National Park Service
U.S. Department of the Interior



Olmsted Center
for Landscape Preservation

Vista Management Plan for the Historic Carriage Road System

Acadia National Park

Volume I: Vista Management Overview and Treatment Framework



"Scenery is ideal, and ranges from distant mountain and ocean views to intimate vistas of woods, ponds and small heaths amidst an entirely wooded setting."

Benjamin Breeze, Resident Landscape Architect, from "Bicycling at Acadia," 1940

Vista Management Plan for the Historic Carriage Road System

Acadia National Park

Bar Harbor, Maine

Volume I

Vista Management Overview and Treatment Framework

Prepared by:
Jeffrey Killion, Historical Landscape Architect
Eliot Foulds, Senior Project Manager
Brendan Bowman, Conservation Associate
Rebekah Everett, Cartographer
Logan McSherry, Conservation Associate
Jennifer Piper, Conservation Associate

Olmsted Center for Landscape Preservation
National Park Service, Boston, Massachusetts, 2023

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.

Olmsted Center for Landscape Preservation
National Park Service
15 State Street, 6th Floor
Boston, MA 02109
www.nps.gov/oclp/

National Park Service, Technical Information Center (eTIC2): #191470

Library of Congress Cataloging-in-Publication Data:

Publication Credits: Graphics from sources other than federal repositories may not be reproduced without the permission of the owners noted in the captions. Other information in this publication may be copied and used with the condition that full credit be given to the authors and publisher. Appropriate citations and bibliographic credits should be made for each use.

Cover Image: Carriage road view in the Jordan Mountain-Sargent Mountain District. (OCLP 2018, DSC_0078)

Title Page: Carriage road view in the Eagle Lake-Witch Hole Pond District. (OCLP 2018, DSC_0103)

TABLE OF CONTENTS

LIST OF FIGURES VII

DEDICATION IX

FOREWORD XI

INTRODUCTION 1

Development of Acadia's Historic Carriage Road System 2
Project Setting 4
Eagle Lake and Witch Hole Pond Carriage Roads
Hadlock and Aunt Betty Pond Carriage Roads
Jordan and Sargent Mountain Carriage Roads
Bubble Pond and Day Mountain Carriage Roads
Project Purpose 6
Project Scope & Organization 7
Project Methodology 7
Analysis of Pressley Vista Management Areas
Field Reconciliation of Pressley Vistas and Identification of New Vistas
Field Documentation of Reconciled Vistas and New Vistas
Preparation of Detailed Maps and Narratives
Next Steps
Summary of Findings 12

VISTA MANAGEMENT AT ACADIA NATIONAL PARK 15

Vista Management on Acadia's Carriage Road 15
Viewsheds and the Rockefeller and Farrand Partnership
Rockefeller's Roadside Clearing
Farrand's Plantings and the Bar Harbor Fire
Vista Management Declines
Vista Study
Planning for Rehabilitation of Carriage Roads Vistas
Vista Demonstration Projects
Cultural Landscape Report
Environmental Assessment
Record of Decision
Vista Assessment Report
System-Wide Rehabilitation Work Begins
Current Park Vista Management 22

TREATMENT FRAMEWORK 23

Management Directives 24
The National Park Service Organic Act
General Management Plan
National Register Listings and Determinations of Eligibility
Management Category
Vista Rehabilitation within Acadia's Carriage Road Corridor 28
Vista Management Philosophy 28
Recommended Vista Treatments (Volumes II & III) 30

REFERENCES 31

APPENDIX A. VISTA LOCATIONS BY CARRIAGE ROAD DISTRICT 33

Eagle Lake - Witch Hole Pond District
Hadlock - Aunt Betty Pond District
Jordan Mountain - Sargent Mountain District
Bubble Pond - Day Mountain District

APPENDIX B. VISTA LOCATIONS BY CARRIAGE ROAD SEGMENT 43

Carriage Road 1-2: Vistas 1, 2
Carriage Road 2-3: Vistas 3, 4
Carriage Road 3-1: Vistas 5A-5B, 8B-9
Carriage Road 4-2: Vistas 12, 13-14, 15
Carriage Road 4-6: Vistas 18, 19-20-21, 22, 23
Carriage Road 5-3: Vistas 25, 27-28, 31, 32, 33A, and 33B
Carriage Road 5-4: Vistas 35, 35, 37
Carriage Road 6-7: Vistas 40A, 42, 43, 44, 45, 46, 47, 53, 59, 61
Carriage Road 6-9: Vistas 62A, 62B-63-64
Carriage Road 7-8: Vistas 72, 74A, 74B, 75, 76, 77ABC-78-79, 82
Carriage Road 8-10S: Vista 84
Carriage Road 9-8: Vistas 62B-63-64, 65, 66, 67A, 67B-68, 70, 71A-71B
Carriage Road 9-11: Vistas 87, 88, 89, 93-94, 95
Carriage Road 10S-14: Vistas 96A-96B, 97, 98, 9, 100, 101, 102, 103
Carriage Road 11-10N: Vistas 106B, 108, 109, 111
Carriage Road 11-13: Vistas 106A, 112, 113, 114
Carriage Road 12-10N: Vistas 118, 119, 120, 121, 123, 124, 126, 127, 129, 131, 132, 133, 133A, 133B, 133C, 135
Carriage Road 13-12: Vistas 138, 139
Carriage Road 13-18: Vistas 141, 143
Carriage Road 14-15: Vistas 144A, 144B, 144C
Carriage Road 14-21:Vistas 146, 147, 148, 149A, 149B-150, 149C, 151, 154A, 154B, 156, 157, 158A, 158B-159, 158C, 160
Carriage Road 15-16: Vista 163
Carriage Road 16-17: Vistas 167, 170, 172, 174
Carriage Road 17-7: Vistas 175, 177, 181, 184, 185, 186-187, 188A, 188B, 188C, 189
Carriage Road 19-12: Vistas 193, 194, 196A, 196B, 197A, 197B, 197C, 197D, 200A, 200B, 200C

Carriage Road 20-19: Vistas 207A, 207B, 209, 210
Carriage Road 20-22: Vistas 211, 212, 213, 215A, 215B
Carriage Road 21-20: Vistas 216, 217A, 217B, 218, 219A, 219B, 219C, 220A, 220B, 220C, 221A, 221B
Carriage Road 23-24: Vistas 224A, 224B
Carriage Road 25-23: Vista 226
Carriage Road 36-37: Vistas 227, 228, 229, 230, 231-232A, 231-232B, 233B, 234, 235, 237
Carriage Road 36-39: Vistas 238, 240A, 240B, 240C, 242, 244, 245, 246, 247-248, 249, 250, 251
Carriage Road 37-38: Vista 252A
Carriage Road 38-30: Vista 270A, 270B, 271A, 271B
Carriage Road 38-36: Vista 253

APPENDIX C. TABULAR VISTA DATA **113**

Lists of Figures

DEDICATION

0.1. A portion of the vista crew on August 15, 2017, when they were awarded the Acadia Team Award. (Acadia National Park)

FOREWORD

0.2. Mr. Jeff Grey. (Courtesy Linda Grey Gregory)

INTRODUCTION

1.1. Select photographs of Acadia's historic carriage road system: the west gate of the Jordan Pond Gatehouse complex, with the gatekeeper's house in the distance on Carriage Road (CR) 16-17; Bubble Pond from CR 17-7; Witch Hole Pond from CR 6-4; and an ocean view from CR 21-14. (Olmsted Center for Landscape Preservation--hereafter OCLP--2013)

1.2. Map of Acadia's carriage roads (grey), motor roads (red), and hiking trails (green) on the east side of Mount Desert Island. (Acadia NP website)

1.3. Covers of the 2015 Vista Management Plan for the Historic Motor Road System and the 1995 Vista Assessment Report, Carriage Road Rehabilitation Project. (OCLP, 2023)

1.4. The Waterfall Bridge, c.1926. (Mr. and Mrs. Charles P. Simpson Collection, from Historic Resource Study 1989: 139)

1.5. The Jordan Pond Gatehouse in 1934. (C.P. Simpson personal collection, from Roberts 2012: 165)

1.6. View likely from the 1930s looking east at the Duck Brook Bridge, completed in 1929, showing Beatrix Farrand's plantings. (Mr. and Mrs. Charles P. Simpson Collection, from Historic Resource Study 1989: 66)

1.7. Acadia's carriage road system is organized into four districts: Eagle Lake and Witch Hole Pond Carriage Roads (blue), Hadlock and Aunt Betty's Pond Carriage Roads (orange), Jordan and Sargent Mountain Carriage Roads (green), and Bubble Pond and Day Mountain Carriage Roads (red). (Acadia NP website, annotated by OCLP)

1.8. Vista locations as identified by Pressley Associates in 1995. (Marion Pressley and Kathleen Lynch, "Vista Assessment Report, Carriage Road Rehabilitation Project, Acadia National Park, Bar Harbor, Maine," 1995, Appendix C)

1.9. Typical workbook of carriage road vistas, 1993. (Marion Pressley and Kathleen Lynch, "Vista Assessment Report, Carriage Road Rehabilitation Project, Acadia National Park, Bar Harbor, Maine," 1995: Appendix A)

1.10. Park notes for Vista 31 on Carriage Road 5-3, 1993. (Park files)

1.11. Park notes for Vista 31 on Carriage Road 5-3, c.2000. (Park files)

1.12. Park notes for Vista 31, Carriage Road 5-3, n.d. (Park files)

1.13. Portion of spreadsheet showing vista management on Carriage Road 5-3, 1994-2007. (Park files)

1.14. Typical site map for a carriage road vista, showing the carriage road (red), vista management area (yellow) start, middle, and end points (crosses), and Pressley vista management area (blue). (OCLP, 2020)

1.15. Map showing the carriage road system (red lines) and vista locations (yellow dots) managed by Acadia National Park (gray boundary line). (OCLP, 2020)

TREATMENT FRAMEWORK

3.1. Diagram illustrating typical vista management area, identifying a perimeter transition zone to mitigate abrupt transitions between the managed landscape and adjacent park woodlands. Base image derived from park GIS files. (OCLP, 2023)

3.2. Cross-section of typical vista management area, looking cross-slope, illustrating the use of a transitional zone to avoid harsh or abrupt transitions between the managed area and the adjacent park woodland. (OCLP, 2023)

3.3. Cross-section of typical vista management area, looking upslope, illustrating the use of a transitional zone to avoid harsh or abrupt transitions between the managed area and the adjacent park woodland. (OCLP, 2023)

Dedication

The Vista Management Plan for the Historic Carriage Road System at Acadia National Park serves as a key companion to the Vista Management Plan for the Historic Motor Road System. This work represents field work accomplished in 2018 by Jeff Grey, Reino Liimatainen and others at Acadia, and staff at the Olmsted Center for Landscape Preservation. Production of the report and accompanying vista maps was made possible through a partnership between the Quebec-Labrador Foundation, Friends of Acadia, and Acadia National Park.

This report is dedicated to Jeff Grey, long-time arborist at the park, who passed away in 2018. The foreword that follows, written by Jeff, perfectly expresses his dedication and passion in preserving the carriage road scenic views and vistas for generations to come.

Kevin Schneider, Superintendent, October 12, 2023



Figure 0.1. A portion of the vista crew on August 15, 2017, when they were awarded the Acadia Team Award. (Acadia National Park)

Foreword



Figure 0.2. Mr. Jeff Grey. (Courtesy Linda Grey Gregory)

In the summer of 1994, I was given the assignment of transforming the existing carriage road vistas into what I felt best represented the intention of Mr. Rockefeller's design for Acadia's scenic views. It was an opportunity that combined landscape management and artistic design, two longstanding passions of mine.

The vista sites were integral to Rockefeller's original vision for the carriage road system, but they had become overgrown and the views were blocked by vegetation. Fortunately for me, most of the conceptual groundwork for documenting the historic vistas had been developed by William Rieley and Roxanne Brouse (1989), and Marion Pressley and Kathleen Lynch (1995).

Acadia National Park natural resource managers Judy Hazen Connery and Linda Gregory worked with me on the first restorations. Their guidance helped give me the insight I needed to translate the original vista vision into the present-day context. They provided the plant surveys associated with the carriage roads and later the auto roads, and served as liaisons with other park staff and partners working on vista restoration. Louis Morin, leader of the University of Maine forestry camp, champion of high-line logging and my visionary comrade, was a key player on the ground. The forestry students helped restore the first vista along the Amphitheatre section in spring 1992 as a part of the miracle mile demonstration project. This initial vista restoration used state-of-the-art high-line logging techniques to move cut trees from the ground and transport them to the road for removal. Leaving many downed trees on the ground looked unnatural; however, a few carefully placed tree trunks helped to mitigate erosion and create a more natural looking forest floor. Our goal was to leave the finished vista looking untouched, as if no intervention had happened.

With the resounding success of the initial vista restoration, Acadia National Park managers decided that Pressley and Lynch's (1995) priority vista ranking would be the guide for subsequent restorations and I, in turn, used it as the basis of my rehabilitation plan. With funding from Friends of Acadia, the enormous project of rehabilitating the rest of the carriage road vistas began. By the end of 2005, I had completed restorations of the first 100 vistas. Soon after, I left Acadia and moved to the California Bay Area to become a ranger for the Marin County Open Space district. I spent eight years there, retiring as a supervisory ranger.

In 2012, the winds of fortune brought me back to Mount Desert Island for an opportunity to complete my career with the National Park Service. The best part

of my return was being asked to resume the restoration of the scenic vistas, picking up from where I had left off. It was a dream come true: a chance to publicly express my artistic skills in three- dimensional design, refined while a student at Skidmore College, while completing a significant long-term project in a park I loved and had worked in for fifteen years. This was my opportunity to show off Mr. Rockefeller's design brilliance and leave my own legacy on the landscape.

As the restoration proceeded, I was delighted to discover that the vistas built on each other, offering a glimpse or suggestion of what lies ahead. Many sections included significant features, either man-made, such as the carriage road bridges, or naturally occurring, like cliff faces or ocean views, that lent themselves to becoming part of the interpretive view. It was clear to me that this road corridor, so carefully planned and placed by Mr. Rockefeller, was intended to be an experience for all to enjoy.

In 2017, our Vista Management Team, including both maintenance and resource management employees, were honored to receive the Acadia Team Award for our collaboration restoring historical views cherished by visitors. Most importantly, I am very fortunate to have been given the trust of our Acadia stewards to make my vision possible, marrying the past with the present on the landscape, and preserving the scenic carriage roads envisioned by Mr. Rockefeller a century ago for visitors today to experience in their full beauty.

Jeff Grey, Arborist, March 23, 2018

Introduction

Acadia National Park's carriage roads were envisioned, designed, and funded by John D. Rockefeller, Jr. One hundred and ten years ago, in 1913, Rockefeller constructed his first carriage road at his 15-acre estate in Seal Harbor, Maine, to enjoy carriage driving and sightseeing. When the last carriage road bridge was completed in 1940, Rockefeller had skillfully built a 57-mile long network of rustic carriage roads that continues to provide motor-free access to some of the park's most scenic destinations on the eastern half of Mount Desert Island. The carriage roads were deliberately designed to provide panoramic views of the island and the surrounding waters, as well as more intimate framed vistas of marshes, streams, and bridges (Figure 1.1). Rockefeller did his best to keep the views and vistas open during his lifetime, but after his death most became overgrown until the 1990s when the park began to inventory and assess the overall condition of the carriage roads. Today, the rehabilitated historic carriage roads



Figure 1.1. Select photographs of Acadia's historic carriage road system, clockwise from bottom right: The west gate of the Jordan Pond Gatehouse complex, with the gatekeeper's house in the distance on Carriage Road (CR) 16-17; Bubble Pond from CR 17-7; Witch Hole Pond from CR 6-4; and an ocean view from CR 21-14. (Olmsted Center for Landscape Preservation--hereafter OCLP--2013)



Figure 1.2. Map of Acadia's carriage roads (grey), motor roads (red), and hiking trails (green) on the east side of Mount Desert Island. (Acadia NP website)

are a popular way to explore the park, and are shared by bicyclists, pedestrians, and horses.

The carriage roads, along with the park's motor roads and hiking trails, offer visitors three different means of accessing and enjoying the park's scenery (Figure 1.2). The absence of motorized vehicles on the carriage roads allows users to quietly enjoy hundreds of scenic vistas that have been maintained since rehabilitation of the system began in the 1990s. This project aims to document the vista management areas on the carriage roads so that future park leaders can preserve and maintain the views in perpetuity.

PROJECT PURPOSE

This "Vista Management Plan for the Historic Carriage Road System" provides updated baseline data for the carriage road vistas within the park boundaries. The plan documents and summarizes previous vista management work on the carriage roads, articulates a treatment approach and management philosophy, documents existing conditions of the vistas, and provides general management recommendations. This baseline documentation informs funding requests, partnerships for facilitating long-term maintenance, and environmental compliance for a vista clearing program.

In 2015 the Olmsted Center prepared a *Vista Management Plan for the Historic Motor Road System* to support park efforts to rehabilitate obstructed vistas, maintain existing vistas, and identify new vistas on Mount Desert Island and the Schoodic Peninsula (Figure 1.3). The report recommended treatment actions for each vista to preserve the intended view while making repairs and alterations to the vistas as needed.

The park aimed to create a similar vista management plan for the carriage roads. The timing of the carriage road vista project coincided with the retirement, and then untimely death, of Mr. Jeff Grey, Acadia National Park Arborist, who had over two decades of experience managing the carriage road vistas. Compiling and consolidating years of record-keeping and treatment recommendations for the vistas thus became a high priority for the park.

The management of carriage road vistas is supported by the park's 1992 *General Management Plan* (GMP), which directed the rehabilitation and maintenance of the carriage roads. The GMP also recommended the preparation of maintenance guidelines to direct the long-term preservation of the carriage road system. (GMP 1992: 33)

Numerous projects have been completed to fulfill the goals of the GMP, including: *Historic Resource Study for the Carriage Roads* (Rieley Associates 1989); *Recommended Guidelines for the Restoration, Maintenance and Use of the Carriage Roads* (Rieley Associates 1989); *Cultural Landscape Report for the Carriage Road System* (Rieley Associates 1993); *Environmental Assessment for Rehabilitation and Continuing Maintenance of Carriage Roads* (National Park Service 1993); *Forest Management Strategies for Selected Scenic Vistas* (Woodlot Alternatives 1994); and *Vista Assessment Report, Carriage Road Rehabilitation Project* (Pressley Associates 1995).

Since the 1990s, carriage road vista rehabilitation has occurred concurrently with overall rehabilitation of the carriage road system. Vista management has been guided

by the 1995 *Vista Assessment Report* (see Figure 1.3). This project serves as an update to the 1995 report by compiling work accomplished since then, and revising treatment recommendations as appropriate.

DEVELOPMENT OF ACADIA'S HISTORIC CARRIAGE ROAD SYSTEM

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

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

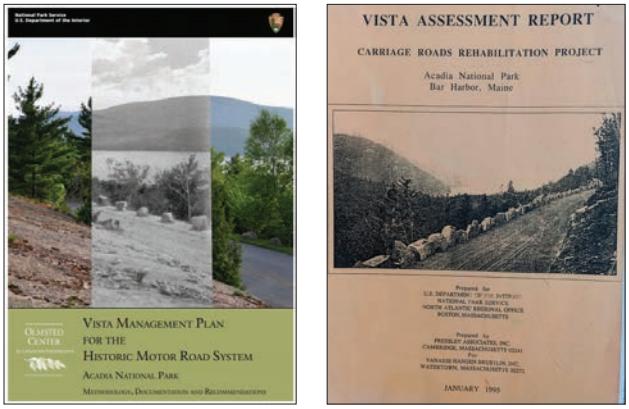


Figure 1.3. Covers of the 2015 *Vista Management Plan for the Historic Motor Road System* and the 1995 *Vista Assessment Report, Carriage Road Rehabilitation Project*. (OCLP, 2023)

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

John D. Rockefeller, Jr. was born in 1874 in Cleveland, Ohio. He was the fifth child and only son of John D. Rockefeller, Sr., founder of the Standard Oil Company, and destined to become one of the wealthiest men in the country. Wealth notwithstanding, young Rockefeller was taught that money was to be used wisely, and for the good of society. He developed an ethic for hard work from watching his father while also developing a passion for the natural landscape. Many of his early experiences in nature occurred at Forest Hill, the family's country estate outside of Cleveland, where he watched his father build bridle paths and carriage roads on which to indulge his passion for riding horses and driving carriages. Early in his life, horses became a recreational diversion for the younger Rockefeller as well, and even when other wealthy men

were driving automobiles, he was driving a team of horses through downtown Manhattan. When the Rockefellers purchased Pocantico Hills, an estate on the Hudson River, John Jr. helped his father build a system of carriage roads on the property that was open to public use and enjoyment. These carriage roads were predecessors to the carriage roads on Mount Desert Island. (VHB 1994: 8-9)



Figure 1.4. The Waterfall Bridge, c.1926. (Mr. and Mrs. Charles P. Simpson Collection, from Historic Resource Study 1989: 139)



Figure 1.5. The Jordan Pond Gatehouse in 1934. (C.P. Simpson personal collection, from Roberts 2012: 165)



Figure 1.6. View likely from the 1930s looking east at the Duck Brook Bridge, completed in 1929, showing Beatrix Farrand's plantings. (Mr. and Mrs. Charles P. Simpson Collection, from Historic Resource Study 1989: 66)

At the age of 36, John D. Rockefeller, Jr., became convinced that the course of his life should be devoted to disposing of wealth to advance the public good. In 1910 he purchased an estate, The Eyrie, in Seal Harbor on Mount Desert Island. Concerned that the island should be both wisely developed and carefully preserved, Rockefeller set about to ensure its protection, and to help the Trustees develop its potential as a national park. Like his father, Rockefeller had a passion for road-building, and delighted in surveying and laying out carriage roads at The Eyrie, siting them to take advantage of the island's dramatic topography and picturesque scenery. Beginning in 1913, and for the next 27 years, Rockefeller planned and constructed an intricate system of carriage roads on the eastern side of Mount Desert Island. When completed in 1940, the project included 57 miles of gravel-surfaced roads and bridle paths, seventeen masonry bridges, and two imposing gatehouses (Figures 1.4, 1.5). Rockefeller employed local engineers Charles P. Simpson, Paul D. Simpson, and Walters G. Hill to oversee the construction. Noted architects William Welles Bosworth and Charles Stoughton designed the majority of the bridges, and architect Grosvenor Atterbury designed the gatehouses. Renowned landscape architect Beatrix Farrand worked with Rockefeller for nearly fifteen years to develop roadside plantings and scenic vistas (Figure 1.6). (VHB 1994: 9)

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

The construction of the carriage road system occurred in several phases. The first roads were built around The Eyrie, but beginning in 1915 Rockefeller began extending the roads northward to the Jordan Pond House and between Jordan Pond and Brown Mountain. Some of these public carriage roads and bridle paths crossed into lands held by the Trustees, and included the Cobblestone Bridge, whose construction is unique among the carriage road bridges, and several smaller masonry bridges. In 1921, Rockefeller began planning for an even greater expansion of the carriage road system on other lands he owned on the island as well as park land, which was approved by Superintendent Dorr and the National Park Service. This development phase included a 7-mile loop around Jordan and Sargent mountains, a road from this loop to the Eagle Lake highway via the west side of Eagle Lake, and a road back to Jordan Pond via Bubble Pond. In the late 1920s to early 1930s, additional roads were built to Aunt Betty Pond, along the east side of Eagle Lake, north to Witch Hole Pond and Paradise Hill, and through the Amphitheatre Valley. The last road segments from Barr Hill to Day Mountain and to the mountain's summit were built by 1940, coinciding with building the seventeenth and last bridge. (VHB 1994: 9)

With the planning, design, and construction of the carriage roads complete, Rockefeller turned his attention to implementing plans for the park's motor road system, which was completed in 1958, two years before his death. However, he also established and funded an ongoing maintenance program for the carriage roads, bridges, and gatehouses, and funded reforestation efforts in the aftermath of the 1947 Bar Harbor fire that burned thousands of acres of forest and many of Beatrix Farrand's plantings. In the later years of his life Rockefeller transferred ownership of the carriage roads, bridges, and gatehouses to the National Park Service, and after his death, maintenance of the carriage roads became a responsibility of the park. In the decades that followed, however, inadequate funding for maintenance and competing management priorities lead to a decline in the condition of the roads, characterized by eroded surfaces and deteriorated bridges, clogged culverts and waterways, and overgrown views and vistas. In the late 1980s and early 1990s, various resource studies and park management plans recognized the historical importance of the carriage road system and recommended its rehabilitation, which began in 1994 through a partnership between the federal government and the non-profit Friends of Acadia (FOA). Much of the work was completed in 1996, by which time $6 million had been leveraged in federal appropriations to reconstruct the carriage roads, and $4 million had been established in a road maintenance endowment. In 2021 the National Park Service completed reconstruction of segments encircling Eagle Lake, the last section of the carriage roads restoration project. (VHB 1994: 9-10)

PROJECT SETTING

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

The 45 miles of carriage roads that lie within the park's boundaries includes 41 individual road sections varying in length from 0.1 to 3.6 miles, 16 of the 17 historic masonry bridges, and the two gatehouse complexes. The remaining sections of carriage roads and the Cobblestone Bridge are privately owned. These road sections are distinctly different in character because their road surfaces are much more vegetated than the surfaces of the federally-owned roads.

Due to the geographic extent of Acadia's carriage roads, the system has been divided into four distinct areas as developed in a Historic American Engineering Record

documentation project completed in the mid-1990s and evaluated in four Cultural Landscape Inventories in 2013. The four districts were delineated by multiple factors, including location, natural features, topography, elevation, historical development, and similarities in road design.

The four districts that comprise Acadia's historic carriage road system are: Eagle Lake and Witch Hole Pond Carriage Roads, Hadlock and Aunt Betty Pond Carriage Roads, Jordan and Sargent Mountain Carriage Roads, and the Bubble Pond and Day Mountain Carriage Roads (Figure 1.7).

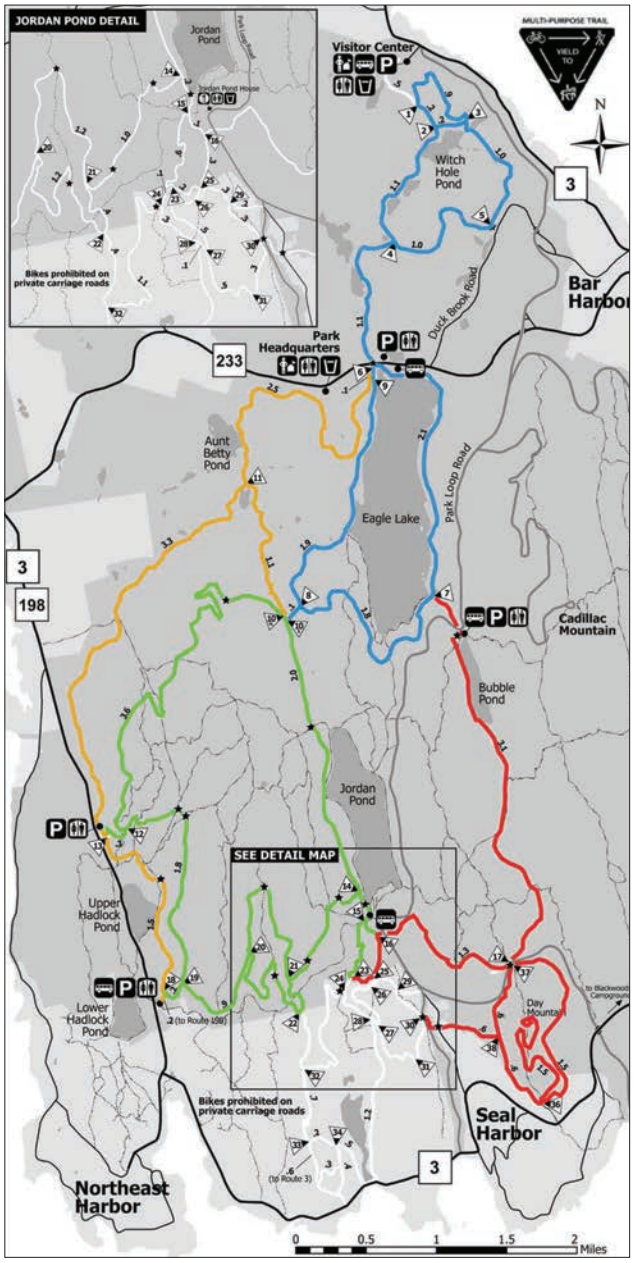


Figure 1.7. Acadia's carriage road system is organized into four districts: Eagle Lake and Witch Hole Pond Carriage Roads (blue), Hadlock and Aunt Betty's Pond Carriage Roads (orange), Jordan and Sargent Mountain Carriage Roads (green), and Bubble Pond and Day Mountain Carriage Roads (red). (Acadia NP website, annotated by OCLP)

Eagle Lake and Witch Hole Pond Carriage Roads

This district is comprised of 13 road sections. Four sections encircle the windswept Eagle Lake, one passes between Brewer Mountain and McFarland Mountain alongside the Breakneck and Half Moon Ponds, while seven segments form loops around the scenic Witch Hole Pond and ascend Paradise Hill. Another road section is the Duck Brook Bridge, the largest bridge in the system, crossing the stream that drains water from the lake to Frenchman Bay. Water views of the ponds, lake, and bay are prominent along these roads, which traverse generally flat to hilly terrain with scattered rock outcroppings. The 13 road sections are associated with seven different carriage road projects constructed between 1922 to 1930, and include two masonry bridges and three wood bridges.

