Front (to east) is 58 feet before the start of the guardwall. The total length of the vista is approximately 650 feet. The recommended back line of the management area is 50 feet or the toe of the causeway structure, which makes the size of the management area approximately 0.7 acres. (Note: The Center Front has not been marked in the field.)

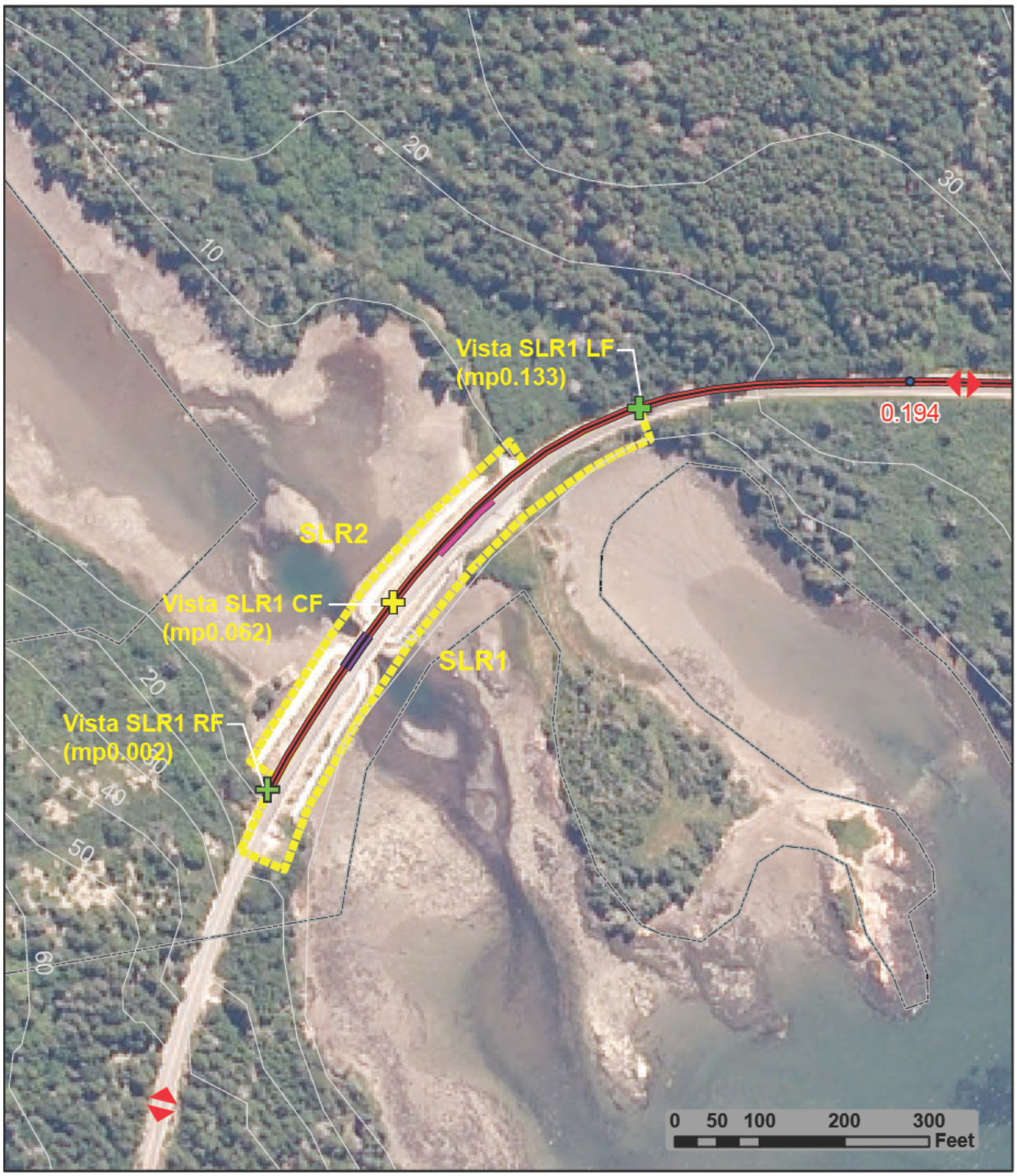
Analysis of Vista Management Area

Vista SLR1 provides the intended view (Fig. SLR1LF, CF, RF; Fig. SLR1-misc2). Vegetation here is primarily limited to grass and scattered clumps of low shrubs growing on the causeway's earthen embankments. However, the landform on the west half of the vista descends to the northwest towards the water with slopes around 25-35 percent. The vegetation is described as an evenly dispersed mixed deciduous shrubland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 1.5-16 feet. GIS data indicates no invasives species or archeological sites.

Parking is allowed along the vista side of the motor road in a paved pullout just after the causeway, where there is a wayside and park map. There is also an unpaved pullout at the beginning of the causeway.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista SLR1 is not a historic vista but should be maintained in its present condition within the management area to preserve views of the causeway, water, and Fraser Point. Vegetation should be limited to grass and annual forbs on the causeway structure; trees should be prohibited as they may undermine the causeway's structural integrity. Trees and shrubs around the west side should be managed to preserve a framed/filtered view.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista SLR1
Schoodic Loop Road

Drawing SLR1



Figure SLR1-misc1. View looking west at the bridge portion of the causeway associated with the Vista SLR1 centerline (OCLP, Acad0301_0.013(3), 2005).



Figure SLR1-misc2. View looking west at the causeway's earthen and stone embankments (OCLP, Acad0301_0.013(2), 2005).



Figure SLR1LF. View of Left Front in November 2012 and September 2011 (OCLP, ACADvista_SL01LFy).



Figure SLR1CF. View looking northwest from Center Front in September 2011 (OCLP, ACADvista_SL01CFabc).



Figure SLR1RF. View of Right Front in November 2012 and September 2011 (OCLP, ACADvista_SL01RFy).

VISTA SLR2

Location

Vista SLR2 is located along Schoodic Loop Road (FHWA Route 301) and provides a view southeast at Fraser Creek and the surrounding forests. The proposed vista centerline is located 0.06 miles from the start of Schoodic Loop Road, at MP 0.066 (Lat 44.2228, Lon -68.0414) on the Fraser Creek Causeway and Bridge, on the left side of the two-way road.

Intended View and Previous Documentation

There is no known historic documentation of vistas along the motor roads at Schoodic Peninsula. However, when the roads were built in the 1930s they utilized portions of existing roads developed by John Godfrey Moore, who purchased much of the land on Schoodic in the 1890s with hopes of developing it as a recreation area and building a hotel. These old roadbeds, and the new road construction, traced the coastline and provided many panoramic views.

In the 1950s when the entirety of the motor road accommodated two-way traffic, westbound motorists historically encountered this vista immediately upon entering the park, and likely had an open view of the creek. Eastbound motorists driving from the Fraser Point area likely had a similar view. At that time, the stone bridge abutment visible on the east bank of the creek was presumably the route of the motor road (the alignment then was similar to the current alignment). In 2006, Olmsted Center's inventory did not identify a view at this location.

A managed vista at this location will offer westbound and eastbound motorists an elevated panoramic view across the outside curve of the causeway to the tidal waters flowing under the Fraser Creek Bridge. This view is similar to Vistas 38 and 39 at the Otter Cove Causeway on Mount Desert Island. This report recommends the following description for proposed Vista SLR2: "Upstream view of Fraser Creek, surrounding wetlands, and an old stone bridge abutment."

Vista Management Area

To best achieve the intended view for SLR2, the recommended Center Front is 48 feet west of the end of Bridge 0.044 (Dwg. SLR2; Fig. SLR2-misc1). The Left Front (to east) is at the start of Guardwall 0.016 and Right Front (to west) is 40 feet after the end of the guardwall. The total length of the vista is approximately 430 feet. The recommended back line of the management area is 50 feet or the toe of the causeway structure, which makes the size of the management area approximately 0.4 acres. (Note: The Center Front has not been marked in the field.)

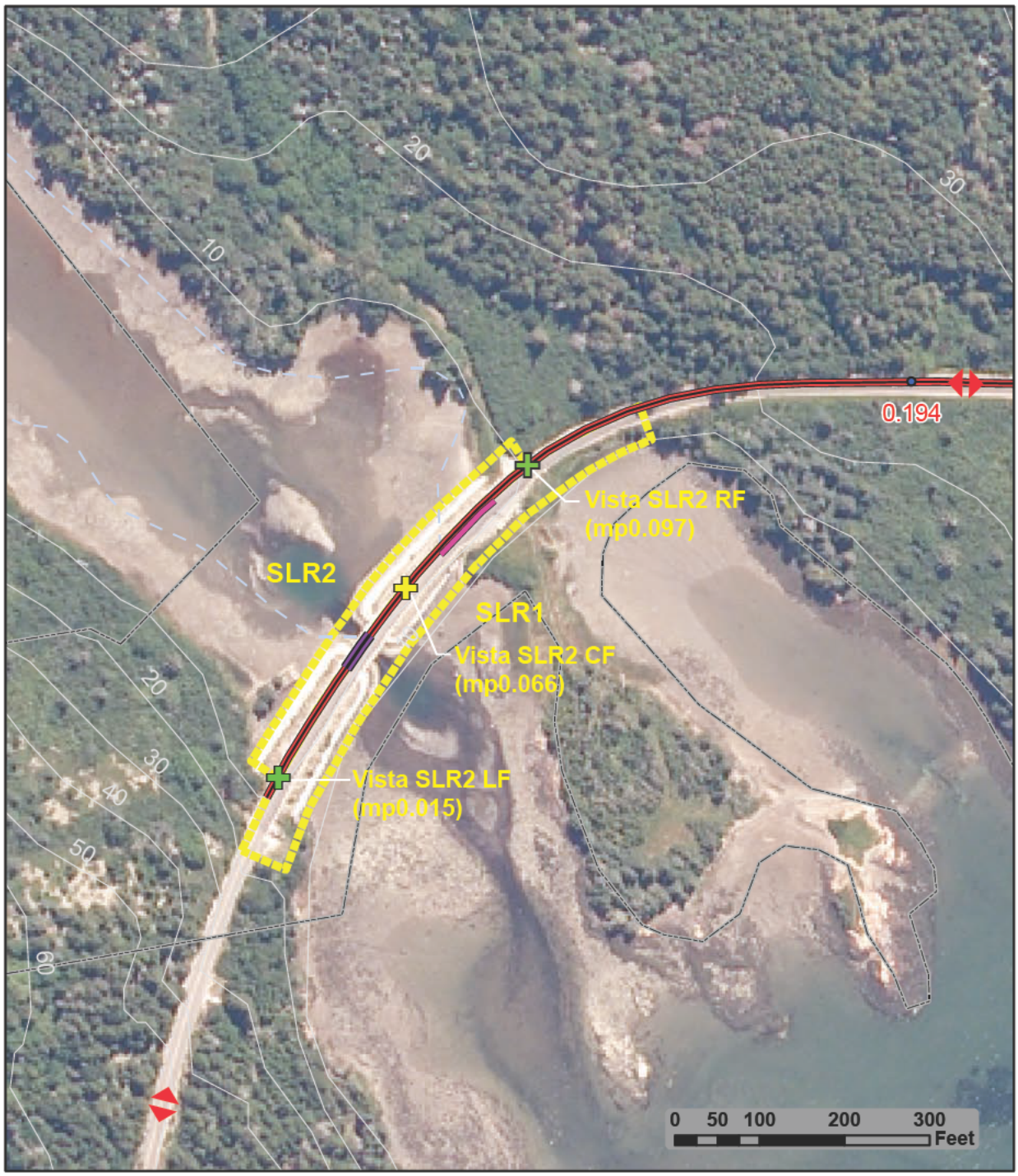
Analysis of Vista Management Area

Vista SLR2 provides the intended view (Fig. SLR2-LF, CF, RF). Vegetation here is primarily grass and scattered clumps of low shrubs growing on the causeway's earthen embankments. However, at the far east end is a clumped/bunched aspen-birch woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 1.5-16 feet, and at the far west end is an evenly dispersed mixed deciduous shrubland with a closed continuous canopy, a density coverage of 60-100 percent, and plant heights of 1.5-16 feet. GIS data indicates no invasives species or archeological sites.

Parking is allowed along the vista side of the motor road in an unpaved pullout just after the causeway, which is also a gated entrance to a former truck trail built by the Civilian Conservation Corps. On the opposite side of the road there is a paved pullout just after the causeway and an unpaved pullout at the beginning of the causeway.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista SLR2 is not a historic vista but should be maintained in its present condition within the management area to preserve views of Fraser Creek and the stone bridge abutment. Vegetation should be limited to grass and annual forbs on the causeway structure; trees should be prohibited as they may undermine the causeway's structural integrity. This vista is one of three inland views on the peninsula.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista SLR2
Schoodic Loop Road

Drawing SLR2



Figure SLR2-misc1. View looking west at the bridge portion of the causeway associated with the Vista SLR2 centerline (Acad0301_OCLP, Acad0301_0.013(3), 2005).



Figure SLR2-misc2. View looking southwest at the stone bridge abutment on the south side of the bridge/causeway (OCLP, Acad0301_0.008(2), 2005).



Figure SLR2LF. View of Left Front in November 2012 and September 2011 (OCLP, ACADvista_SL02LFy).



Figure SLR2CF. View looking southeast from Center Front in September 2011 (OCLP, ACADvista_SL02CFabc).



Figure SLR2RF. View of Right Front in November 2012 and September 2011 (OCLP, ACADvista_SL02RFy).

VISTA SLR3

Location

Vista SLR3 is located along Schoodic Loop Road (FHWA Route 301) and provides a view west from the shoreline across the water towards Ned Island and Mark Island, with Mount Desert Island in the distance. The proposed vista centerline is located 0.8 miles from the start of Schoodic Loop Road, at MP 0.842 (Lat 44.2159, Lon -68.0435) after the Fraser Point area, on the right side of the one-way road.

Intended View and Previous Documentation

There is no known historic documentation of vistas along the motor roads at Schoodic Peninsula. However, when the roads were built in the 1930s they utilized portions of existing roads developed by John Godfrey Moore, who purchased much of the land on Schoodic in the 1890s with hopes of developing it as a recreation area and building a hotel. These old roadbeds, and the new road construction, traced the coastline and provided many panoramic views.

In the 1950s when the entirety of the motor road accommodated two-way traffic, southbound motorists historically encountered this vista after passing the Fraser Point area and likely had panoramic ocean views. Northbound motorists approaching the Fraser Point area likely had a similar view. In 2006, Olmsted Center's inventory identified four framed/filtered views (f/f 0.395, f/f 0.674, f/f 0.894, f/f 1.183) and one panoramic view (pan 1.216) at this location.

A managed vista at this location will offer southbound motorists framed/filtered shoreline views looking west at the water and islands. This view is similar to Vista 46 along Ocean Drive on Mount Desert Island. The only other view like this on the peninsula is from the overlook parking area at the terminus of Schoodic Point Road. This report recommends the following description for proposed Vista SLR3: "Dynamic vista with multiple views across the water of the nearby islands, with Mount Desert Island in the distance."

Vista Management Area

To best achieve the intended view for SLR3, the recommended Center Front is 21 feet north of Culvert 0.846 (Dwg. SLR3; Fig. SLR3-misc1). The Left Front (to south) is at Culvert 1.305 and Right Front (to north) is 83 feet before the start of Guardwall 0.395 (Fig. SLR3-misc2 and 3). The total length of the vista is approximately 4880 feet. The recommended back line of the management area varies between 75 and 250 feet, which makes the size of the management area approximately 11.1 acres.

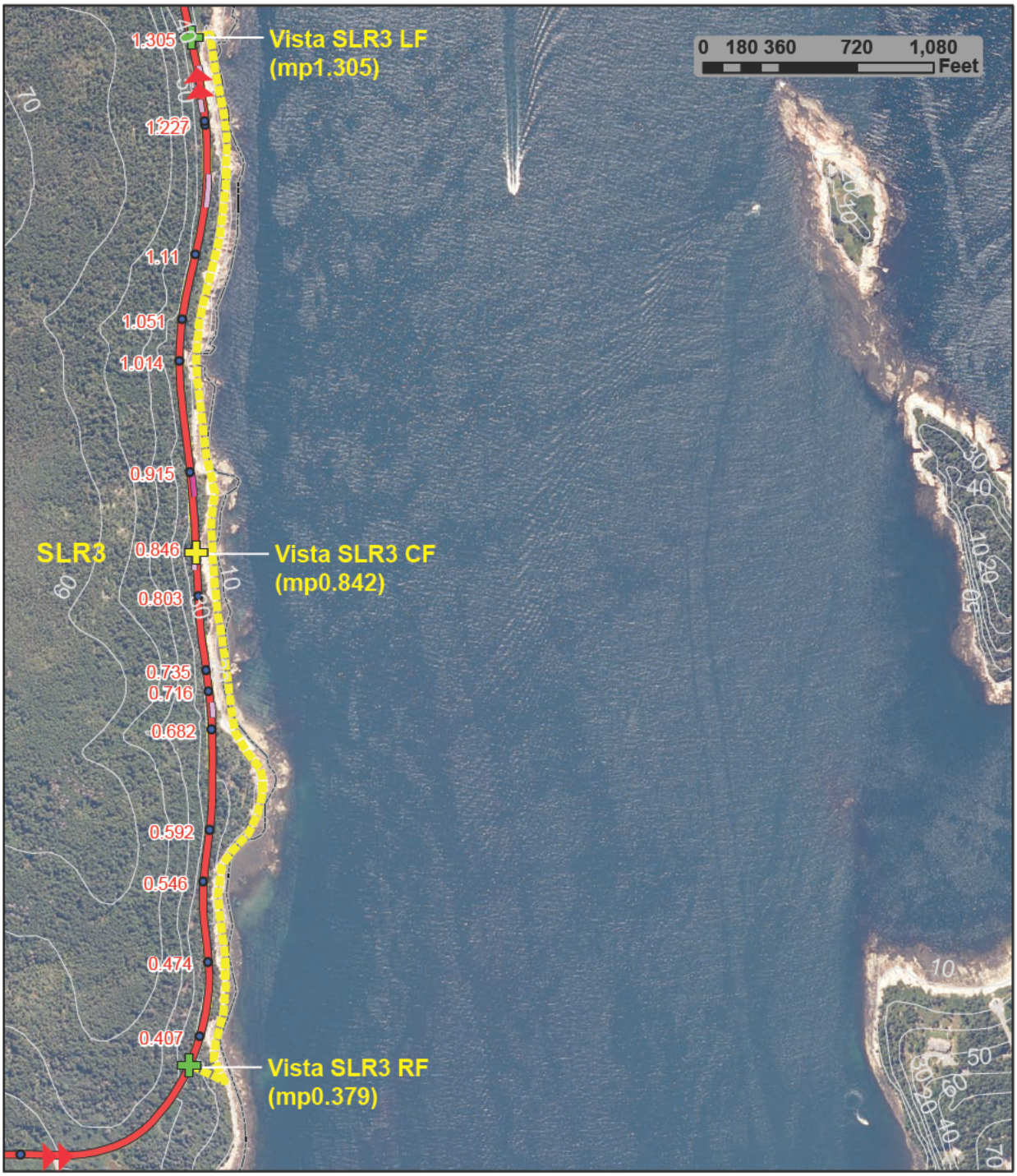
Analysis of Vista Management Area

Vista SLR3 provides the intended view (Fig. SLR3-LF, CF, RF). The landform in the vista management area descends to the west with slopes between 15-25 percent. Vegetation is described primarily as open headland/beach strand, although there are several areas of evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, ponds, streams, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road as well as in one paved pullout and three small unpaved pullouts. There are also two unpaved pullouts on the opposite side of the road.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista SLR3 is not a historic vista but should be maintained in its present condition within the management area to preserve the periodic views of the nearby islands and Mount Desert Island.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista SLR3
Schoodic Loop Road

Drawing SLR3



Figure SLR3-misc1. View of the culvert inlet associated with the Vista SLR3 centerline (OCLP, Acad0301_0.846_In, 2005).



Figure SLR3-misc2. View of the culvert inlet associated with the Vista SLR3 Left Front (OCLP, Acad0301_1.305_In, 2005).



Figure SLR3-misc3. View looking south at the guardwall associated with the Vista SLR3 Right Front (OCLP, Acad0301_0.395, 2005).



Figure SLR3LF. View of Left Front in November 2012 and September 2011 (OCLP, ACADvista_SL03LFy).



Figure SLR3CF. View looking west from Center Front in September 2011 (OCLP, ACADvista_SL03CFabc).



Figure SLR3RF. View of Right Front in November 2012 and September 2011 (OCLP, ACADvista_SL03RFy).

VISTA SLR4

Location

Vista SLR4 is located along Schoodic Loop Road (FHWA Route 301) and provides a view southwest across West Pond towards Pond Island and the ocean beyond. The proposed vista centerline is located 2.4 miles from the start of Schoodic Loop Road, at MP 2.441 (Lat 44.2045, Lon -68.0359) at the intersection with Schoodic Head Road, on the right side of the one-way road.