Hadlock and Aunt Betty Pond Carriage Roads

This district is comprised of five road sections. Three road sections meander through the Southwest Valley between Sargent Mountain and McFarland Mountain, passing by Aunt Betty Pond, Gilmore Meadow, and other scenic ponds, wetlands, and streams. These segments join two others that pass through a narrow valley formed by Norumbega Mountain and Parkman Mountain and Cedar Swamp Mountain and dominated by the two Hadlock Ponds and Hadlock Brook. Views of the valleys, ponds, and meadows are frequent along these roads, which trek along hilly and steep terrain with numerous rock outcroppings. The five road sections are associated with three different carriage road projects constructed between 1918 and 1934, and include one masonry bridge, six wood bridges, and the Brown Mountain Gatehouse.

Jordan and Sargent Mountain Carriage Roads

This district is comprised of 13 road sections. Nine road sections track around the middle and lower slopes of four connected mountains—Jordan, Sargent, Parkman, Cedar

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

Bubble Pond and Day Mountain Carriage Roads

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

PROJECT SCOPE & ORGANIZATION

The scope of this project encompasses 182 vistas currently managed along 45 miles of carriage roads within park boundaries. The project conforms with guidelines established by the National Park Service Management Policies (2006), *Director's Order 28: Cultural Resource Management* (1998), *NPS 28: Cultural Resource Management Guideline* (1997), and *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (1996). Research undertaken for the project has relied on the park's administrative files, museum collections, GIS data, and field work.

The impressive number of managed carriage road vistas warrants dividing this report into three volumes.

- Volume 1: Vista Management Overview and Treatment Framework. Includes an introduction, project information, carriage road district and segment maps, and tabular vista data.
- Volume 2: Vista Site Maps and Recommendations, 1-143
- Volume 3: Vista Site Maps and Recommendations, 144A-271B

PROJECT METHODOLOGY

The primary tasks for this project have centered around documenting existing conditions, delineating management boundaries, and preparing treatment prescriptions for the carriage road vistas. The project team developed a methodology to accomplish these tasks:

- Identify, measure, and photograph carriage road vistas, based on the existing numbering system established in 1995 by Pressley Associates
- Describe each vista management area and the intended view (per Pressley report)
- Describe previous documentation and document past management work for each vista.
- Evaluate if the intended view is still intact.
- Identify management prescriptions for each vista.
- Provide site plans for each vista that show geospatial boundaries of the vista management area.

Details on accomplishing these tasks are provided in the narrative that follows below.

Analysis of Pressley Vista Management Areas

The 253 side vistas (views left or right of road) and corridor vistas (views along road centerline) identified within park boundaries were identified with chronological numbers (#s

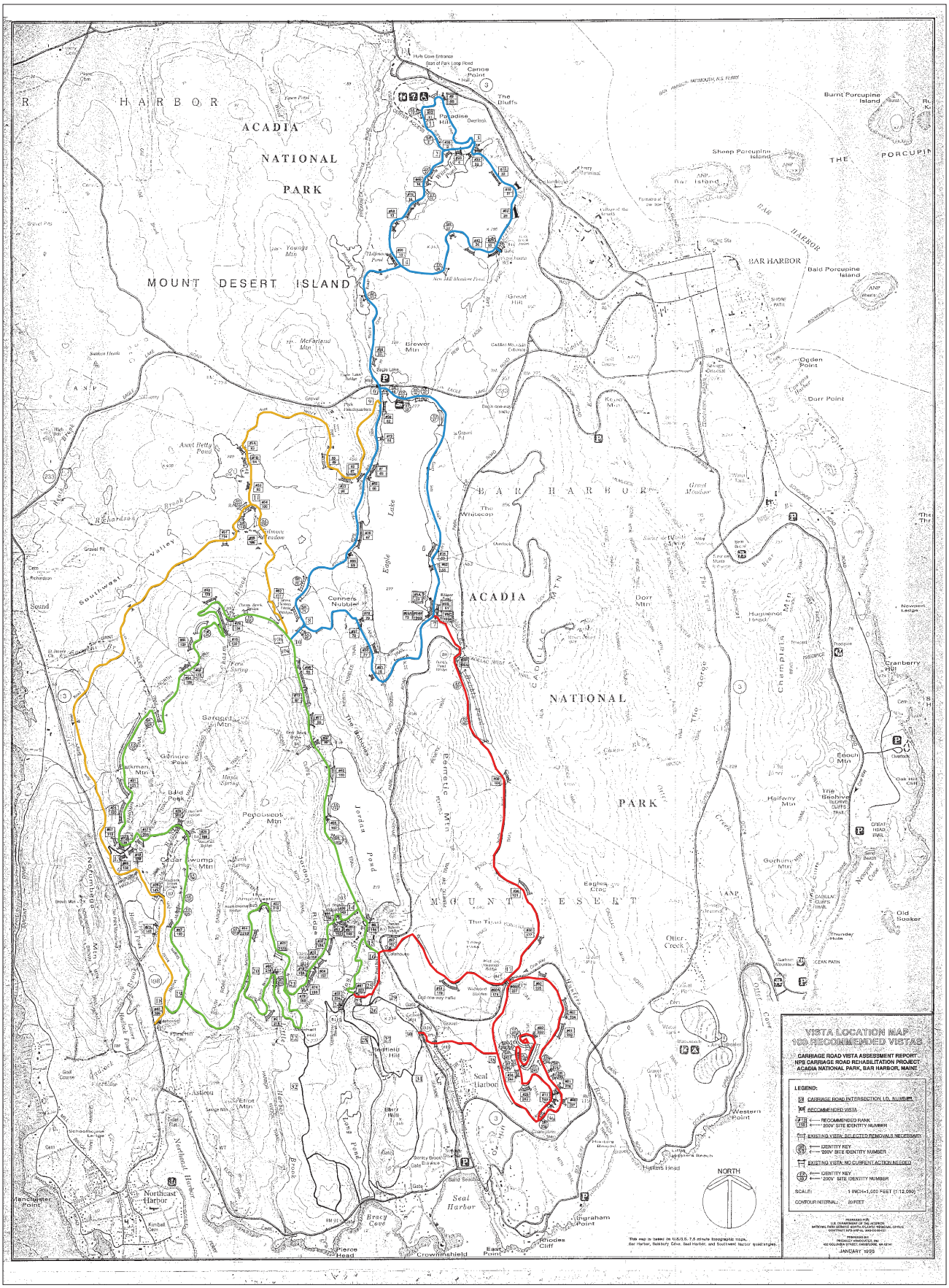
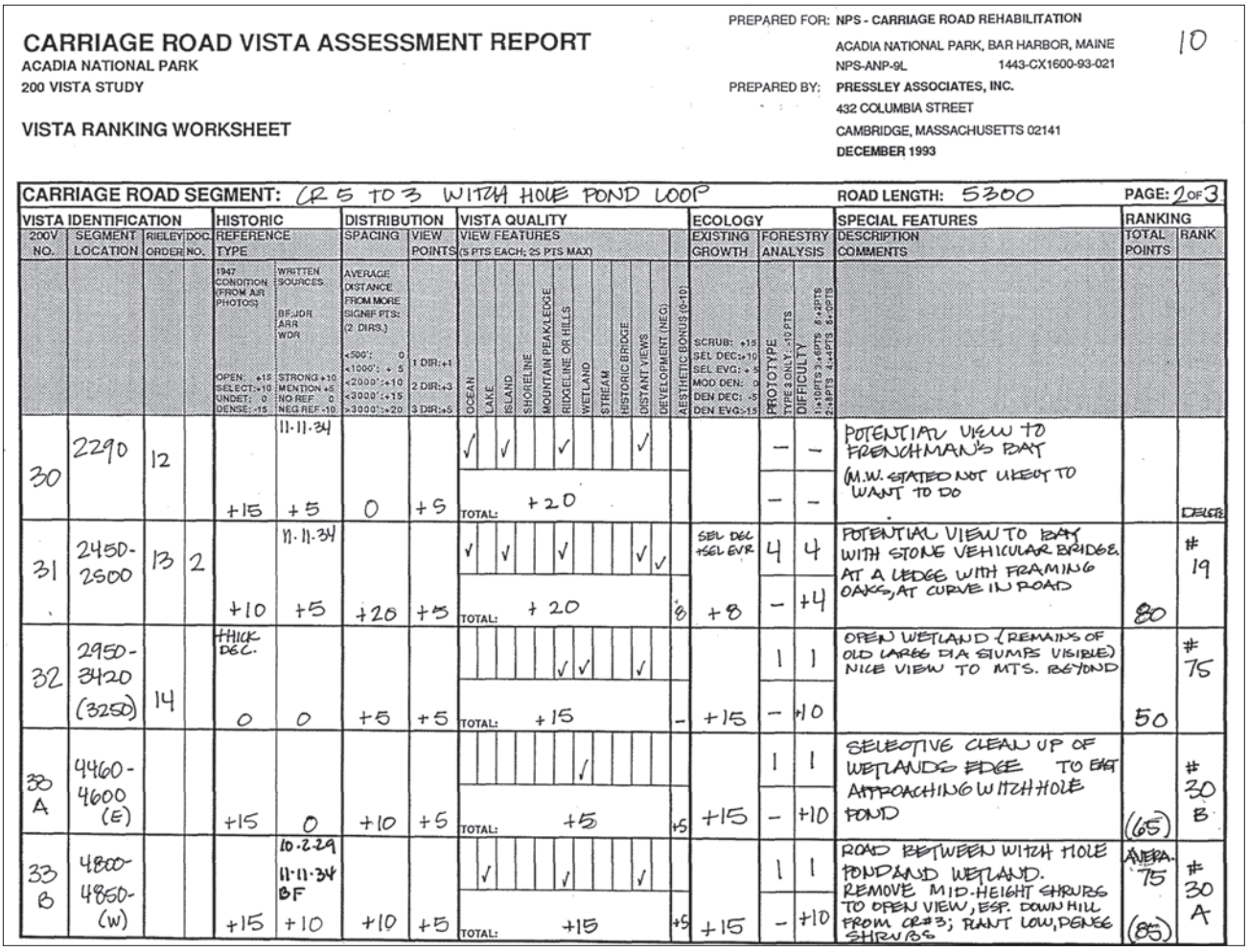


Figure 1.8. Vista locations as identified by Pressley Associates in 1995. (Marion Pressley and Kathleen Lynch, "Vista Assessment Report, Carriage Road Rehabilitation Project, Acadia National Park, Bar Harbor, Maine," 1995, Appendix C)

1-253) and letters (a,b,c) in the 1995 Pressley report. The report chose 162 of the vistas for management, but retained their originally assigned vista numbers, thus creating periodic gaps in the sequential list of vista numbers. The 162 vistas were illustrated on a hand-drawn map in the Pressley report (Figure 1.8).

The map graphically indicated the length of the vista along the road with a solid line and the direction of view with arrows and hatching. The park later digitized and georeferenced the lines, arrows, and hatching for vistas as polygons in the park's Geographic Information System (GIS), with each polygon representing a general "vista management area." Overlaying this information atop aerial photographs made it possible to print a map for each vista and compare the Pressley vista locations with the park's current vista management areas. In many cases the Pressley vista locations and the park's current vista management areas were in alignment, but in others there were discrepancies.

The Pressley report also included tabular data for each vista, which included the subject of the view and the vista's distance in feet from the starting intersection of the road segment (Figure 1.9). Additional information used in the field came from notes collected by Jeff Grey, who compiled several spreadsheets and notebooks during his over twenty years of carriage road vista management (Figures 1.10, 1.11, 1.12, 1.13). Over time, Mr. Grey began managing some of the vistas that did not make the select Pressley list in 1995, and identified several new vistas. For both, the original Pressley vista numbers were retained, or new numbers were assigned.



CARRIAGE ROAD VISTA ASSESSMENT REPORT
ACADIA NATIONAL PARK
200 VISTA STUDY

VISTA RANKING WORKSHEET

PREPARED FOR: NPS - CARRIAGE ROAD REHABILITATION
ACADIA NATIONAL PARK, BAR HARBOR, MAINE
NPS-ANP-9L 1443-CX1600-93-021
PREPARED BY: PRESSLEY ASSOCIATES, INC.
432 COLUMBIA STREET
CAMBRIDGE, MASSACHUSETTS 02141
DECEMBER 1993

10

CARRIAGE ROAD SEGMENT: CR 5 TO 3 WITCH HOLE POND LOOP — ROAD LENGTH: 5300 — PAGE: 2 OF 3

VISTA IDENTIFICATION				HISTORIC		DISTRIBUTION		VISTA QUALITY												ECOLOGY			SPECIAL FEATURES	RANKING	
200V NO.	SEGMENT LOCATION	RIELEY ORDER	DOC. NO.	REFERENCE TYPE		SPACING	VIEW POINTS	VIEW FEATURES (5 PTS EACH; 25 PTS MAX)											AESTHETIC BONUS (0-10)	EXISTING GROWTH	FORESTRY ANALYSIS		DESCRIPTION COMMENTS	TOTAL POINTS	RANK
				1947 CONDITION (FROM AIR PHOTOS) OPEN: +15 SELECT: +10 UNDET: 0 DENSE: -15	WRITTEN SOURCES BF, JDR, ARR, WOR STRONG +10 MENTION +5 NO REF 0 NEG REF -10	AVERAGE DISTANCE FROM MORE SIGNIF PTS: (2 DIRS.) <500': 0 <1000': +5 <2000': +10 <3000': +15 >3000': +20	1 DIR: +1 2 DIR: +3 3 DIR: +5	OCEAN	LAKE	ISLAND	SHORELINE	MOUNTAIN PEAK/LEDGE	RIDGELINE OR HILLS	WETLAND	STREAM	HISTORIC BRIDGE	DISTANT VIEWS	DEVELOPMENT (NEG)		SCRUB: +15 SEL DEC: +10 SEL EVG: +5 MOD DEN: 0 DEN DEC: -5 DEN EVG: -15	PROTOTYPE TYPE 3 ONLY: -10 PTS	DIFFICULTY 1: +10 PTS 3: +4 PTS 5: +2 PTS 2: +8 PTS 4: +4 PTS 6: +0 PTS			
30	2290	12		+15	11-11-34 +5	0	+5	√	√			√				√		TOTAL:	+20		—	—	POTENTIAL VIEW TO FRENCHMAN'S BAY (M.W. STATED NOT LIKELY TO WANT TO DO		DELETE
																					—	—			
31	2450-2500	13	2	+10	11-11-34 +5	+20	+5	√	√			√				√	√	TOTAL:	+20	SEL DEC +SEL EVR +8	4	4	POTENTIAL VIEW TO BAY WITH STONE VEHICULAR BRIDGE AT A LEDGE WITH FRAMING OAKS, AT CURVE IN ROAD	80	# 19
																	8				—	+4			
32	2950-3420 (3250)	14		THICK DEC. 0	0	+5	+5						√	√		√		TOTAL:	+15	+15	1	1	OPEN WETLAND (REMAINS OF OLD LARGE DIA STUMPS VISIBLE) NICE VIEW TO MTS. BEYOND	50	# 75
																	–				—	+10			
30 A	4460-4600 (E)			+15	0	+10	+5							√				TOTAL:	+5	+15	1	1	SELECTIVE CLEAN UP OF WETLANDS EDGE TO BAT APPROACHING WITCH HOLE POND	(65)	# 30 B
																	+5				—	+10			
33 B	4800-4850-(W)			+15	10-2-29 11-11-34 BF +10	+10	+5	√				√				√		TOTAL:	+15	+15	1	1	ROAD BETWEEN WITCH HOLE POND AND WETLAND. REMOVE MID-HEIGHT SHRUBS TO OPEN VIEW, ESP. DOWN HILL FROM CR#3; PLANT LOW, DENSE SHRUBS	AVERA. 75 (85)	# 30 A
																	+5				—	+10			

Figure 1.9. Typical workbook of carriage road vistas, 1993. (Marion Pressley and Kathleen Lynch, "Vista Assessment Report, Carriage Road Rehabilitation Project, Acadia National Park, Bar Harbor, Maine," 1995: Appendix A)

In order for the project team to investigate the discrepancies, and evaluate the condition and integrity of all vista management areas, it was necessary to find the vista locations on the actual roadways. This was achieved by using a combination of the field maps, the Pressley report's tabular data, and Jeff Grey's notes. It was also possible to view the vista management areas on the park's mobile tablets and laptop devices in real time. Additionally, the vistas were found by using a hand-held Roll-A-Tape wheel.

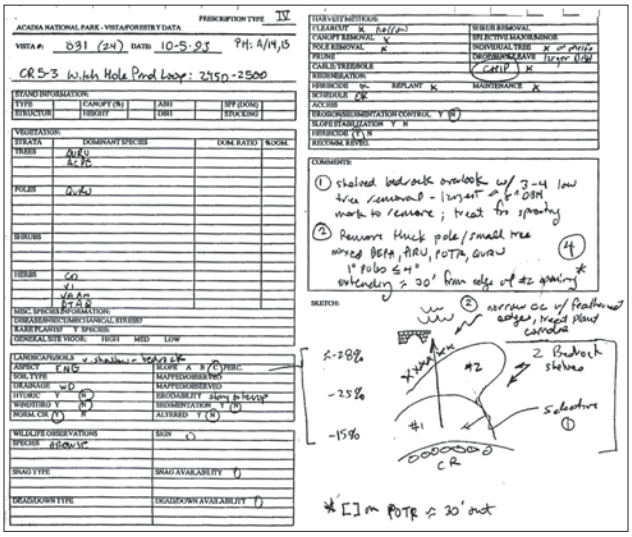
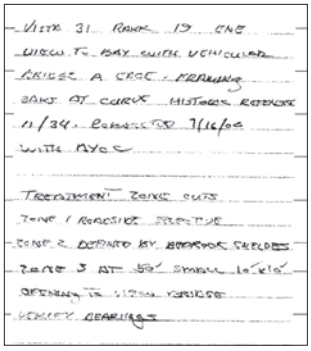


Figure 1.10. Park notes for Vista 31 on Carriage Road 5-3, 1993. (Park files)



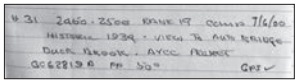


Figure 1.11. Left and above, park notes for Vista 31 on Carriage Road 5-3, c.2000. (Park files)

Field Reconciliation of Pressley Vistas and Identification of New Vistas

Over two, week-long, field trips in June and September 2018, the project team compared the Pressley vista management areas with current vista management areas. Field work was guided by three objectives: 1) locate and document vista management areas; 2) determine if the subjects of the vistas are still visible; and 3) review Jeff Grey's previous prescriptions for vista management and update where applicable.

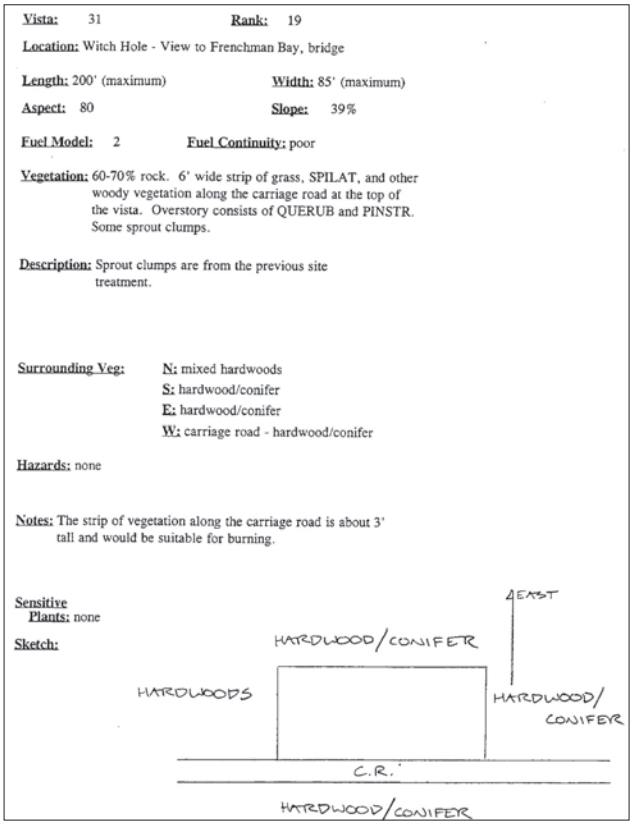


Figure 1.12. Park notes for Vista 31, Carriage Road 5-3, n.d. (Park files)



Figure 1.13. Portion of spreadsheet showing vista management on Carriage Road 5-3, 1994-2007. (Park files)

For each vista, these objectives resulted in one of four outcomes:

1. Pressley Vista Confirmed. The Pressley vista management area coincided with the existing vista management area in the field.

2. Pressley Vista Updated. The location and dimensions of the Pressley vista management area were updated to reflect changes since 1995, typically caused by past vegetation management actions, introduction of incompatible features, or inaccuracies in the Pressley tabular data and/or GIS data.

3. Pressley Vistas Combined. Multiple vista management areas in close proximity to one another, and with the same subject of view, were merged into a single vista management area to streamline vista maintenance.

4. New Vista Established. Vista management areas not included in the Pressley report were identified. They have either been managed by the park or should be considered for future management.

In the first three outcomes above, the Pressley report's vista number system was retained or it was merged with an adjacent vista (e.g. Vista #186-187). In the fourth outcome, new vistas were assigned a number based on the closest Pressley vista number or an altogether new number (i.e. 271a, 271b, 272a, 272b). With this information, the project team formalized management areas for 182 vistas (reconciled, combined, and new) where vegetation may be reasonably managed for scenic views. Previous treatment recommendations were confirmed, or revised as needed, and recommendations were developed for new vistas. (see Volumes 2 and 3 of this report).

Field Documentation of Reconciled Vistas and New Vistas

The project team marked vista management areas in the field with lengths of rebar topped with orange caps and marked with the vista number, and documented their locations with longitudinal and latitudinal points, digital photographs, and tabular data. This intentional data redundancy will ensure future park managers can find the vista management areas in the field.

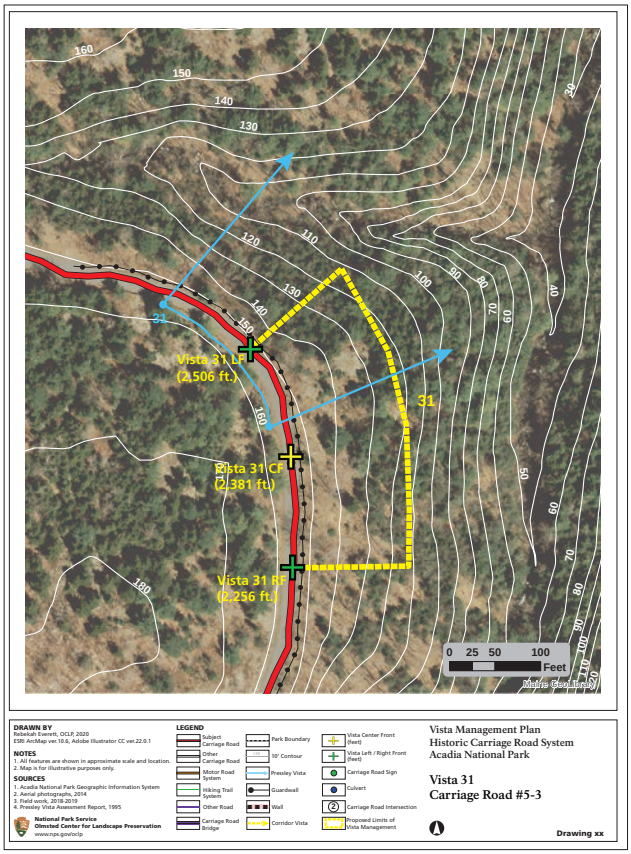


Figure 1.14. Typical site map for a carriage road vista, showing the carriage road (red), vista management area (yellow) start, middle, and end points (crosses), and Pressley vista management area (blue). (OCLP, 2020)

Documentation of side and corridor vista management areas differed slightly. For side views, the project team marked three points along the road edge of the vista management area, labeled as the LF (left-front), CF (center-front) and RF (right-front). Corridor views were only marked with a beginning and end point, eliminating the center point. All of the points were photographed, marked with a rebar topped with an orange cap marked with the vista number, and assigned a "mileage point" (MP). The MP is the point's distance in feet from the starting point (0.0) of the road segment.

For side views, the project team estimated the depth of each vista management area that would be needed to achieve the subject of the viewshed. The back points extended outward from the road edge, and were typically determined by topography, vegetation, and other natural features. Unlike the front points, the back points were not marked in the field, but were estimated in the field notes.

Field work also noted other features and conditions at each vista, such as streams and wetlands, unique specimen trees, buildings and structures, nearby trails or roads, and adjacent development. Awareness of such features will be valuable in future management actions.

Preparation of Maps and Recommendations

Another key component of this project has been the production of site plans and recommendations for each vista. The field work in 2018 provided significant amounts of data with which to develop individual site plans for 182 vistas. This work was accomplished by many talented individuals. In 2018 Olmsted Center associate Logan McSherry corrected system-wide carriage road lines in GIS, and prepared individual GIS site maps for vistas inventoried in September 2018. In 2019, Acadia National Park intern Jennifer Piper prepared individual GIS site plan maps for vistas inventoried in June 2018, and edited McSherry's draft maps. In 2020 Olmsted Center associate Rebekah Everett completed edits to all GIS site plans, rendered and labeled them in Illustrator, and imported them, along with photographs, into an Adobe InDesign template. She also created overview vista maps for each road segment, each road district, and the entire carriage road system (Figure 1.14, Appendices A and B)

In 2021 Olmsted Center associate Brenden Bowman consolidated notes from the 2018 field work and compiled notes from the 1995 Pressley report and Jeff Grey's files and notebooks, to prepare analysis for each vista. The narratives included descriptions of location, intent of the view, summary of previous management, dimensions of the vista management area, and treatment recommendations. This data was also compiled in a table format (Appendix C).

Next Steps

This document represents the first step in the systematic management of Acadia's historic carriage road vistas. The plan provides baseline documentation on the locations of the reconciled and new vistas, and proposes management areas and treatment actions that preserve or reestablish the intended view. However, it is important to note that the evaluations and recommendations found in this document serve as a snapshot in time, and are subject to future environmental compliance, review, and revision as necessary.

SUMMARY OF FINDINGS

Currently 45 miles of carriage roads track within park boundaries, and the remainder reside on private lands but are open to public use (except for bicycles). Motor vehicles are prohibited, allowing for leisurely use by hikers, bicyclers, joggers, horseback riders, and cross-country skiers. The carriage roads provide controlled visitor access to the interior of the park, as well as park staff and park rangers for maintenance, fire control, and other emergencies. Over 80 years after their construction, the roads, bridges, and gatehouses remain integral and much-admired resources in the park. The carriage road system is significant not only as a unique recreational resource, but also as an historical artifact of a bygone era. Its story is intertwined with the establishment of Acadia National Park, and its construction encompasses nearly one-third of the park's history to date. The carriage roads also represent an important period in the history and technology of road-building, and demonstrate the successful integration of cultural elements into the natural landscape.

The 1995 Pressley report evaluated 253 vista along the park-owned carriage road segments, identifying 162 of them as priorities for management. In subsequent years, park arborist Mr. Jeff Grey and his staff managed some of the other Pressley vistas, increasing the total number of managed vistas to 196. The project team for this report has revised that number to 182 managed vistas, based on field work conducted in 2018 that reconciled (confirmed) existing managed vistas, combined existing managed vistas, and added four previously unidentified vistas (Figure 1.15).

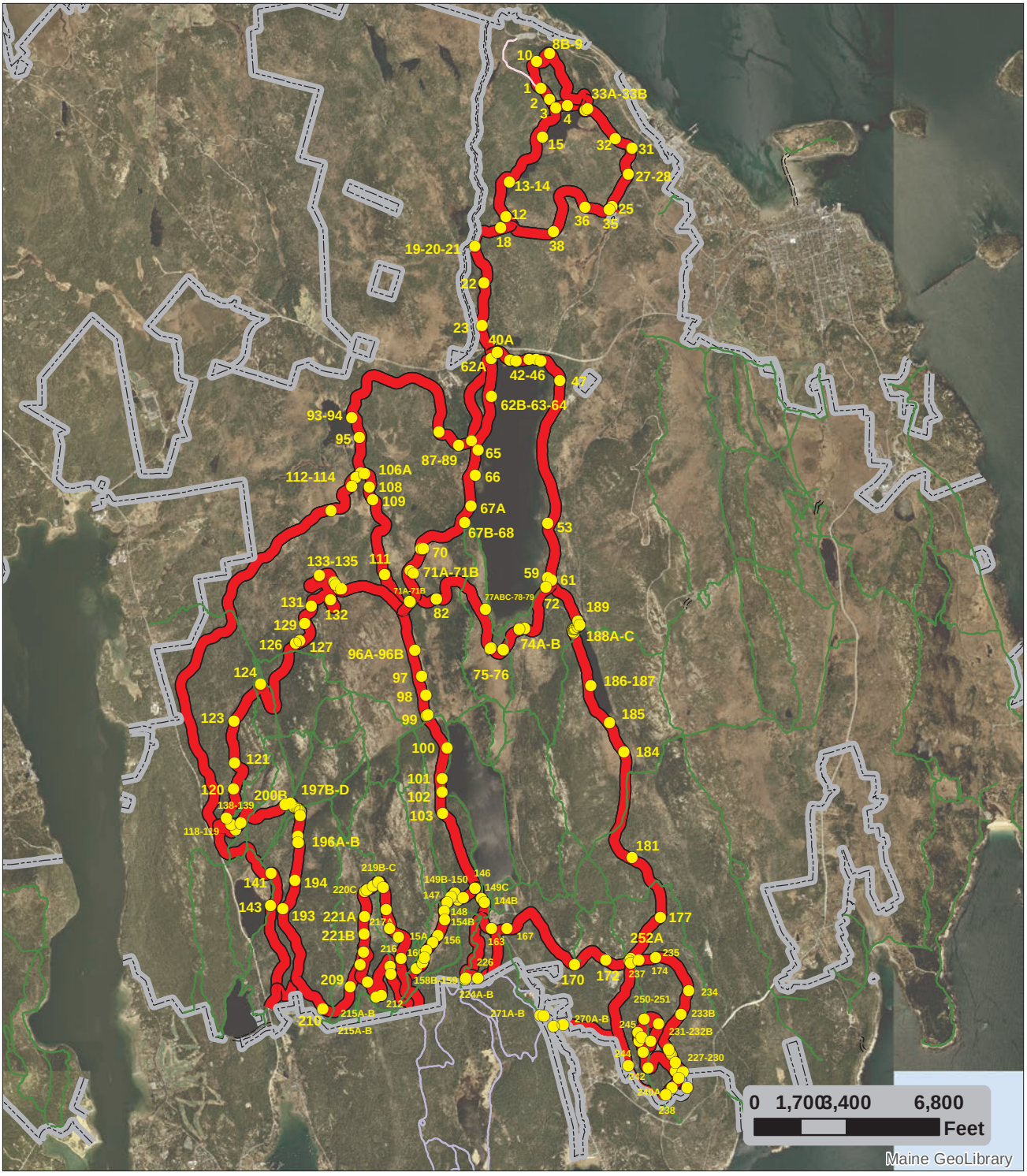


Figure 1.15. Map showing the carriage road system (red lines) and vista locations (yellow dots) managed by Acadia National Park (gray boundary line). (OCLP, 2020)

VISTA MANAGEMENT AT ACADIA NATIONAL PARK

Hiking trails, carriage roads, and motor roads at Acadia National Park offer park visitors three different means of accessing park scenery. Of those three systems, the vistas along the carriage road system have undergone the most comprehensive documentation and have received the most systematic maintenance. This chapter presents a chronology of previous vista management and documentation efforts on Acadia's carriage roads, and the most recent efforts by the Olmsted Center to document the vistas.

VISTA MANAGEMENT ON ACADIA'S CARRIAGE ROADS

The historic carriage road system was constructed on Mount Desert Island by John D. Rockefeller, Jr. over a period of 27 years—the first segment was built on the property surrounding his Seal Harbor home in 1913, and the last bridge was completed between Day Mountain and The Triad in 1940. Its construction, then, began during the end of the Industrial Revolution and continued through World War I, the Great Depression, and the beginning of World War II.

With his carriage road system, Rockefeller planned access to what he regarded as some of the most beautiful views in the world and also to several of the island's scenic natural features. According to Thomas Vint, he accomplished this and much more:

> "Mr. Rockefeller's knowledge of the Island was impressive. He seemed to know every contour, every tree and rock outcrop, and had a high regard for each item or natural bit of landscape peculiarity. He had been building roads for some years with his own road crews, giving seasonal employment to local people; expanding his program during years of unemployment and decreasing it during years of high employment. He used methods that required hand labor and less machinery, which permitted a tailor-made job, foot by foot adjustments being made as he went along. But he was patient with our Service methods. He understood perfectly that, using public funds, we had to work to plans and specifications on contracts awarded to the lowest bidder, and thus we could make few adjustments as we proceeded. And, too, few of our contractors had ever built park roads. I think he feels that under the circumstances we have accomplished acceptable results." (HRS 1989: 36,38, from Tilden 1951: 13)

Viewsheds and the Rockefeller and Farrand Partnership

In making the carriage roads accessible to scenic destinations, Rockefeller skillfully applied his inherited interest in framing favorable views. Rockefeller and local engineers Charles P. Simpson and Paul D. Simpson carefully studied the topography and vegeta-

tion and aligned the roads to highlight views of the island that the roads were meant to connect, views of structures such as the bridges, and distant and panoramic views of the ocean. It was noted landscape architect Beatrix Farrand, however, who refined their vision as she travelled again and again over the carriage roads making notes on planting recommendations. (HRS 1989: 58)

The niece of Edith Wharton and the wife of educator Max Farrand, Beatrix Farrand was a longtime resident of Mount Desert Island, her estate "Reef Point" being located in Bar Harbor. When she worked as a consultant for the carriage roads, she was already a well-established and respected professional landscape architect. Farrand began working with the Rockefellers, primarily Mrs. Rockefeller, on their gardens at The Eyrie. From that association grew a working relationship with Rockefeller which generated correspondence spanning a period of thirteen years (1928-1941). Throughout that time, he sought her advice regarding planting, vista clearing, grading, and drainage along the whole length of the carriage road system; the construction of the bridges; and the grading and planting design for both gatehouses. For this work she refused to charge a fee until Rockefeller pressed her in 1934 to accept a modest payment to at least defray her expenses. That he was grateful for her help is evident in his letters to her. A typical one included:

> "I have driven and ridden a number of times since reaching Seal Harbor. This is just a note to tell you how pleased I am with the planting in so far as I have seen it. You cannot know what a relief it is to me to have you giving attention to these matters for it had become quite a burden to me to try to keep up with them on all the roads. Then, too, what you do is so much better done than anything I could do. Please accept this renewed assurance of my deep gratitude to you for the very real service you are rendering to the National Park and also to me." (HRS 1989: 60, citing Letter, Rockefeller to Farrand, 21 July 1931)

It was from 1928 through 1935 that Farrand worked most intensely on the carriage roads. She would travel with Charles Miller (the Rockefellers' nurseryman) over the roads, discussing plans with him and making notes on her recommendations. Rieley and Brouse, authors of the 1989 *Historic Resource Study for the Carriage Roads of Acadia National Park, Mount Desert Island*, write that these notes, which were transcribed and delivered to Rockefeller for his review and approval, are valuable in two major respects. First, they describe in detail her planting design, particularly important because most of the plantings would later be destroyed in a fire that swept across much of Mount Desert Island in 1947. Second, they include information about views, drainage patterns, the grading of the banks along the road, and other random thoughts. As examples, her notes from November 1930 included a reference to the fact that the area north of Eagle Lake could not be planted with trees because it was a winter landing place for airplanes; and from November 1934, she wrote that, "Five deer were noticed in the course of the drive." (HRS 1989: 60, citing Letters, Farrand to Rockefeller, 4 November 1930 and 11 November 1934)

Rieley and Brouse's report described five ways in which Farrand used plants along the carriage roads:

> 1) to enhance and frame distant views of the mountains or sea, and near views of the bridges or features such as the Witch Hole or Gilmore Meadow;
>
> 2) to enhance the roadsides and the experience of travelling the carriage roads;
>
> 3) to screen objectionable views such as quarry sites or adjacent motor roads;
>
> 4) to reforest denuded slopes or scars made by road construction, or block access to old roadways, and;
>
> 5) to create natural plant associations appropriate to their landscape setting. (HRS 1989: 61)

Farrand's planting recommendations were carefully designed to develop the sequence of views planned for those travelling the roads. In her work to enhance distant views, she was primarily interested in removing vegetation that was currently or could eventually be an obstruction. For example, on one excursion with Miller in 1934 she noted "...a good many places where a very small amount of cutting would keep open certain vistas created one or two years ago." She was particularly concerned about the "admirably cut vistas" looking over Frenchman Bay from Paradise Hill and recommended that they not be impeded

by any high planting. Specifically, she noted that poplar sprouts needed to be removed from the southeast bay view as seen from Paradise Hill; oaks and birches (with the exception of a good young oak) should be taken out of the northeast view from Paradise Hill; and birch sprouts around the north loop and sprouts obstructing the vistas as seen from the west side of the loop should be removed. (HRS 1989: 61,65, citing Letter, Farrand to Rockefeller, 4 November 1930)

In addition to removing obstructions, she took care to plan the foreground of her views. Her notes also included this recommendation: "As a good foreground to the bay view, use heavy groups of wild roses and Diervilla and Sweet Fern. These will never grow high enough to interfere with the prospect but will make an attractive and clean foreground." (HRS 1989: 65, citing Letter, Farrand to Rockefeller, 4 November 1930)

During this time, standards of landscape design emphatically advocated providing appropriate settings for buildings and structures in a landscape, such as a bridge. An important rule was to draw the traveler's attention to it. That Farrand tried to build on that principle is evident from this recommendation: "Add one or two pines to the north end of Duck Brook Bridge and a mass of viburnum cassanoides. Plant trees on each side of bridge abutments leaving a view of the arches free. Perhaps later on diervilla, wild roses, and sweet fern may replace the untidy grass patches" (see Figure 1.5). (HRS 1989: 65, citing Letter, Farrand to Rockefeller, 4 November 1930)

In addition to providing views of the Rockefeller's bridges, Farrand valued views of the island's natural features and took care to ensure that nothing of interest would escape the attention of those enjoying a ride in a carriage. On one particular outing, she determined that sprouts were obscuring the first view of Witch Hole Pond as seen from the carriage road on the approach from the southeast and therefore recommended their removal. She added that much cutting needed to be done on the northeast side of Witch Hole to preserve some pond views. A little farther down the road, she noted that sprouts needed to be removed to open up views of the marsh in at least two places. (HRS 1989: 65, citing Letter, Farrand to Rockefeller, 11 November 1934)

In areas where the views were limited or there was no bridge or natural feature to attract attention, Farrand used plants to create interest. At carriage road intersections, she planted the triangular spaces created by the intersecting roads with new trees so they would eventually look like the surrounding woodlands. In another example, from November 4, 1930:

> "Instead of keeping the edges of the roads fairly evenly planted with continuous lines of trees, keep occasional spots open in which clumps of shrubs may be set out. This suggestion is made in order to try to vary the road planting in height and quality and type of material." (HRS 1989: 65,67, citing Letter, Farrand to Rockefeller, 4 November 1930)

Farrand's notes also include reference to plantings done by Miller that were purely ornamental in nature. Miller had planted white boneset in meadows, blue pickerel weed in ponds, scarlet lobelia on pond edges, and white elders at the forest edge. She records:

> "It was thought that these, with witchhazel, would make a fine display and would be likely to thrive in this soil and exposures and that the witchhazels with their late autumn blossoms would be an attractive feature." (HRS 1989: 67, citing Letter, Farrand to Rockefeller, April 1931)

The necessity of screening, particularly of quarry sites and adjacent roadways, also played an important role in the planting design. Similarly, old roads and construction roads needed to be closed by planting, and areas denuded by construction needed to be reforested. Farrand spoke of this as "healing with plants," and in general recommended that, "...the more thickly the old roads and scars of roads are planted...the better the effect will be." Daniel Hull, a landscape architect with the National Park Service visiting the park in 1926, approved of her recommendations as implemented by Mr. Miller:

> "... The work of reforesting the scarred slopes is being carried out under Mr. Miller's guidance, and it is not difficult to see that only a short time will be required to remove such scars as have resulted from the construction work." (HRS 1989: 67, citing Letters, Farrand to Rockefeller, 4 November 1930, and Hull to Cammerer, 3 December 1926)

In all of her planting work, including ideas for the gate lodges, Farrand worked primarily with native plants. Although she did use some exotic species, she consistently worked to develop natural plant associations. In other words, Farrand planted shrubs in masses or clumps if that was the way they naturally grew, and she planted them in environments (e.g., wet areas, banks, etc.) where they would thrive. Rieley and Brouse comment that Farrand was fortunate in her work on Mount Desert Island to have a large selection of plants from which to choose; despite its northern location, its situation off the coast puts the island in a climate zone similar to that of southern Pennsylvania. (HRS 1989: 67)

Rockefeller's Roadside Clearing

An important element of all of Rockefeller's road-building involved roadside cleaning and grading. Early road builders typically showed little concern for the roadside appearance, often leaving steep, uneven cut and fill sections adjacent to the road bed. Trees that were cut and damaged in the construction process were left to decay at the margins of the road. Rockefeller felt strongly that the carriage roadsides and adjacent woodlands should be groomed to a clean and manicured appearance. In a letter to Superintendent Dorr in 1919 concerning the cost of construction of the carriage roads, Rockefeller said of the roadside cleaning:

> "…I am paying…the very substantial cost of the extensive forestry work and clearing of dead timber, down and standing, which I always do, not only along both sides of a road but as far back as the eye can see into the woods…" (Guidelines 1989: 61, citing Letter, Rockefeller to Dorr, 19 November 1919)

Rockefeller justified his position on a trip to Yellowstone National Park in 1924, where he observed debris from construction left along roadsides. When the park's superintendent Horace Albright explained there was no money to clean it up, Rockefeller offered to fund a demonstration project. Albright completed the project and met the budget, to which Rockefeller responded:

> "…The interest which your office and your employees are taking in this road-cleaning work only goes to show that even the untrained eye likes the beautiful and the orderly better than the ugly and the untidy, when an opportunity to compare the two is given." (HRS 1989: 50, citing Letter, Rockefeller to Albright, 11 November 1924)

This was consistent with Rockefeller's aesthetic judgment and his personal demeanor. Charles E. Peterson, a landscape architect with the National Park Service, recalled Rockefeller's reputation among park personnel during the early 1930s:

> "...He was a very neat person. They said he had a whole team of German foresters, and that after a storm they would rush out and pick up every stick." (HRS 1989: 50, Interview with Rieley and Brouse, 15 April 1988)

Over a period of fifty years, Rockefeller spent many thousands of dollars cleaning the woodlands adjacent to his roads of fallen or decaying trees, "...as far back as the eye can see into the woods..." (HRS 1989: 50, citing Letter, Rockefeller to Dorr, 19 November 1919)

The completion of the Day Mountain Summit Road and the Triad-Day Mountain Bridge in 1940 represented the last road and bridge built for Acadia's carriage road system. In the years that followed, Rockefeller established and funded an ongoing maintenance program for the carriage roads under the supervision of S.F. Ralston, the superintendent at The Eyrie.

Farrand's Plantings and the Bar Harbor Fire

The integrity of the carriage roads was severely tested in October 1947, when after an unusually dry summer, 17,128 acres of land on Mount Desert Island were devastated by the "Bar Harbor Fire." More than 170 homes of year-round residents and 67 summer cottages were destroyed. Several park buildings and structures were lost, such as the springhouse building at Sieur de Monts Spring, as well as log guardrails, road and trail signs, gates, and most of the plantings by Beatrix Farrand along the carriage roads. All of the carriage roads north of Jordan Pond were directly impacted by the fire, and as Rockefeller and Simpson had anticipated, they were brought into service as firebreaks and access routes. (CLR 2007: 65-66; HRS 1989: 247)

Since the National Park Service had no funds allocated to meet this emergency, Rockefeller stepped in, keeping in touch with park personnel and his own workers on the island. He directed his efforts and those of his foresters primarily toward cleaning up areas that remained fire hazards, as well as reestablishing the tidiness of both the roadsides and the views from the roads. (HRS 1989: 247)

By this time, however, opposition regarding the removal of downed trees in the forests had begun to emerge. Rockefeller's position on the matter had not changed, as suggested in a letter to Horace Albright in 1953, by then the former Director:

> "As you know, the present trend among park men seems to be to leave nature alone. If a tree is dead, let it stand; if it blows over, let it lie—on the theory that nature should be undisturbed. While this policy is one thing if pursued in the interior of a dense forest where only the hunter goes, to pursue it in any area of a park like Acadia,…is to present a roadside aspect of standing and down dead timber…" (Guidelines 1989: 61, citing Letter, Rockefeller to Albright, 8 May 1953)

Upon Rockefeller's death in 1960, the National Park Service assumed maintenance of the historic carriage road system. (HRS 1989: 247)

Vista Management Declines

After 1960, Acadia's maintenance budgets were not sufficient to keep the carriage roads and associated systems from falling into a state of disrepair and losing their historic and structural integrity. In the 1970s and 1980s, conditions were dire and portions of the system had become hazardous to users. The road surfaces and base materials had eroded away, the road crown had been lost, and shrubs and trees were growing in the roadside ditches. The drainage system was failing in many locations, resulting in water running down and eroding the road surfaces. Coping stones had toppled down hillsides, retaining walls were collapsing, and side slopes were eroding into nearby ditches. Also, once scenic views and vistas had become overgrown. (EA 1993: 2)

Vista Study, 1989

In the late 1980s, in preparation for developing the park's general management plan, the National Park Service contracted with Rieley & Associates to conduct research on the historic significance of the carriage roads and to provide recommendations for their restoration, maintenance, and use. In 1989, the report *Historic Resource Study for the Carriage Road System, Acadia National Park, Mount Desert Island, Maine,* and a companion document, *Recommended Guidelines for the Restoration, Maintenance, and Use of the Carriage Roads at Acadia National Park*" were completed. The study determined that the carriage roads of Acadia were a significant cultural, historic, and recreational resource. (EA 1993: 2)

In addition to the report's documentation of the design and construction of the carriage roads, it included a Vista Study map based on general vista references found in selected correspondences from John D. Rockefeller, Jr. The 27 vistas on the map were not specific locations, but rather general areas interpreted from correspondences. (CLI 2013: 154; HRS 1989: 62-64,309)

Planning for Rehabilitation of Carriage Roads Vistas

The park's *General Management Plan* (GMP) identified the highest priority park management goals for the next fifteen to twenty years. Early in the GMP planning process, rehabilitating the carriage road system was identified as one of the park's highest needs.

> "A major carriage road rehabilitation will be undertaken, followed by a comprehensive maintenance program. The rehabilitation effort will be directed by cultural landscape studies that build on earlier studies by Rieley and Associates. The program will include investigation of road construction techniques, analysis of road surfaces and bridge integrity, management of vistas, and development of rehabilitation specifications. Maintenance guidelines will be formulated to direct the long term preservation of the carriage road system." (Memorandum, Superintendent to Regional Director, 4 April 1994: 3; GMP 1992: 33,58)

Vista Demonstration Projects, 1990 and 1992

Concurrent with developing planning goals for carriage road system rehabilitation was physical work on the roads. In 1990, a 1.4-mile, privately-funded, demonstration project was undertaken to implement the recommendations of the Rieley report and to show the public what the carriage roads looked like when they were originally constructed and well-maintained. Work took place on the Amphitheatre Road (Carriage Road 20-21). Road shoulders and drainage ditches were cleared of woody vegetation, culverts were replaced, and a new road surface was applied. The University of Maine's College of Forest Resources, guided and assisted by National Park Service staff, also rehabilitated five vistas. (Roberts 2012: 196; EA 1993: 3; CLR 1993: 11; CLI 2013: 108)

The demonstration project was widely praised and provided practical information about rehabilitation methods and materials. For example, soon after rehabilitation it was discovered that under heavy spring and fall rains, the surface aggregate mixture was subject to erosion, and new specifications were developed that included a higher percentage of clay binder. After this so-called "Miracle Mile" project was completed, Secretary of the Interior Manuel Lujan, Jr. and National Park Service Director James M. Ridenour inspected the project and met with the youngest son of John D. Rockefeller, Jr., David Rockefeller, as well as the Friends of Acadia (FOA). The FOA was a nonprofit charitable organization formed in 1986 to identify and contribute to essential conservation projects in Acadia National Park and the surrounding communities, through a combination of conservation grants, volunteer mobilization, programs, and advocacy. (EA 1993: 2; CLI 2013: 108))

An agreement was reached whereby the government would allocate $4 million dollars of federal funding to be matched by private donations raised by the FOA. The federal money would pay for rehabilitating the roads, while the FOA money would create an endowment to fund yearly maintenance in perpetuity. In 1991, FOA initiated their fundraising campaign, and by 1996 had raised $4.3 million. (EA 1993: 3; Church 2010; CLI 2013: 108)

The first phase of the rehabilitation project was funded in Fiscal Year 1992. Work was directed at stabilizing the road system and preservation maintenance, including cleaning roadside ditches, cutting vegetation growing in road shoulders and ditches, and surface grading in areas of washouts. Michael Williams, a National Park Service engineer for the Denver Service Center, moved to Acadia from Boston, where he had overseen the successful rehabilitation of Faneuil Hall. Williams was appointed to oversee stabilization and rehabilitation of the carriage road system. In the fall of 1993, another test section one mile in length was completed to inform the preparation of plans and specifications for rehabilitating the entire carriage road system, anticipated to begin the following year. (EA 1993: 3; CLI 2013: 108)

Cultural Landscape Report, 1993

Several other reports were prepared to inform the carriage road rehabilitation work. In September 1993, Rieley & Associates completed a *Cultural Landscape Report for the Carriage Road System, Acadia National Park, Mount Desert Island, Maine*, which included guidelines for rehabilitating the carriage road system. This report, along with their earlier two-volume *Historic Resource Study*, guided rehabilitation and maintenance efforts. (CLI 2013: 110)

The CLR's rehabilitation approach was outlined in a strategic plan comprised of three components, two of which included an overview of vista treatment:

1. Short-Term Stabilization: Stabilize the road system to prevent further deterioration until each segment can be rehabilitated.

2. Long-Term Rehabilitation: Develop a methodology for establishing priorities for rehabilitation as well as a prototypical approach to the preparation of construction documents.

> Vistas: "In general, the approach to vista clearing in this setting should be to provide a sequence of views of varying character. As clearing designs are developed for each vista, the necessity of obtaining a view must be balanced with the need to preserve handsome trees or frame a particular view. For example, selectively cut windows may be more appropriate than clearing an entire vista. In addition,

(sun-loving shrubs should be left in place (if they do not obscure the view) in order to inhibit the growth of seedlings which might eventually obscure the vista." (CLR 1993: 18)

3. Maintenance: Develop a program for on-going maintenance which will keep the roads in good condition once they have been rehabilitated.

Vistas: "When vistas have been reestablished as part of the rehabilitation, vigilance in removing new, unwanted undergrowth will keep the vistas open. An inspection in late fall (after the leaves are off the trees and before the snow falls) will identify the work which needs to be done. Also, doing the work during the off-season will cause less disruption, especially with regard to the noise. Clearing should include the removal of new growth not shown on the vista clearing plans done during the rehabilitation process. Brush and small limbs should be chipped and left as mulch. Sun-loving shrubs should be retained to discourage seedlings. In addition, trees identified to remain in the rehabilitation plans should be pruned and checked for disease and replaced if necessary." (CLR 1993: 23)

Environmental Assessment, 1993

In 1993, concurrent with completion of the CLR, the park prepared an *Environmental Assessment for Rehabilitation and Continuing Maintenance of the Carriage Roads*. The report discussed alternative methods for rehabilitation and maintenance and impacts associated with the park's plan to rehabilitate the historic carriage roads and continue to maintain the newly restored roads. Several alternatives were considered to address the safety and resource preservation goals for the carriage roads. The alternatives included no action, routine maintenance, and two rehabilitation strategies:

A. No Action

B. Perform annual maintenance without first performing major rehabilitation work on the existing roads.

C. Rehabilitate the carriage road system followed by a continuing maintenance program to maintain the roads to their repaired condition. This action would include maintenance of 100 selected vistas.

D. Rehabilitate and maintain the carriage roads, all historic vistas, and adjacent woodlands according to the original Rockefeller standards. This action would include vegetation maintenance of all vistas as well as well as vegetation within 70-100 feet of the roadsides.

Alternatives A and B were eliminated because they would not meet the necessary visitor safety objectives, would be insufficient to meet the structural and historical preservation objectives, and would not be cost effective without first performing major rehabilitation. Alternative D was rejected because, although it would restore the historic scene, it would result in an increase in environmental and economic impacts caused by extensive vegetation management. Decisions to take the widest possible interpretation of the cultural zone and subsequently rehabilitate Rockefeller's manicured landscape 70 to 100 feet beyond each side of the road, and all historic vistas, would require extensive clearing resulting in undesirable impacts, including loss of wildlife habitat. In addition, the cost to extensively manicure the woodlands, and rehabilitate and annual maintain all historic vistas, would be prohibitive. Rehabilitating all historic vistas would also open up some undesirable views onto private development. (Memorandum, Superintendent to Regional Director, 4 April 1994: 3-4)

Alternative C was selected because it was determined that it best met the management objectives of protecting public safety and rehabilitating the historic carriage roads according to historic preservation standards, while minimizing environmental and economic costs. In areas where historic documentation was not available to determine the width of the cultural zone, especially regarding the extent of vegetation management to provide vistas, park managers would integrate cultural resource and natural resource management principles and techniques in determining the boundary. (Memorandum, Superintendent to Regional Director, 4 April 1994: 4)

The proposed work would consist of four major work activities: road rehabilitation, drainage rehabilitation, erosion control, and vegetation rehabilitation. Vista clearing for bridges, intersections and scenic views – 17 bridges, 30 intersections, and 100 selected scenic vistas (approximately 20 acres total) – would occur as part of vegetation rehabilitation. (EA 1993: 1,5-6)

Record of Decision, 1993-1994

On December 13, 1993 and January 18, 1994, the Maine SHPO and the Advisory Council on Historic Preservation concurred, respectively, with the National Park Service that a proposed rehabilitation of the carriage road system would have no adverse effect on the qualities for which the carriage paths, bridges, and gatehouses were listed in the National Register in 1979. The U.S. Fish and Wildlife Service, in consultation with park biologists, also concurred that the project would not adversely affect any species protected by the Endangered Species Act. A Finding of No Significant Impact was signed by the park superintendent, completing the decision to rehabilitate the carriage road system without further environmental impact analysis.