Intended View and Previous Documentation

There is no known historic documentation of vistas along the motor roads at Schoodic Peninsula. However, when the roads were built in the 1930s they utilized portions of existing roads developed by John Godfrey Moore, who purchased much of the land on Schoodic in the 1890s with hopes of developing it as a recreation area and building a hotel. These old roadbeds, and the new road construction, traced the coastline and provided many panoramic views.

In the 1950s when the entirety of the motor road accommodated two-way traffic, southbound motorists historically encountered this vista as they approached the West Pond area likely had panoramic views. Northbound motorists after passing by the southern part of pond likely had panoramic views likely had a similar view. In 2006, Olmsted Center's inventory identified a panoramic view (pan 2.428) at this location.

A managed vista at this location will offer southbound motorists framed/filtered views looking south and west at the northern portion of West Pond and Pond Island. The view is similar to Vista 70-71 at Schooner Head on Mount Desert Island. This report recommends the following description for proposed Vista SLR4: "View across northern part of West Pond towards Pond Island."

Vista Management Area

To best achieve the intended view for SLR4, the recommended Center Front is 7 feet north of the start of Guardwall 2.442 (opposite of road) (Dwg. SLR4; Fig. SLR4-misc1). The Left Front (to south) is at Culvert 2.473 and Right Front (to north) is 62 feet after the start of Guardwall 2.349. The total length of the vista is approximately 600 feet. The recommended back line of the management area varies between 30 and 190 feet, which makes the size of the management area approximately 1.0 acres.

Analysis of Vista Management Area

Vista SLR4 provides the intended view (Fig. SLR4-LF, CF, RF). The landform in the vista management area descends to the south and west with slopes between 15-25 percent. Vegetation in the southern portion is described as open headland/beach strand. The middle portion is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. The northern portion is described as a clumped/bunched spruce-fir forest with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road as well as a paved pullout (Fig. SLR4-misc2). The intersection for Schoodic Head Road is on the opposite side of the road.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista SLR4 is not a historic vista but should be maintained in its present condition within the management area to preserve the views of the pond and island. Vegetation on the north end of the vista should allow for framed/filtered views of the water.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista SLR4
Schoodic Loop Road

Drawing SLR4



Figure SLR4-misc1. View looking southeast at the guardwall on the opposite side of the road associated with the Vista SLR4 centerline (OCLP, Acad0301_2.442, 2005).



Figure SLR4-misc2. View looking southeast at the pullout at Vista SLR4 and the Schoodic Head Road intersection in the distance (OCLP, Acad0301_2.392, 2005).



Figure SLR4LF. View of Left Front in November 2012 and September 2011 (OCLP, ACADvista_SL04LFy).



Figure SLR4CF. View looking southwest from Center Front in September 2011 (OCLP, ACADvista_SL04CFabc).



Figure SLR4RF. View of Right Front in November 2012 and September 2011 (OCLP, ACADvista_SL04RFy).

VISTA SLR5

Location

Vista SLR5 is located along Schoodic Loop Road (FHWA Route 301) and provides a view southwest across West Pond towards Big Moose Island. The proposed vista centerline is located 2.7 miles from the start of Schoodic Loop Road, at MP 2.757 (Lat 44.2039, Lon -68.0339) between the intersections with Schoodic Head Road and Schoodic Point Road, on the right side of the one-way road.

Intended View and Previous Documentation

There is no known historic documentation of vistas along the motor roads at Schoodic Peninsula. However, when the roads were built in the 1930s they utilized portions of existing roads developed by John Godfrey Moore, who purchased much of the land on Schoodic in the 1890s with hopes of developing it as a recreation area and building a hotel. These old roadbeds, and the new road construction, traced the coastline and provided many panoramic views.

In the 1950s when the entirety of the motor road accommodated two-way traffic, southbound motorists historically encountered this vista after passing by the northern part of West Pond and likely had panoramic views. Northbound motorists approaching the pond from Big Moose Island likely had a similar view. In 2006, Olmsted Center's inventory identified a panoramic view (pan 2.553) at this location.

A managed vista at this location will offer southbound motorists framed/filtered views looking south and west at the southern portion of West Pond and Big Moose Island. This report recommends the following description for proposed Vista SLR5: "Views across the southern part of West Pond towards Big Moose Island."

Vista Management Area

To best achieve the intended view for SLR5, the recommended Center Front is 91 feet north of the start of Guardwall 2.774 (Dwg. SLR5; Fig. SLR5-misc). The Left Front (to south) is at the end of Pullout 2.868 and Right Front (to north) is 110 feet before Culvert 2.643. The total length of the vista is approximately 1370 feet. The recommended back line of the management area varies between 30 and 60 feet, which makes the size of the management area approximately 1.4 acres.

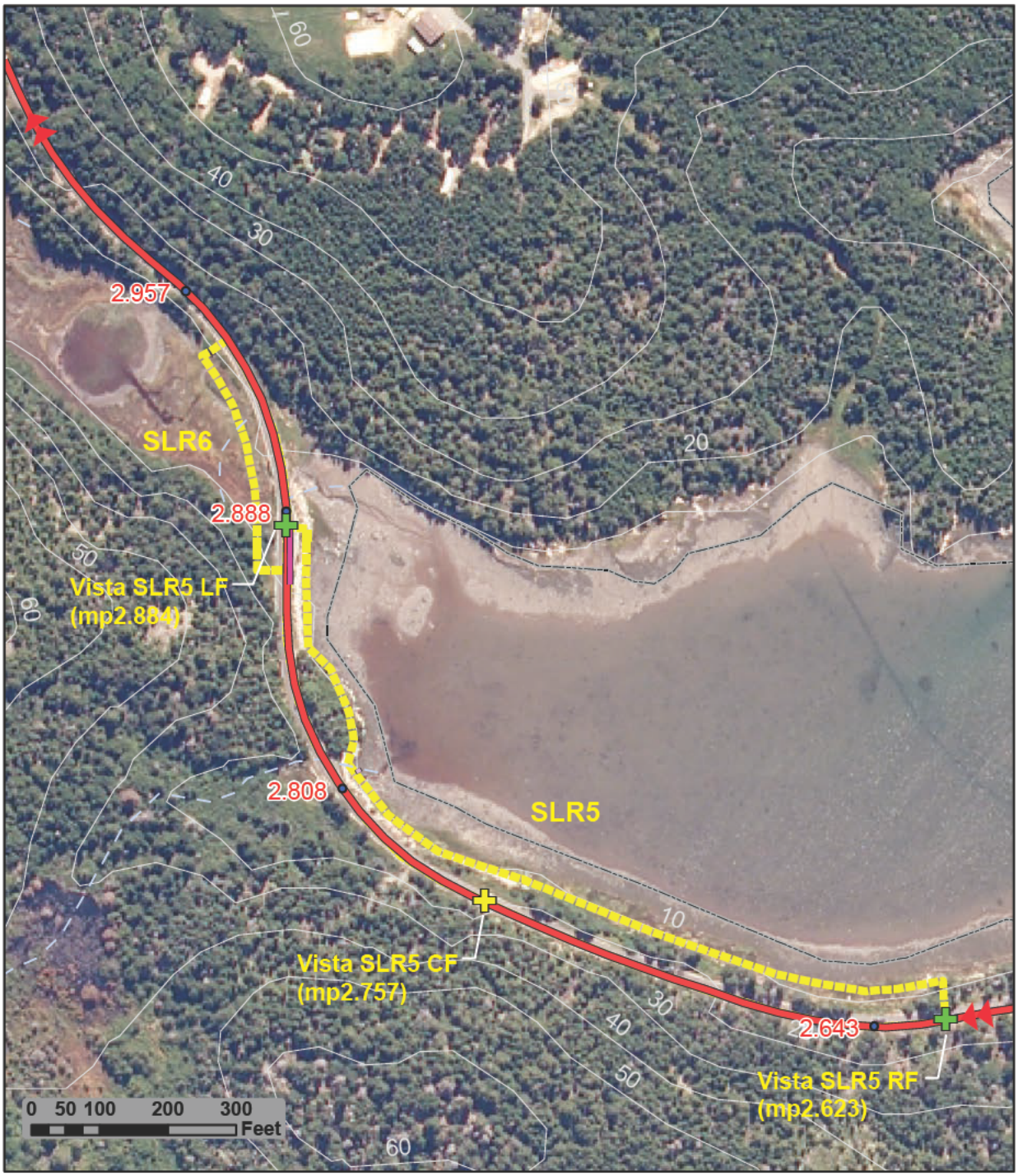
Analysis of Vista Management Area

Vista SLR5 provides the intended view (Fig. SLR5-LF, CF, RF). The landform in the vista management area descends to the south and west with slopes between 15-25 percent. Vegetation in the northern portion is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. The southern portion is mixed, and includes a clumped/bunched spruce-fir forest with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet, as well as an evenly dispersed mixed deciduous shrubland with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 1.5-16 feet. GIS data indicates no invasive vegetation, wetlands, or archeological sites.

Parking is allowed along the vista side of the motor road as well as at a paved pullout at the south end.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista SLR5 is not a historic vista but should be maintained in its present condition within the management area to preserve the views of the pond and island.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista SLR5
Schoodic Loop Road

Drawing SLR5



Figure SLR5-misc. View looking southeast at the guardwall associated with the Vista SLR5 centerline (OCLP, Acad0301_2.774, 2005).



Figure SLR5LF. View of Left Front in November 2012 and September 2011 (OCLP, ACADvista_SL05LFy).



Figure SLR5CF. View looking southwest from Center Front in September 2011 (OCLP, ACADvista_SL05CFabc).



Figure SLR5RF. View of Right Front in November 2012 and September 2011 (OCLP, ACADvista_SL05RFy).

VISTA SLR6

Location

Vista SLR6 is located along Schoodic Loop Road (FHWA Route 301) and provides a view southeast at the ponds and wetlands that separate Big Moose Island from the peninsula. The proposed vista centerline is located 2.8 miles from the start of Schoodic Loop Road, at MP 2.894 (Lat 44.2032, Lon -68.0335) between the intersections with Schoodic Head Road and Schoodic Point Road, on the left side of the one-way road.

Intended View and Previous Documentation

There is no known historic documentation of vistas along the motor roads at Schoodic Peninsula. However, when the roads were built in the 1930s they utilized portions of existing roads developed by John Godfrey Moore, who purchased much of the land on Schoodic in the 1890s with hopes of developing it as a recreation area and building a hotel. These old roadbeds, and the new road construction, traced the coastline and provided many panoramic views.

In the 1950s when the entirety of the motor road accommodated two-way traffic, southbound motorists historically encountered this vista after passing by the northern part of West Pond and likely had panoramic views. Northbound motorists approaching the pond from Big Moose Island likely had a framed/filtered view. In 2006, Olmsted Center's inventory did not identify a view at this location.

A managed vista at this location will offer southbound motorists a panoramic view looking southeast at the ponds and wetlands that separate Big Moose Island and the peninsula. The view is similar to Vista 55 at the Great Meadow on Mount Desert Island. This report recommends the following description for proposed Vista SLR6: "View of the ponds and wetlands that separate Big Moose Island and the Schoodic Peninsula."

Vista Management Area

To best achieve the intended view for SLR6, the recommended Center Front is 75 south of Culvert 2.888 (Dwg. SLR6; Fig. SLR6-misc). The Left Front (to north) is 24 feet after the start of Pullout 2.868 (opposite side of road) and Right Front (to south) is 75 feet before Culvert 2.957. The total length of the vista is approximately 360 feet. The recommended back line of the management area is 40 feet, which makes the size of the management area approximately 0.3 acres.

Analysis of Vista Management Area

Vista SLR6 provides the intended view (Fig. SLR6-LF, CF, RF). The landform in the vista management area descends to the south and east with slopes between 15-25 percent. Vegetation is described as a tidal marsh except for the far south end that is an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation or archeological sites.

Parking is not allowed along the vista side of the motor road, but there is a paved pullout on the opposite side of the road.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista SLR6 is not a historic vista but should be maintained in its present condition within the management area to preserve the views of the ponds and wetlands. It is one of three inland views on the peninsula.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista SLR6
Schoodic Loop Road

Drawing SLR6



Figure SLR-misc. View of the culvert inlet associated with the Vista SLR6 centerline (OCLP, Acad0301_2.888_In, 2005).



Figure SLR6LF. View of Left Front in November 2012 (OCLP, ACADvista_SL06LFy).



Figure SLR6CF. View looking southeast from Center Front in September 2011 (OCLP, ACADvista_SL06CFabc).





Figure SLR6RF. View of Right Front in November 2012 and September 2011 (OCLP, ACADvista_SL06RFy).

VISTA SLR7

Location

Vista SLR7 is located along Schoodic Loop Road (FHWA Route 301) and provides a view south at Arey Cove and East Pond that separate Little Moose Island from the peninsula. The proposed vista centerline is located 3.3 miles from the start of Schoodic Loop Road, at MP 3.366 (Lat 44.2018, Lon -68.0311) between the intersections with Schoodic Point Road and Blueberry Hill, on the right side of the one-way road.

Intended View and Previous Documentation

There is no known historic documentation of vistas along the motor roads at Schoodic Peninsula. However, when the roads were built in the 1930s they utilized portions of existing roads developed by John Godfrey Moore, who purchased much of the land on Schoodic in the 1890s with hopes of developing it as a recreation area and building a hotel. These old roadbeds, and the new road construction, traced the coastline and provided many panoramic views.

In the 1950s when the entirety of the motor road accommodated two-way traffic, eastbound motorists historically encountered this vista as they departed the Big Moose Island area and likely had panoramic views. Westbound motorists heading from the Blueberry Hill area likely had a similar view. In 2006, Olmsted Center's inventory identified a 480-foot long panoramic view (pan 3.334) at this location.

A managed vista at this location will offer eastbound motorists a panoramic view looking south and southeast at the water bodies that separate Little Moose Island and the peninsula. This report recommends the following description for proposed Vista SLR7: "View of West Pond, Arey Cove, and Little Moose Island."

Vista Management Area

To best achieve the intended view for SLR7, the recommended Center Front is 264 feet west of the start of Pullout 3.416 (Dwg. SLR7; Fig. SLR7-misc). The Left Front (to east) is at the start of the pullout and Right Front (to west) is 67 feet before the start of Guard/Retaining Wall 3.333. The total length of the vista is approximately 530 feet. The recommended back line of the management area is 30 feet, except for the far west end that is 200 feet, which makes the size of the management area approximately 0.3 acres.

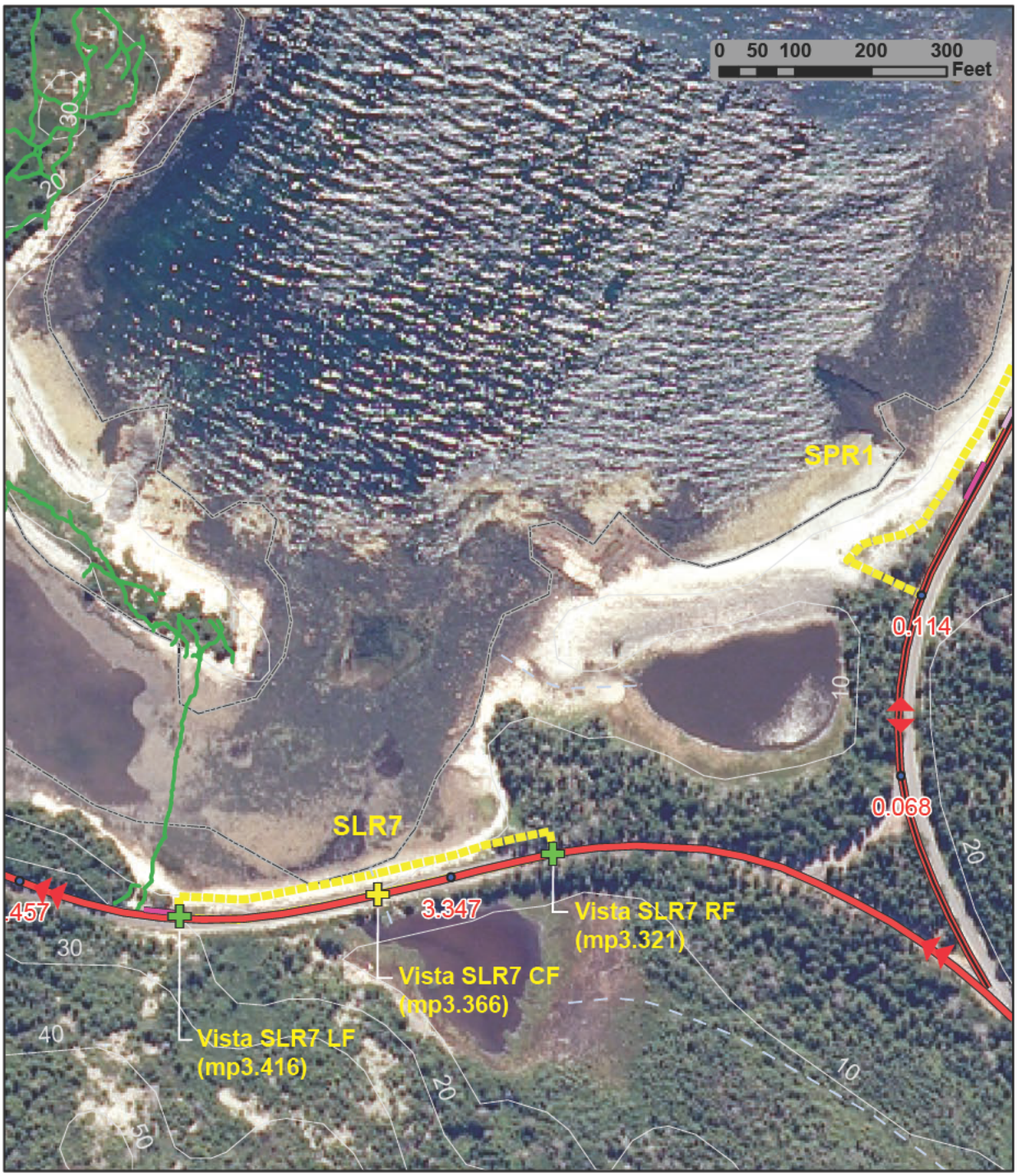
Analysis of Vista Management Area

Vista SLR7 provides the intended view (Fig. SLR7-LF, CF, RF). The landform in the vista management area descends to the south with slopes between 15-25 percent. Vegetation is limited to the far west end and is described as an evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation or archeological sites.

Parking is allowed along the vista side of the motor road, as well as in a paved pullout at the end of the vista. A social trail beginning at the pullout provides access to the island at low tide.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista SLR7 is not a historic vista but should be maintained in its present condition within the management area to preserve the views of the water and Little Moose Island.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/olcp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista SLR7
Schoodic Loop Road

Drawing SLR7



Figure SLR7-misc. View looking east at the pullout associated with the Vista SLR7 centerline (OCLP, Acad0301_3.416, 2005).



Figure SLR7LF. View of Left Front in November 2012 and September 2011 (OCLP, ACADvista_SL07LFy).



Figure SLR7CF. View looking south from Center Front in September 2011 (OCLP, ACADvista_SL07CFabc).



Figure SLR7RF. View of Right Front in November 2012 and September 2011 (OCLP, ACADvista_SL07RFy).

VISTA SLR8

Location

Vista SLR8 is located along Schoodic Loop Road (FHWA Route 301) providing a view south towards Schoodic Island and east across Schoodic Harbor towards Rolling Island and Spruce Point. The proposed vista centerline is located 4.4 miles from the start of Schoodic Loop Road, at MP 4.453 (Lat 44.2055, Lon -68.0246) between the trailheads for the Anvil Trail and the East Trail, on the right side of the one-way road.

Intended View and Previous Documentation

There is no historic documentation of vistas along the motor roads at Schoodic Peninsula. However, when the roads were built in the 1930s they utilized portions of existing roads developed by John Godfrey Moore, who purchased much of the land on Schoodic in the 1890s with hopes of developing it as a recreation area and building a hotel. These old roadbeds, and the new road construction, traced the coastline and provided many panoramic views.

In the 1950s when the entirety of the motor road accommodated two-way traffic, northbound motorists historically encountered this vista as they passed Blueberry Hill and began their turn north around the peninsula. Southbound motorists heading from the Wonsqueak Harbor area likely had a similar view. In 2006, Olmsted Center's inventory identified numerous views at this location: a 997-foot long panoramic view (pan 3.549), a 469-foot long framed/filtered view (f/f 3.739), a 1,219-foot long framed/filtered view (f/f 3.890), a 364-foot long framed/filtered view (f/f 4.168), a 369-foot long panoramic view (f/f 4.238), a 1,325-foot long framed/filtered view (f/f 4.547), a 1,140-foot long framed/filtered view (f/f 4.932), and a 781-foot long panoramic view (f/f 5.211)

A managed vista at this location offers northbound motorists framed/filtered shoreline views looking east at the water and islands. This report recommends the following description for proposed Vista SLR8: "Dynamic vista with views across the waters towards Little Moose Island, Schoodic Island, Rolling Island, and Spruce Point."