These concurrences were referenced in an April 4, 1994 memorandum, "Record of Decision, Finding of No Significant Impact," from the Acting Superintendent of Acadia National Park to the Director of the National Park Service's North Atlantic Region.

Vista Assessment Report, 1995

The first systematic documentation of vistas on the 45 miles of carriage roads within the park boundaries was completed by Pressley Associates in January 1995. The Pressley report identified and assessed 253 potentially significant vista locations (named "200V") based on historical, ecological, and aesthetic criteria. Most of the vista were categorized as "side" views, in which the viewshed extended outward from the roadbed to the subject of the view. A smaller number of vistas were identified as "corridor" views, in which the roadbed itself served as the viewshed to the subject of the view. (VAR 1995: i)

The Pressley report selected 162 of these vistas (named "100V") for priority management, comprised of 45 existing vistas (no action needed), 15 existing vistas (selected removals needed), and 102 new vistas (see Figure 1.7). The 162 vistas were ranked by assessing silviculture concerns, evaluating the difficulty and cost of maintaining or opening, and providing an even distribution of maintained vistas throughout the system. (VAR 1995: i,2)

System-Wide Rehabilitation Work Begins

Under the direction of Michael Williams, rehabilitation and preservation maintenance on the carriage roads system began in 1994. Historic drawings were referenced where possible and compared with existing conditions to assure conformity with the original design. The roads were rehabilitated horizontally and vertically with crowns and superelevations engineered for a "best fit" to the existing road conditions. The project was accomplished by dividing the road into three sections. The contractor was directed to prepare detailed plans and specifications for each phase of work, submit them for review in January of the year work was scheduled, and be ready to begin work in the spring. (EA 1993: 18; CLI 2013: 111)

The project was financed by federal construction funds, along with matching funds from the Friends of Acadia. Work was completed in 1996, but did not address the Eagle Lake sections of the system or any of the system's bridges. Around $6 million was leveraged in federal appropriations to reconstruct the carriage roads, and $4 million was established in the Carriage Road Endowment. (Church 2010; CLI 2013: 111)

CURRENT PARK VISTA MANAGEMENT

The 162 vistas initially received the most management attention, but over the course of the last thirty years, some of the remaining "200V" vistas, as well as several new vistas, were also maintained. Formerly led by Park Arborist Jeff Grey since the mid-1990's, the park's Roads Division has accomplished periodic maintenance and vegetation management of 196 vistas on the park's carriage road system (see Figures 1.9 to 1.12). Based on this Vista Management plan, this number is now 182 vistas.

Few vistas have been managed since 2018. Constraints include cutting restrictions between April 15-November 1 for endangered bats, and soft roadbeds in the winter/spring.

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 carriage road system. Chief among the documents guiding management and treatment is the 1992 *General Management Plan, Acadia National Park, Maine,* which clearly expresses the goal of maintaining and preserving carriage road vistas:

> "A major carriage road rehabilitation program will be undertaken. The rehabilitation effort will be directed by cultural landscape studies that build upon earlier studies by Rieley Associates (1989). The program will include investigation of road construction techniques, analysis of road surfaces and bridge integrity, management of vistas, and development of rehabilitation specifications. Maintenance guidelines will be formulated to direct the long-term preservation of the carriage road system." (GMP 1992: 33)

According to National Park Service policy, cultural landscape reports, including this vista management plan, serve as the primary supporting documents guiding the treatment of a cultural landscape. 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 list of existing and new vistas on the historic carriage 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 rehabilitation and maintenance of the historic carriage road system may be found in other planning documents, including the *Historic Resource Study for the Carriage Roads; Recommended Guidelines for the Restoration, Maintenance and Use of the Carriage Roads;* and *Cultural Landscape Report for the Carriage Road System,* all prepared by Rieley and Associates, Landscape Architects, between 1989-1993.

The following sections provide 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." (Act to Establish a National Park Service (Organic Act, 1916)

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 carriage road system embodies the Organic Act's dual mission of conserving scenery and providing enjoyment. Conceived, planned, and funded by John D. Rockefeller, Jr., between 1913 and 1940, the carriage roads reflect the ethic of using private wealth for public enjoyment and conservation. The roads are also a tangible record of Rockefeller's conviction that access to a natural setting may be provided without spoiling the resource.

To a remarkable degree, the history of the carriage roads, like that of the motor roads and hiking trails, is the history of the development of Acadia National Park. For many years, the carriage roads, bridges and gate lodges were the primary physical development in the Park. The park's early motor roads were associated and funded simultaneously with the carriage roads. The carriage road development, then, largely established the architectural and landscape architectural character of the park. (HRS 1989: 2)

General Management Plan

The 1992 *General Management Plan* (GMP) considers the carriage road system as a Key Historic Property. One of the planning directives specifically articulated in the GMP is to "Rehabilitate and Maintain the Carriage Road System..." This effort will include "management of vistas" and development of "maintenance guidelines to direct the long-term preservation of the carriage road system." (GMP 1992: 18,33)

The GMP identifies four management zones in the park. The historic carriage road system falls into two zones – Cultural 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. The carriage road system and corridor, including roads, bridges, vistas, Jordan Pond gate lodge, Brown Mountain gate lodge, and associated gate lodge landscapes are identified as components of the Cultural Zone/Preservation Subzone. (GMP 1992: 52-59)

> 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)

The locations and widths of the vistas on the historic motor road system were documented by park staff in 1961, and adopted as part of the General Management Plan. How-

ever, vistas on the historic carriage road system are only discussed in general terms.

Foundation Document

The 2016 *Foundation Document, Acadia National Park, Maine* presents several significance statements that describe the distinctive nature of the park and why an area is important within a global, national, regional, and system-wide context. The carriage road system is described in one of statements: "Acadia National Park contains designed landscapes composed of nationally significant cultural resources including the finest example of a historic carriage road system in the United States and structures that embody the NPS picturesque and rustic design." (FD 2016: 6)

The report also presents multiple "Fundamental Resources and Values," which warrant primary consideration during planning and management processes because they are essential to achieving the purpose of the park and maintaining its significance. The carriage roads align with three of the park's eight fundamental resources and values:

> Range of Visitor Experiences: Visitors can travel the historic carriage road system with its bridges and gatehouses and have a truly unique experience free from the distractions of motor vehicles.
>
> Network of Historic Roads and Trails: Acadia's landscape can be accessed through a network of historic motor roads, carriage roads, and hiking trails, which contribute to the park's character. Acadia's 45 miles of carriage roads, along with the associated coping stones, gatehouses, stone-faced bridges, and other features, are the best and most extensive example of broken-stone roads in the United States and provide both sweeping vistas and close-up views of the landscape.
>
> Scenic Resources and Values: The scenic views of Acadia and the surrounding landscape are unparalleled along the east coast of the United States. From this landscape, the park offers views of surrounding mountains, stunning sunrises and sunsets, fog-blanketed islands, stormy seas, and inspiring night skies. As the seasons change, visitors enjoy the changing colors and textures of a remarkable landscape. (FD 2016: 7-9)

The carriage roads are also associated with one of the park's other important resources and values:

> Ethnographic Resources and Values: The park has archeological sites; surviving vernacular structures with their environs; the early works of the rusticators (to stay or sojourn in the country), wealthy summer residents, and village improvement societies; and the first park structures (the carriage road system and the Park Loop Road) combine with the natural resources of the park to create an important legacy for the American people. (FD 2016: 10)

Regarding carriage road vistas, the *Foundation Document* notes that, "the park is actively trying to restore the documented historic vistas on motor and carriage roads." (FD 2016: 36)

National Register Listings and Determinations of Eligibility

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 carriage road system has been articulated in several National Register projects, listings on the National Park Service's Historic Structures Inventory (formerly List of Classified Structures), and most recently, multiple *Cultural Landscape Inventories*.

"Carriage Paths, Bridges and Gatehouses."

On November 14, 1979, documentation was accepted in the National Register for the historic carriage road system under the name "The Carriage Paths, Bridges, and Gatehouses, Acadia National Park." The documentation identified significance at the local level in the areas of transportation, engineering, and landscape architecture. The overall period of significance was listed as "1900-x," with specific dates of 1919-1931, which corresponds to the construction of some, but not all, of the bridges. The documentation specifically listed and described several resources associated with the carriage road system. They included the Jordan Pond Gatehouse and the Brown Mountain Gatehouse and their surrounding lawns and trees, and thirteen of the system's seventeen masonry-arch bridges. Of the four remaining bridges, the Cobblestone Bridge and Jordan Pond Road Bridge were not evaluated because at the time (1979) they were outside park boundaries, while the

Triad-Day Mountain Bridge and Stanley Brook Bridge were not described because they were considered part of the park's historic motor road system. In addition, none of the smaller stone and steel bridges associated with the carriage road system, nor any specific road segments that comprise the system, were listed or described. The documentation explained that the carriage paths, bridges, and gatehouses were significant because of their historical association with the affluent summer colony which resided in the Mount Desert Island region in the early twentieth century, and that the bridges themselves were significant because they were unique examples of skillful craftsmanship and engineering. Scenic views and rustic intersection signposts were also briefly described in the documentation.

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

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."

Historic Structures Inventory

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

Multiple Property Documentations

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

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

On June 26, 2017, the Keeper approved a comprehensive update to the MPDF, which incorporated the 2013 amendment and added two new historic contexts: "The Rusticator Period (1835-1890)" and "National Park Service Development of Acadia National Park (1916-1958)." The carriage roads were identified with the latter context due to their presence of many segments on park lands, their value in providing access to specific park destinations, their invaluable role in firefighting efforts in 1947, and the influence of carriage road bridge designs on motor road bridge designs.

Cultural Landscape Inventories

On September 18, 2013, five cultural landscape inventories (CLI) for the historic carriage road system within Acadia National Park were approved by the Maine SHPO. The inventories included an overall landscape (Historic Carriage Road System Landscape) and four component landscape districts (Eagle Lake and Witch Hole Pond Carriage Roads, Hadlock and Aunt Betty Pond Carriage Roads, Jordan and Sargent Mountain Carriage Roads, and the Bubble Pond and Day Mountain Carriage Roads).

The CLIs confirmed that the Historic Carriage Road System is a "Circulation Systems" property type that meets the registration requirements of the park's Multiple Property Documentation Form. The Historic Carriage Road System is locally significant under Criterion A in the areas of conservation, recreation, and transportation; is nationally significant under Criterion B for John D. Rockefeller, Jr. and his association with conservation, recreation, and other (philanthropy) at Acadia National Park and the National Park system; and is nationally significant under Criterion C in the areas of architecture, engineering, and landscape architecture. The Historic Carriage Road System and its bridges, gatehouses, and engineering features retain integrity of location, design, setting, materials, workmanship, feeling, and association. The period of significance for the park-owned resources of the Historic Carriage Road System is 1917-1940, beginning with the completion of the Gardiner-Mitchell Hill-Jordan Stream Road in 1917, the first of four road projects proposed by Rockefeller in 1915 to create a system of carriage roads open to the public, and ending in 1940 with the construction of the Triad-Day Mountain Bridge by the National Park Service, the last bridge associated with the 57-mile long system.

The carriage road CLIs identified the scenic vistas as important landscape features contributing to the National Register eligibility of the historic carriage road system.

Management Category

As part of the Cultural Landscape Inventory project, the management category for the historic carriage road system was classified as "Must Be Preserved and Maintained" by the Superintendent of Acadia National Park on July 13, 2013. The system meets this category because the carriage roads, bridges, and gatehouses are nationally significant for their association with John D. Rockefeller, Jr. and his role in the development of the National Park system. Rockefeller designed and constructed the carriage roads, and provided design review, approval, and consultations for its bridges and gatehouses. The findings of this CLI conclude that the historic carriage roads are an integrated system that together with their associated characteristics and features are nationally significant under National Register Criterion B and Criterion C and locally significant under Criterion A.

VISTA REHABILITATION WITHIN ACADIA'S HISTORIC CARRIAGE 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 directives of the park's planning documents as well as numerous resource studies and reports, "rehabilitation" is the recommended treatment for Acadia National Park's historic carriage road system. Of the four treatment philosophies, rehabilitation will best allow for sound stewardship of the historic carriage road system through appropriate repairs, alterations, and additions while preserving those existing historic features that convey the historical, cultural, and architectural values.

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 corroboratively between Acadia National Park staff and Olmsted Center staff, is presented according to broad principles, derived from the significance of the historic carriage 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.

From 1913-1940, John D. Rockefeller, Jr. designed the carriage roads to create numerous vistas over Mount Desert Island's spectacular scenery, often routing a road to open a specific vista. 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 carriage road system in order to provide visitors with access to park scenery. Vegetation growing within the road corridors will be managed to rehabilitate and perpetuate documented vistas, employing vegetation management practices balancing vista management goals with natural resource values. The long term goal of these management practices will be to gradually alter the composition of vegetation growing within the boundaries of designated vista management areas to favor native understory and mid-story forest species that require 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 carriage road system corridor will employ the following best practices:

1. Vegetation management projects promoting or perpetuating roadside views within the historic carriage road system corridor will be limited to designated "vista management areas" described in this report, as reconciled with the 1995 Pressley vista management plan, or otherwise identified as new during field work in 2018.

2. Cutting and pruning of vegetation growing near the geometric boundaries of designated vista management areas will promote a naturalistic transitional appearance, including undulating edges, and a tapered vertical difference between cut or pruned vegetation and adjacent untreated woodlands (Figures 3.1, 3.2, 3.3).

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 stature species.

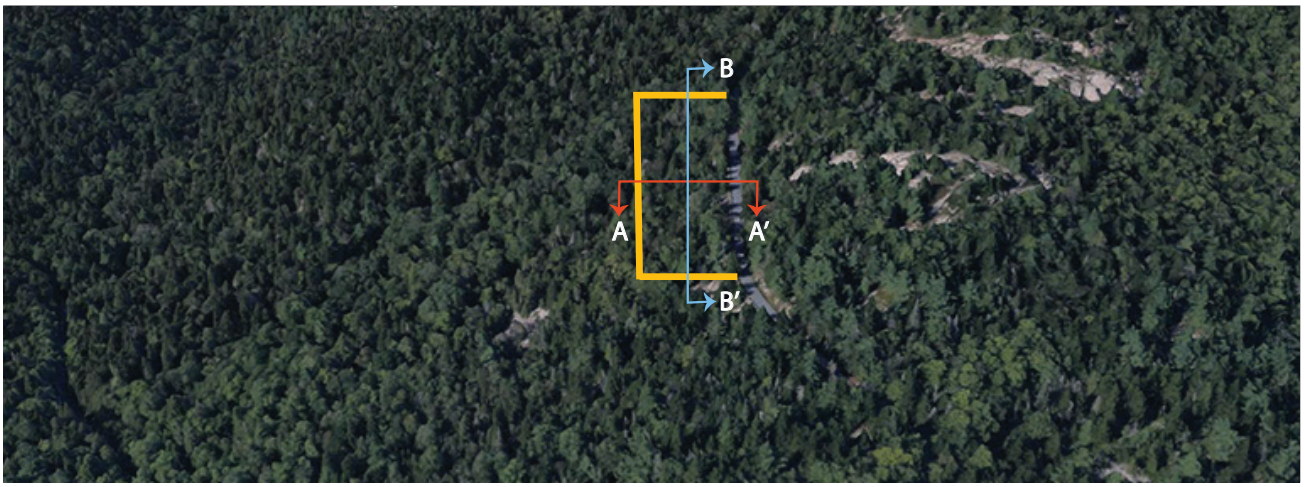


Figure 3.1. Diagram illustrating typical vista management area, identifying a perimeter transition zone to mitigate abrupt transitions between the managed landscape and adjacent park woodlands. Base image derived from park GIS files. (OCLP, 2023)

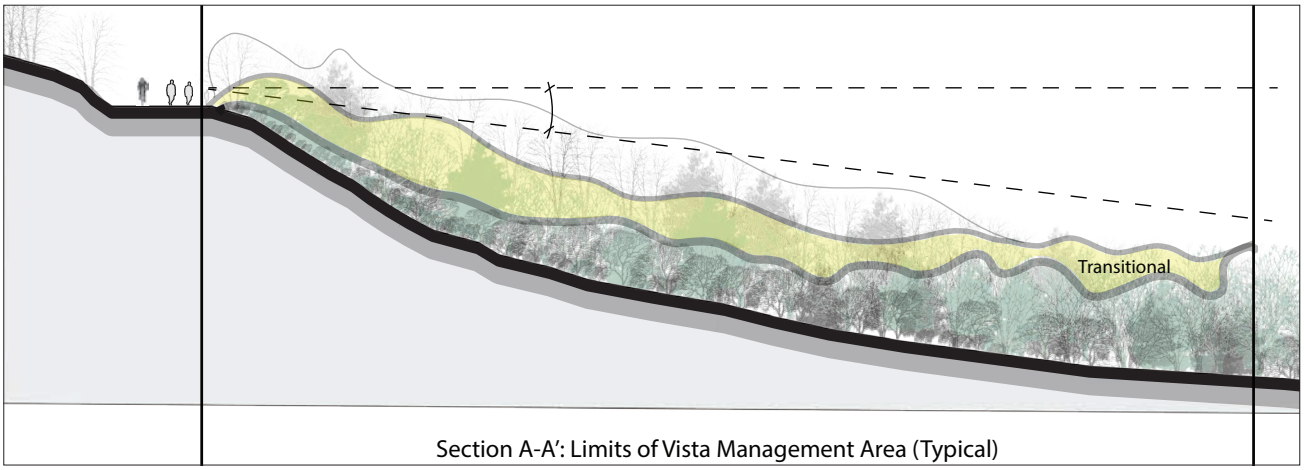


Figure 3.2. Cross-section of typical vista management area, looking cross-slope, illustrating the use of a transitional zone to avoid harsh or abrupt transitions between the managed area and the adjacent park woodland. (OCLP, 2023)

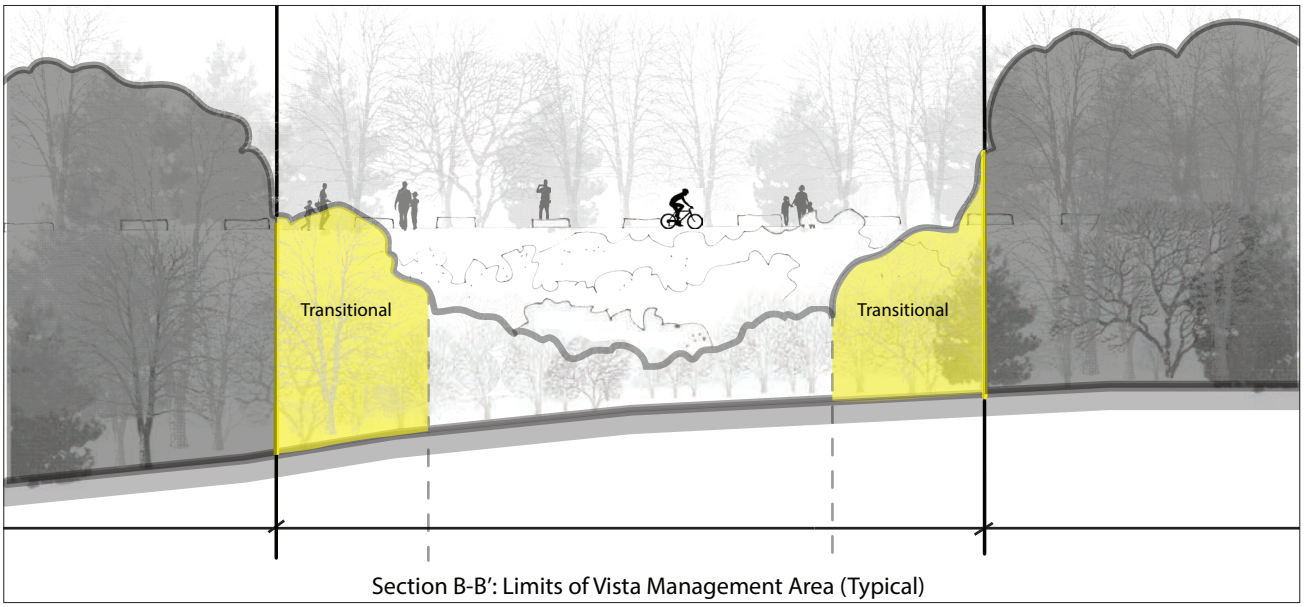


Figure 3.3. Cross-section of typical vista management area, looking upslope, illustrating the use of a transitional zone to avoid harsh or abrupt transitions between the managed area and the adjacent park woodland. (OCLP, 2023)

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 that are 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 field, 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. The completion reports should be filed with other vista management notes in park files.

RECOMMENDED VISTA TREATMENTS (VOLUMES II & III)

Ongoing rehabilitation of Acadia National Park's historic carriage 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 182 vistas, each vista subsequently described 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. Vista recommendations can be found in Volumes II and III of this report (Figure 3.4). Each vista includes a site map and the following information:

Location: The location of the vista, including the carriage road segment number and the carriage road district. The subject and direction of the view is described, as well as the distance of the vista from the segments starting intersection.

Intended View: If applicable, the relationship between the vista and the December 1993 Pressley plan, which includes the subject of the vista, list of features, and recommendations.

Previous Description of Management: Summaries of past management of the vista, as discovered in park paper files (two storage boxes), a spreadsheet, in field notebooks (mainly Jeff Grey's), and the park's GIS database.

Vista Management Area: The location of the vista and the extents of its management area, as confirmed in the field in June 2018 by Jeff Grey, Reino Liimatainen, and Jeff Killion, or in September 2018 by Reino Liimatainen, Logan McSherry, and Jeff Killion. The vista's orientation (left side, right side, along the centerline), direction of view, and length, approximate depth, and acreage are noted.

Treatment Recommendation: Description of the view and treatment recommendation as analyzed from park files.

VISTA 1
CARRIAGE ROAD 1-2

Location

Vista 1 is located along Paradise Hill Loop between Intersections 1 and 2 in the Carriage Road Eagle Lake and Witch Hole Pond District. The vista provides a view southwest toward a wetland and Youngs Mountain. The vista centerline is at (Lat 44.404, Lon -68.246), which is located 193 feet southeast from Intersection 1. Vista 1 is the first of two vistas on Carriage Road 1-2.

Intended View

Vista 1 coincides with Vista CRV 1 in the December 1993 Pressley plan. The subject of CRV 1 was, "Wetland ahead, to right. View south to ridges in distance – but not very outstanding view." View features included, "Ridgeline or hills, distant views." Specific recommendations included, "Light clearing would further open view." The final ranking in the Pressley report was "Delete," and thus is not shown on the Pressley vista plans (Pressley, December 1993, App.A: 1) This vista was later reinstated as a management area.

Previous Description of Management

Management of Vista 1 has been recorded in park paper files, a spreadsheet, field notebooks, and also as points and polygons in the park's GIS database.

In the park file folder for Vista 1, a work order form describes the site as, "Wetland ahead, to right." Treatment recommendations have included, "Focus on roadside to maintain open view over the wetland. Depth of maintained area is approximately 15'. The first treatment was done in 1999. The second treatment was done in 2004 by Friends of Acadia, planned to cycle every 5 years" (FMSS Work Order 16121861) A sticky note in the vista folder from 2013 reads, "Focus on distant ridgeline (Youngs Mountain)" (ACAD Archives, Folder "CR 1-2; 001").

According to the spreadsheet, the subject of Vista 1 is described as, "Paradise Hill view south to wetland, focal point." Field comments included, "This is a roadside maintenance vista. Keep open to view middle ground (rhodora) 200' wetland on right. Selective removal of tree and shrubs." Prescription notes included, "Thin tree whips, keeping the spacing random. Depth is 8 feet from shoulder. Keep birch alder and maple saplings controlled to maintain view of heath." Vista 1 was considered completed in 1994 and the last maintenance year listed for the vista was 2015 ("Descriptions and Prescriptions Spreadsheet," Vista 001).

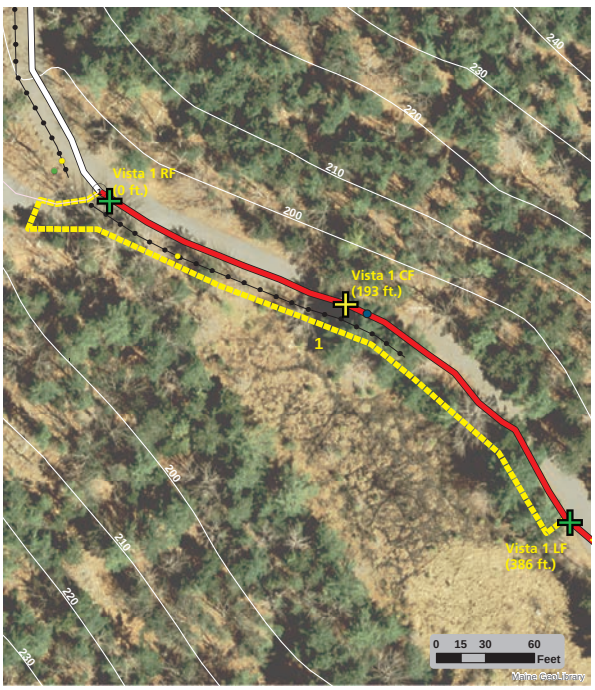
In his field notebook, Jeff Grey's comments regarding Vista 1 included, "Marked as deleted. Completed 1999 as roadside maintenance. [Friends of Acadia] hand cut the roadside in 2004. Continue roadside internal view and part of the [visitor center] gateway which starts at Post 1. CRV 1 – extend #1 to 386' which will end at the begin of Vista #2" (Grey "Vista Notebook": 14).

Vista Management Area

Vista 1 is located on the right side of Carriage Road and looks to the southwest. The current length of Vista 1 is 386 feet. The vista begins at Intersection 1. Measuring to the southeast from this starting point, the vista has its centerline at 193 feet and ends at 361 feet. The vista extends approximately 15 feet from the road edge. The vista management area covers approximately 0.25 acres. The location of Vista 1 and the extents of its management area were confirmed in the field by Grey, Liimatainen, and Killion in June 2018.

Treatment Recommendation

Vista 1 provides a view of a wetland and Youngs Mountain from atop Paradise Hill. According to park notes, the recommended treatment for this vista is to maintain its existing conditions.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND
Subject Carriage Road
Other Carriage Road
Motor Road System
Hiking Trail System
Other Road
Carriage Road Bridge
Park Boundary
10' Contour
Pressley Vista
Guardwall
Wall
Corridor Vista
Vista Center Front (feet)
Vista Left / Right Front (feet)
Carriage Road Sign
Culvert
Carriage Road Intersection
Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista 1
Carriage Road #1-2

Drawing xx

Figure 3.4. Example multi-page spread of the vista site plans and recommendations in Volumes II and III. (OCLP, 2023)

References

REPORTS

Foulds, Eliot and Jeffrey Killion. *Vista Management Plan for the Historic Motor Road System, Acadia National Park, Bar Harbor, Maine*. Boston, MA: US Department of the Interior, National Park Service, Olmsted Center for Landscape Preservation, 2015.

Grey, Jeff. "Notebook of Carriage Road Vistas. Park files.

Killion, Jeff. *Cultural Landscape Inventory for the Bubble Pond and Day Mountain Carriage Roads, Acadia National Park*. Boston, MA: US Department of the Interior, National Park Service, Olmsted Center for Landscape Preservation, 2013.

National Park Service. *Environmental Assessment for Rehabilitation and Continuing Maintenance of Carriage Roads in Acadia National Park, Maine*. Washington, DC: US Department of the Interior, National Park Service, December 1993.

National Park Service. *Foundation Document, Acadia National Park, Maine*. Washington, DC: US Department of the Interior, National Park Service, September 2016

National Park Service. *General Management Plan, Acadia National Park, Maine*. Washington, DC: US Department of the Interior, National Park Service, October 1992.

Pelletier, Steve. *Forest Management Strategies for Selected Scenic Vistas, Acadia National Park, Bar Harbor, Maine*. Topsham, ME: Woodlot Alternatives, Inc. 1994.

Pressley, Marion and Kathleen Lynch. *Vista Assessment Report, Carriage Road Rehabilitation Project, Acadia National Park, Bar Harbor, Maine*. Cambridge, MA: Pressley Associates, Inc., January 1995.

Rieley and Associates. *Cultural Landscape Report for the Carriage Road System, Acadia National Park, Mount Desert Island, Maine*. Charlottesville, VA: Rieley and Associates, Landscape Architects, September 1993.

Rieley and Associates. *Recommended Guidelines for the Restoration, Maintenance and Use of the Carriage Roads at Acadia National Park*. Charlottesville, VA: Rieley and Associates, Landscape Architects, May 1989.

Rieley, William D. and Roxanne S. Brouse. *Historic Resource Study for the Carriage Roads of Acadia National Park, Mount Desert Island*. Charlottesville, VA: Rieley and Associates, Landscape Architects, May 1989.

Appendix A

Vista Locations by Carriage Road District

The following maps illustrate the locations of vistas within each district of Acadia National Park's historic carriage road system. The four districts were originally described in a Historic American Engineering Record documentation project completed in the mid-1990s and Cultural Landscape Inventories completed in 2013. The districts were determined by a combination of factors, including location, natural features, topography, elevation, historical development, and similarities in road design. The districts are: Eagle Lake and Witch Hole Pond, Hadlock and Aunt Betty Pond, Jordan and Sargent Mountain, and the Bubble Pond and Day Mountain.

EAGLE LAKE - WITCH HOLE POND DISTRICT

This district is comprised of 13 Carriage Road segments that total 11.6 miles and include 50 Vistas. Four road segments encircle the windswept Eagle Lake, one passes between Brewer Mountain and McFarland Mountain along-side the Breakneck and Half Moon Ponds, while seven segments form loops around the scenic Witch Hole Pond and ascend Paradise Hill. Another road section is the Duck Brook Bridge, the largest bridge in the system, crossing the stream that drains water from the lake to Frenchman Bay. Water views of the ponds, lake, and bay are prominent along these roads, which traverse generally flat to hilly terrain with scattered rock outcroppings. The 13 road sections are associated with seven different carriage road projects constructed between 1922 to 1930, and include two masonry bridges and three wood bridges.

CARRIAGE ROADS AND VISTAS:

Carriage Road 1-2: Vistas 1 and 2

Carriage Road 2-3: Vistas 3 and 4

Carriage Road 3-1: Vistas 5A-5B and 8B-9

Carriage Road 4-2: Vistas 12, 13-14, and 15

Carriage Road 4-6: Vistas 18, 19-20-21, 22, and 23

Carriage Road 5-3: Vistas 25, 27-28, 31, 32, 33A, and 33B

Carriage Road 5-DBR: no managed vistas

Carriage Road 5-4: Vistas 35, 35, and 37

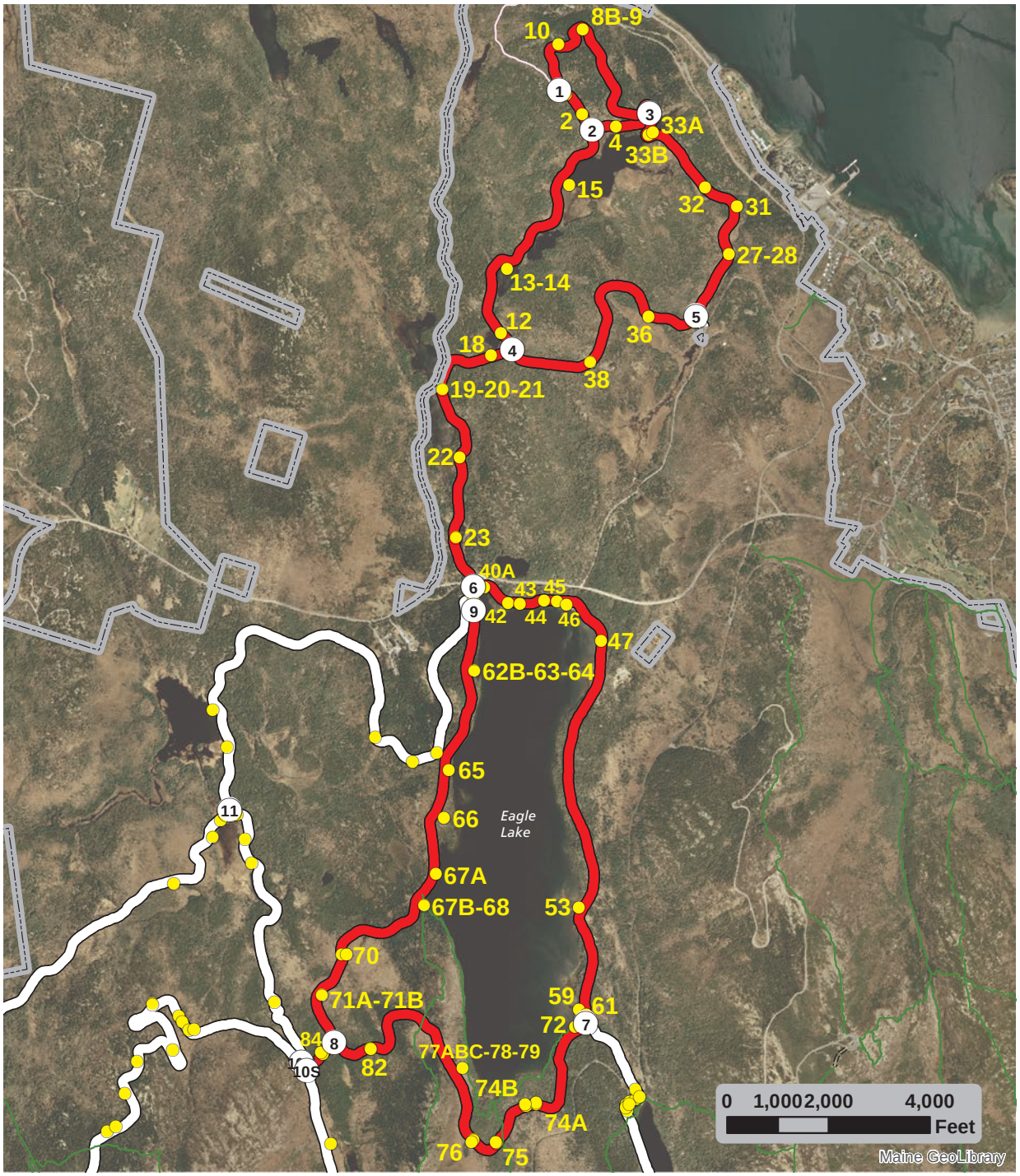
Carriage Road 6-7: Vistas 40A, 42, 43, 44, 45, 46, 47, 53, 59, and 61

Carriage Road 6-9: Vistas 62A and 62B-63-64

Carriage Road 7-8: Vistas 72, 74A, 74B, 75, 76, 77ABC-78-79, and 82

Carriage Road 8-10S: Vistas 84

Carriage Road 9-8: Vistas 62B-63-64, 65, 66, 67A, 67B-68, 70, and 71A-71B



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Eagle Lake - Witch Hole Pond District

Drawing xx

HADLOCK - AUNT BETTY POND DISTRICT

This district is comprised of five road sections. Three road sections meander through the Southwest Valley between Sargent Mountain and McFarland Mountain, passing by Aunt Betty Pond, Gilmore Meadow, and other scenic ponds, wetlands, and streams. These segments join two others that pass through a narrow valley formed by Norumbega Mountain and Parkman Mountain and Cedar Swamp Mountain and dominated by the two Hadlock Ponds and Hadlock Brook. Views of the valleys, ponds, and meadows are frequent along these roads, which trek along hilly and steep terrain with numerous rock outcroppings. The five road sections are associated with three different carriage road projects constructed between 1918 and 1934, and include one masonry bridge, six wood bridges, and the Brown Mountain Gatehouse, one of the system's two gatehouses built in the early 1930s.

CARRIAGE ROADS AND VISTAS:

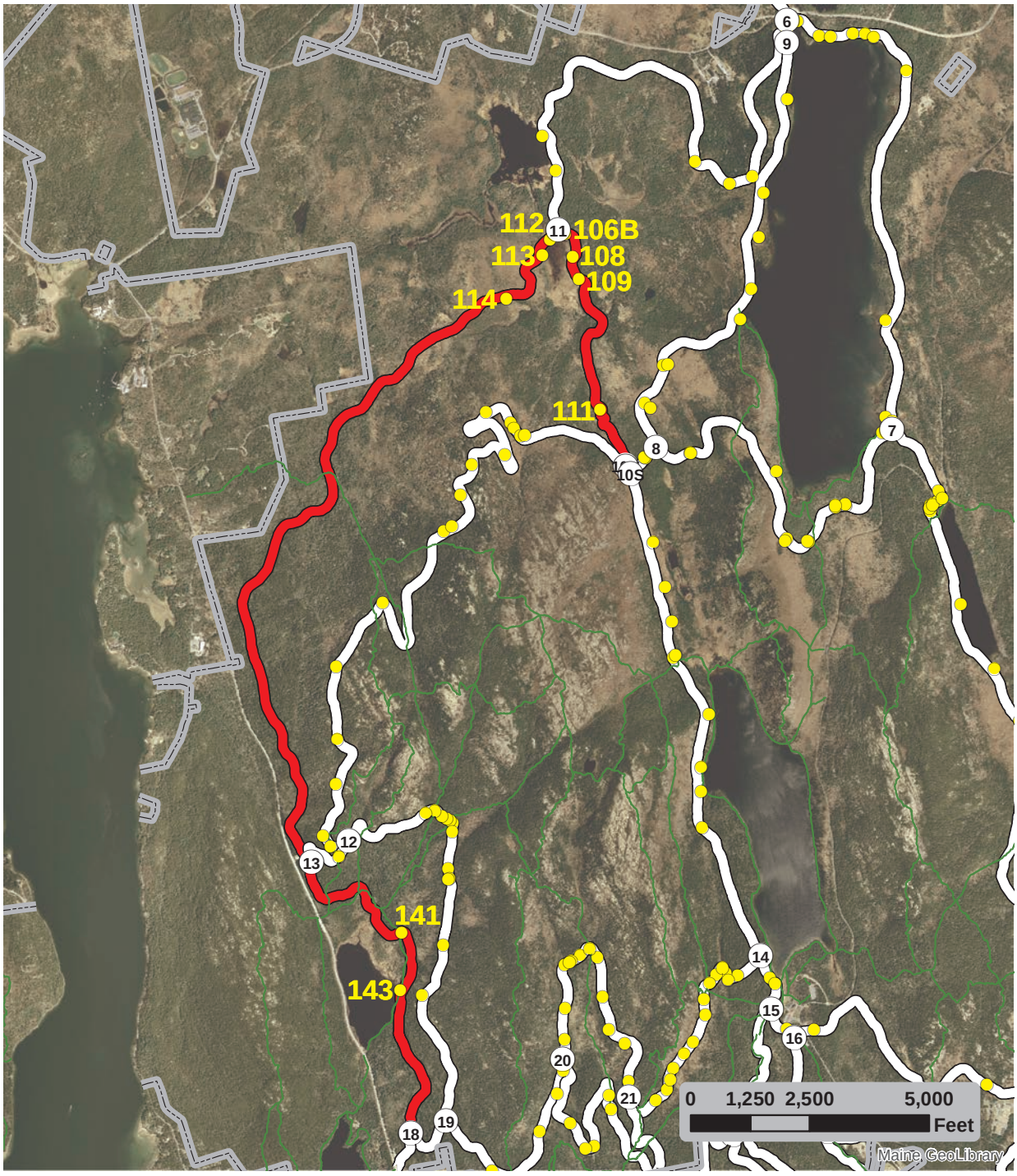
Carriage Road 9-11: Vistas 87, 88, 89, 93-94, and 95

Carriage Road 11-10N: Vistas 106B, 108, 109, and 111

Carriage Road 11-13: Vistas 106A, 112, 113, and 114

Carriage Road 13-18: Vistas 141 and 143

Carriage Road Rte.198-18: no managed vistas



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Hadlock - Aunt Betty Pond District

Drawing xx

JORDAN MOUNTAIN - SARGENT MOUNTAIN DISTRICT

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

CARRIAGE ROADS AND VISTAS

Carriage Road 10S-14: Vistas 96A-96B, 97, 98, 9, 100, 101, 102, and 103

Carriage Road 12-10N: Vistas 118, 119, 120, 121, 123, 124, 126, 127, 129, 131, 132, 133, 133A, 133B, 133C, and 135

Carriage Road 13-12: Vistas 138 and 139

Carriage Road 14-15: Vistas 144A, 144B, and 144C

Carriage Road 14-21:Vistas 146, 147, 148, 149A, 149B-150, 149C, 151, 154A, 154B, 156, 157, 158A, 158B-159, 158C, and 160

Carriage Road 15-16: Vista 163

Carriage Road 15-23: no managed vistas

Carriage Road 19-12: Vistas 193, 194, 196A, 196B, 197A, 197B, 197C, 197D, 200A, 200B, and 200C

Carriage Road 19-18: no managed vistas

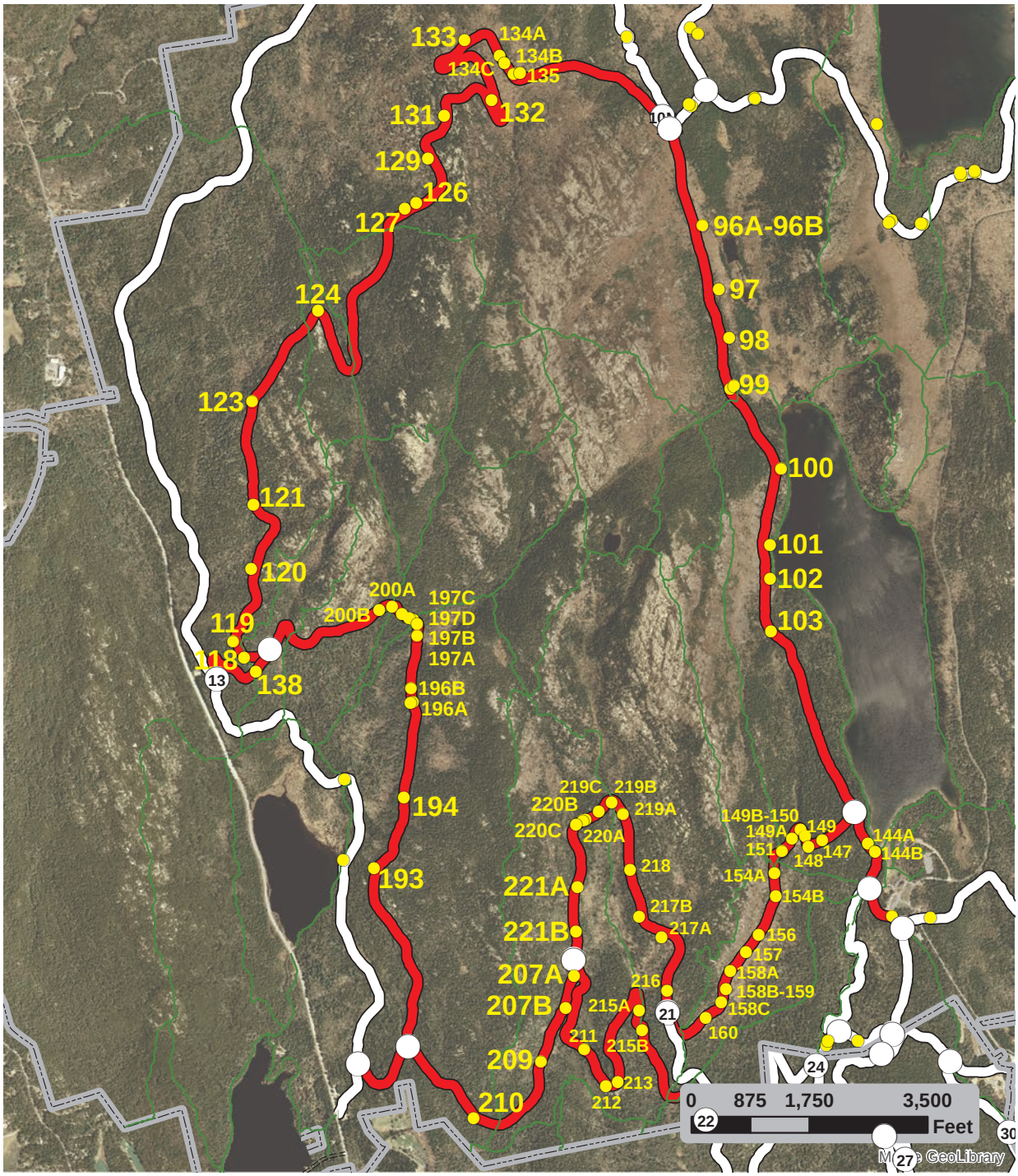
Carriage Road 20-19: Vistas 207A, 207B, 209, and 210

Carriage Road 20-22: Vistas 211, 212, 213, 215A, and 215B

Carriage Road 21-20: Vistas 216, 217A, 217B, 218, 219A, 219B, 219C, 220A, 220B, 220C, 221A, and 221B

Carriage Road 21-22: no managed vistas

Carriage Road 23-24: Vistas 224A and 224B



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Jordan Mountain - Sargent Mountain District

Drawing xx

BUBBLE POND - DAY MOUNTAIN DISTRICT

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

CARRIAGE ROADS AND VISTAS

Carriage Road 16-17: Vistas 167, 170, 172, and 174

Carriage Road 17-7: Vistas 175, 177, 181, 184, 185, 186-187, 188A, 188B, 188C, and 189

Carriage Road 17-37: no managed vistas

Carriage Road 25-16: no managed vistas

Carriage Road 25-23: Vista 226

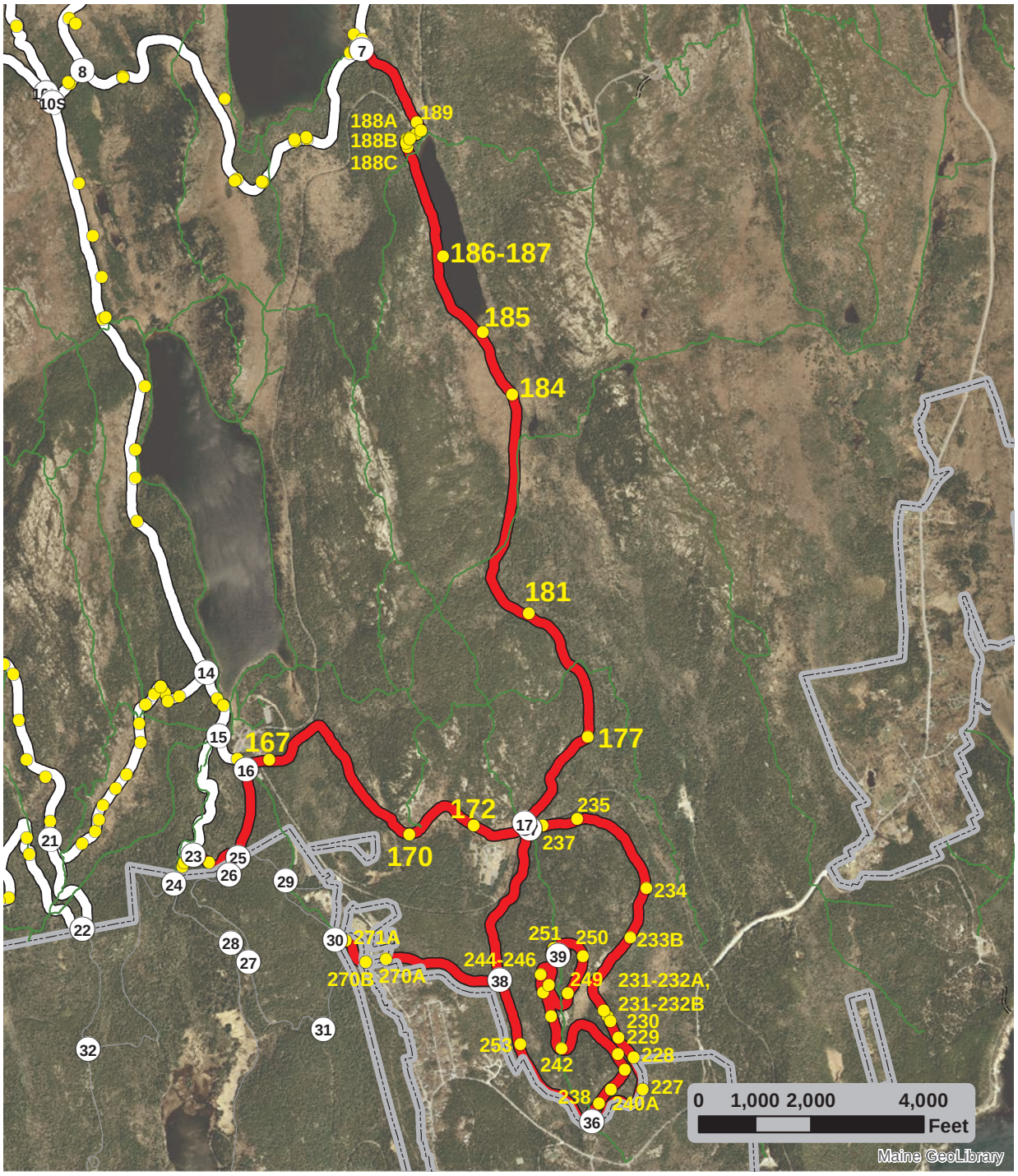
Carriage Road 36-37: Vistas 227, 228, 229, 230, 231-232A, 231-232B, 233B, 234, 235, and 237

Carriage Road 36-39: Vistas 238, 240A, 240B, 240C, 242, 244, 245, 246, 247-248, 249, 250, and 251

Carriage Road 37-38: Vista 252A

Carriage Road 38-30: Vista 270A, 270B, 271A, and 271B

Carriage Road 38-36: Vista 253



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Bubble Pond - Day Mountain District

Drawing xx

Appendix B

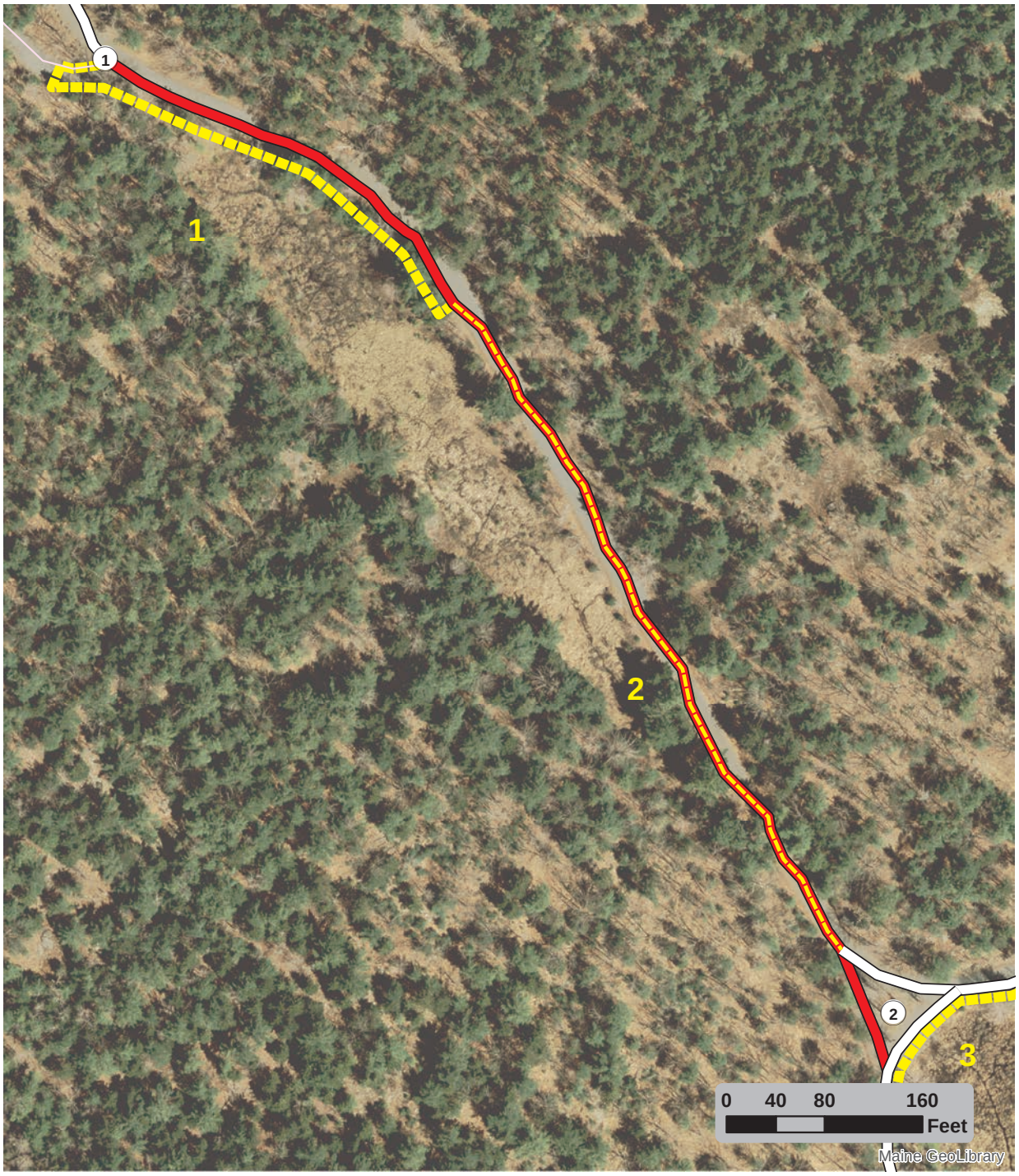
Vista Locations by Carriage Road Segment

The following maps illustrate vista management areas on each carriage road segment within the boundaries of Acadia National Park. The 45 miles of the 57-mile carriage road system that lie within Acadia National Park's boundaries includes 41 individual road sections varying in length from 0.1 to 3.6 miles, 16 of the 17 historic masonry bridges, and the 2 gatehouse complexes.

CARRIAGE ROAD 1-2

Carriage Road 1-2 is located along Paradise Hill Loop in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 1 (Lat 44.404, Lon -68.246) and continues in a southeast direction. The 0.2-mile section includes one roadside vista, Vista 1, and one corridor vista, Vista 2.