Vista Management Area

To best achieve the intended view for SLR8, the recommended Center Front is 52 feet north of Culvert 4.444 (Dwg. SLR8; Fig. SLR8-misc1). The Left Front (to north) is at the end of Guardwall 5.282 (opposite side of road) and Right Front (to south) is 30 feet before the start of Guardwall 3.550 (Fig. SLR8-misc2 and misc3). The total length of the vista is approximately 9,600 feet. The recommended back line of the management area is 30 feet, which makes the size of the management area approximately 23 acres.

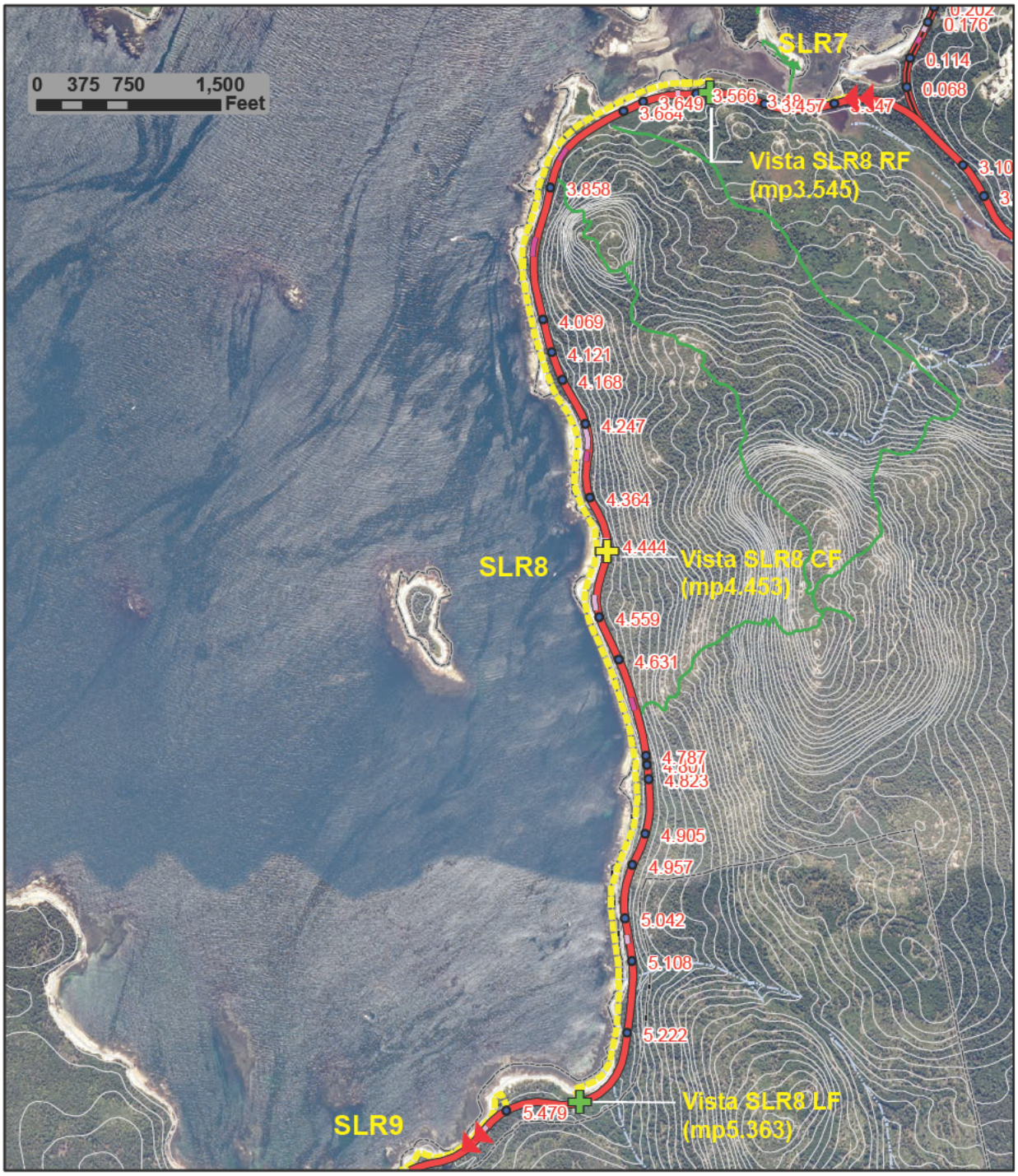
Analysis of Vista Management Area

Vista SLR8 provides the intended view (Fig. SLR8-LF, CF, RF; Fig. SLR8-misc4). The landform in the vista management area descends to the south and east with slopes between 15-25 percent. Vegetation is described primarily as open headland-beach strand interspersed with the following: clumped/bunched blueberry bald-summit shrubland with an open discontinuous canopy, a density coverage of 25-60 percent, and plant heights of less than 1.5 feet; evenly dispersed mixed deciduous shrubland with an closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 1.5-16 feet; evenly dispersed and clumped/bunched spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 16-40 and 40-65 feet; and clumped/bunched jack pine woodland with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 16-40 feet. GIS data indicates no invasive vegetation or archeological sites.

Parking is allowed along the vista side of the motor road, as well as in five paved pullouts and five unpaved pullouts. Trailheads for the Alder, Anvil, and East trails can be found opposite the vista.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista SLR8 is not a historic vista, yet should be maintained in its present condition within the proposed management area to preserve the periodic views of the nearby islands and Spruce Point.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 20' Contour
- Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way,two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista SLR8
Schoodic Loop Road

Drawing SLR8



Figure SLR8-misc1. View of the culvert inlet associated with the Vista SLR8 centerline (OCLP, Acad0301_4.444_In, 2005).



Figure SLR8-misc2. View looking north at the guardwall associated with the Vista SLR8 Left Front (OCLP, Acad0301_5.282, 2005).



Figure SLR8-misc3. View looking east at the guardwall associated with the Vista SLR8 Right Front (OCLP, Acad0301_3.550, 2005).



Figure SLR8-misc4. View looking east from MP 4.932, with Rolling Island in the distance (OCLP, ACADvista_SL08_pan1bcd, 2011).



Figure SLR8LF. View of Left Front in November 2012 and September 2011 (OCLP, ACADvista_SL08LFy).



Figure SLR8CF. View looking east from Center Front in September 2011 (OCLP, ACADvista_SL08CFabc).



Figure SLR8RF. View of Right Front in November 2012 and September 2011 (OCLP, ACADvista_SL08RFy).

VISTA SLR9

Location

Vista SLR9 is located along Schoodic Loop Road (FHWA Route 301) and provides a view across Wonsqueak Harbor towards Spruce Point and Rolling Island. The proposed vista centerline is located 5.5 miles from the start of Schoodic Loop Road, at MP 5.592 (Lat 44.2143 Lon -68.0228) before the park boundary at Wonsqueak Road, on the right side of the one-way road.

Intended View and Previous Documentation

There is no known historic documentation of vistas along the motor roads at Schoodic Peninsula. However, when the roads were built in the 1930s they utilized portions of existing roads developed by John Godfrey Moore, who purchased much of the land on Schoodic in the 1890s with hopes of developing it as a recreation area and building a hotel. These old roadbeds, and the new road construction, traced the coastline and provided many panoramic views.

In the 1950s when the entirety of the motor road accommodated two-way traffic, northbound motorists historically encountered this vista as they approached the Wonsqueak Harbor before leaving park property, and likely had panoramic views. Southbound motorists approaching the Wonsqueak Harbor area likely had a similar view, their first after entering the park. In 2006, Olmsted Center's inventory identified a 665-foot long panoramic view (pan 5.495) and a 269-foot long panoramic view (pan 5.654) at this location.

A managed vista at this location will offer northbound motorists panoramic shoreline views looking south at the water and islands. This report recommends the following description for proposed Vista SLR9: "View across Wonsqueak Harbor towards Spruce Point and Rolling Island."

Vista Management Area

To best achieve the intended view for SLR9, the recommended Center Front is 552 feet south of the start of Guardwall 5.621 (Dwg. SLR9; Fig. SLR9-misc). The Left Front (to north) is at the end of Pullout 5.687 and Right Front (to south) is 70 feet before Culvert 5.479. The total length of the vista is approximately 1,236 feet. The recommended back line of the management area varies between 40 and 100 feet, which makes the size of the management area approximately 1.5 acres. (Note: The Center Front marker is located on the opposite side of the road.)

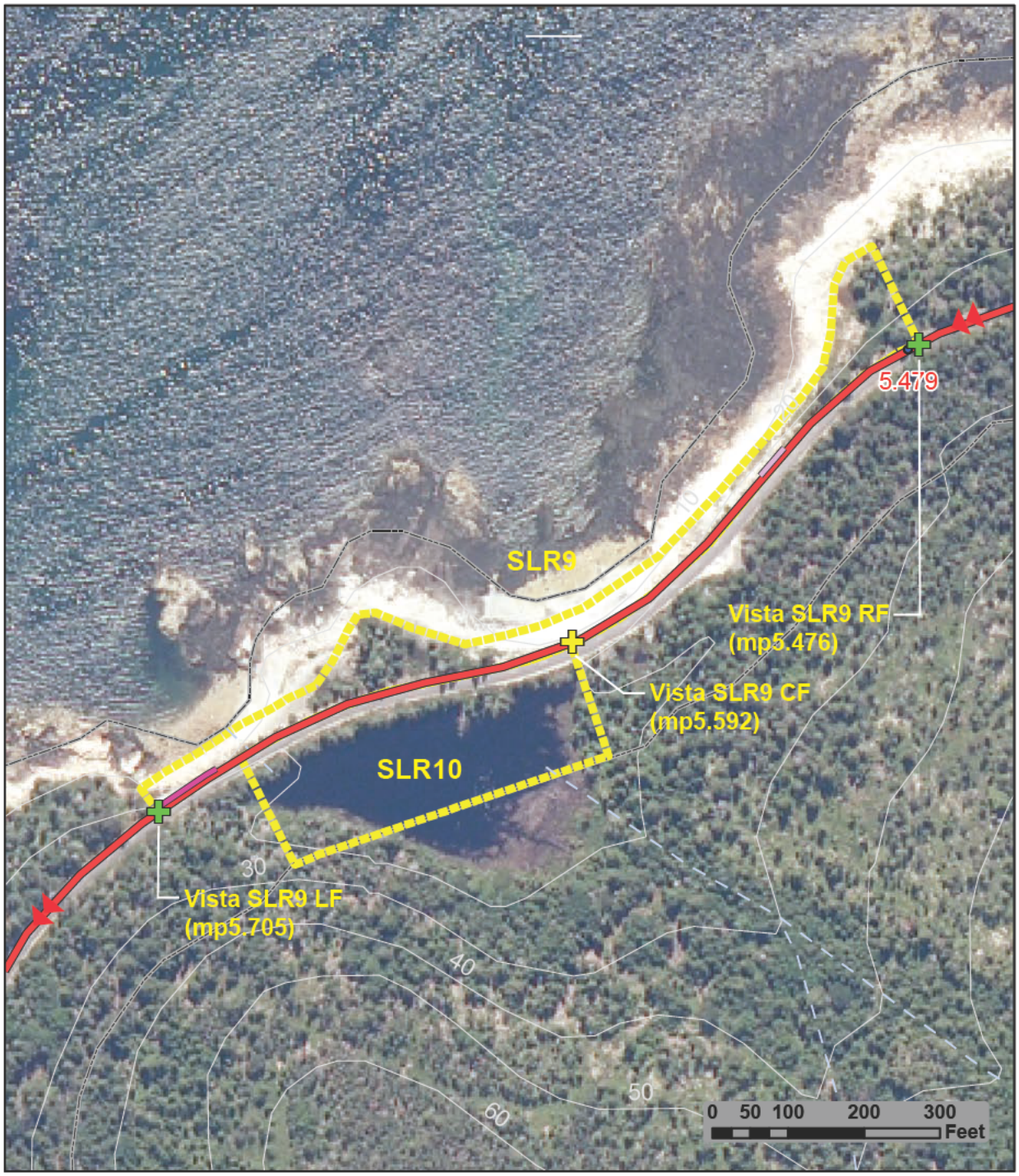
Analysis of Vista Management Area

Vista SLR9 provides the intended view (Fig. SLR9-LF, CF, RF). The landform in the vista management area descends to the south with minimal slopes. Vegetation is described primarily as open headland-beach strand interspersed with a clumped/bunched spruce-fir forest with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation or archeological sites.

Parking is allowed along the vista side of the motor road, as well as in a paved pullout at the end of the vista.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista SLR9 is not a historic vista but should be maintained in its present condition within the management area to preserve the views of the harbor, islands, and Spruce Point.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
1. All features are shown in approximate scale and location.
2. Map is for illustrative purposes only.

SOURCES
1. Acadia National Park Geographic Information System
2. Aerial photographs, 2009
3. Field work, 2011-2012

National Park Service
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista SLR9
Schoodic Loop Road

Drawing SLR9



Figure SLR9-misc. View looking east at the guardwall associated with the Vista SLR9 centerline (OCLP, Acad0301_5.621, 2005).



Figure SLR9LF. View of Left Front in November 2012 and September 2011 (OCLP, ACADvista_SL09LFy).



Figure SLR9CF. View looking east from Center Front in September 2011 (OCLP, ACADvista_SL09CFabc).



Figure SLR9RF. View of Right Front in November 2012 and September 2011 (OCLP, ACADvista_SL09RFy).

VISTA SLR10

Location

Vista SLR10 is located along Schoodic Loop Road (FHWA Route 301) and provides a view north at an inland tidal pond. The proposed vista centerline is located 5.6 miles from the start of Schoodic Loop Road, at MP 5.655 (Lat 44.2144, Lon -68.0225) before the park boundary at Wonsqueak Road, on the left side of the one-way road.

Intended View and Previous Documentation

There is no known historic documentation of vistas along the motor roads at Schoodic Peninsula. However, when the roads were built in the 1930s they utilized portions of existing roads developed by John Godfrey Moore, who purchased much of the land on Schoodic in the 1890s with hopes of developing it as a recreation area and building a hotel. These old roadbeds, and the new road construction, traced the coastline and provided many panoramic views.

In the 1950s when the entirety of the motor road accommodated two-way traffic, northbound motorists historically encountered this vista as they approached the Wonsqueak Harbor before leaving park property, and likely had a framed/filtered view. Southbound motorists approaching the Wonsqueak Harbor area likely had a similar view, their first after entering the park. In 2006, Olmsted Center's inventory did not identify a view at this location.

A managed vista at this location will offer northbound motorists a framed/filtered inland view of a permanent tidal pond. The view is similar to Vista 52 at Beaver Dam Pond on Mount Desert Island. This report recommends the following description for proposed Vista SLR10: "View of inland tidal pond."

Vista Management Area

To achieve the intended view for SLR10, the recommended Center Front is 213 feet south of the end of Guardwall 5.555 (Dwg. SLR10; Fig. SLR10-misc). The Left Front (to south) is 152 feet before the start of Guardwall 5.621 (opposite side of road) and Right Front (to north) is 78 feet before the end of Guardwall 5.555. The total length of the vista is approximately 470 feet. The recommended back line of the management area is 75 feet (the park boundary), which makes the size of the management area approximately 1.7 acres.

Analysis of Vista Management Area

Vista SLR10 is limited in providing the intended view because of the density of trees between the pond and road (Fig. SLR10-LF, CF, RF). The landform in the vista management area descends to the northwest with minimal slopes. Vegetation is described as a clumped/bunched spruce-fir forest with an open discontinuous canopy, a density coverage of 25-60 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation or archeological sites.

Parking is not allowed along the vista side of the motor road. However, there is a paved pullout on the opposite side of the road.

Treatment of Vista Management Area

Vista Treatment - Repair. Vista SLR10 is not a historic vista, yet should be rehabilitated within the limits of the management area to repair views of the inland pond. Trees between the road and the edge of the pond should be thinned to open the views. This vista is one of three inland views on the peninsula.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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3. Field work, 2011-2012

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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved,gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista SLR10
Schoodic Loop Road

Drawing SLR10



Figure SLR10-misc. View looking north at the guardwall associated with the Vista SLR10 centerline (OCLP, Acad0301_5.555, 2005).



Figure SLR10LF. View of Left Front in November 2012 and September 2011 (OCLP, ACADvista_SL10LFy).



Figure SLR10CF. View looking north from Center Front in September 2011 (OCLP, ACADvista_SL10CFabc).



Figure SLR10RF. View of Right Front in November 2012 and September 2011 (OCLP, ACADvista_SL10RFy).

VISTA SPR1

Location

Vista SPR1 is located along Schoodic Point Road (FHWA Route 249) and provides a view southeast across Arey Cove towards Little Moose Island. The proposed vista centerline is located 0.2 miles from the start of Schoodic Point Road, at MP 0.271 (Lat 44.2008, Lon -68.0326) south of the entrance to the Schoodic Education and Research Center (SERC), on the left side of the two-way road.

Intended View and Previous Documentation

There is no known historic documentation of vistas along the motor roads at Schoodic Peninsula. However, when the roads were built in the 1930s they utilized portions of existing roads developed by John Godfrey Moore, who purchased much of the land on Schoodic in the 1890s with hopes of developing it as a recreation area and building a hotel. These old roadbeds, and the new road construction, traced the coastline and provided many panoramic views.

In the 1950s, southbound motorists historically encountered this vista as the headed to the entrance to the U.S. Naval Station and overlook at Schoodic Point, and likely had a framed/filtered view. Northbound motorists likely had a similar view. In 2006, Olmsted Center's inventory identified a 792-foot long framed/filtered view (f/f 0.100) and a 528-foot long framed/filtered view (f/f 0.300) at this location.

A managed vista at this location will offer northbound and southbound motorists a framed/filtered view of the cove and island. This report recommends the following description for proposed Vista SPR1: "View across Arey Cove towards Little Moose Island."

Vista Management Area

To best achieve the intended view for SPR1, the recommended Center Front is 92 feet south of Culvert 0.255 (Dwg. SPR1; Fig. SPR1-misc1). The Left Front (to north) is at Culvert 0.114 and Right Front (to south) is 5 feet after the end of Guardwall 0.367. The total length of the vista is approximately 1,716 feet. The recommended back line of the management area is 30 feet, which makes the size of the management area approximately 1.5 acres.

Analysis of Vista Management Area

Vista SPR1 provides the intended view (Fig. SPR1-LF, CF, RF). The landform in the vista management area descends to the southeast with minimal slopes. Vegetation is primarily described as open headland-beach strand, but there are areas of evenly dispersed spruce-fir forest with a closed continuous canopy, a density coverage of 60-100 percent, and tree heights of 40-65 feet. GIS data indicates no invasive vegetation or archeological sites.

Parking is not allowed along the vista side of the motor road, but there is a paved and unpaved pullout at the north end (Fig. SPR1-misc2). There is also a paved pullout at the south end on the opposite side of the road.

Treatment of Vista Management Area

Vista Treatment - Maintain. Vista SPR1 is not a historic vista but should be maintained in its present condition within the management area to preserve the views of the cove and island.



DRAWN BY
Jeff Killion, OCLP, 2012
ESRI ArcMap ver.10.1, Adobe Illustrator CS5 ver.15.1.0

NOTES
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SOURCES
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National Park Service
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LEGEND

- Motor Road two-way
- Motor Road one-way
- Pullout (paved, gravel)
- Trail / Carriage Road
- Bridge
- Park Boundary
- 140 20' Contour
- 8.775 Culvert (mileage point)
- 1958 Vista Line
- 1961 Vista Line
- Proposed Limits of Vista Management
- Vista Center Front (mileage point)
- Vista Left / Right Front (mileage point)
- Alternate Left / Right (mileage point)
- Direction of Travel (one-way, two-way)

Vista Management Plan
Historic Motor Road System
Acadia National Park

Vista SPR1
Schoodic Point Road

Drawing SPR1



Figure SPR1-misc1. View of the culvert inlet associated with the Vista SPR1 centerline (OCLP, Acad0249_0.255_In, 2005).



Figure SPR1-misc2. View looking south at the paved pullout at the north end of the vista, with the unpaved pullout and SERC entrance gate in the distance (OCLP, Acad0249_0.139(1), 2005).



Figure SPR1LF. View of Left Front in September 2011 (OCLP, ACADvista_SP1LFy).



Figure SPR1CF. View looking south from Center Front in September 2011 (OCLP, ACADvista_SP1CFabc).



Figure SPR1RF. View of Right Front in November 2012 and September 2011 (OCLP, ACADvista_SP1RFy).

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Appendix A

A summary of vista treatment recommendations and priorities for accomplishing the work are provided in the following table. Information regarding the centerline, start point, and end point based on mileage; total length of the vista in feet; acreage of the proposed vista management area; longitude and latitude of the centerline; deviation from the historic 1961 length (if applicable); and page number in the text is also provided.