The prominent subjects of the vistas located along this road segment include Youngs Mountain, Witch Hole Pond, and a notable wetland.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

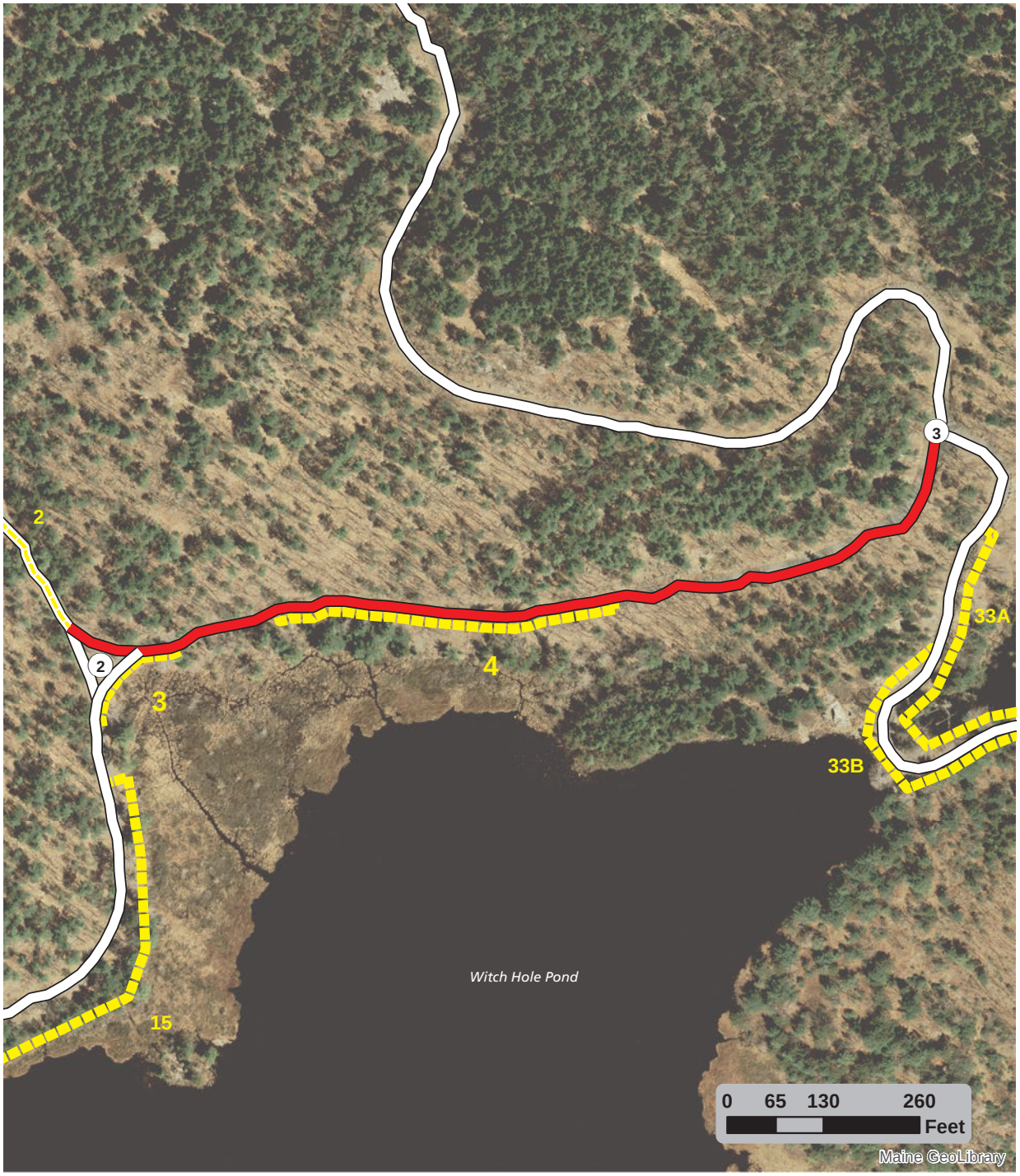
Vista Management Areas
Carriage Road #1-2

Drawing xx

CARRIAGE ROAD 2-3

Carriage Road 2-3 is located along Paradise Hill Loop in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 2 (Lat 44.402, Lon -68.244) and continues to the east. The approximately 0.25-mile section includes two roadside vistas: Vista 3 and Vista 4.

Both vistas are on the right side of the road and look generally south. The prominent subjects of the vistas located along this road segment include Witch Hole Pond and Cadillac Mountain.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Carriage Road #2-3

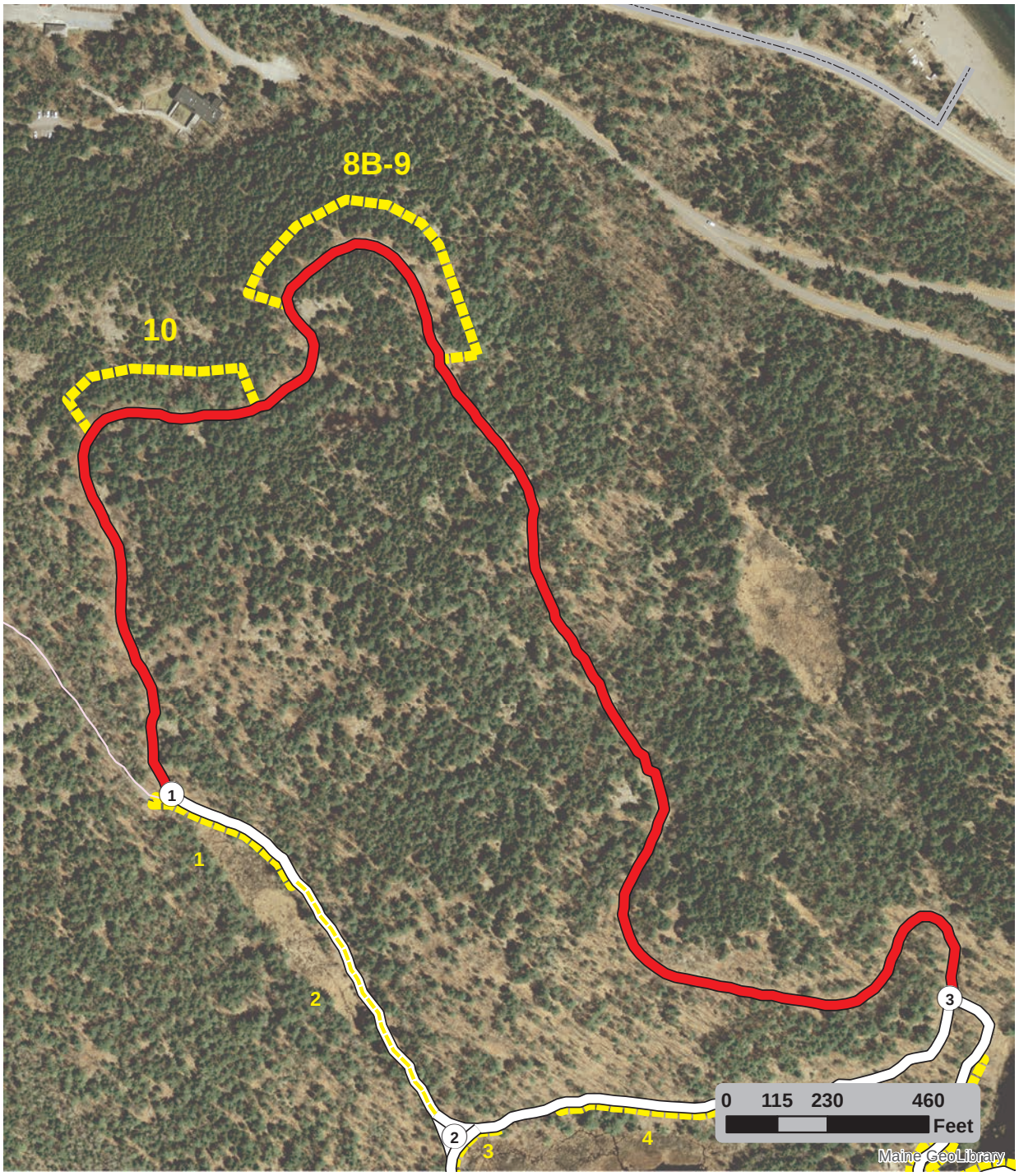
Drawing xx

CARRIAGE ROAD 3-1

Carriage Road 3-1 is located along Paradise Hill Loop in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 3 (Lat 44.403, Lon -68.24) and continues in a northwest direction, generally. The approximately 0.9-mile section includes two roadside vistas: Vista 10 and Vista 8B-9.

The vistas are both on the right side of the road and face generally north. The prominent subjects of the vistas located on CR 3-1 include Frenchman Bay and distant island shorelines over the water.

Vista 5A-5B is also located on this road segment, but it serves as a revegetation site for an old roadbed.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

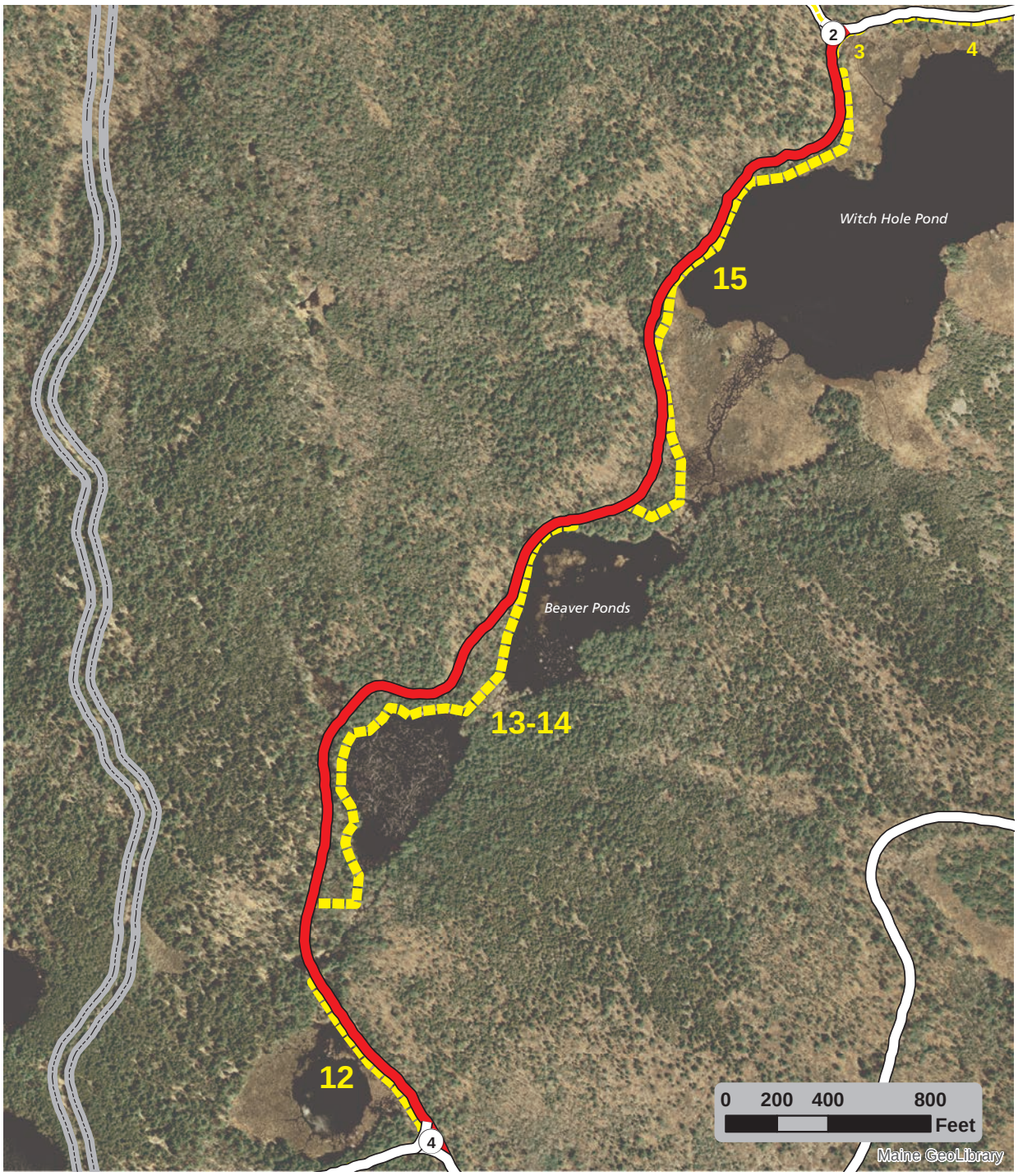
Vista Management Areas
Carriage Road #3-1

Drawing xx

CARRIAGE ROAD 4-2

Carriage Road 4-2 is located along Witch Hole Pond Loop in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 4 (Lat 44.39, Lon -68.25) and continues in a northeast direction, generally. The approximately 1.3-mile road segment includes three roadside vistas: Vista 12, Vista 13-14, and Vista 15.

The vistas are placed on both sides and look generally to the west and east. The prominent subjects of the vistas located on CR 4-2 include Halfmoon Pond, the pair of Beaver Ponds, Witch Hole Pond, Great Hill, and a notable wetland.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

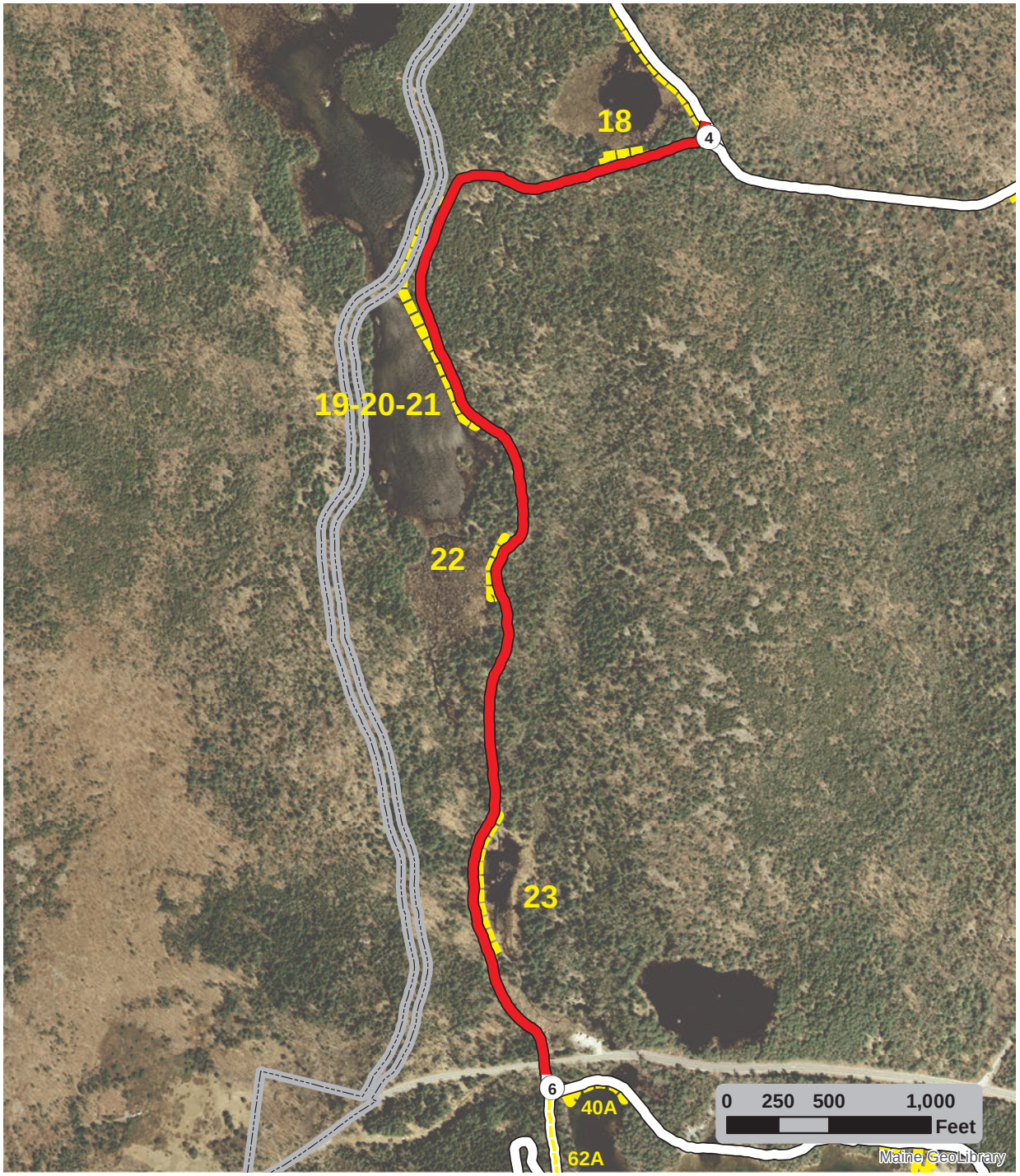
Vista Management Areas
Carriage Road #4-2

Drawing xx

CARRIAGE ROAD 4-6

Carriage Road 4-6 is located along Hull's Cover Road in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 4 (Lat 44.39, Lon -68.25) and continues in a west and south direction, generally. The approximately 1.2-mile road segment includes 4 roadside vistas: Vista 18, Vista 19-20-21, Vista 22, and Vista 23.

The vistas are placed on both sides and look generally to the north, west, and east. The prominent subjects of the vistas located on CR 4-6 include Halfmoon Pond, Breakneck Ponds, Cadillac Mountain, and a notable wetland.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

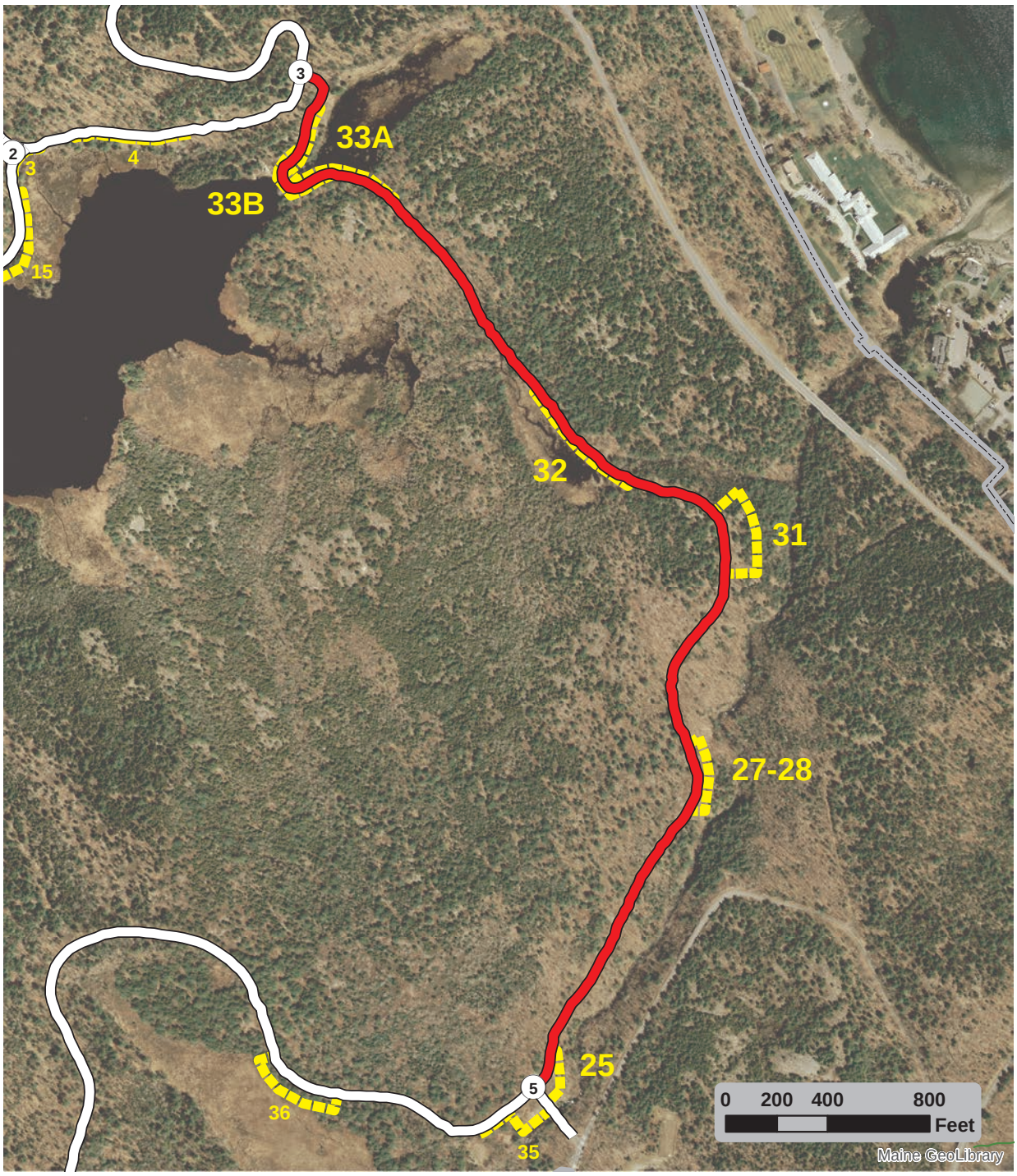
Vista Management Areas
Carriage Road #4-6

Drawing xx

CARRIAGE ROAD 5-3

Carriage Road 5-3 is located along Witch Hole Pond Loop in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 5 (Lat 44.392, Lon -68.236) and continues to the north, generally. The approximately 1-mile road segment includes 6 roadside vistas: Vista 25, Vista 27-28, Vista 31, Vista 32, Vista 33A, and Vista 33B.

The vistas are placed on both sides and look generally to the east and west. The prominent subjects of the vistas located on CR 5-3 include Duck Brook Bridge, Brewer Mountain, Great Hill, Witch Hole Pond, Frenchman Bay, and a notable wetland.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

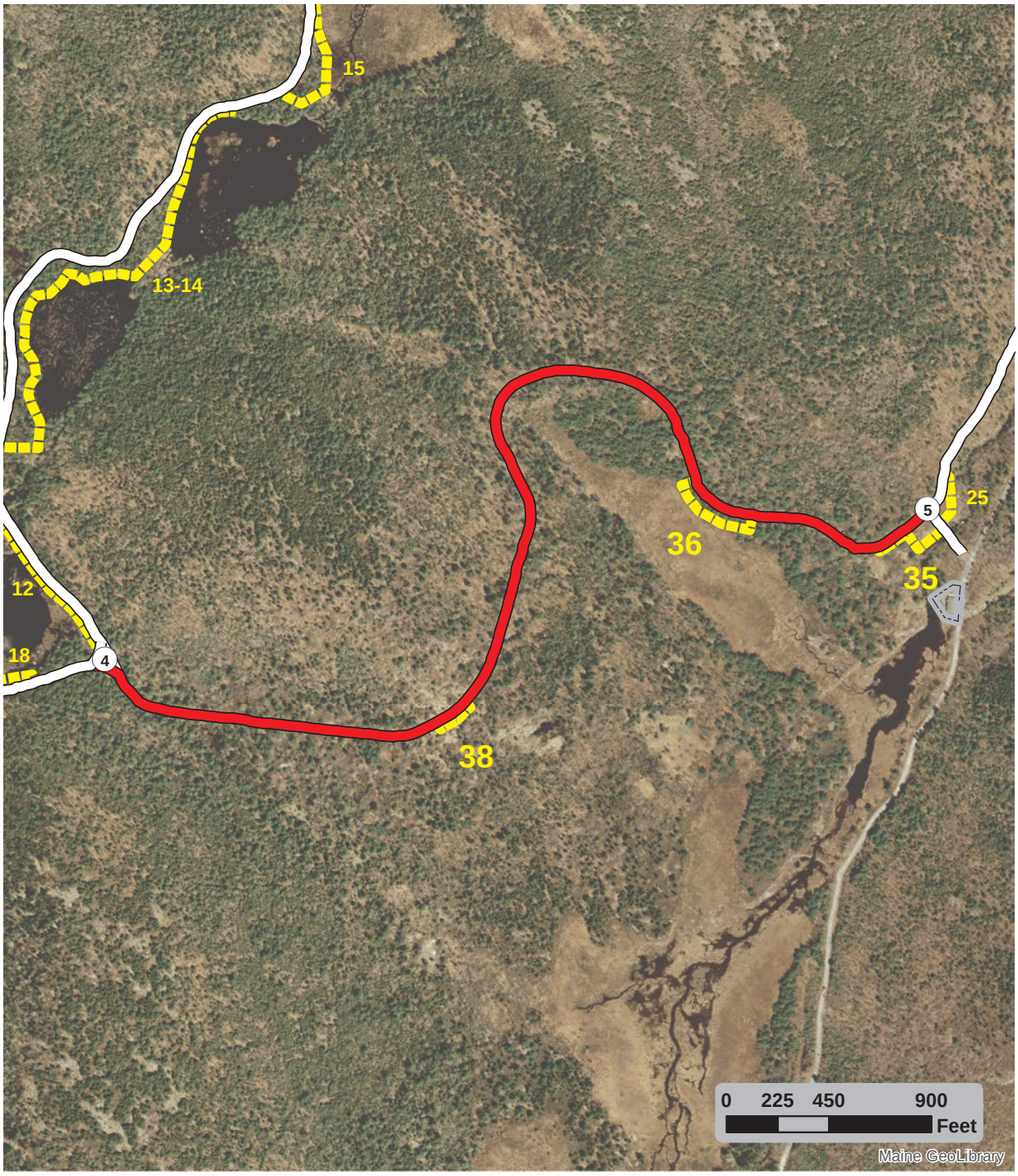
Vista Management Areas
Carriage Road #5-3

Drawing xx

CARRIAGE ROAD 5-4

Carriage Road 5-4 is located along Witch Hole Pond Loop in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 5 (Lat 44.392, Lon -68.236) and continues to the west, generally. The approximately 1-mile road segment includes three roadside vistas: Vista 35, Vista 36, and Vista 38.

The vistas are placed on the left side of the road and look generally to the south. The prominent subjects of the vistas located on CR 5-4 include Duck Brook Bridge, Brewer Mountain, and Sargent Mountain.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Carriage Road #5-4

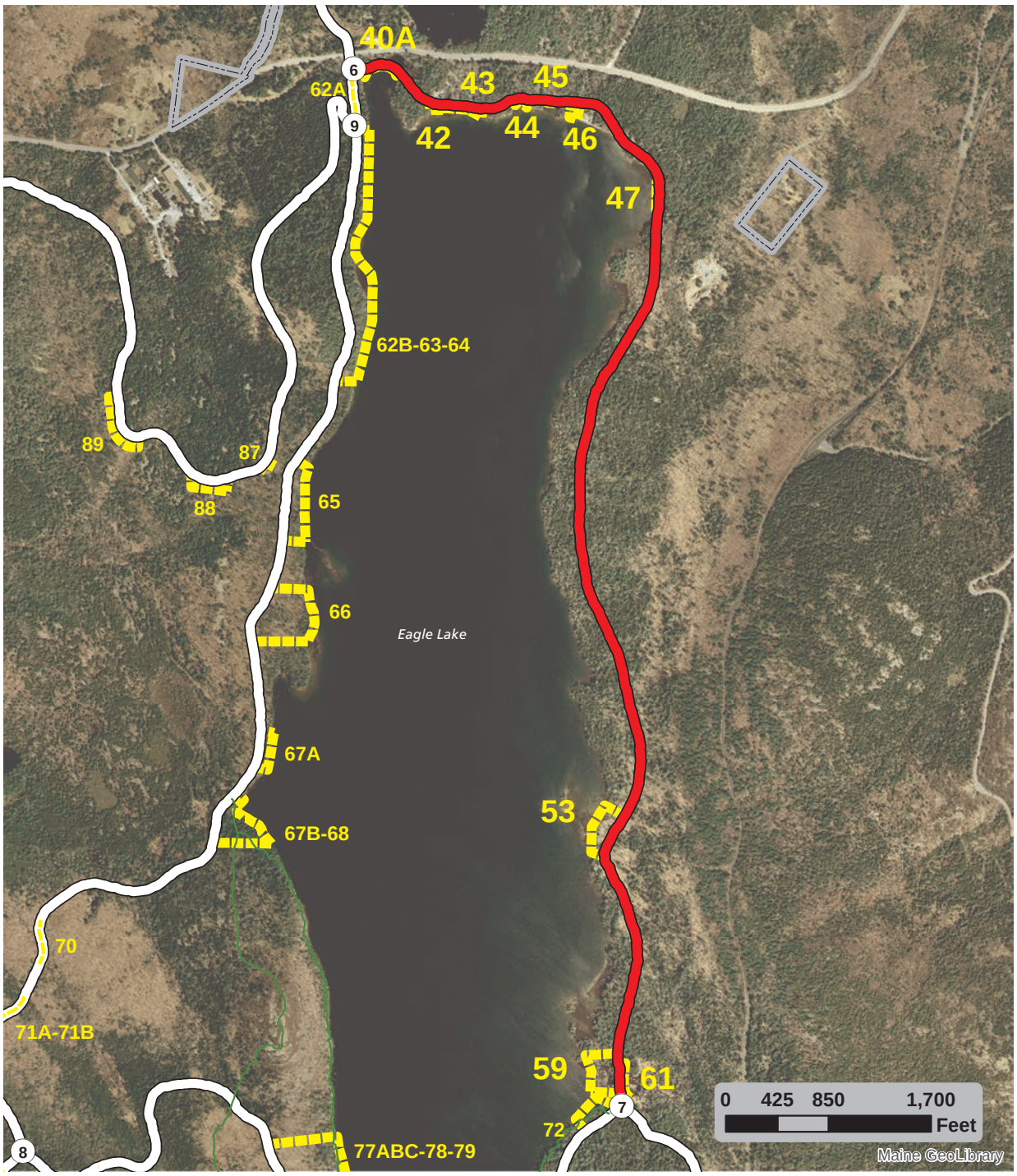
Drawing xx

CARRIAGE ROAD 6-7

Location and Description

Carriage Road 6-7 is located along East Eagle Lake Road in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 6 (Lat 44.377, Lon -68.253) and continues to the southeast, generally. The approximate 2.1-mile section includes 10 roadside vistas: Vista 40A, Vista 42, Vista 43, Vista 44, Vista 45, Vista 46, Vista 47, Vista 53, Vista 59, and Vista 61.