FHWA Route #	Historic Road Segment	Vista #	Proposed Treatment	Priority for Treatment?	MP Begin	MP Center	MP End	Center Point Latitude	Center Point Longitude	Approx. Area (acres)	Total Length (feet)	+/- from Historic Length	Page #
Mount Desert Island - Historic Vistas													
10	Paradise Hill Road * alternate points used	1	Repair	Yes	*0.530	*0.599	*0.669	44.406352	-68.238148	2.3	730	- 1470	342
		2	Repair	No	1.616	1.631	1.655	44.392804	-68.228485	0.1	165	0	348
		3	Repair	Yes	1.976	1.997	2.018	44.3885	-68.228189	0.1	250	0	352
		4	Maintain	No	2.354	2.367	2.380	44.384263	-68.229864	0.6	200	0	356
		5	Maintain	Yes	2.576	2.605	2.647	44.381594	-68.231783	0.9	450	0	360
12	Jordan Pond / Eagle Lake Road * alternate points used	6	Repair	No	4.743	4.789	4.815	44.370575	-68.23598	1.3	350	0	292
		7	Repair	Yes	4.375	4.399	4.425	44.366439	-68.240685	0.4	285	0	288
		8	Repair	Yes	4.277	4.304	4.331	44.36507	-68.241238	1.0	315	0	284
		9	Repair	Yes	4.173	4.215	4.254	44.363828	-68.241659	0.5	420	0	280
		10	Repair	Yes	4.074	4.100	4.126	44.361993	-68.241569	0.5	270	0	276
		11	Repair	Yes	3.868	3.888	3.909	44.358952	-68.24153	0.8	240	0	272
		12	Repair	Yes	3.819	3.831	3.845	44.358198	-68.241518	0.4	130	0	268
		13	Repair	Yes	3.759	3.780	3.798	44.357326	-68.241241	0.5	210	0	264
		14	Repair	Yes	3.720	3.736	3.753	44.35691	-68.241118	0.4	185	0	260
		15	Repair	Yes	3.659	3.671	3.682	44.355957	-68.24102	0.3	120	0	256
		16	Repair	No	2.548	2.560	2.575	44.346242	-68.249126	0.3	140	0	252
		17	Repair	Yes	2.059	2.075	2.103	44.339417	-68.250315	0.5	245	0	248
		18	Repair	Yes	1.989	1.997	2.006	44.338276	-68.25056	0.1	75	0	244
		19	Repair	Yes	1.869	1.911	1.955	44.337051	-68.250966	0.5	450	0	240
		20	Repair	Yes	*1.763	1.775	*1.788	44.33479	-68.251309	0.2	130	- 2370	236
		21	Repair	Yes	1.692	1.715	1.738	44.334245	-68.251334	0.2	250	0	232
		22	Repair	Yes	1.617	1.632	1.645	44.333008	-68.250797	0.1	150	0	228
12	Day Mountain Road Extension	23	Maintain	No	*0.158	0.249	*0.380	44.316009	-68.250131	3.3	1385	- 1815	224
300	Day Mountain Road	24	Repair	Yes	11.975	12.019	12.065	44.316345	-68.226683	1.1	465	0	218

FHWA Route #	Historic Road Segment	Vista #	Proposed Treatment	Priority for Treatment?	MP Begin	MP Center	MP End	Center Point Latitude	Center Point Longitude	Approx. Area (acres)	Total Length (feet)	+/- from Historic Length	Page #
300	Otter Cove Causeway / Blackwoods Road * alternate points used	25	Maintain	No	10.837	10.980	11.226	44.303617	-68.217585	4.9	2250	0	212
		26	Maintain	No	10.506	10.569	10.619	44.29753	-68.215227	1.2	555	0	208
		27	Repair	Yes	10.301	10.332	10.366	44.298587	-68.211302	1.0	345	0	204
		28	Repair	Yes	10.186	10.209	10.232	44.298502	-68.208889	0.7	325	0	200
		29	Repair	Yes	10.124	10.155	10.186	44.29889	-68.208148	0.6	375	0	196
		30	Maintain	No	9.778	9.816	9.860	44.30197	-68.203432	0.7	400	0	192
		31	Maintain	No	9.705	9.739	9.778	44.302867	-68.202907	0.6	425	0	188
		32	Repair	Yes	9.679	9.690	9.705	44.303701	-68.202891	0.2	140	0	184
		33	Repair	Yes	9.517	9.556	9.593	44.305531	-68.202285	0.6	390	0	180
		34	Repair	No	9.353	9.373	9.394	44.307966	-68.200625	0.3	225	0	176
		35	Repair	No	9.303	9.315	9.327	44.308865	-68.200296	0.2	130	0	172
		36	Repair	No	9.218	9.224	9.230	44.310029	-68.200402	0.1	70	0	168
		37	Repair	No	8.966	9.019	9.069	44.31301	-68.200053	1.2	600	0	164
		38	Maintain	No	*8.585	8.722	*8.773	44.317194	-68.199636	0.8	992	- 608	160
		39	Maintain	No	*8.620	8.699	*8.772	44.317194	-68.199636	0.8	802	- 698	156
		40	Suspend	No	8.485	8.500	8.516	44.315901	-68.19671	0.6	180	0	152
		41	Repair	Yes	8.371	8.386	8.401	44.314897	-68.196132	0.2	160	0	148
300	Otter Cliffs Road	42	Suspend	No	7.994	8.016	8.041	44.309864	-68.193069	0.5	240	0	142
		43	Repair	Yes	7.774	7.783	7.792	44.307064	-68.1916	0.1	100	0	138
		44	Maintain	No	7.464	7.491	7.520	44.310678	-68.189165	0.5	300	0	134
		45	Repair	No	7.397	7.414	7.431	44.311552	-68.18983	0.6	180	0	130
300	Ocean Drive / Champlain Mountain Road * alternate points used	46	Maintain	No	*5.811	6.542	*7.135	44.32263	-68.18781	15.3	7000	- 3032	124

FHWA Route #	Historic Road Segment	Vista #	Proposed Treatment	Priority for Treatment?	MP Begin	MP Center	MP End	Center Point Latitude	Center Point Longitude	Approx. Area (acres)	Total Length (feet)	+/- from Historic Length	Page #
300	BRP Project 4A2	**47**	Repair	No	5.008	**5.069**	5.128	44.34284	-68.185207	4.4	635	0	118
		48	Repair	No	4.716	**4.737**	4.762	44.347244	-68.187563	1.5	250	0	114
		49	Repair	Yes	4.568	**4.586**	4.607	44.34941	-68.187654	1.4	200	0	110
		50	Repair	No	4.404	**4.430**	4.464	44.352022	-68.187838	2.0	275	0	106
		51	Repair	Yes	3.807	**3.860**	3.910	44.360019	-68.188344	1.6	500	0	102
300	Kebo Mountain Road Extension	**52**	Repair	Yes	3.250	**3.327**	3.400	44.361721	-68.196543	1.2	750	0	96
		53	Repair	No	2.495	**2.561**	2.627	44.365041	-68.203258	6.1	700	0	92
		54	Repair	Yes	2.230	**2.355**	2.484	44.367876	-68.203878	5.9	1300	0	88
300	Kebo Mountain Road	**55**	Maintain	No	2.137	**2.162**	2.189	44.369779	-68.206522	1.0	280	0	84
		56	Repair	No	1.679	**1.780**	1.885	44.372253	-68.213286	5.2	1050	0	80
		57	Repair	Yes	0.318	**0.358**	0.399	44.37851	-68.228956	6.8	420	0	76
13	Cadillac Mountain Road * alternate points used	**58**	Repair	No	0.279	**0.309**	0.340	44.36924	-68.232892	1.1	300	0	298
		59	Suspend	No	0.503	**0.534**	0.549	44.370484	-68.229686	1.7	310	0	302
		60	Maintain	No	0.615	**0.668**	0.720	44.368514	-68.229797	1.1	570	0	306
		61	Maintain	No	1.314	**1.346**	1.377	44.360937	-68.233557	0.9	370	0	310
		62	Maintain	No	1.529	**1.566**	1.603	44.358265	-68.232426	0.5	370	0	314
		63	Maintain	No	1.893	**1.946**	1.999	44.361343	-68.230159	0.4	550	0	318
		64	Maintain	No	2.026	**2.050**	2.076	44.360376	-68.228868	0.4	320	0	322
		65	Maintain	No	2.826	**2.844**	2.862	44.349737	-68.23116	0.1	195	0	326
		66	Repair	No	*3.148	**3.200**	*3.300	44.351587	-68.228778	2.1	800	- 1480	330
		67A	Maintain	No	n/a	**n/a**	n/a	44.21132	-68.13505	0.4	180	0	334
		67B	Maintain	No	n/a	**n/a**	n/a	44.353022	-68.224696	0.4	180	+ 180	334
222	Schoodic Head Overlook Access Road * alternate points used	**70-71**	Maintain	No	n/a	**n/a**	n/a	44.2023	-68.1039	1.1	560	- 740	366

FHWA Route #	Historic Road Segment	Vista #	Proposed Treatment	Priority for Treatment?	MP Begin	MP Center	MP End	Center Point Latitude	Center Point Longitude	Approx. Area (acres)	Total Length (feet)	+/- from Historic Length	Page #
Schoodic Peninsula - Proposed Vistas													
301	Schoodic Loop Road	**SLR 1**	Maintain	No	0.002	**0.062**	0.133	44.2228	-68.0414	0.7	650	n/a	372
		SLR 2	Maintain	No	0.015	**0.066**	0.097	44.2228	-68.0414	0.4	430	n/a	376
		SLR 3	Maintain	No	0.379	**0.842**	1.305	44.2159	-68.0435	11.1	4,480	n/a	380
		SLR 4	Maintain	No	2.361	**2.442**	2.473	44.2045	-68.0359	1.0	600	n/a	384
		SLR 5	Maintain	No	2.623	**2.757**	2.884	44.2039	-68.0339	1.4	1,370	n/a	388
		SLR 6	Maintain	No	2.872	**2.894**	2.939	44.2032	-68.0335	0.3	360	n/a	392
		SLR 7	Maintain	No	3.321	**3.366**	3.416	44.2018	-68.0311	0.3	530	n/a	396
		SLR 8	Maintain	No	3.545	**4.453**	5.363	44.2055	-68.0246	23.0	9,600	n/a	400
		SLR 9	Maintain	No	5.476	**5.592**	5.705	44.2143	-68.0228	1.5	1,236	n/a	404
		SLR 10	Repair	Yes	5.592	**5.655**	5.680	44.2144	-68.0225	1.7	470	n/a	408
249	Schoodic Point Road	**SPR 1**	Maintain	No	0.114	**0.271**	0.436	44.2008	-68.0326	1.5	1,716	n/a	412

Appendix B - Case Studies in NPS Vista Management

For most national park visitors, roadside views are a threshold to personally experiencing our nation's iconic landscapes. Yet unchecked growth of roadside forest vegetation has obstructed many historic roadside views, hindering enjoyment of national park scenery for visitors, especially those with limited physical mobility. Since the end of World War II, the National Park Service has managed roadside vegetation framing, and in many cases obstructing, roadside views on a case by case basis, applying policy and broad national guidance to park specific circumstances. The following text is offered as the product of canvassing National Park Service staff working to recover and manage roadside views at a selection of other national parks within forested ecosystems.

The dynamic role of roadside vegetation was not fully considered during the development of many national park tour roads. Many national park landscapes themselves were the product of manipulation by either American Indians or European Americans who managed the landscape by way of fire, farming, logging, or other means. The Acadia National Park historic motor road system was designed and built between 1922 and 1958, well after the region had been settled, providing access to both the mountaintops and the rocky shore. In coastal Maine, as elsewhere in steep country, road building laid bare stony hillsides, creating broad panoramas as an appealing by-product of a disruptive construction process. Beyond the roadside views created during construction, a devastating fire in 1947 destroyed 17,128 acres of forest on Mount Desert Island, further suppressing the growth of forest trees and generally promoting distant views (Figure 2.1). By 1958, forest vegetation had recovered to such an extent that it became necessary to document desirable roadside views before these became inevitably obscured by woody growth. Fifty years following the formulation Acadia National Park's vista plan for the "motor roads," trees have been allowed to grow and obscure some vistas, while other locations have been more carefully tended. The Acadia National Park General Management Plan (GMP) stipulates that the park's 1961 vista plan is to serve as a benchmark for future decisions relating to the park's roadside views.

Input canvassed from knowledgeable National Park Service staff working elsewhere to similarly recover and manage historic roadside views indicates a range of effort as variable and multi-faceted as the national park system itself. There are nevertheless important areas of consistency. These include collection of baseline documentation providing the location and extents of roadside views throughout a park's history, and reasoned justifications for view and vista recovery and preservation. Vista documenta-



Figure 2.1. Barren landscape along Paradise Hill Road in 1953, six years after the 1947 fire (Federal Works Agency, Public Roads Administration, "Progress Views of Highway: Paradise Hill Road, Project 10A1").

tion and treatment justifications have been developed and presented in a variety of report types and are not limited to recommendations found in cultural landscape reports. National Register of Historic Places and the National Historic Landmarks program documentation have been consistently useful in documenting and justifying the preservation of historic roadside views. Once well understood through documentation, interdisciplinary teams have been effective in preparing management and environmental compliance documents describing the parameters of proposed roadside vista projects. Interdisciplinary park teams, working beyond the range of a single point-of-view, have clarified project intent and process, developed ecologically appropriate site-specific methods, and have provided clear and consistent direction regarding impacts to rare, threatened and endangered species, avoiding introduction of invasive species, practical measures for preventative vista maintenance, and opportunities to incorporate interpretive and educational programs. Where documentation of prior management of roadside views is lacking, these efforts have served parks as a record of both the rationale and the physical work, enhancing institutional memory for application in future adaptive management.

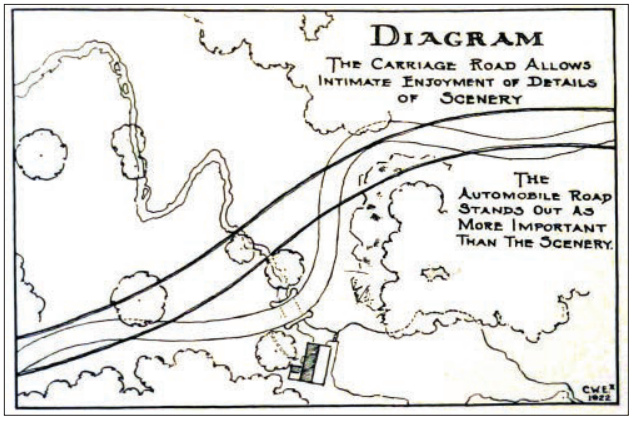


Figure 2.2. Charles Eliot's plan view illustration comparing the impact of carriage roads versus automobile roads on the enjoyment of scenery, 1922 (Reprinted from Eliot, 37).

HISTORICAL BACKGROUND

During the early 20th century, practitioners of the newly minted field of landscape architecture considered the role of the automobile in landscape design. Charles Eliot, a partner in the landscape architectural firm Olmsted, Olmsted, and Eliot and an early proponent of regional planning, advocated the reservation of scenic lands for public enjoyment. Eliot felt the practical requirements of automobiles for greater road widths and large radius curves would adversely affect the experience of nature and scenery (Figure 2.2).[1] Expressing his fears toward permitting automobile access to urban parks, Eliot wrote, "The use of automobiles inside parks has changed the scale of [landscape] design. Where the landscape features are of small-scale, or effects of wildness or remoteness are sought in the design, the admittance of automobile roads in the park would be disastrous."[2] These concerns were widely shared by others and automobiles were not universally permitted in national parks until 1915, Yellowstone being the last among national parks to admit them. Once allowed into the national parks, a new vocabulary of road design emerged, demonstrating the agency's concerted effort to blend automobile roads into park scenery.

National park automobile tour roads were designed in promotion of an entirely different experience as compared to driving outside of a national park. National Park Service historian Timothy Davis has offered in the publication, *Landscape Lines for Historic Roads*, "Their sensitive layout, impressive views, rustic guardrails, and picturesque bridges make them [park tour roads] highly attractive, especially when contrasted to most ordinary roads and

highways"(Figure 2.3).[3] Early park roads built between the 1880s and 1910s in Yellowstone, Mount Rainier, and Yosemite national parks served as simply the practical means for bringing visitors into the proximity of scenic attractions and natural wonders. The road itself had yet to be considered as an experience unto itself. However by the 1930s a new program of park road construction was well underway. Development of the Skyline Drive, Natchez Trace, and George Washington Memorial Parkways prior to World War II broadened the visitors' conception of scenic potential, showcasing the nation's capital, historic sites, as well as our agrarian heritage to an increasingly urban and car-owning nation.[4]

Automobiles were allowed in national parks to improve overall access and increase public visitation as a means to obtain broad political support for the fledgling national park system. Providing automobiles access provided a national park experience to a wider public that could visit a park in less time, incurring less expense. As a result, visitation increased throughout the early 20th century, straining pre-existing transportation routes. Increased numbers of visitors provided the justification that National Park Service Director Stephen Mather needed to effectively lobby Congress in 1924 for additional road building funds. This funding, as well as significant work later undertaken through the Civilian Conservation Corps and other Depression-era programs further sparked the development of national park tour roads.[5] Mather saw the great democratizing power of the parks as "places where American people could renew their spirits and become better citizens," as "vast schoolrooms of Americanism."[6] Mather and his colleagues believed that preservation of the parks was dependant on widespread use of the parks. Widespread use of the parks required providing accommodations for automobiles.

Thus, for the greater portion of the visiting public, the experience of our national parks was shaped by the views available from the roadside. Roadside vegetation management supported these goals. As head of planning and landscape architecture in 1930, Thomas Vint prepared a report entitled "Wilderness Areas: Development of the National Parks for Conservation" outlining his idea that restricted



Figure 2.3. Hairpin turn on lower Cadillac Mountain Road with a view north to Bar Harbor (Historic American Engineering Record M-58-4, National Park Service, Jet Lowe, 1995).

development was key to preventing trespass in wilderness areas, that proper development could control people and where they went, leaving the larger park free of development.[7] Making park scenery visually accessible from the roadside became the primary means toward preserving the wider park's natural resources.

The creation of scenic vistas was one of the primary considerations in road location and development. Charles Eliot and others believed that park roads needed to be subordinate to the view, counteracting the tendency of automobiles to dominate their context.[8] The overall approach to road building during the early years of national park development was well stated in 1915 by U.S. Army engineer Major Hiram M. Chittenden when he observed that "a road once found necessary should be made as perfect as possible. So far as it may detract from scenery, it is far less objectionable as a well-built work than if left in a rough and incomplete state. . .make the roads limited in extent as will meet actual necessities, but to make such as are found necessary perfect examples of their class."[9] A subsequent collaboration between the Bureau of Public Road engineers and National Park Service landscape architects later came to define the design and experiential intent of the park road.[10] The landscape architects examined proposed road locations for aesthetic and scenic potential, to ensure preservation of unique landscape features, allow full access to scenic points, and ensure that the road conformed to natural topography. The civil engineers involved in this collaboration were left to focus on the road's gradient, drainage, excavation, surfacing, and constructing revet-

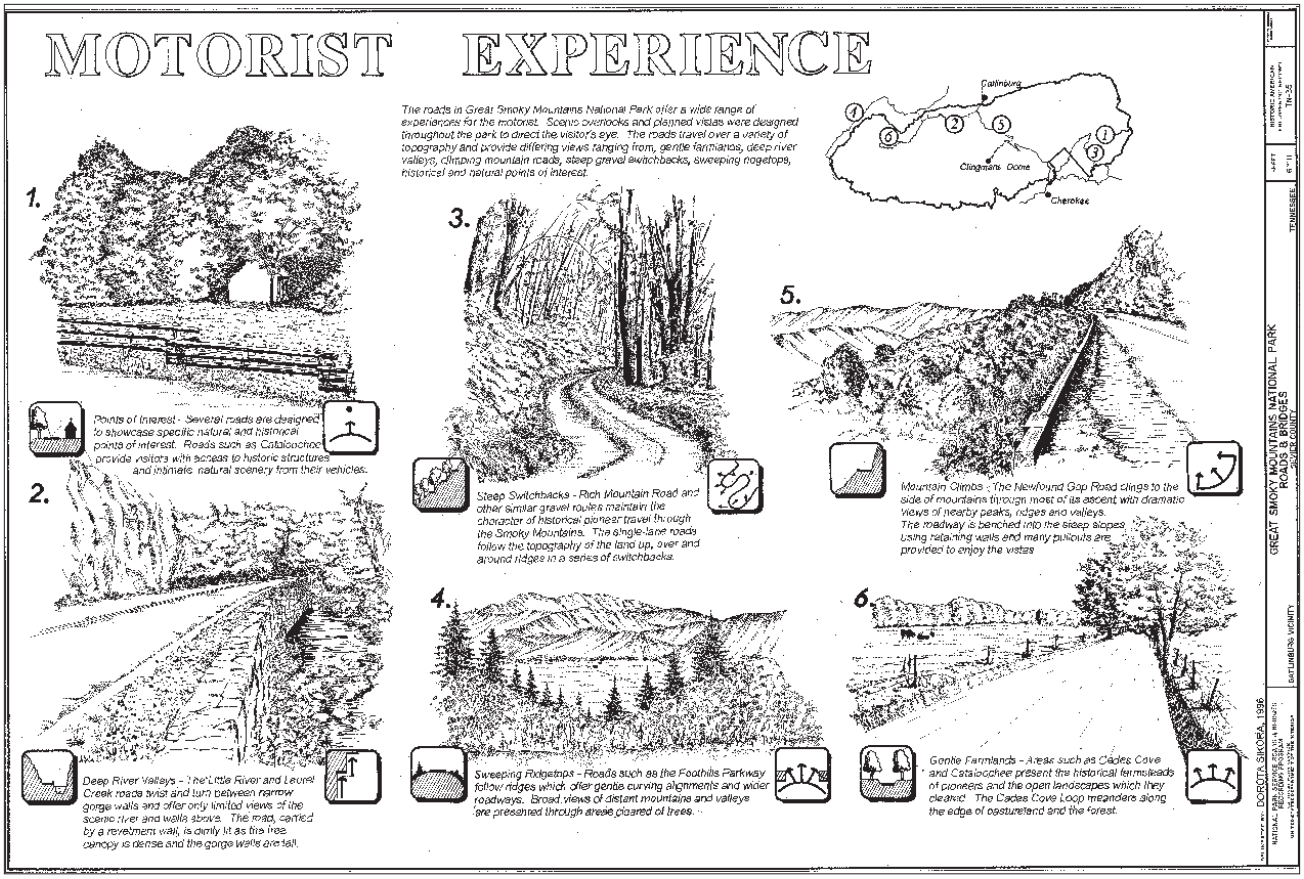


Figure 2.4. Illustration of the diversity of landscapes viewed while driving in the Great Smoky National Park, featuring scenic overlooks, planned vistas, and varied topography to create a sequential experience (Historic American Engineering Record TN-35, National Park Service, Dorota Sikora, 1996).



Figure 2.5. The Four Guardsmen at General's HIghway Sequoia National Park. Note the proximity between the edge of the road and the treeline and the resulting intimacy of the visitor experience (HAER CA-140-118, NPS, B. Grogan, 1993).

ments, culverts, and bridges.[11]

The role of National Park Service landscape architects in this collaborative process was influenced by design concepts promoting a sequential experience of landscapes published by 19th century landscape designer A.J. Downing.[12] Frank Waugh, a landscape architect working with the U.S. Forest Service, thoughtfully narrated the design process.[13] "First, the line of the best view must be determined and kept open; second, this view must be framed by suitable plantings; third, inferior views must be blocked out or reduced to more a promissory glimpse."[14] In forested areas, the distance between the edge of the road and the adjacent treeline was manipulated to create the varied experience of intimacy and openness within the forest. Where roadside vegetation blocked a potential vista, the vegetation was cleared and the view framed.[15] It was not unusual for National Park Service landscape architects to shift road alignments in order to save specific trees and preserve natural features, with the road passing close to unique rock formations and specimen trees (Figure 2.4). Roads were intentionally curved through the landscape to avoid long tangents, thus directing road curvature in tandem with intended views (Figure 2.5).[16]

Different vista and vegetation management strategies were used to create or highlight different scenic effects. Panoramas are intended to provide expansive views over scenic features such as valleys or water bodies and a far-reaching distant landscape. An axial view is a directional view created by a long, relatively straight segment of the road focusing on a feature ahead, as was used in George Washington Memorial Parkway to focus attention on the Washington Monument (Figure 2.6).[17] The framed vista is frequently combined with a bend in the road and an intentionally cleared area for viewing off the main axis of the roadway. The framed vistas were limited in breadth to avoid prolonged distraction to drivers, especially important as design speeds increased on roadways in the latter half of the 20th century.[18] Shifting road alignment also enhanced the visual experience, as on Glacier National Park's "Going-to-the-Sun" Road where the use of the sharp curves offer views to distant mountains as the road disappears around the curve (Figure 2.7).[19] The effect is both a heightened visual as well as emotional experience of the park landscape.

Depending on the vegetative growth at the park roadside, if the area was not already cleared by previous human intervention, the road construction process, or colonized by low-growing vegetation - then a canopy cut was used to clear mature trees from a roadside polygon in order to create a clear unobstructed view. Further vegetation management strategies included an interior view which consists of removal of lower limbs and brush along the immediate roadside for views into a forested landscape, filtered view that involves selective cutting for filtered views of background landscapes, and French cut that provides a clear window under the canopy of a landscape to a selected feature by limbing-up tree branches at a variable height (Figure 2.8).[20]

Landscape architects of the early 20th century became familiarized with ideas on how scenery should be presented and experienced. Vistas were directed to possess a natural feature as a clear focal point with the layout of a park tour road emphasizing these scenic points through curvature and alignment. Scenic features were thought to be best viewed in-line with the road, and at an appropriate distance, while panoramic views over valleys or bodies of water were designed to be appreciated at oblique angles to the route. Thus scenic effects were designed through use of slight tangents for prolonged "axial views," aligning roads so that dramatic scenery appeared on the outside of curves, and laying out ridge crest roads to intentionally provide sweeping panoramas. Henry Hubbard, principal at the Olmsted Brothers firm, and Theodora Kimball, explained in their widely circulated textbook, *Introduction to the Study of Landscape Design*,

> "Where a road changes direction, a view out at the point of change, continuing the line of the road which approaches it and centering on an interesting distant object suitably enframed by the planting about the road itself, is a desirable possibility which the designer should have in mind. Views to be enjoyed from a road…should not be enframed with so small an opening that the traveler has been carried by before he has had time to enjoy the view".[21]

National park tour roads were designed to reveal what was considered intrinsically special about a place, to draw

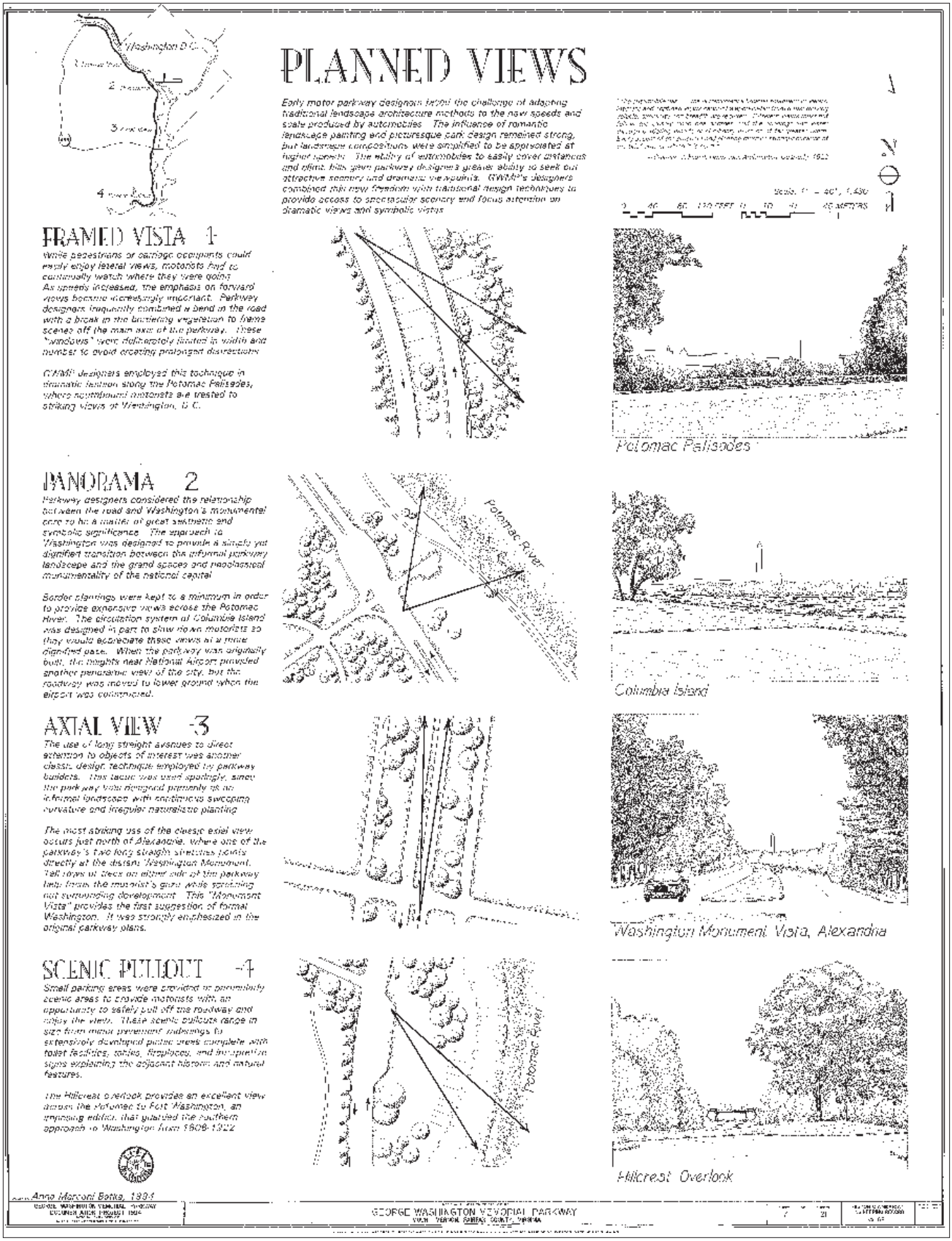


Figure 2.6. Illustration of the planned views at George Washington Memorial Parkway (Historic American Engineering Record VA-69, National Park Service, Anna Marconi-Betka, 1994).



Figure 2.7. The curvature of the road offers sweeping panoramas over the cliff and creates a heightened sensory experience, Going-to-the -Sun Road at Glacier National Park (Historic American Engineering Record MT-67-61, National Park Service, James McDonald, 1987).

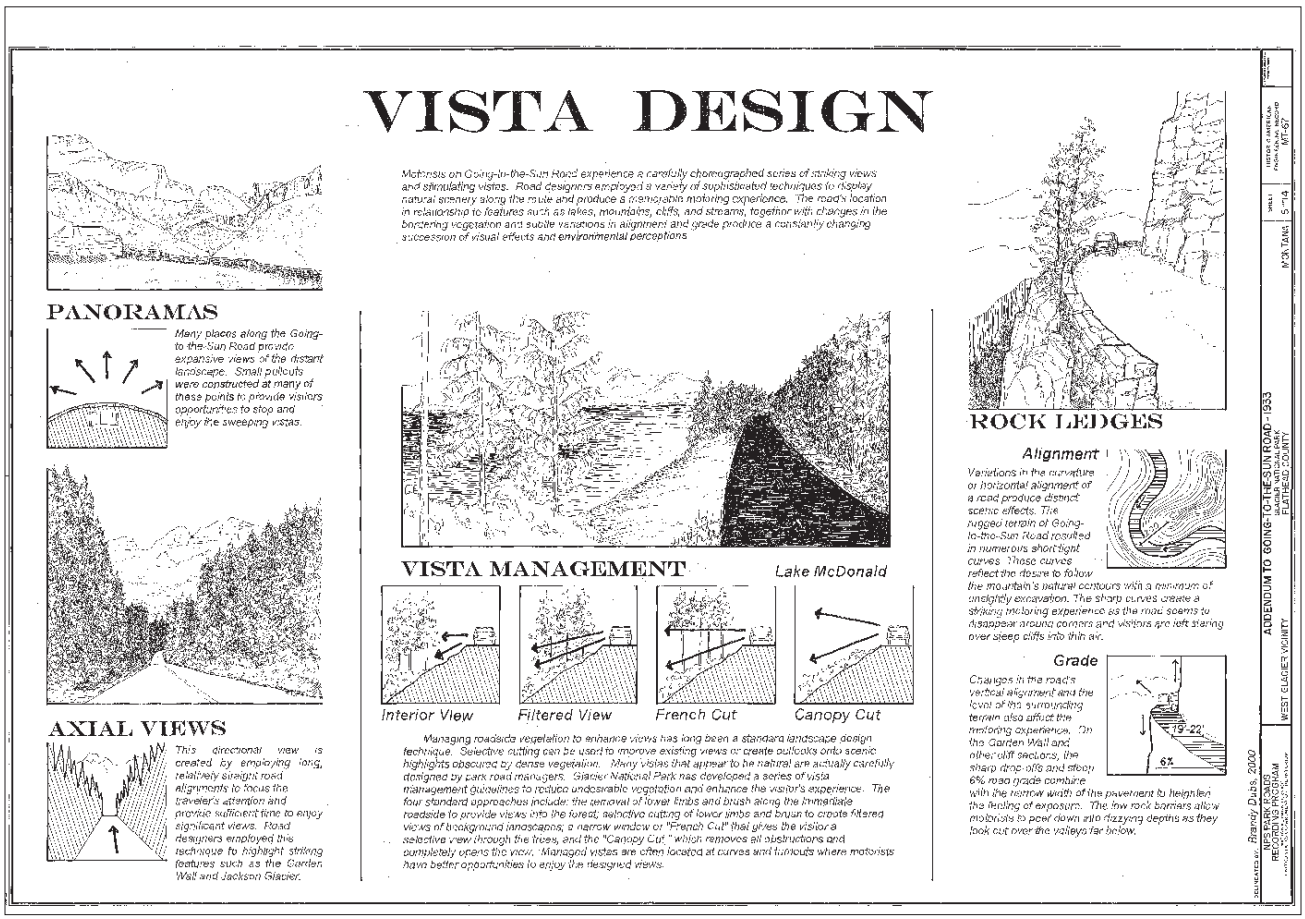


Figure 2.8. Vista creation techniques including framing and vegetation cutting on Going-to-the-Sun Road, Glacier National Park (Historic American Engineering Record M-58-4, National Park Service, Jet Lowe, 1995).

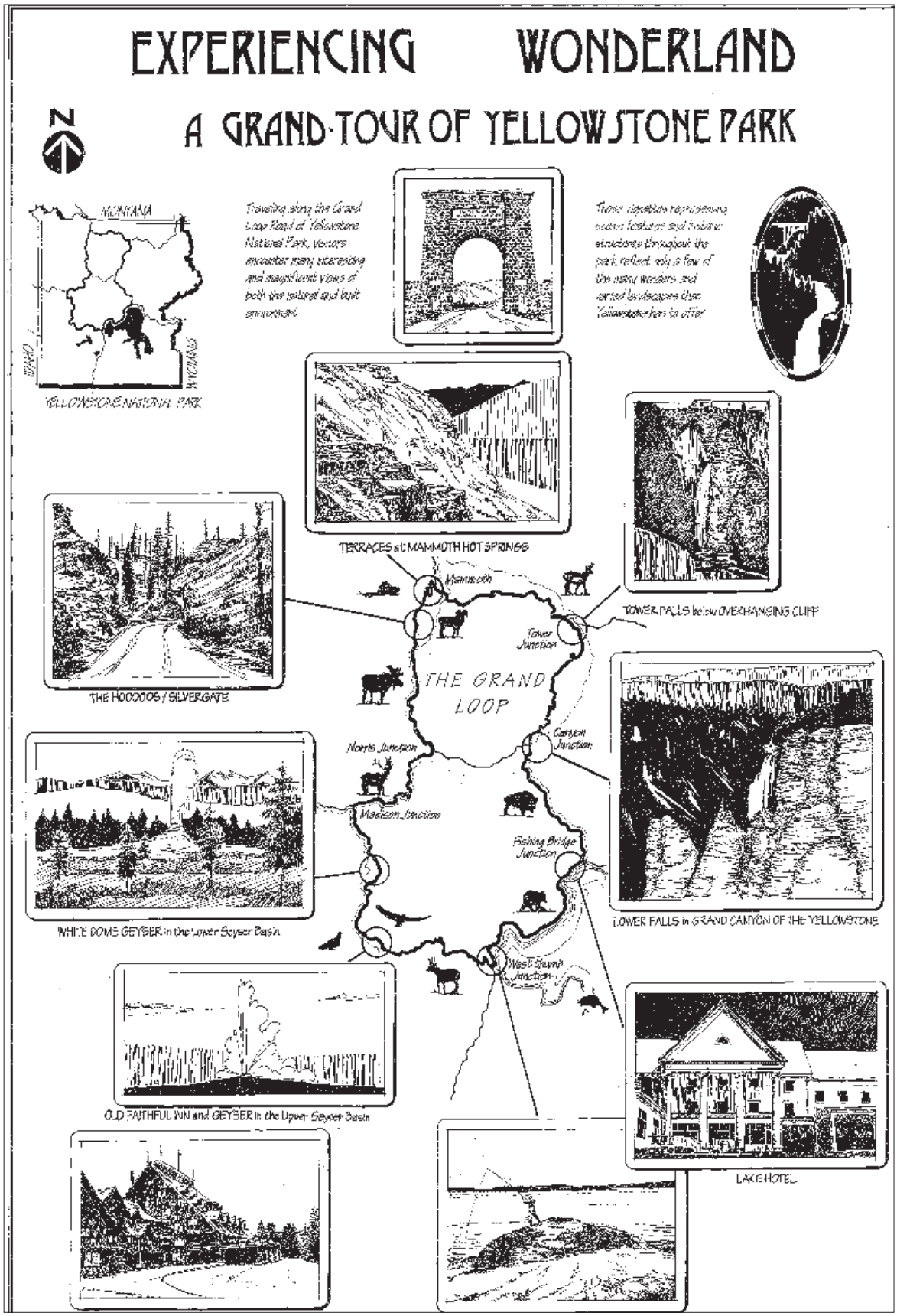


Figure 2.9. The Grand Loop Road at Yellowstone National Park takes visitors on a tour of some of the parks major features with a variety of scenic stops and historic structures along the way (Historic American Engineering Record WY-24, National Park Service, Forrest P. Huisman, 1999).

attention to these features during the drive, and ultimately lead visitors to an experience of scenic features on foot. The loop or circuit road was well-employed throughout the national park system, conforming to A.J. Downing's early recommendations, so that park visitors would not retrace their route (Figure 2.9).[22] Hubbard and Kimball, reiterate the touring potential of the typical loop route, stating that the road "is taken by the traveler as a guide…to display to those using them certain beauties of a park." Hubbard and Kimball further offer that park tourists should,

> "come to the various outlooks and objects of interest without retracing their course, in a pleasant sequence, and prepared by each one for the next to come, as where, after passing through a shady wood, a road comes to an outlook over a sunny landscape…In any case, the best design will probably be to seize upon the particular character of each landscape unit through which the road passes, and develop it to its best expression."[23]

Vistas to "borrowed scenery" beyond park boundaries were also managed through use of scenic and agricultural easements to preserve the intended visual experience. Obtaining scenic easements discouraged land use conflicts with adjacent properties and promoted farming as a sympathetic practice, such as along the Blue Ridge Parkway (Figure 2.10).[24]

National park tour roads were designed to conserve national park scenery. Designers of national park tour roads considered the view available <u>from</u> the road, as well as landscape views <u>of</u> the road from elsewhere within the park landscape. The process of road building was continuously adapted to leave the park landscape unspoiled (Figure 2.11). In 1929, Thomas Vint circulated a list of general provisions for road construction emphasizing the importance of landscape preservation, prohibiting destructive excavation practices, creating a modified, less destructive process of materials extraction, and establishing design standards for masonry work on walls, bridges, and guardrails. Vint's road building provisions sought to obscure human artifice to the greatest extent possible.

Through the design process, the National Park Service sought to influence the behavior of park visitors. Echoing popularly expressed concerns regarding the increasing speed of modern life, Vint and others responsible for designing national park tour roads used curvature and narrow road widths, much as those who hope to influence driver behavior today with "traffic calming" measures.[25] National park tour roads were not just a means to an end; these roads were intended as one of the key experiences of the national parks. As Davis writes, "The visual appeal, intimate scale, and rustic associations of roads constructed during this period profoundly shaped the way visitors experienced national parks."[26] The design of the road experience reinforced the perceived harmony of natural



Figure 2.10. Scenic easements along Blue Ridge Parkway at Rocky Knob Recreation Area (Historic American Engineering Record NC-42-77, National Park Service, David Haas, 1996-1997).

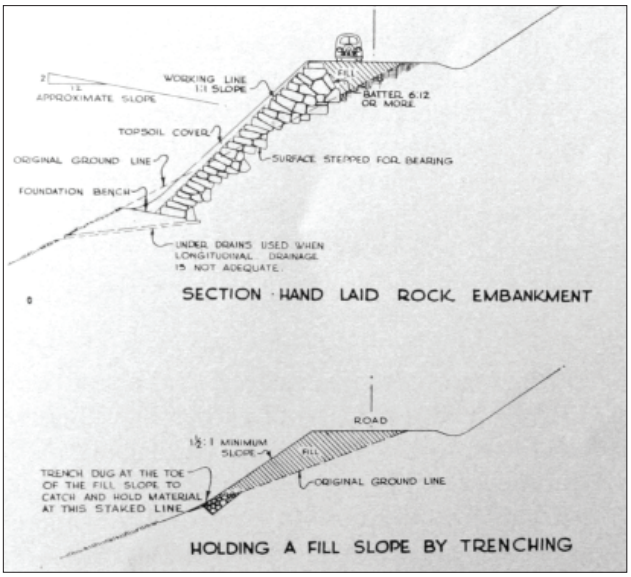


Figure 2.11. Typical road construction methods for park roadways in mountainous terrain. The disturbance indicated in these drawings produced broad panoramas as a practical consequence of the road construction process. Establishment and maturation of woody vegetation on these engineered slopes has widely curtailed views from park roadsides (Bell 1941: 65).

environments and human-made infrastructure, prompting drivers to slow down and admire the natural features which seemed to be within arm's reach.