All vistas are placed on the right side of the road apart from Vista 61. The vistas generally look to the south and west. The prominent subjects of the vistas located along CR 6-7 include Eagle Lake, the Bubbles, Conners Nubble, Sargent Mountain, and Cadillac Mountain. Additional notable meadows and wetlands can also be seen. The Eagle Lake Boat Landing and associated gates are also found on Carriage Road 6-7.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Carriage Road #6-7

Drawing xx

CARRIAGE ROAD 7-8

Carriage Road 7-8 is located along South Eagle Lake Road in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 7 (Lat 44.354, Lon -68.245) and continues to the south. The approximately 1.8-mile road segment includes two roadside vistas: Vista 72 and Vista 77ABC-78-79, and four corridor vistas: Vista 74A, Vista 74B, Vista 75, Vista 76, and Vista 82.

The vistas look generally to the east and west. The prominent subjects of the vistas located on CR 67-8 include Eagle Lake, The Bubbles, Cadillac Mountain, and Sargent Mountain. The path of Eagle Lake Trail also intersects with a vista on this road segment.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Carriage Road #7-8

Drawing xx

CARRIAGE ROAD 8-10S

Carriage Road 8-10S is located along the Eagle Lake–Sargent Mountain Connector in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 8 (Lat 44.353, Lon -68.264) and continues to the southwest. The approximately 0.15-mile road segment includes one corridor vista: Vista 84.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

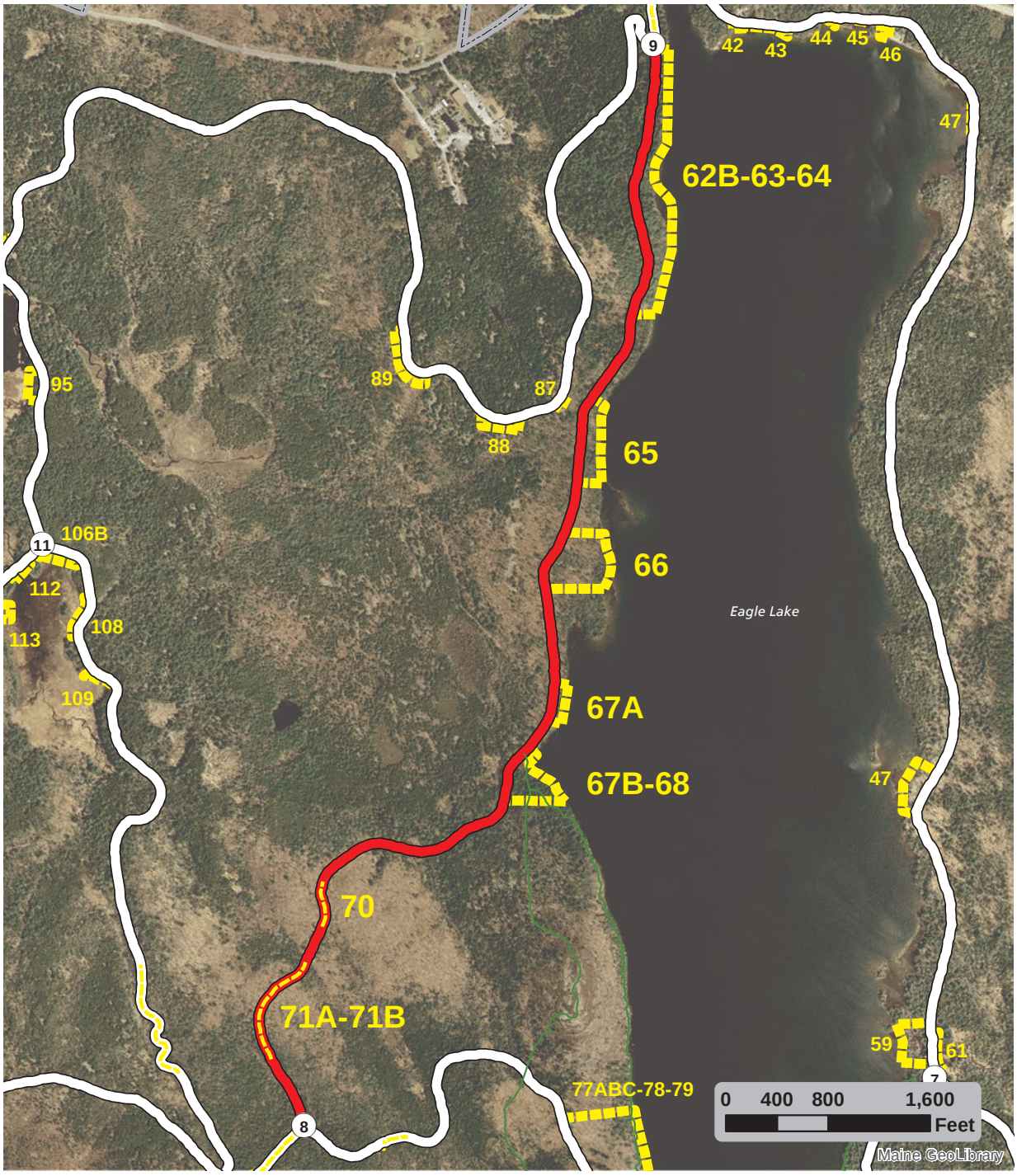
Vista Management Areas
Carriage Road #8-10S

Drawing xx

CARRIAGE ROAD 9-8

Carriage Road 9-8 is located along East Eagle Lake Road in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 9 (Lat 44.376, Lon -68.253) and continues to the south, generally. The approximately 2-mile road segment includes 5 roadside vistas: a portion of Vista 62B-63-64, Vista 65, Vista 66, Vista 67A, and Vista 67B-68 and 2 corridor vistas: Vista 70 and Vista 71A-71B.

The vistas look generally to the east and west. The prominent subjects of the vistas located on CR 67-8 include Eagle Lake, The Bubbles, Cadillac Mountain, and Sargent Mountain. The path of Eagle Lake Trail also intersects with a vista on this road segment.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

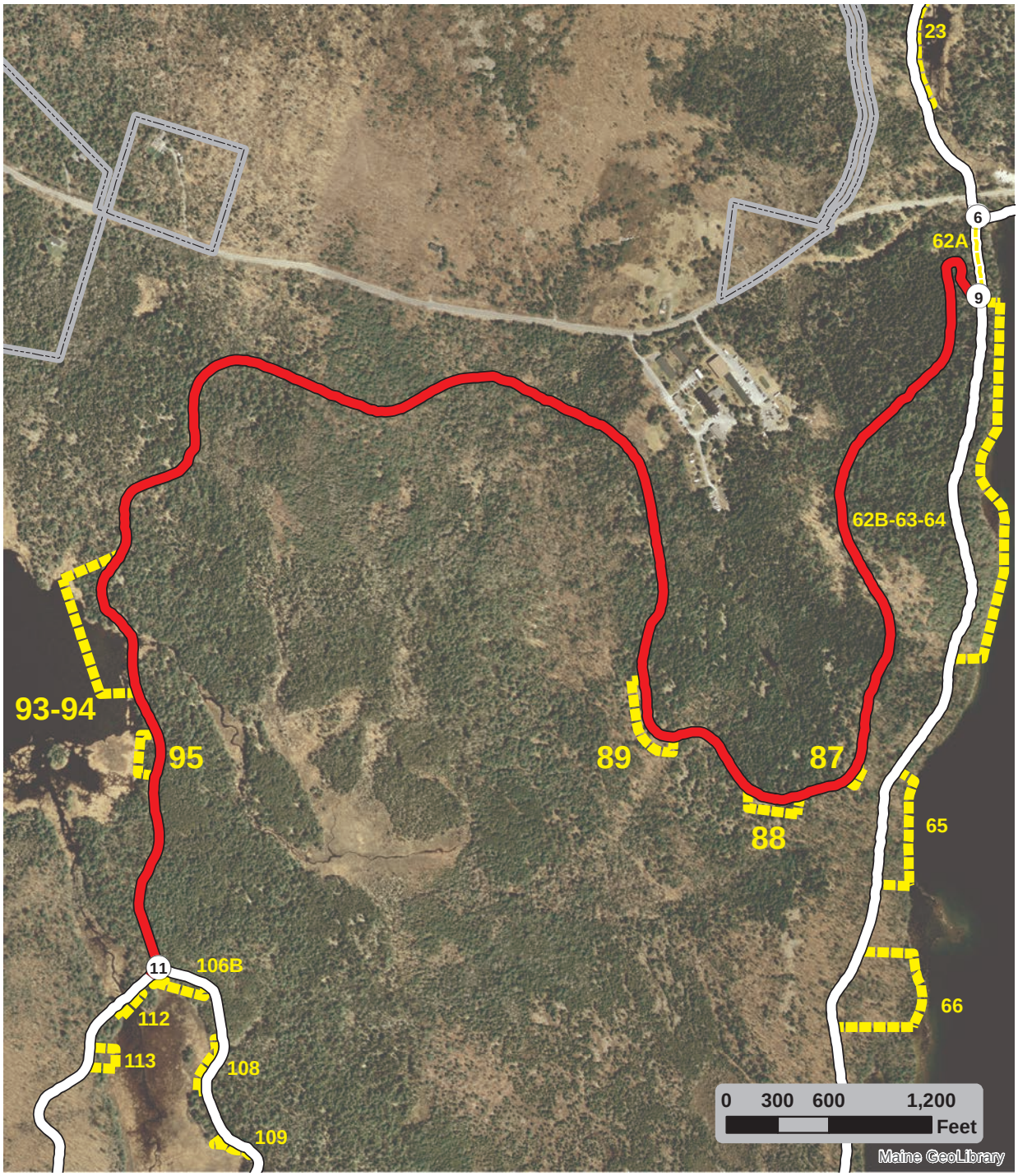
Vista Management Areas
Carriage Road #9-8

Drawing xx

CARRIAGE ROAD 9-11

Carriage 9-11 is located along Upper Aunt Betty Pond Road in the Carriage Road Hadlock and Aunt Betty Bond District. This road segment begins at Intersection 9 (Lat 44.376, Lon -68.253) and continues to the southwest, generally. The approximately 2.5-mile road segment includes five roadside vistas: Vista 87, Vista 88, Vista 93-94, and Vista 95.

The vistas are placed on both sides and look generally to the south and west. The prominent subjects of the vistas located on CR 9-11 include Eagle Lake, Aunt Betty Pond, Cadillac Mountain, and Sargent Mountain.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

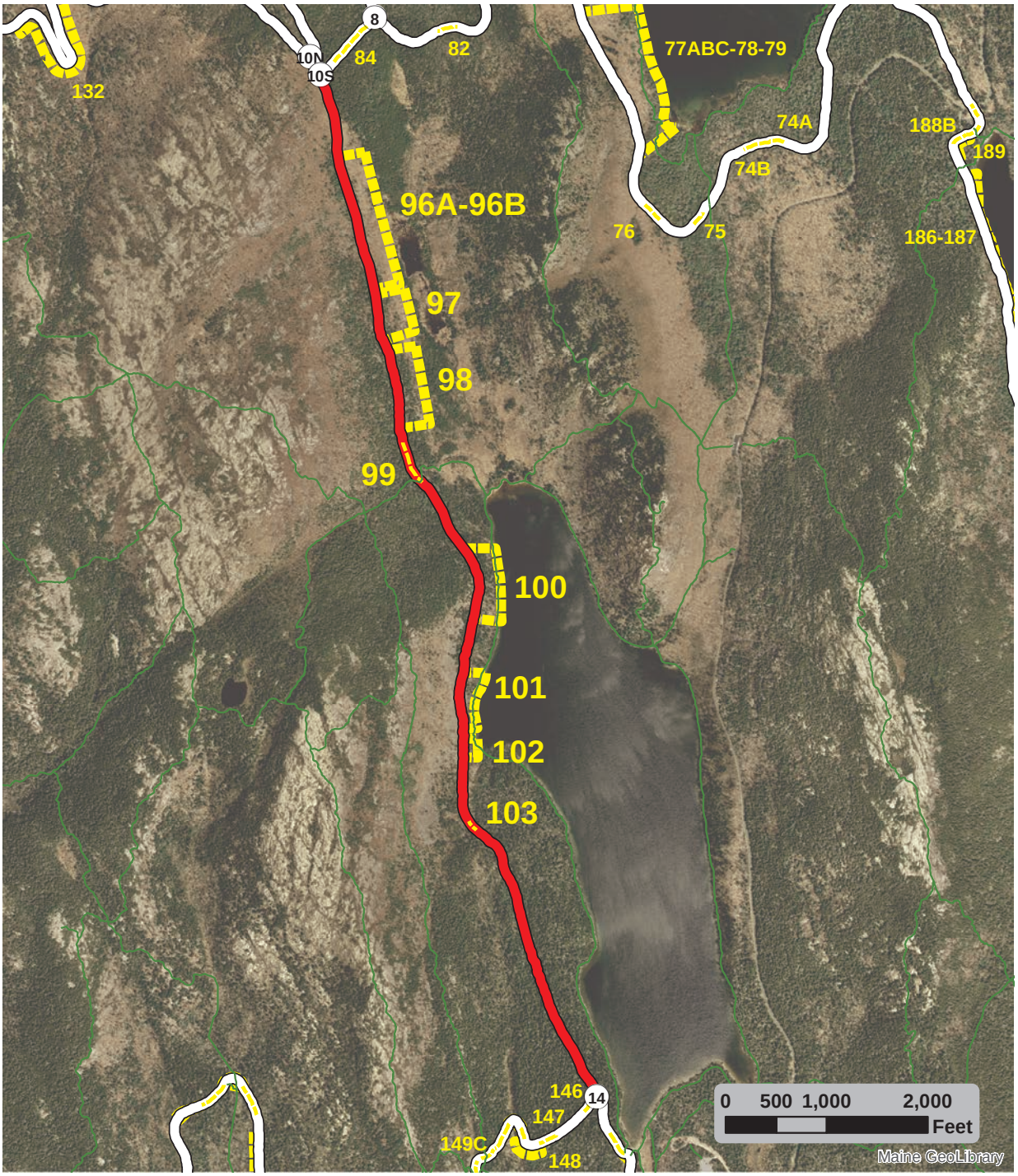
Vista Management Areas
Carriage Road #9-11

Drawing xx

CARRIAGE ROAD 10S-14

Carriage Road 10S-14 is located along Jordan–Sargent Mountain Road in the Carriage Road Jordan and Sargent Mountain District. The road segment begins at Intersection 10S (Lat 44.351, Lon -68.266) and continues south. The approximately 2-mile road segment includes six roadside vistas: Vista 96A-96B, Vista 97, Vista 98, Vista 100, Vista 101, and Vista 102 and two corridor vistas: Vista 99 and Vista 103.

The vistas provide views generally to the east and south. The prominent subjects of the vistas located on CR 10S-14 include The Bubbles, Jordan Pond, and Deer Brook Bridge. Jordan Pond Path and Deer Brook Bridge Trail also intersect with the vistas on this road.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- (2) Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

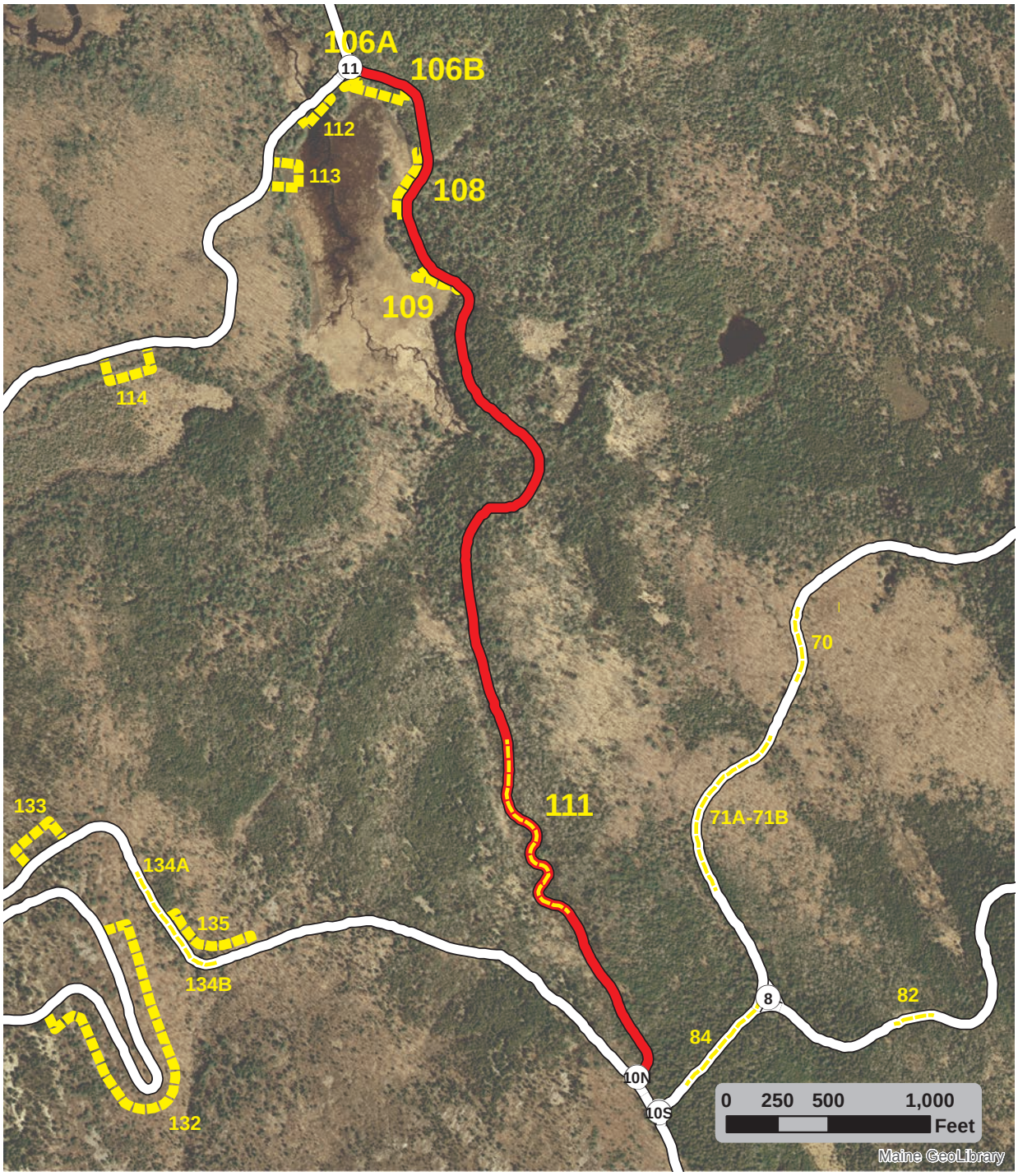
Vista Management Areas
Carriage Road #10S-14

Drawing xx

CARRIAGE ROAD 11-10N

Carriage Road 11-10N is located along Gilmore Meadow–Seven Sisters Road in the Carriage Road Hadlock and Aunt Betty Pond District. This road segment begins at Intersection 11 (Lat 44.365, Lon -68.272) and continues to the southeast, generally. The approximately 1.2-mile road segment includes three roadside vistas: Vista 106B, Vista 108, and Vista 109 and one corridor vista, Vista 111.

The vistas offer views to the west and south, generally. The prominent subjects of the vistas located on CR 11-10N include Gilmore Meadow and Seven Sisters Bridge.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

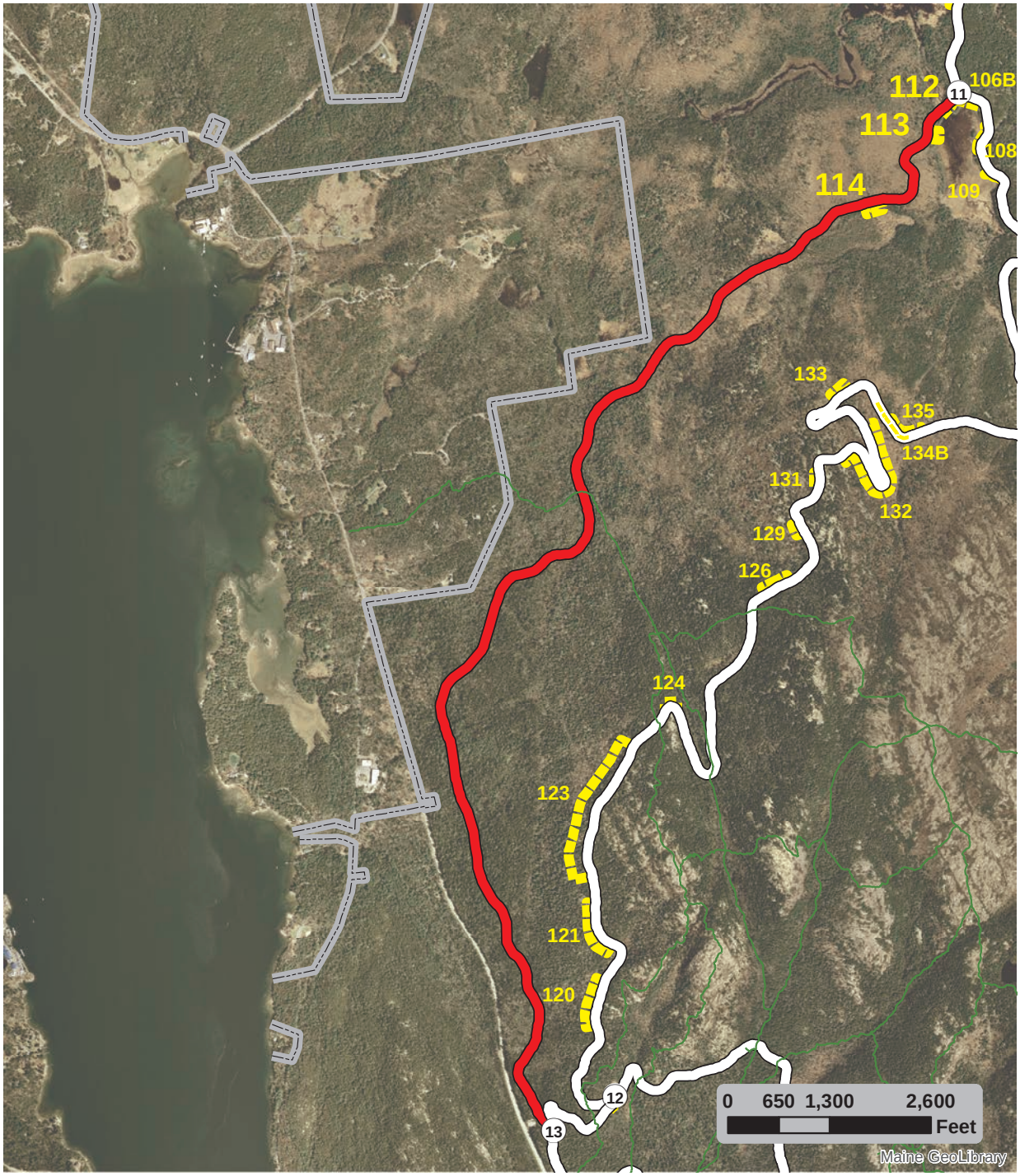
Vista Management Areas
Carriage Road #11-10N

Drawing xx

CARRIAGE ROAD 11-13

Carriage Road 11-13 is located along Gilmore Meadow–Seven Sisters Road in the Carriage Road Hadlock and Aunt Betty Pond District. This road segment begins at Intersection 11 (Lat 44.365, Lon -68.272) and continues to the southwest, generally. The approximately 3.4-mile road segment includes four roadside vistas: Vista 106A, Vista 112, Vista 113, and Vista 114.

The vistas are placed on the left side of the road and look generally to the east and south. The prominent subjects of the vistas located on CR 11-13 include Gilmore Meadow, Sargent Mountain, and a notable wetland.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

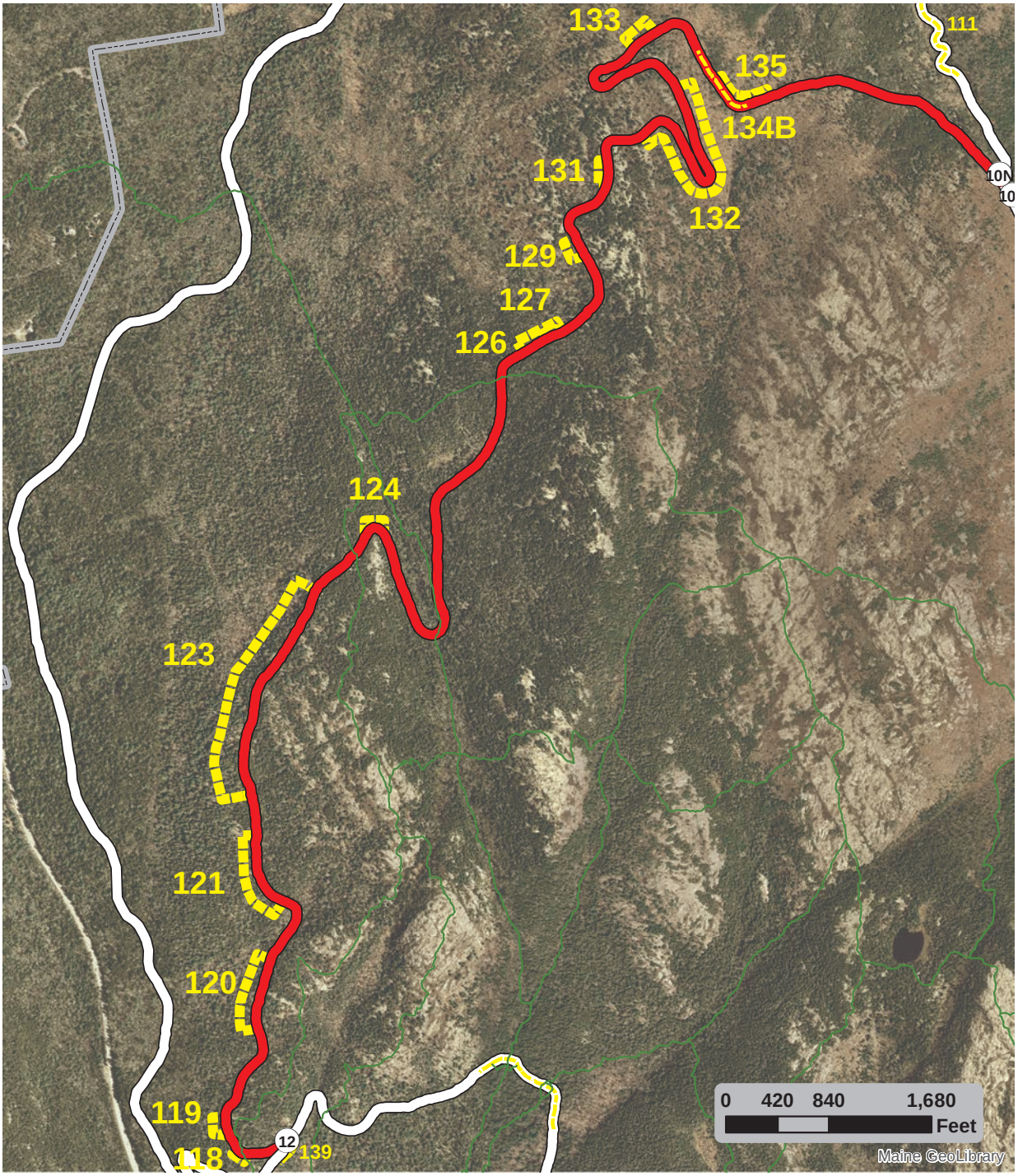
Vista Management Areas
Carriage Road #11-13

Drawing xx

CARRIAGE ROAD 12-10N

Carriage Road 12-10N is located along Jordan–Sargent Mountain Road in the Carriage Road Jordan and Sargent Mountain District. The road segment begins at Intersection 12 (Lat 44.33, Lon -68.289) and continues to the west and south, generally. The approximately 3.7-mile road segment includes thirteen road-side vistas: Vista 118, Vista 119, Vista 120, Vista 121, Vista 123, Vista 124, Vista 126, Vista 127, Vista 129, Vista 131, Vista 132, Vista 133, and Vista 135 and three corridor vistas: Vista 134A, Vista 134B, and Vista 134C.