Further attempting to blend park tour roads with their natural surroundings, the National Park Service developed policies for roadside planting. During the 1930s these policies prohibited planting of non-native plants to the greatest extent possible. Between 1933 and 1942, the Civilian Conservation Corps became involved experimenting with different grasses, perennials, vines, and shrubs, collecting seeds locally to plant and stabilize disturbed slopes in an effort blur the line between untouched and manipulated roadside topography. To stabilize engineered slopes, terracing, log grids, and stone retaining walls were installed.



Figure 2.12. Engineered slope stabilized with log grid, Nisqually Road, Mount Rainier, 1934 (Bell 1941:64).



Figure 2.13. Preserved trees within the structure of a hand-laid stone embankment, Kebo Mountain Road, Acadia National Park (U.S. Department of Agriculture, Bureau of Public Roads, "Progress Views: Kebo Mountain Project 6A1").

Workers collected and spread top soil over disturbed slopes, even those made up of rock embankments, for regeneration, either manually seeded or naturally occurring (Figures 2.12 and 2.13).

With the outbreak of World War II in Europe, National Park Service budgets were reduced. Maintenance of park features and infrastructure lagged as visitation numbers declined after 1941 with the entry of the United States into the war. However, following the end of the war and through the 1950s, renewed national park visitation tested the limits of aging park infrastructure that had not been upgraded since the 1930s. The increasingly shop-worn condition of park facilities led to initiation of the "Mission-66" park modernization program, intending to improve the quality of park facilities before the 1966 fifty-year anniversary of the establishment of the National Park Service. The modernist aesthetic employed for park structures designed during the mid-20th century was controversial at the time and remains so today.[27] Mid-century national park road design turned away from providing an alternative driving experience different from the common experience available beyond park boundaries. During the 1950s, landscape architects involved in road design embraced the aesthetics and goals of the burgeoning Interstate Highway System, and the growing size and speed of automobiles, responding with wider and straighter park roads. Promoting safety also relied upon greater sight distance and clear zones along the roadway, and this required that tree-lines be pushed farther from the road edge.[28]

In an effort to soothe critics, in 1957 the National Park Service published the booklet "The National Park Wilderness," suggesting that park development work was intended to focus visitor use in designated areas, leaving larger areas of the park preserved as wilderness. The publication highlighted various ways that development projects would allow people to experience nature, introducing the concept of 'accessible wilderness,' where short trails would be built extending from park roads, even proposing that wilderness could be experienced from the road itself.[29] With park attendance quadrupling between the end of World War II and the mid-1950s, the National Park Service had to expand and direct national park access to curtail greater

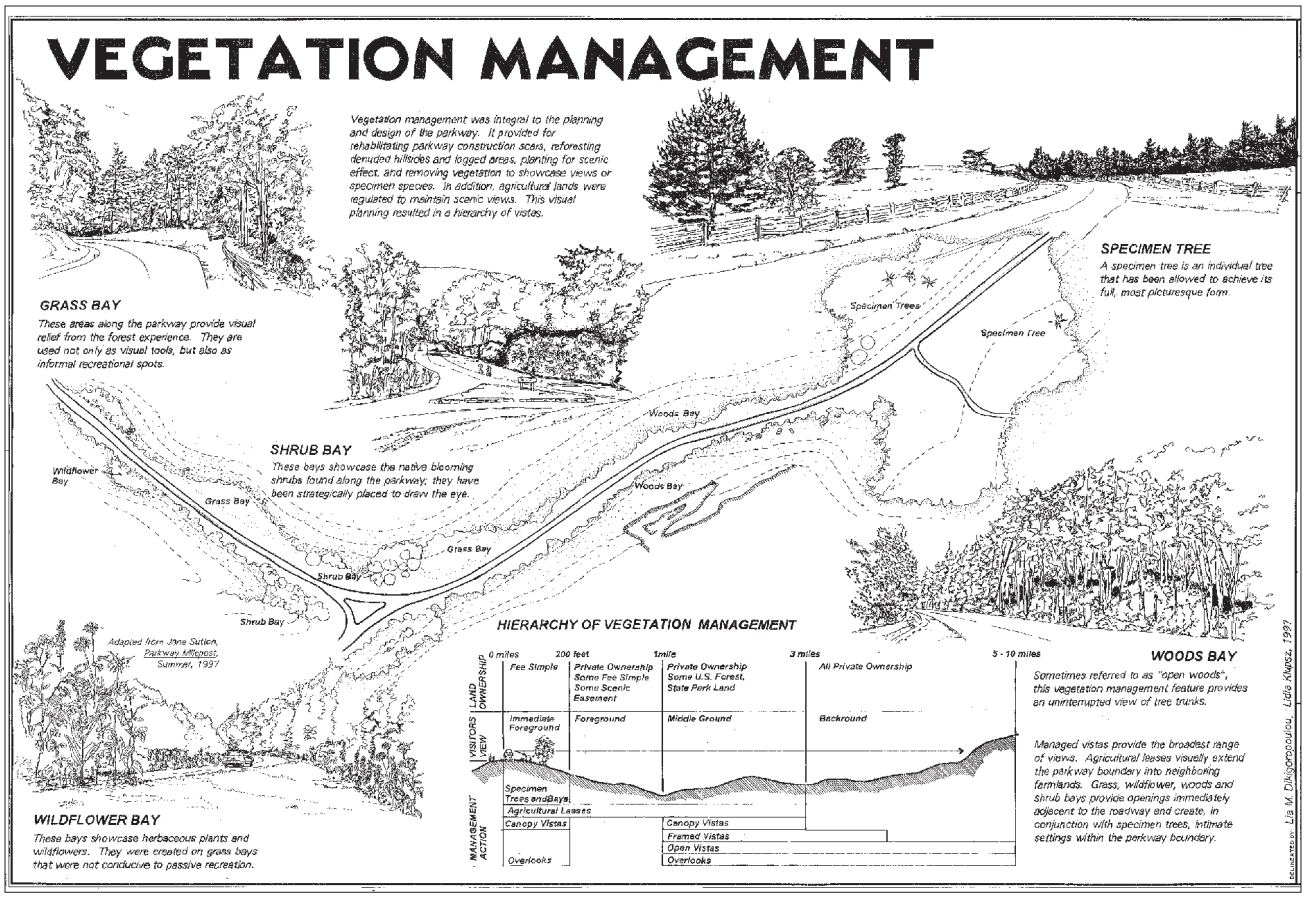


Figure 2.14. Vegetation management was a key component of the parkway design and vista delineation. The planting included reforestation of logged areas, rehabilitating road construction scars, and planting for scenic effect and views. The overall intent was to blend the road and plantings into the greater landscape (Historic American Engineering Record NC-42-77, National Park Service, Lia M. Dikigoropoulou and Lidia Klupsz,1997).

impacts while accommodating increased use. This was primarily accomplished through upgrading and extending visitor use infrastructure, including transportation systems.[30]

Management of roadside vegetation in promotion of views and vistas was not widely contested prior to World War II. By mid-century, this situation began to change with the growth of the environmental movement, which was accompanied by growing widespread interest in the ecological management of public lands, the adoption of the Wilderness Act in 1964, and the National Environmental Policy Act in 1969. Individuals and groups active in the environmental movement generally opposed new road construction, seeking to protect undeveloped backcountry areas beyond the road corridor. Vista management practices that were intended preserve pre-WWII views and vistas came under greater scrutiny as a consequence of implementing new review processes that attempted to measure impacts of management choices on federal lands.

It was not until the late 1980s that the National Park Service began to reexamine automobile tour roads with the intent to preserve the former qualities of the national park experience. The National Park Service initiated the development of the Historic American Engineering Record (HAER) program for research and documentation of historic roads and bridges throughout the park system in 1988 (Figure 2.14).[31] However, as the park infrastructure had aged, the interface between infrastructure and natural and cultural resources became more carefully scrutinized. As National Park Service historian Richard Sellars has observed, "The central dilemma of national park management has long been the question of exactly what in a park should be preserved."[32] With a growing appreciation that ecological concepts might play a greater role in guiding park management, longstanding practices affecting the landscape, including roadside vista management, came to

be assessed as potential environmental impacts. Beyond this growing sensitivity toward potential environmental impacts, park leadership being perennially wary of costs, negative public perceptions and perhaps unconvinced of the design relationship between park tour roads and park scenery, responded by deferring maintenance of roadside views and vistas.

Incomplete knowledge regarding the natural history of park areas contributed to the idea that the parks were static in their scenery and would remain unchanged.[33] Iconic roadside views once enjoyed by generations of park visitors to Yosemite National Park became slowly lost over time to encroachment by conifers following years of fire suppression (Figures 2.15 and 2.16). During the 1960s the National Park Service began encouraging use of controlled burns for vegetation management, discouraging the presence of nonnative species, acknowledging "nature" as a process rather than an object and recommended management of areas for ecological benefit.[34] Given that national parks are established with the mission to provide for both preservation and enjoyment of scenery, resolving the conflicts inherent in this dual mission is central to effectively managing national park roadside vistas as well as many other park management issues. The development of the NPS Park Cultural Landscapes Program during the 1980s and subsequent completion of Cultural Landscape Inventories, and Cultural Landscape Reports for many tour roads since that time has helped facilitate a balance between natural and cultural resource values along national park roadsides.

The call for the National Park Service to fund scientific research so that a better understanding of park ecosystems would inform decision-making was not implemented until the latter decades of the 20th century.[35] The Natural Resource Challenge in the 1990s implemented two broad goals that park development should be in full compliance with environmental laws and that park planning be conducted with a thorough knowledge of park resources.[36] With these approaches informing park planning, a formal and transparent approach to vista and roadside vegetation management is more likely to lead to completion of the work. With greater research into historic road design and an interdisciplinary approach to vista management, both cultural and natural resource management concerns can be addressed.



Figures 2.15 and 2.16. On the left is an 1866 photograph taken by C.E. Watkins of the lower portion of Yosemite valley from near Union Point. On the right is a photograph taken of the same area in 2009. The two photographs demonstrate the changes in the vegetative character of the area over time (Reprinted from Yosemite National Park, I-3, I-4).

CURRENT PRACTICE

Prior to renewed interest in management of roadside views and vistas, staff at various national parks undertook vista management work in concert with maintenance of the road itself. Parks have relied upon institutional knowledge and scant documentation to accomplish vista maintenance work. Roadsides areas, due to significant cut and fill during road construction, had been severely disturbed areas that were vegetated in order to stabilize steep slopes and reduce scarring from construction. Initially, vegetation growth and vista management were not a concern as much of the roadside areas were open to views owing to disturbance through construction and prior use (Figures 2.17 and 2.18). However, after several decades of unchecked growth, many national park tour road vistas require attention.

Prompted by visitor comments regarding the parks' diminished visual character from the road, many parks have begun to address the scenic experience available to visitors. Beyond the gradual loss of roadside views and vistas, parks have expressed concerns regarding the creation of unplanned social trails by park visitors venturing beyond the road shoulder in search of park scenery. The impact of social trails in sensitive areas bears potentially greater negative consequences than well-considered vista management projects. At Great Smoky Mountains National Park, visitor complaints and public safety issues arising from the proliferation of social trails, hazardous behavior at turnouts in search of vistas beyond the tree-line, and the need to regularly cut hazard trees prompted an interdisciplinary effort to develop an organized vista plan.[37] The park's 2004-2005 Performance Work Statement recommended vista cutting every four years with the development of guidelines to address the loss of vistas and their inconsistent maintenance.[38]

The Yosemite National Park, General Management Plan (1980) stipulated the preparation of a park vista management plan, but due to other pressing concerns and the lack of prior systematic documentation of historic vistas, the project was deferred for many years.[39] A 2008 rehabilitation of roadside vistas in concert with the rehabilitation of the park road surface prompted a largely positive reaction from park visitors. This favorable response led park staff to consider periodic treatment of other obstructed historic vistas.[40] As a result, Yosemite embarked upon the Scenic Vista Management Plan EA, completed in 2010. At other national parks, enabling legislation, a General Management Plan, or other park management document all supply an ample philosophical foundation in support of taking vista management actions. What has been lacking is a consistent approach to research, methods, and predictably, project funding.

For parks to justify the expense of vista management and preservation of the historic quality of the road, park staff must be able to identify the role of views and vistas in the historic road design, condition, and intent.[41] Quite often there are drawings and written communication documenting the design of the road alignment and roadside features but little in the way of intended scenic vistas beyond the obvious locations where overlooks or pull-offs remain present. Some parks such as Glacier National Park and



Figures 2.17 and 2.18. The c.1930s photograph on the left shows the bare fill slopes around Acadia National Park's Sieur de Monts Bridge. The photograph on the right shows the vegetated slopes in 2005. A comparison reveals the significantly changed vegetative character of roadside conditions over time (Acadia National Park Archives. Reprinted from CLR 2007: 226).

George Washington Memorial Parkway possess park maps indicating longstanding vista locations yet these are accompanied by little narrative or explanation of the intended views. For Glacier National Park, the Lake McDonald area had clear documentation of intended views, this being the only park area where consistent vista work was completed.[42] Parks that have the benefit of such long-term photographic documentation typically use these photographic resources to further understand intended roadside views and changes to roadside vegetation over time. Where documentation of intended historic vistas beyond their overgrown current state is scarce, park resource managers are left to develop consistent guidelines and documentation for the benefit of future managers. Such a plan becomes a means to establish a benchmark of existing conditions and a point of departure for future work.[43]

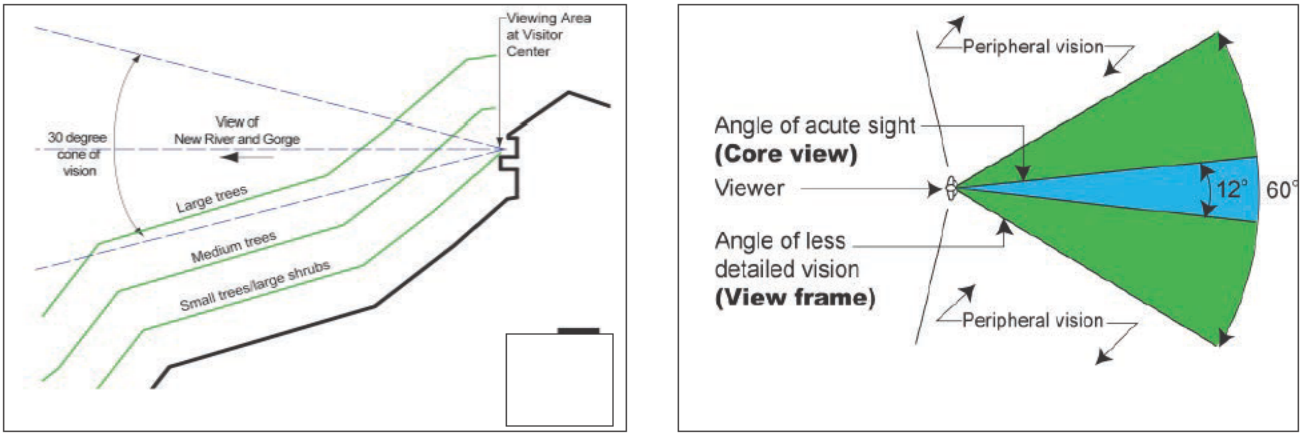
Changed ecological condition of parks since the time of initial road construction may lead to competing vista management goals. Interested parties focused on the historic aspects of a national park tour road may have a preference for a fully cleared roadside vista bearing the appearances of vegetation documented in photographs soon after construction. Parties focused on natural resources, or in blending the roadway with its surroundings when observed from elsewhere in the park will likely indicate a preference for a thinning or pruning of lower tree branches to provide a view. Interdisciplinary participation in the development of a roadside vista plan provides consistent and negotiated guidance on vista clearing for future projects and serves to discover a workable balance between visitor enjoyment and natural resource values.[44]

Issues Common Among National Park Vista Plans

Park managers accept that the most visitors will be introduced to a national park by way of the park tour road. In the years following construction of the roads, appreciation of the ecological complexity of national park landscapes has increased, and management of roadside vegetation for perpetuation of roadside views and vistas has been scrutinized with the lens of this enhanced understanding. Parks having the advantage of prepared vista plans as well as parks performing vista management work on a case-by-case basis generally assemble interdisciplinary teams in order to consider the merits of a project, gather input from resource management, ecologists, landscape architects, and maintenance personnel.

The early road designers' objectives to naturalize the roadside areas have ultimately been successful. The intent to naturalize the roadsides and limit the visual impact of road construction, however, did not correspond to equal attention and forethought in addressing the long-term care of roadside vegetation. Given the extent of deferred vista rehabilitation work to be completed, national parks need to prioritize the work and construct manageable timelines for completion of a long-term program of work. Key vista points are inventoried and assessed to establish baseline needs. Through the assessment and analysis process, priorities for treatment, recommendations, and maintenance timelines may be justified and established.[45] Some parks have developed vista plans that consider the entire park but place emphasis on prioritizing work according to visitor use and maintenance needs, while other plans limit the scope of a vista planning effort to single significant historic road. Glacier and Mount Rainier have both developed vista management plans that consider vista management on their primary historic tour roads. At Mount Rainier, where roadside vistas had not been consistently managed for forty years, the park prioritized vista work on the eighteen-mile long Nisqually Road, a tour road comprising less than twenty percent of the total park road system.[46] At Great Smoky Mountains National Park the most recent vista plan identifies its priorities for treatment through reference to the park Wayside Interpretation Plan, as well as the park's Functional Classification of Park Roads, categorizing vistas according to their role in the park wayside plan, whether they are frequently visited by park users, and if they are located adjacent to a primary park road.

The Visual Resource Assessment Tool (VRA), adapted from the Blue Ridge Parkway for use at Yosemite National Park, Grant-Kohrs Ranch National Historic Site, and the Mississippi National River & Recreation Area has provided parks with a useful tool for assessing park vistas and prioritizing treatment projects according to scenic qualities. The VRA assesses the relative value of vistas using specific weighted



Figures 2.19 and 2.20. These diagrams from the New River Gorge vista plan outline the vista management area in section and plan showing the vertical and horizontal cone of vision, view frame, and differing size of vegetation in section (Reprinted from New River Gorge, 14, 16).

criteria, producing a quantifiable method of prioritizing vistas. The criteria include intactness, access, vividness, and uniqueness of each vista with specific parameters for making relative judgments according to these qualitative criteria. Yosemite National Park intends to base its annual vista management work plans on assessments made through the VRA process.[47]

The vista plans may differentiate between types of vistas and how these should be treated, including identifying priority vistas. Vistas may be delineated by the direction of an intended managed view, linear expanse, and depth to create a vista management zone. The viewer's cone of vision in horizontal and vertical planes may be used to determine the area of management (Figures 2.19 and 2.20).[48] Generally vistas are broken into two types, static and dynamic, the former referring to a vista adjacent to a parking pullout area, while the latter refers to vistas seen while in motion, each requiring a different method of treatment. Views and vistas may be described using compositional terms, including foreground, middle ground, and background or distant vistas and panoramas.[49] Static vistas, seen from the stationary vantage point of a parking pull-out off of the tour road are usually narrower and intentionally framed; while dynamic vistas need to be broader, yet can be fully appreciated when seen through a light filter of vegetation growing near the edge of the road.[50] Where sensitive habitats are present or where clearing or canopy cutting is not recommended for other reasons, alternative methods of providing a roadside view include trimming/limbing-up or

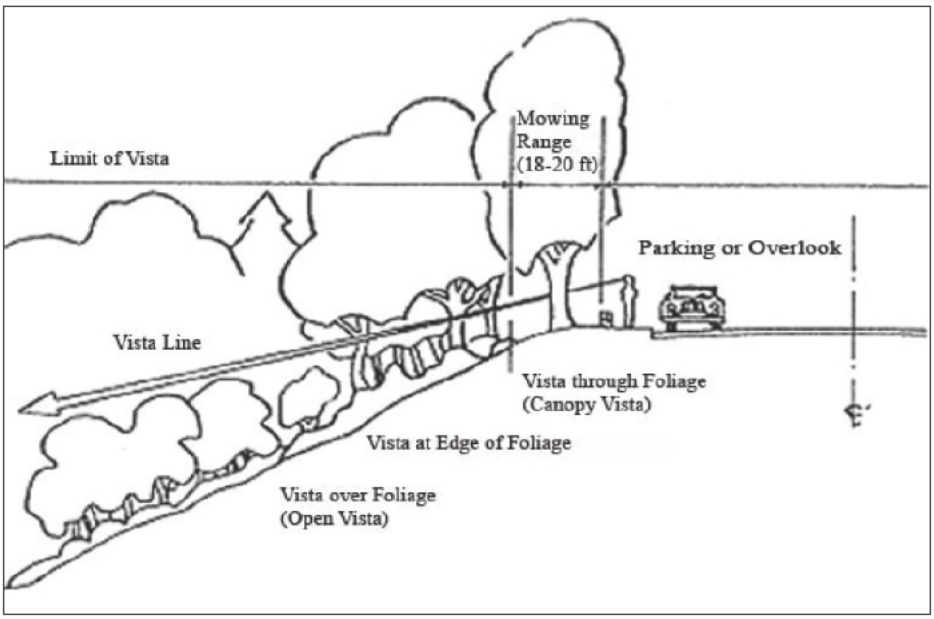


Figure 2.21. This diagram from the Great Smoky vista plan outlines the vista management area in section showing the line of sight, mowing area, and vegetation management area down the slope (Reprinted from Great Smoky National Park, 9).



Figure 2.22. Example of the so-called "French cut" pruning technique promoting roadside views and vistas filtered through the trunks of trees, from Glacier National Park (Reprinted from Glacier National Park).

"French cut," and selective cutting in promotion of filtered views (Figure 2.21).[51] Filtered views are becoming more common in parks through application of pruning, limbing-up or selective cutting of roadside trees as opposed to clearing of large areas. In many cases filtered views can be aesthetically effective as vegetation is often an appealing aspect of roadside views when skillfully composed.[52] Employing filtered views in areas formerly featuring expansive cleared views does not entirely reestablish the historic view, yet this practice still allows for a more diverse visual experience and a view of distant scenery in consideration of roadside and park environments (Figure 2.22).

To accomplish vista management work in sensitive habitats, areas with potential user conflicts and other issues that may arise from vista maintenance projects, parks have developed recommendations to address different concerns and reduce potential impacts. The following text recounts how national park vista management practices have been adapted to accommodate different park-specific circumstances.

Social Issues: One common issue of vista management is addressing possible user conflicts and social concerns arising from park use. At Glacier National Park, some considerations for the sensitive habitat areas around Lake McDonald include accommodating a variety of visitor experiences. Clearing for roadside vistas in this area has the potential to impact the experience of both impact lake users and the Harlequin duck population. Near the park's Lake McDonald shoreline, vista clearing was not recommended because of the need for screening the road and its associated noise and lights from lakeside users and wildlife.[53] To minimize impacts in sensitive habitat areas, the Glacier vista plan further identifies scenarios where vegetation should be left intact to discourage social trails.[54] To ensure that the process of vista management includes the consideration of interested parties, the Yosemite vista plan requires consultation with local tribes before approval of annual work plans to incorporate a process of dialogue and input from local tribes.[55]

Wildlife: Vista management guidelines may be carefully written to minimize impacts to wildlife. Some national parks have specified seasonal timing of vista work to avoid impacts to hibernating species and migratory birds. Prior to initiating vista treatment projects, biologists need to assess vista management areas for the presence of Species of Concern. Maintaining adequate roadside screening for the benefit of wildlife may be found reflected in recommendations for selective removal, trimming, or perhaps no action whatsoever. Limiting vista treatment work may also be well justified where there are documented wildlife crossing areas.[56] At the Great Smoky Mountain National Park and the Blue Ridge Parkway, vista management plans and practices have taken particular care within northern flying squirrel habitat. The Environmental Assessment developed for vista management projects at the Blue Ridge Parkway considers 138 vistas within northern flying squirrel habitat. Plans for the treatment of each vista are to be developed to minimize tree cutting and preserve trees at specific intervals for movement of squirrels through their habitat. The document proposes to alter the historic aperture of vistas as needed for the benefit of wildlife.[57]

Habitat: The impact of vista management projects on sensitive habitat is addressed through vista management plan guidelines. For sensitive habitat areas, most national parks only allow thinning of woody roadside vegetation, specifying limits on cutting by tree size, species, and quantity. Mount Rainier National Park's Nisqually Road vista plan differentiates between trees that have habitat value and fast growing trees that are not necessarily significant, establishing 18 inches diameter at breast height (DBH) as the critical threshold. In addition, if a vista management area requires

a large volume of tree cutting, additional input is solicited from the vegetation and wildlife resource staff.[58] For Great Smoky Mountain National Park, the critical size threshold for determining cutting is 12" DBH. The vista plan for Great Smoky Mountains National Park also recommends cutting trees flush to the ground and laying them flat and cutting herbaceous material to 3" above ground.[59] At Yosemite National Park, concerns about the loss of views of visually appealing roadside meadow scenery supports the clearing of conifers trees that have encroached upon road shoulders over time.[60] Treatment regarding sensitive habitat areas includes maintaining some canopy cover to minimize sun exposure to sensitive species, retaining certain species of trees for habitat purposes, and retaining nonhazardous snags for wildlife purposes. At areas where resource management concerns suggest that tree cutting for vista management should be minimized, the Glacier National Park vista plan emphasizes use of French cuts and selective removal of trees in order to preserve an uneven aged stand of vegetation.[61] As part of an effort to reduce long-term maintenance of roadside vistas, the Great Smoky Mountains National Park vista plan seeks to apply naturally occurring processes to the management of vista areas.[62]

National parks commonly place limits on how far a distance from the road that vista management actions can occur. At Yosemite National Park, a foreground distance limit of up to 60 meters allows the most ambitious management actions, a mid-ground distance between 60 meters to 1 km allows less cutting, and a background scene beyond 1 km allows no actions. For Glacier the limit is 200' from the road centerline and for Nisqually it is 100' from the centerline.[63] Most national park vista plans include recommendations for mitigating soil erosion on steep topography. Additional limits are commonly placed on conditions and time of year that work may take place, including favoring scheduling work during dry periods, or when soils are frozen to prevent erosion. Where vista management areas are to be cleared of large trees impeding a historic view, tree removal efforts are followed up with planting lower-growing shrubs to stabilize slopes, prevent establishment of nonnatives, and suppress the growth of large canopy trees. At Great Smoky Mountains National Park, the vista management plan recommends laying the stems and trunks of cut vegetation at the bottom of the clearing, arranged in bundles to serve as a sediment barrier.[64]

Vegetation: Most national park vista management plans aim to preserve trees that were present at the time of the establishment of the vistas, specimen trees, trees of historic significance, and seek to limit widespread removal of native herbaceous vegetation.[65] Plans also emphasize limiting removal of vegetation through selective cutting, trimming, and limbing trees up to expose roadside views and vistas without resorting to tree removal. The New River Gorge

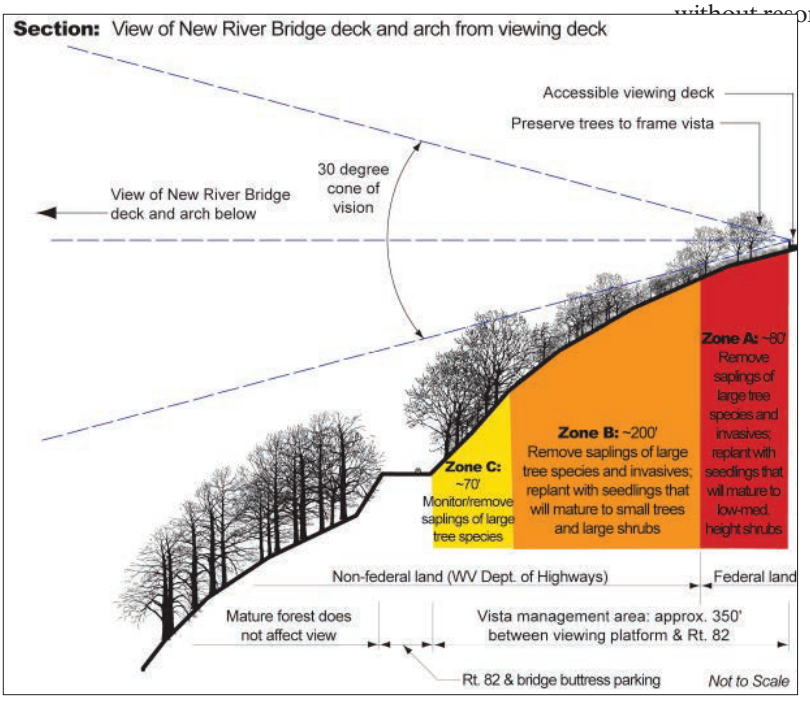


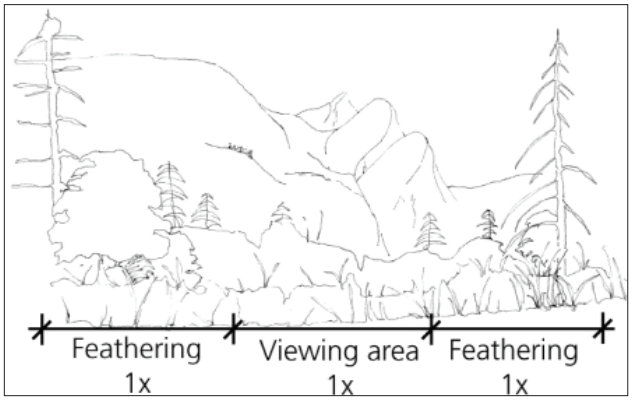
Figure 2.23. This diagram from the New River Gorge vista plan outlines the vista management area in section showing the line of sight, cone of vision, and different vegetation management zones with instruction on preservation/removal of vegetation (Reprinted from New River Gorge, 31).

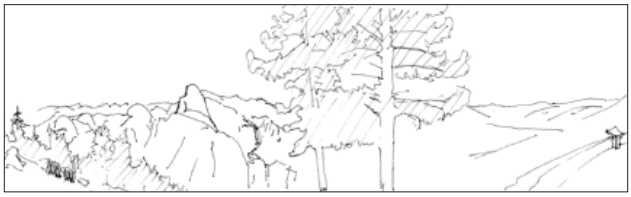
National River vista management plan calls for preservation of mature trees within vista management areas using selective pruning and removal of saplings and invasive species (Figure 2.23).[66] To minimize removal of mature trees, Yosemite National Park's vista plan includes recommendations to trim back shrubs and trees to expose views avoiding tree removal when possible.[67]

At Yellowstone National Park, roadside vegetation management efforts pursue two different aims. The one aspect of this effort is directed toward Yellowstone's historic tour roads as linear landscapes. An additional effort is devoted to developed areas within the park functioning as destination landscapes. Vegetation treatment along Yellowstone Park Grand Loop Roads includes protecting vegetation, managing topsoil to prevent exotic vegetation and promote native plants; promoting undulating vista clearance lines; feathering vista management cuts so that smaller vegetation interweaves with taller, dense vegetation; and revegetating with native plantings after a clearing project so that vegetation is restored quickly and as naturally as possible. Other national parks have joined with Yellowstone, working to prevent establishment of invasive exotics by following up tree cutting projects with planting efforts promoting establishment of lower growing native vegetation within newly opened vistas. In counterpoint to managing roadside vegetation in promotion of views, managing the streetscape of historic Fort Yellowstone involves preserving roadside cottonwood trees as important specimens along with other plantings associated with the park's cultural landscape.[68]

Some national parks tour roads feature historic designed roadside plantings. Revegetation plans at Great Smoky Mountains National Park consider the use of historic plantings and design intent within the context of sustainability, function, and impact to natural environments. Local genotype plant materials will be used when needed.[69] At George Washington Memorial Parkway, the maintenance of roadside vistas has long been deferred, subordinating scenic values to natural resource values. Yet this deferral of attention has ironically led to a greater degree of environmental damage as non-native has been left to freely colonize the formerly cleared vista areas. In order to be effective, future vista maintenance along the parkway will need to open up historic vistas through tree cutting, remove colonies of invasive vegetation, and establish a mix of largely native or non-invasive species in treated areas. Where historic vistas are to be rehabilitated, the park will need to choose plant substitutes for the invasive plants that were included as part of the original planting plans in the 1930s. The overall replanting intent is to reestablish the diversity of the vegetative character and spatial experience to best reflect the initial design intent and desired parkway experience.[70]

Appearance: A survey of current national park vista plans highlights renewed concern over the appearance of roadside area that are periodically treated to promote scenic views. Typical recommendations include establishing an indistinct, variable tree line edge, avoiding overly manipulated "lollypop trees" where lower branches have been trimmed to a rigidly consistent height along the roadside edge, and avoiding equal spacing of trees and other vegetation preserved within a vista management area.[71] The Yosemite National Park vista plan recommends that treated areas should appear as part of the surrounding vegetation. Trees left within a vista management area should be in a





Figures 2.24 and 2.25. These line drawings from the Yosemite vista plan demonstrate the concern with natural appearance of vegetation in a vista management area. The figure to the left shows the area to be feathered in a vista for gradual openings. The figure above shows the preservation of trees in a vista in a seemingly random order (Reprinted from New River Gorge, 31).

random pattern but still open to the view; the edges of the vista clearing should be random, and feathered or otherwise tapered so that the vista opening appears to be gradual rather than abrupt (Figures 2.24 and 2.25).[72] To address concerns about the appearance of stumps in treated areas, Yosemite's plan recommends flush cutting stumps. However, large stumps or snags with potential habitat value may be retained.[73] The Great Smoky Mountains National Park vista management plan recommends that the vista apertures be twice the length of the surrounding tree height.[74]

Disposal: National park vista management recommendations also typically include guidelines on the disposal of cut trees and tree branches which if not carefully managed can change soil chemistry to favor non-native plant species. The Glacier National Park and Yosemite National Park vista management plans limit the practice of casting chipped woody debris into adjacent woodlands to depths greater than two inches. The Glacier National Park plan further recommends against casting chips of certain species such as white pine, instead suggesting coordinating efforts with park Facility Management staff to repurpose salvage material of usable size. The Glacier plan also suggests coordinating with local tribes to inquire toward their interest in obtaining wood and lumber of species important to their culture and traditions. The Yosemite National Park vista management plan presents various options for disposal of logs, slash, and chips, including warning project managers against disposing of large diameter slash in meadows or subalpine areas.[75]

Safety: Time of year for vista work is constricted in consideration of safety for visitors as well as park employees and contractors. Access to sloped areas is a huge consideration for treatment or restoration of a historic vista which in some cases is only possible with great difficulty. Visibility and sight distance along roadsides with overgrown vegetation becomes a concern. In areas with obstructed historic vistas, maintenance and clearing can help in the effort to trim and clear for sight distance concerns.

CASE STUDIES

Vista plans for national park tour roads document and describe current vista locations, conditions, and intended views. Despite a great deal of variability when comparing plans developed by different parks, these vista plans effectively guide site-specific treatment strategies, and function as a record of roadside vista treatment work completed. It is anticipated that the Glacier Going-to-the-Sun Road Vista Management Plan will eventually be incorporated into a larger cultural landscape report focusing on the historic road and its characteristics, including a Record of Treatment chapter.[76] Keeping detailed records of vista management work enhances a national park's institutional memory regarding vista management efforts and serves as a baseline for future adaptive management.

The case studies presented below are highly variable, reflecting the case-by-case problem-solving approach that individual parks have undertaken. Thorough plans include a set of GIS referenced maps with measured polygons of treatment areas. They also include detail sheets with photographic documentation of each vista, showing the areas before and after treatment, describing the objective of the view, treatment recommendations, whether or when the treatment was implemented, any special resource concerns, and constraints on work to be performed.[77] Some plans are written to be updated with current vista data as projects are performed, such as those for Glacier and New River Gorge, while others such as Yosemite's are intended to be short-lived, with a 10-15 year time span to address the backlog in vista work and restore obstructed vistas.[78] The Nisqually Road plan was written to apply in perpetuity, limited to areas within 100' of the centerline of the park tour road, addressing frame and aperture but not distant views.[79]

Monitoring needs are dealt with in some plans, while in others the plan is intended to provide a framework and clear direction for future projects. For example, the Going-to-the-Sun Road vista plan does not specify a timeline or monitoring techniques because the vista work is intended to guide road rehabilitation work underway. Vista management and other road work can take place simultaneously so that multiple concerns are addressed, creating a larger con-

text for the vista work.[80] The Nisqually Road plan defines the vista aperture size as the benchmark for treatment, but does not specify a timeline for monitoring and re-treating an area. This can become an issue, especially as FMSS input is required for maintenance projects.[81] In general, parks in areas of fast-growing vegetation opt for implementing monitoring on a cyclic basis to perform maintenance work. Blue Ridge recommends revisiting vistas on a three-year cycle to manage its vegetation.[82] In other cases, such as alpine areas in Glacier or Yosemite, the slow-growing nature of the vegetation and wider spacing lends itself to a much longer time-line for monitoring.[83] Great Smoky has created three alternative treatment methods with different monitoring timelines according to the importance of the views and vegetation treatment needs.[84]

Vista work is performed by parks using various methods according to a park's needs, staff resources, and contracting methods. For example, while Glacier now has a Vista Management Plan in place for Going-to-the-Sun Road, the vista work itself is done through the contracting process alongside other road rehabilitation work. Vista work is not performed by park staff or outside of road contract work. Thus when road work is needed, vista work can be incorporated into the EIS and contracted in accordance with the plan's goals. Indefinite quantities contracts are used to allow flexibility in the work process.[85] In Yosemite, annual work plans are developed according to the needs and priorities specified in the vista plan. A distinction is made between vistas requiring maintenance and those in need of restoration. Those with maintenance needs will be input into FMSS to coordinate with other project work. However those needing more significant restoration are dealt with separately as vista projects since they require a more intensive level of work.[86] For Blue Ridge, the park has been maintaining vistas through contracts with guidelines for clearing woody vegetation written into the work contracts. However, the current contracts are not effectively addressing the changed vegetative conditions at the park. As part of their revised approach to vista management, the park has also identified vistas requiring maintenance and those requiring restoration. For those requiring restoration, in-house seasonal staff will be hired to complete the work and thus allow the park a greater degree of flexibility, while for maintained vistas, the current three-year period contracts will be amended according to vista plan recommendations to better accomplish the necessary work.[87]

To ensure continuity of the vista management work, ultimately, the data needs to be input into FMSS for purposes of funding projects. The data should be input with thresholds for monitoring and intervals for recurring maintenance according to a specified time interval, such as every three to five years. The overlook and pullout areas can be input into FMSS as assets for road locations, possibly lumping or splitting according to assets' similar work needs. Input information should include any work constraints such as time of year, time window, description of the work, or other considerations. The FMSS data should indicate that the work is being performed to restore historic views, and also indicate how much cutting, number of views to treat, areas to be treated, and any other pertinent information to gain the most accurate scope and cost associated with the prospective vista management project.[88]

During or prior to vista management field work it is extremely helpful to have ecologists, landscape architects, and arborists make decisions regarding trees to preserve and the manner in which to prune trees for both aesthetic consideration and to minimize negative impacts to existing vegetation.[89] Many park vista management plans require the on-site presence of such experts during field operations. Such is the case at Great Smoky Mountains National Park, a park that specifies that an arborist be on-site before any cutting in an area, as well as resource management staff. Cutting or trimming can often take place with little aesthetic guidance or sensitivity to vegetation if the proper staff are not on-site to guide the efforts. This is an obvious concern for parks as most vista plan efforts have included recommendations regarding appearance of treated areas. Sometimes parks do not have specialist staff; this can impact how the work is performed and the potential negative perception of the work.[90] Many national park vista plans state that natural resource, cultural resource, visitor protection, interpretation and education, GIS, and maintenance personnel participate in the process of vista management

planning and field work to provide input on relevant issues and concerns to their fields.

For parks that have not developed a specific plan for treating roadside vistas, other documents may guide the vista monitoring and treatment process. At Crater Lake, the combination of a strong park master plan, Cultural Landscape Inventories (CLI) that document the road landscape, and a small staff make it more beneficial to deal with vista management on a project-by-project basis.[91] For Olympic National Park, the vista concerns are included in the recently completed Vegetation Management Plan, road landscapes and vistas are documented in CLIs, and vista management work is input into FMSS as work orders for vegetation removal.[92] For Yellowstone National Park, the historic park roads are listed on the National Register of Historic Places and are further documented in the park cultural landscapes inventory. Case-by-case vista work is monitored by landscape architects on site and further guided by the park's Comprehensive Plan based on cultural landscape reports and cultural landscape inventories developed for each area. Additional guiding documents include the Historic Road Plan, Vegetation Management Plan, Road Management Plan.[93] As the park roads have been undergoing rehabilitation over the past several years, vista work has been incorporated into the larger projects, accomplishing the work through an alternate process of documentation and plan guidance.

Although many parks are faced with a similar situation having neglected consistent vista management work over the past several decades, the varied methods and plans used to approach the work reflect the diverse skill sets, resources, and knowledge throughout the parks system. Every park has their specific visitor use, ecological needs, and constraints, although there is significant overlap with treatment recommendations and techniques used. The development of site-specific treatment methods ensures that the parks incorporate a sensitive approach that is modified according to different site conditions and habitat or user concerns. It is most important that vista management plans develop a consistent and transparent means of approaching the work with knowledge of the historical intent and a clear method of completing the work so that informed decisions are made regarding what to maintain, restore, modify, or let go from ecological, cultural, and visitor use perspectives. A final consideration is creating a process that allows for modification and adaptation to changing needs, conditions, or techniques, and a means of evaluating the treatment work to determine its success, while maintaining the ultimate objective of the work. It is critically important that vista management planning establishes a repeatable process for documenting and treating roadside vistas. Such a process may be set in place through a park-specific programmatic agreement for environmental compliance or through FMSS recurring maintenance work orders. Without a commitment to sustain a long term vista management program and an effective mechanism to repeat treatments, vista clearance is reduced to unwelcome one-time impacts on natural resource values.

The following text summarizes important vista management practices and considerations selected recent National Park Service reports addressing roadside vista management.

Scenic Vista Management Plan EA for Yosemite National Park

The Yosemite Scenic Vista Management Plan EA replaces the former ad-hoc manner of vista management that allowed for the loss of historic vistas and contributed to ecological impacts. The prior method of management resulted in approximately three vistas being treated per decade. The goal of the plan is to "develop a systematic program to document, protect, and restore historic vistas using methods that do not conflict with natural processes and the human influences that created them."[94] The plan only deals with vista management in non-wilderness designated areas and coordinates with the Fire Management Plan which has not been entirely successful in dealing with conifer encroachment into valley areas. As a result, vista management becomes an alternate strategy for dealing with the issue because the work helps create fire breaks and reduce potential fuel sources, as well as coordinate potential prescribed burn areas. Since the 1940s, ecologists and biologists have come to a better understanding of the ecological implications of fire suppression and the extent

to which the park's meadow systems, oak woodlands, and sequoias are fire-dependent. However, fire suppression was still a practice in the park through the 1970s resulting in growth of coniferous forest stands, meadow loss, and loss of historic vistas. In this case, the ecological management of an area supports the goals of vista management, contributing to both enrichment of natural and cultural resources, and a deep acknowledgement of the stewardship practices of American Indians who occupied the area prior to its establishment as a national park. Through the resource advisory group, areas needing treatment for fire management, vista, and other resource concerns are mapped and work is coordinated.[95]

The process of plan development included an inventory of 180 scenic vistas outside of wilderness areas and found that half were impacted by vegetation growth, while a third were completely obstructed. Methods for vista management include prescribed fires, mechanical tree and brush removal, and tree trimming. The plan presents three alternative approaches to vista management in conformance with the EA process. The preferred alternative uses ecological rather than aesthetic considerations to provide guidance to techniques and extent of clearing, using the ecological conditions at each site to determine the method of treatment. It also considers possible movement of viewing areas to adapt to environmental changes and address use, safety, and hydrological impacts resulting from viewing areas. The plan takes direction from other park plans where they manage fire, vegetation, and other relevant areas. The plan first considers the condition of the vista and assesses, if maintenance (removal of trees less than 6"dbh) or clearing is required. Sites that only require maintenance would be added to FMSS to coordinate work with other upcoming projects. The plan uses the Visual Resource Assessment Tool to rank and prioritize vistas for management. The process of work completion involves developing annual work plans for maintenance and clearing, specifying the number and location of vistas, size and species of trees/shrubs to be removed, and degree of treatment needed. Park staff would clear and maintain 93 obscured or partially obscured vistas at a rate of about 30 per year initially with 21 sites receiving maintenance treatment. Cleared sites would be maintained on a one to five year cycle depending on the scenic value of the vista according to the VRA.[96]

Draft Vista Management Plan for Great Smoky Mountains National Park (2010)

The plan intends to protect the historical integrity of vistas, restore lost vistas, preserve the historical and cultural contexts in which the vistas were created, and identify appropriate vegetation management techniques. When the park's roads were initially built the ground and vegetation was significantly disturbed through the road construction cut and fill process. As such, for many years obstruction of vistas was not a concern.[97] As with many other parks, prior to the development of the plan, vista management work employed an ad-hoc approach. The lack of consistent management has resulted in a large number of obstructed vistas in the park. At present, the park maintains 76 vistas, totaling 50 acres but without a consistent management approach. The objective of the plan is to restore and manage both historic vistas and those important to the interpretive program. Vistas along the roadside were cleared historically to maintain unobstructed views of the park's landscape features including mountains, creeks, waterfalls, lakes, and valleys. The vistas are presently obstructed with both native and nonnative vegetation. For management purposes and to document present vegetative conditions of vistas for comparison with historic plans, the plan recommends identifying, documenting, and mapping historic and existing landscape plantings and plant species at key vista points and to retain historic plants when feasible.[98]

The plan outlines three alternative approaches that cover a range of cutting methods and timelines employed according to the needs of a specific vista. "Alternative A" recommends a conservative approach with selective cutting, retaining at least fifty-percent of the canopy within vista management areas, and employing pruning and other techniques when possible to provide filtered views with cutting/trimming to occur every one to three years, with the understanding that this approach will not restore the original view. "Alternative B" recommends a moderate approach on a two to five year cycle. "Alternative C" rec-

ommends canopy cutting, which promotes creation of panoramic vistas, recognizing that the immediate visual impact is greater while there is increased risk for establishment of nonnative species in the cleared areas. The vista plan outlines site considerations before proceeding with treatment. These considerations include analysis of the existing and planned land use, maintenance concerns, public and staff safety, area to be managed, short and long-term goals for vegetation management, natural condition of the vista area, erosion concerns, and significant natural and cultural resources that must be protected.[99]

Blue Ridge Parkway Scenery Conservation System Guidebook

Because of the choreography and central importance of the scenic drive experience to the establishment of the Blue Ridge Parkway, several different management plans address vista perpetuation, both within the park and outside of the park boundary as part of the "borrowed view" of the parkway. The parkway includes 264 paved parking overlooks, 860 maintained vistas, and over 100 agricultural lease views. Approximately 60% of vistas are obstructed. In the late 1980s, the park conducted a visitor preference survey to establish a basis for scenic protection. Every landscaped area along the 469 mile corridor is mapped and photographed to document its current condition and establish a baseline for monitoring of land use change and intactness of intended view.[100] The Vista Management Plan Proposal recognizes that vista management as currently practiced is having negative impacts on natural resources and native plant communities. The proposed plan is meant to protect natural resources and enhance visitor experience.[101] The current management regime cuts vista areas on a three-year cycle per contract specifications; however vistas have continued to be obstructed due to the speed of growth of roadside vegetation. The current approach has been in place 50 years and needs to be changed to accommodate changed environmental circumstances. The park is in the process of inventorying all of the views and documenting their conditions to guide further work. The inventory will assess the intactness of views and the percentage of the vista that can actually be restored according to historic documentation. This will result in a phased plan over a twelve year period where each vista will be revisited on a three-year cycle. With each cycle of vista work, one-third of each selected vista will be treated. This will result in a more gradual treatment, lessening the potential of invasive species growth and allowing for frequent treatment of fast-growing vegetation. Each vista is assessed as to slope, topography, vegetation, infrastructure, drainage, and other existing constraints to guide work plans and determine the course of action in cases of degraded vistas.[102] Overall, the present contracts need to be adapted to the larger vegetative changes in the area as the current contracts no longer respond to the current conditions.

Cultural Landscape Report for George Washington Memorial Parkway

Cultural landscape reports document the historical development, existing conditions, and significance of cultural landscapes and also provide recommendations for landscape preservation and caretaking. Designed views along the parkway were central to the purpose of memorializing our nation's first President. The Cultural Landscape Report for George Washington Memorial Parkway examines the development of the roadside plantings over time, changes to the historic road alignment, and major land use changes along the parkway. The original plantings of 1932 were used to frame vistas and create a sequential experience with areas of different vegetative character. The report compares the existing vegetation found along the parkway with the original design intent and historic planting plans. The cultural landscape report also weighs questions of historical intent, assesses the extent to which historic designs were implemented, and the practical degree to which historical plantings and elements might be appropriately restored. While not technically a vista management plan, the cultural landscape report nevertheless provides guidance and recommendations for roadside vegetative character, as the report documents many instances where roadside vegetation was intentionally employed to highlight, frame, or screen views. The extensively researched nature of this report provides resource managers with the opportunity for exploration of the plant palettes

used historically and for what purpose.[103]

New River Gorge National River Vista Management Plan

Out of seventy potential sites identified for vista management work, twenty-five were chosen for inclusion in the New River Gorge National River Vista Management Plan. Choices among vista sites were based on frequency of visitor use and the level of deterioration. The plan however, does not focus solely on roadside vistas but also includes vistas seen on foot, bicycle, and watercraft. The plan emphasizes visitor experience to guide to the planning process and prioritization of work, relying on interpretive material and development of touring routes to guide vista priorities. The main criteria used for selecting vista points for treatment is based on accessibility, uniqueness of vista, providing a range of vistas to appeal to diverse users, geographic distribution, maintenance needs, popularity of view, resource impacts, and potential for incorporation into themed touring routes. The plan suggests opening views in coordination interpretive materials and wayside exhibit panels. The park has also adopted a Comprehensive Landscape Management Plan that is intended for use in tandem with the vista recommendations to guide future maintenance. While the plan constrains the seasonal timing of vista work to prevent impacts to bat and bird populations, the decision regarding vista treatment by thinning or cutting is presented with an overriding concern for scenic qualities.[104]

Glacier National Park Going-to-the-Sun Road Vista Management Plan (2009)

The planning for the rehabilitation of the Going-to-the-Sun Road prompted a vista planning effort as vistas are a key component in the design intent of the road. The vistas had been intermittently maintained over the years with most of the work occurring in the Lake McDonald section of the road. This segment is the only area for which previous vista plan drawings are available. The 2002 cultural landscape report for the road states that preservation of vistas is integral to the road's historic character and experience. The report recommends that a vista plan be developed and implemented in future road rehabilitation projects. The 2003 Rehabilitation Plan reiterates this need. The vista plan is developed to provide guidance in managing the vegetation to reintroduce the historic purpose and experience of the road, as vegetation management will be an integral part of current and future Going-to-the-Sun Road projects. Overall, vista management actions are located within the "visitor service zone" in accordance with the 1999 General Management Plan. This zone is measured from the centerline of the road, and work will take place within 200' of the road centerline, with the great majority of work falling within the original road prism, from top of the cut to just beyond the toe of the fill. The majority of recent efforts have focused on selective removal of smaller trees and limbing, along with shrub and brush removal. "Canopy cuts" are only used where past canopy cuts have been maintained, however low shrubs and trees are maintained to reduce establishment of invasive plants. Vegetation management will concentrate on thinning or removing the narrow band of vegetation that is encouraged by roadside conditions adjacent to the road. The cultural landscape report will include a Record of Treatment chapter to document the evolution of the road and the work completed in the road rehabilitation process. The plan itself consists of maps and detail sheets for each vista to be treated with photographic documentation of vistas before and after treatment. The detail sheets describe the objective of the vista, the recommended treatment, the vista length, whether it is in the road prism, whether the treatment has been implemented, and any special resource concerns.[105]

CONCLUSION

The interaction between visitors and park scenery is fundamental to the national park experience. This interaction takes place primarily along the roadsides of our larger national parks. Successful preservation and management of roadside views depend on thorough documentation and consistent planning that incorporates input from multiple disciplines. An effective plan for preserving roadside views must take into account historic intent, agency goals for

visitor use, and environmental context. Roadside view and vista projects can be coordinated with road rehabilitation, invasive species removal, and vegetation management. Given the central role that education plays in the responsibilities of the National Park Service and visitor programming at individual parks, vista management can enhance interpretation, especially in cases of obstructed views located at interpretive waysides panels. The coordination of such projects ultimately provides another tool to enrich the public's exposure to and enjoyment of national parks.

The maintenance and rehabilitation of roadside scenic vistas requires historic research and documentation to develop knowledge and insights into the design intentions regarding the visual experience of the park landscape and how that experience has changed over time. In many cases cultural landscape reports for specific roads or entire road systems have been prepared and serve as historical baseline information for restoration, maintenance, and perhaps even suspending future maintenance of individual roadside vistas. While an informal survey of national parks involved in managing roadside scenic vistas has revealed a variety of approaches to roadside vista management, this survey effort has made it clear that an effective planning process will create a useful document that clarifies the objective of the vistas and the recommended method of work. The document may serve as a useful record of treatment through consistent and repeatable photographic documentation. Input of work orders into a computerized facility management system, such as the FMSS data required by the National Park Service in order to obtain project funding, creates a record of vista management and contributes to long-term institutional memory, and an adaptive approach to long-term landscape management. If roadside vista management is performed consistently according to identified recommendations and constraints, future environmental impacts may be minimized, along with the high costs associated with reestablishing long-neglected roadside vistas.

It has been demonstrated that national parks have employed a variety of methods, planning processes, and strategies to develop workable plans. The brief case studies presented in this chapter have shown that staff at some parks have chosen to begin the process with the fundamental historical research typically serving as the basis for preparing a cultural landscape report. Other parks perform research as part of larger park-wide management plan, or perhaps a project specific environmental assessment, or other guiding document. Depending on park resources, needs, and other pending projects, many parks document historic conditions through the cultural landscape inventory process, relying on other planning documents to develop and present vista management guidance. In cases where parks are fortunate to posses historic documentation and planting plans for roadside areas as for George Washington Memorial Parkway, the development of a cultural landscape report gives particular insight into the changing nature of the landscape and vegetation, as well as an understanding of the degree each of the plans may have been implemented. The type of document resulting from the planning process is not as significant as the need for justification, guidance, and support of the work in a sensitive manner responsive to dynamic environmental circumstances.

The vista plan, in and of itself, exists as a document of vista conditions and a road map to guide future maintenance needs. However, an effective roadside vista management plan must not exist in isolation as an independent document, but should be fully integrated into park management plans and systems , including park facility management data. Good vista management plans establish priorities; articulate realizable goals and objectives; and develop recommendations that incorporate concerns from ecological, safety, user, and historical perspectives. The plan creates the opportunity for park managers and personnel to reflect on the current and desired experience of the park from its primary means of access and travel. It creates a thoughtful framework to consider the importance of park design via historic national park tour roads and the intended scenic visitor experience. In a diverse citizenry with variable interests, abilities and needs park scenery remains fundamental to the visitor experience. Access to park scenery should be available to everyone, regardless of physical abilities, and roadside vistas typically traditionally located along historic national park tour roads have long served that important purpose.

Table 2.1. Interview Questions

1	(Does/Do) your park(s) actively manage roadside vegetation to perpetuate historic scenic roadside views?
2	Are the park's historic scenic roadside views well documented in historic maps and photographs?
3	If the park is managing vegetation to perpetuate historic roadside scenic views, have management efforts been guided by a planning document?
4	Does an applicable planning document assist the park in negotiating a balance between natural cultural resources regarding vegetation management in roadside scenic views?
5	Does planning specify monitoring techniques, or indicators that would trigger vegetation management projects in historic roadside scenic views?
6	Does planning establish priorities among the park's various roadside scenic views? If so, how?
7	If the park is not actively managing vegetation in historic roadside scenic views, what are the obstacles to doing so?
8	Does the park use FMSS work-orders or job-plans to allocate time and money to maintaining vegetation in historic scenic roadside views?
9	Who among park resource management or maintenance staff might offer additional input and insight regarding park management of roadside scenic views?

Interview Questions

Table 2.1 lists the questions that were emailed to the historic vista management survey participants to help guide the phone interview process.

NOTES

1 Charles W. Eliot, "The Influence of Automobiles on the Design of Park Roads," *Landscape Architecture*, October, 1922, 28; McClelland, 27.

2 Eliot, 28.

3 Timothy Davis, "Landscape Lines 16: Historic Roads,"(Washington D.C.: U.S. Department of the Interior, National Park Service, Cultural Resources, Park Historic Structures and Cultural Landscapes), 1.

4 Davis, Landscape Lines, 3-7.

5 Davis, Landscape Lines, 3-4.

6 Sellars 88.

7 Sellars,106.

8 Eliot,30.

9 McClelland,102-103.

10 Davis, Landscape Lines,4; McClelland,102-106.

11 McClelland,102.

12 McClelland,106.

13 McClelland,107.

14 Ibid.

15 Davis, Landscape Lines, 5.

16 Davis, Landscape Lines, 5.

17 Timothy Davis, Todd A. Croteau, and Christopher H. Marston, eds., A*merica's National Park Roads and Parkways: Drawings from the Historic American Engineering Record* (Baltimore: Johns Hopkins University Press, 2004), 263; Davis, Landscape Lines,16.

18 Ibid. 263.

19 Davis, Croteau, and Marston, eds. *America's National Park Roads and Parkway*s, 66.

20 Ibid., 66

21 Henry Vincent Hubbard and Theodora Kimball, *An Introduction to the Study of Landscape Design*, rev. ed. (1959; repr.,Boston: Hubbard Educational Trust, 1929), 222.

22 McClelland, 106; Hubbard and Kimball, 222-223.

23 Hubbard and Kimball, 222-223.

24 Davis, Landscape Lines, 19.

25 Davis, Landscape Lines, 6.

26 Davis, Landscape Lines, 6.

27 Davis, Landscape Lines, 8.

28 Davis, Landscape Lines, 14.

29 Sellars, 187.

30 Ibid.

31 Ibid., 8; Davis, Croteau, and Marston, eds., *America's National Park Roads and Parkways* ,14.

32 Sellars, 4.

33 Sellars, 20-22.

34 Sellars, 215, 243-245, 249

35 Sellars 167-170.

36 Sellars, 297.

37 Jessica Bundy, telephone interview by Adrine Arakelian, April 14, 2011.

38 Great Smoky National Park, "Draft Great Smoky Mountains National Park Vista Management Plan," (Washington D.C.:U.S. Department of the Interior, National Park Service, 2010), 3.

39 Yosemite National Park, I-8.

40 Kevin McCardle, telephone interview with Adrine Arakelian, April 14, 2011.

41 Davis, Landscape Lines, 19-21.

42 Glacier National Park.

43 Treff Alexander, telephone interview with Adrine Arakelian, April 8, 2011.

44 Sellars, 45-46.

45 New River Gorge National River,"New River Gorge National River Vista Management Plan" (Washington D.C.:U.S. Department of the Interior, National Park Service, 2010), 5-6.

46 Dolan, interview.

47 Yosemite National Park, II-2.

48 New River Gorge National River, 13-17.

49 Glacier National Park.

50 Glacier National Park.

51 Ibid.; Davis, Landscape Lines, 16. Davis, Croteau, and Marston, eds., 66.

52 Alexander, interview.

53 Joyce Lapp, telephone interview with Adrine Arakelian, April 8,2011; Glacier National Park.

54 Ibid.

55 Yosemite National Park, II-11.

56 Yosemite National Park, II-18-21; Glacier National Park; Great Smoky Mountains National Park, 7-8, 13.

57 Blue Ridge Parkway, "Vista Management within Carolina Northern Flying Squirrel Habitat along the Blue Ridge Parkway," (Washington D.C.:U.S. Department of the Interior, National Park Service, 2008), 27.

58 Dolan, interview.

59 Great Smoky Mountains National Park, 3.

60 Yosemite National Park, I-2, I-3, II-9.

61 Glacier National Park.

62 Great Smoky National Park, 5.

63 Ibid.; Dolan, interview.

64 Great Smoky National Park, 3.

65 Dolan, interview; McCardle, interview.

66 New River Gorge National River, 17.

67 Yosemite National Park, II-2.

68 Eleanor Williams Clark, telephone interview by Adrine Arakelian, April 8, 2011.

69 Great Smoky National Park, 5.

70 Paul Kelsch et al., Cultural Landscape Report: The Vegetation of the George Washington Memorial Parkway, Central Section: Central Section: Alexandria to Arlington Memorial Bridge, Volumes One and Two, (Washington D.C.: U.S. Department of the Interior, National Park Service, George Washington Memorial Parkway, National Capital Region Cultural Landscapes Program, and Southern Appalachian Cooperative Ecosystem Studies Unit, 2009), V, 11, 21, 278-283.

71 Glacier National Park.

72 Yosemite National Park, II-6 –II-8

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74 Great Smoky National Park, 7.

75 Yosemite National Park, II-9–II-10

76 Glacier National Park.

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78 Jack Gordon, telephone interview by Adrine Arakelian, April 5,2011; James Minor, telephone interview by Adrine Arakelian, April 2011; McCardle, interview; Alexander, interview.

79 Dolan, interview.

80 Gordon, interview.

81 Dolan, interview.

82 Gary Johnson and David Anderson, telephone interview by Adrine Arakelian, April 8,2011.

83 Gordon; interview; McCardle, interview.

84 Bundy, interview.

85 Gordon, interview.

86 McCardle, interview.

87 Blue Ridge Parkway, "Vista Management within Carolina Northern Flying Squirrel Habitat along the Blue Ridge Parkway", 27.

88 Dolan, interview.

89 Alexander, interview.

90 Ibid.

91 Steve Mark, telephone interview by Adrine Arakelian, April 2011.

92 Dolan, interview.

93 Williams Clark, interview.

94 Yosemite National Park, v, I-2.

95 Yosemite National Park, vii-x; McCardle, interview.

96 Yosemite National Park, I-1–I-11.

97 Bundy, interview.

98 Great Smoky National Park, 2-13; Bundy, interview.

99 Ibid., 6-12.

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101 Blue Ridge Parkway, "Blue Ridge Parkway Vista Management Plan Proposal," (Washington D.C.:U.S. Department of the Interior, National Park Service, n.d.).

102 Johnson and Anderson, interview.

103 Maureen Joseph, telephone interview with Adrine Arakelian, April 7, 2011; Paul Kelsch et al., V, 11.

104 New River Gorge National River, 8-10, 17-20; Minor, interview.

105 Glacier National Park; Gordon, interview.

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