The vistas on this road segment provide views in all directions. The prominent subjects of the vistas located on CR 12-10N include Somes Sound, Upper Hadlock Pond, Aunt Betty Pond, Gilmore Meadow, Sargent Mountain, Southwest Valley, and Chasm Brook Bridge. Parkman Mountain Trail also intersects with the vistas on this road.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

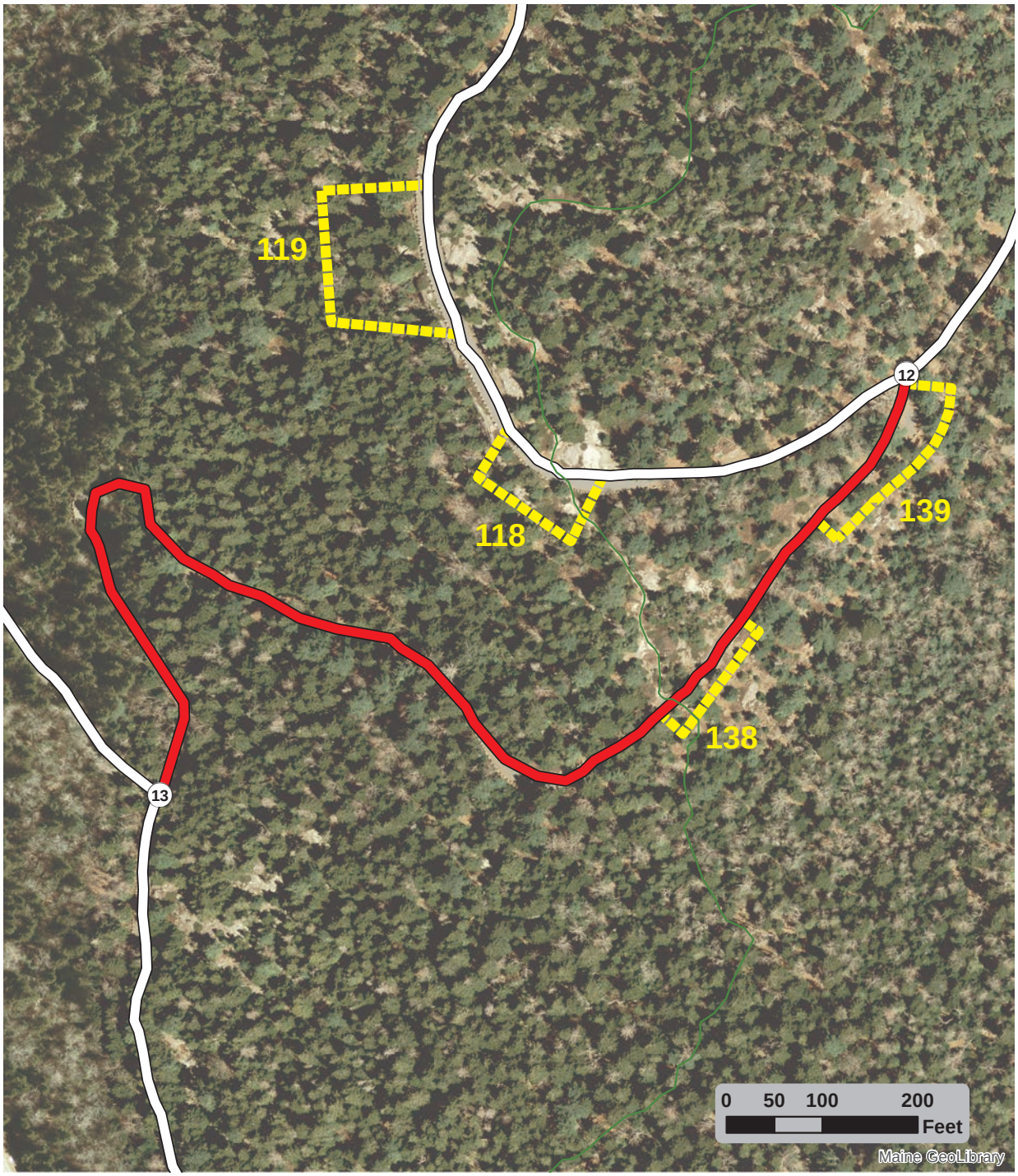
Vista Management Areas
Carriage Road #12-10N

Drawing xx

CARRIAGE ROAD 13-12

Carriage Road 13-12 is located along Jordan–Sargent Mountain Road in the Carriage Road Jordan and Sargent Mountain District. The road segment begins at Intersection 13 (Lat 44.329, Lon -68.292) and continues to the northeast, generally. The approximately 0.3-mile road segment includes two roadside vistas: Vista 138 and Vista 139.

The vistas are placed on the right side of the road and provide views generally to the southeast. The prominent subjects of the vistas located on CR 13-12 include Upper Hadlock Pond and Norumbega Mountain. Parkman Mountain Trail also intersects with the vistas on this road.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

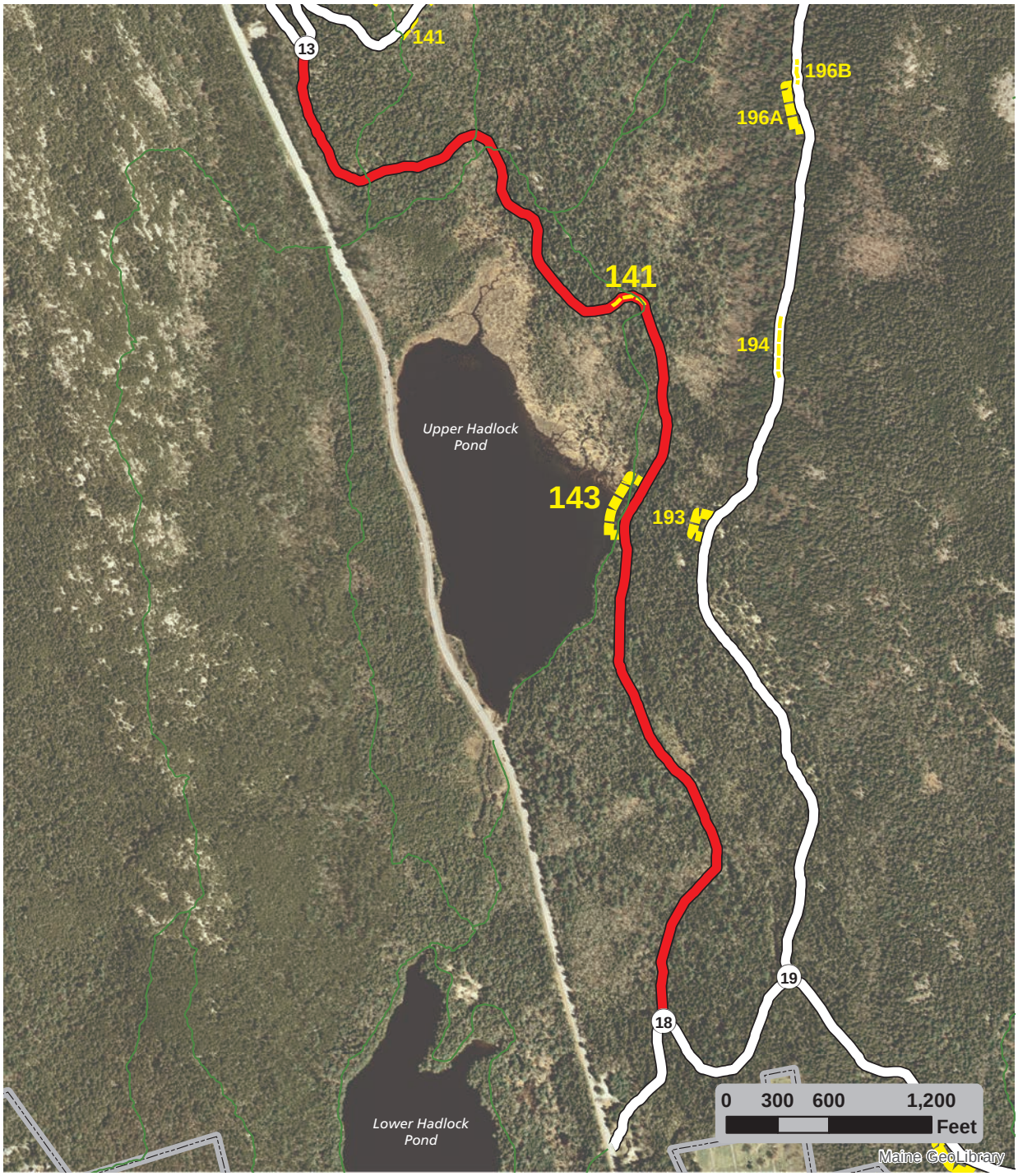
Vista Management Areas
Carriage Road #13-12

Drawing xx

CARRIAGE ROAD 13-18

Carriage Road 13-18 is located along Hadlock Bridge Path in the Carriage Road Hadlock and Aunt Betty Pond District. This road segment begins at Intersection 13 (Lat 44.329, Lon -68.292) and continues to the southeast, generally. The approximately 1.5-mile road segment includes one corridor vista, Vista 141, and one roadside vista, Vista 143.

The vistas provide views to the east and west. The prominent subjects of the vistas located along CR 13-18 include Hadlock Brook Bridge and Upper Hadlock Pond. The Hadlock Ponds Trail also intersects with the vistas on this road.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

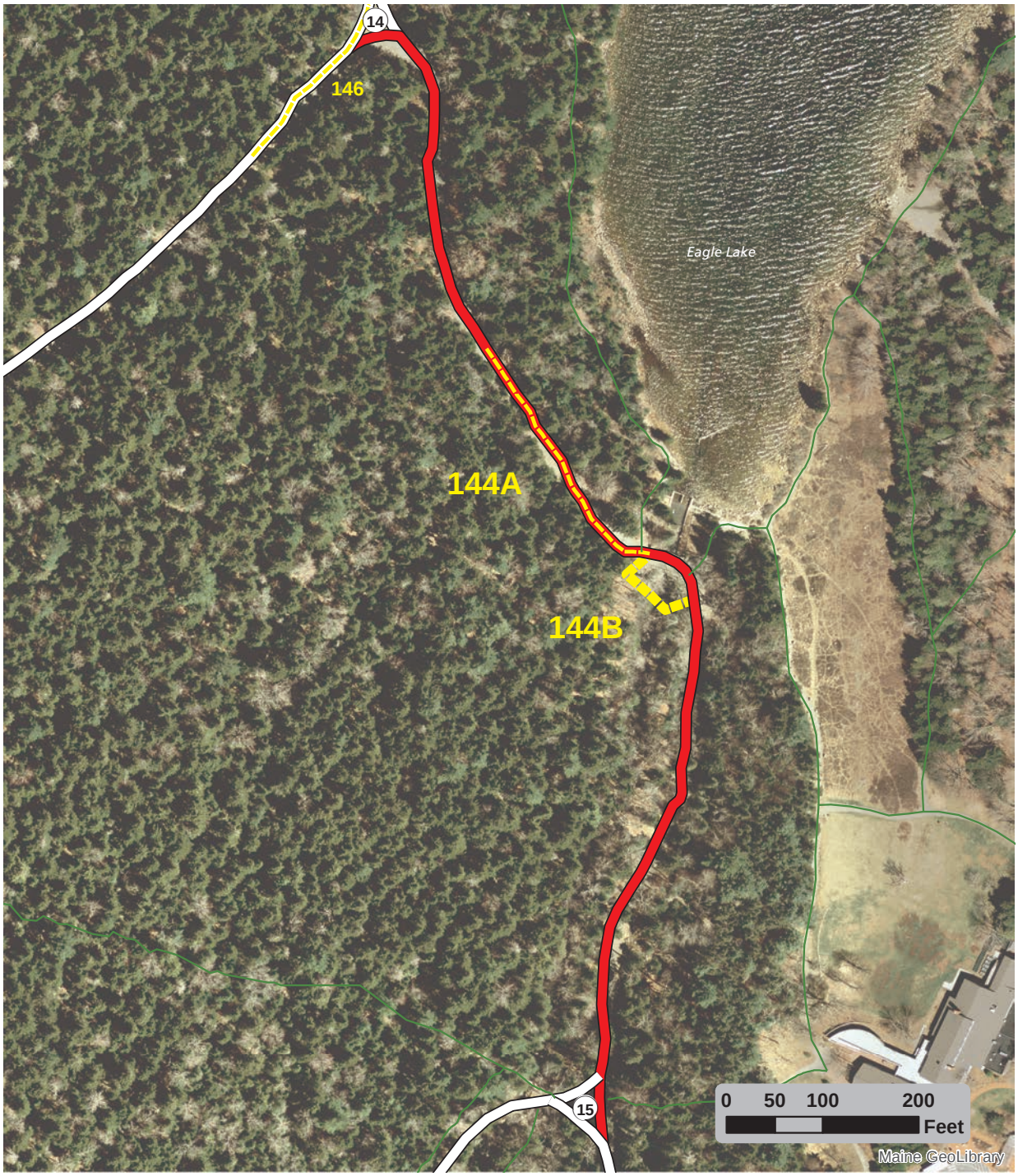
Vista Management Areas
Carriage Road #13-18

Drawing xx

CARRIAGE ROAD 14-15

Carriage Road 14-15 is located along Jordan–Sargent Mountain Road in the Carriage Road Jordan and Sargent Mountain District. The road segment begins at Intersection 14 (Lat 44.323, Lon -68.256) and continues to the south. The approximately 0.25-mile road segment includes one corridor vista, Vista 144A, and two roadside vistas, Vista 144B and Vista 144C.

The vistas are placed on both sides of the road and provide views generally to the south, east, and west. The prominent subjects of the vistas located on CR 14-15 include Jordan Pond Bridge, Jordan Pond, and The Bubbles. Jordan Pond Path also intersects with the vistas on this road.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

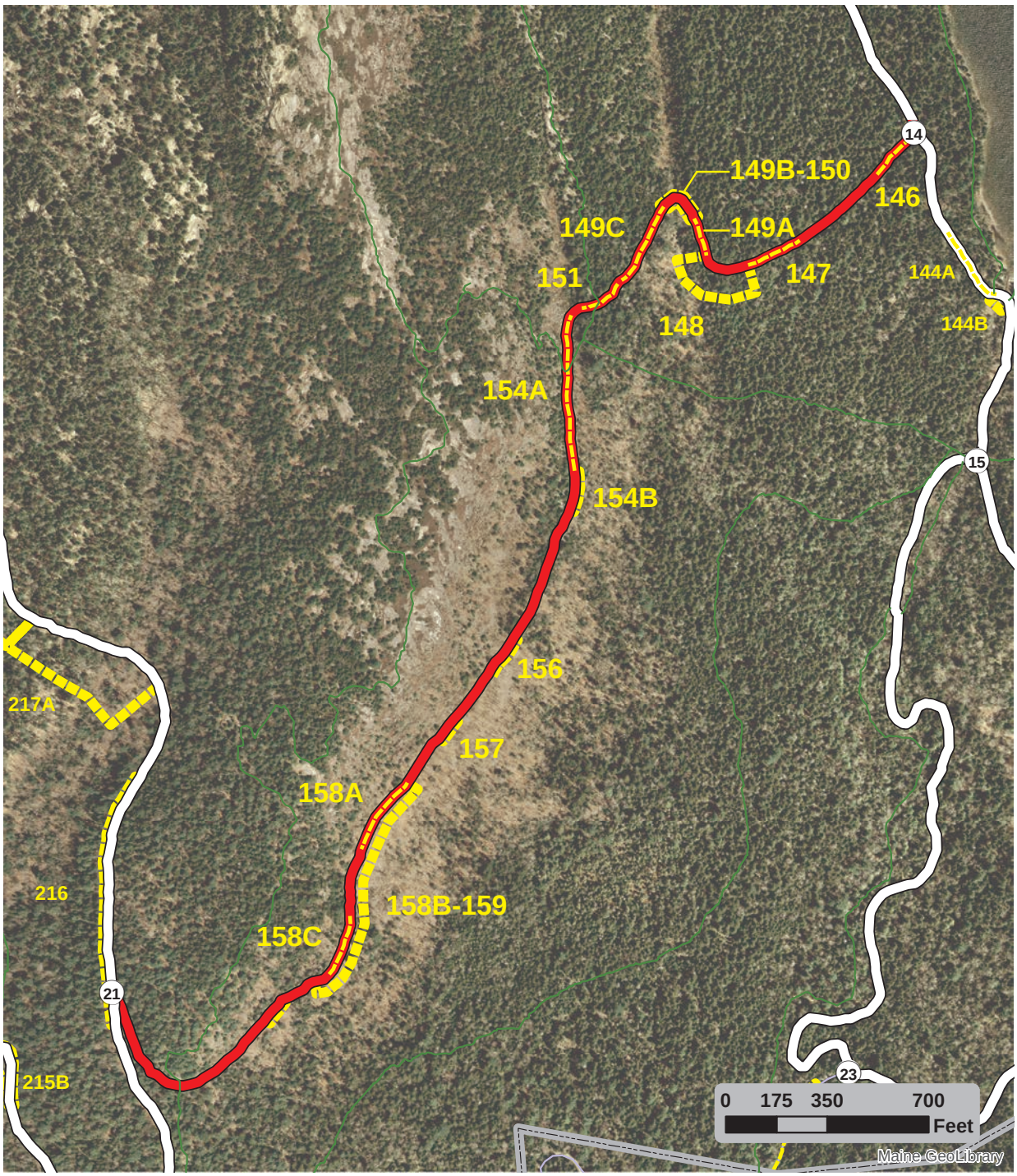
Vista Management Areas
Carriage Road #14-15

Drawing xx

CARRIAGE ROAD 14-21

Carriage Road 14-21 is located along Jordan–Sargent Mountain Road in the Carriage Road Jordan and Sargent Mountain District. The road segment begins at Intersection 14 (Lat 44.323, Lon -68.256) and continues to the southwest, generally. The approximately 1-mile road segment includes eight corridor vistas: Vista 146, Vista 147, Vista 149A, Vista 149C, Vista 151, Vista 154A, and Vista 158B-159 and seven roadside vistas: Vista 148, Vista 149B-150, Vista 154B, Vista 156, and Vista 160.

The vistas on this road segment provide views in all directions. The prominent subjects of the vistas located on CR 14-21 include Pemetic Mountain, Jordan Ridge, West Branch Bridge, Cliffside Bridge, Northeast Harbor, and Long Pond. Penobscot Mountain Trail also intersects with the vistas on this road.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

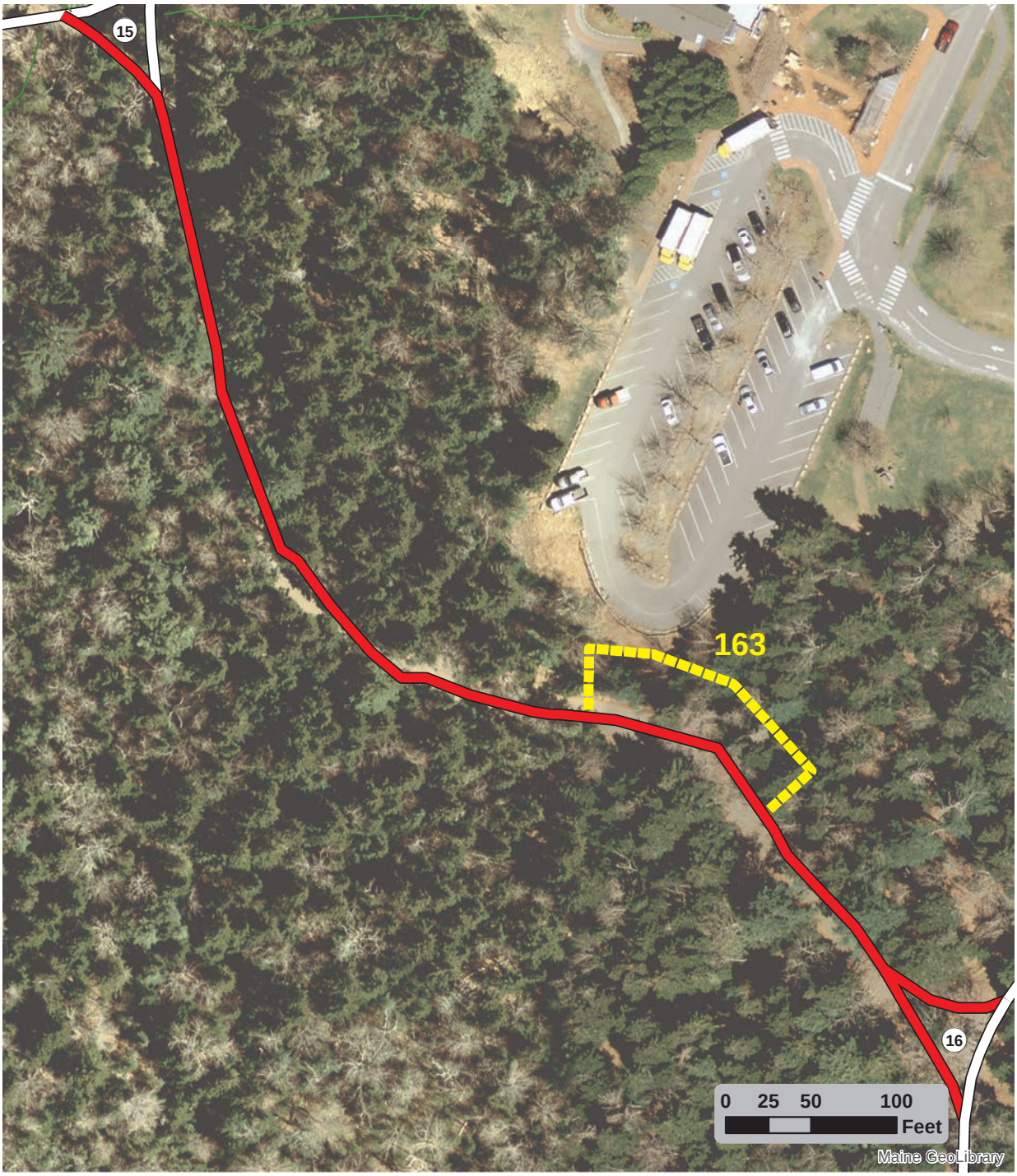
Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Managed Areas
Carriage Road #14-21

Drawing xx

CARRIAGE ROAD 15-16

Carriage Road 15-16 is located along Jordan Pond Road in the Carriage Road Jordan and Sargent Mountain District. The road segment begins at Intersection 15 (Lat 44.32, Lon -68.255) and continues to the southeast, generally. The approximately 0.16-mile road segment includes one roadside vista: Vista 163.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Carriage Road #15-16

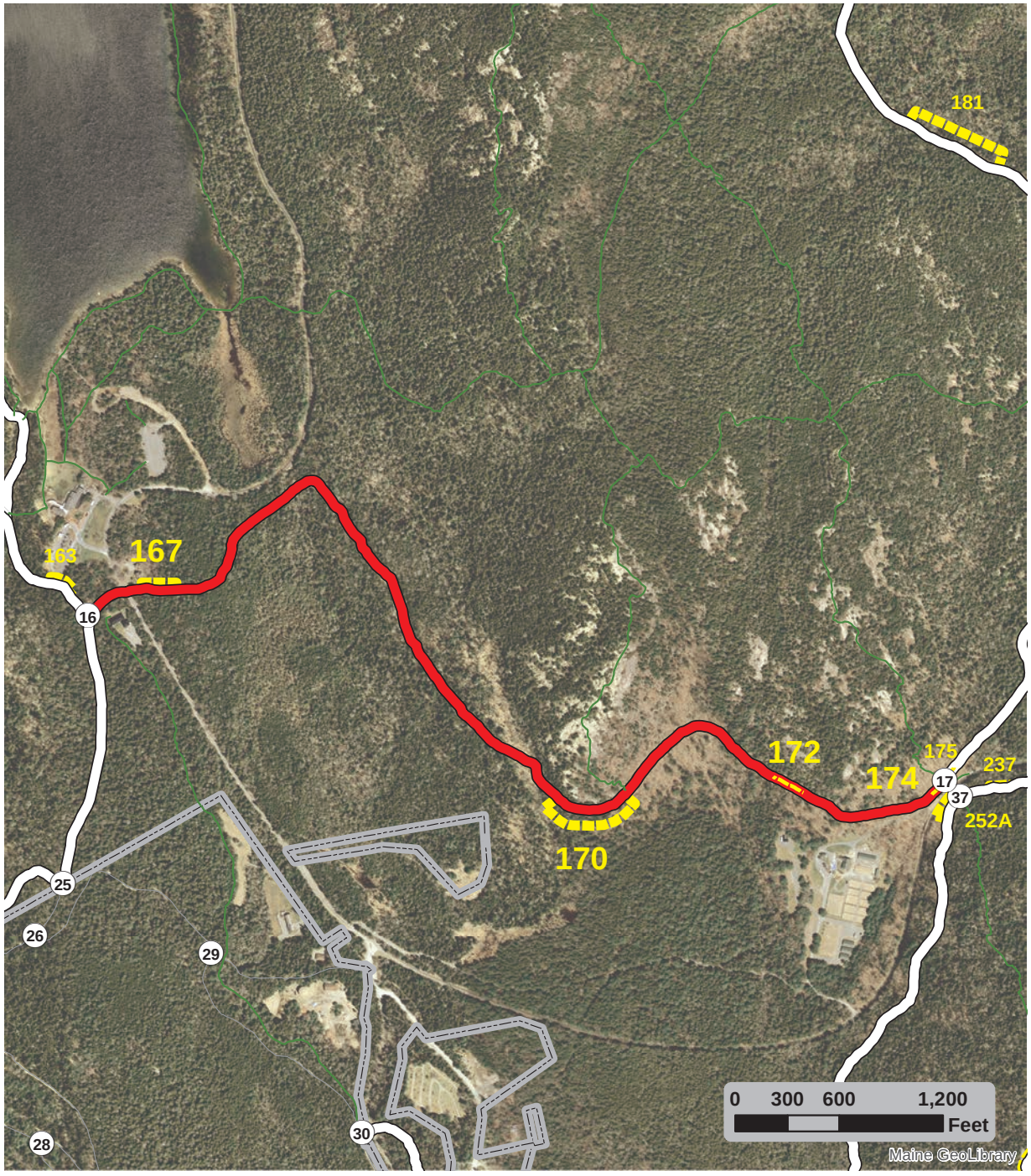
Drawing xx

CARRIAGE ROAD 16-17

Carriage Road 16-17 is located along Jordan Pond House Road in the Carriage Road Bubble Pond and Day Mountain District. This road segment begins at Intersection 16 (Lat 44.319, Lon -68.253) and continues generally to the southeast. The approximately 1.3-mile road segment includes two roadside vistas: Vista 167 and Vista 170, and two corridor vistas: Vista 172 and Vista 174.

The vistas on this road segment provide views to all directions. The prominent subjects of the vistas located on CR 16-17 include Jordan Pond House, Triad–Day Mountain Bridge, The Triad, and the ocean.

*2020 segment map missing



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND
- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

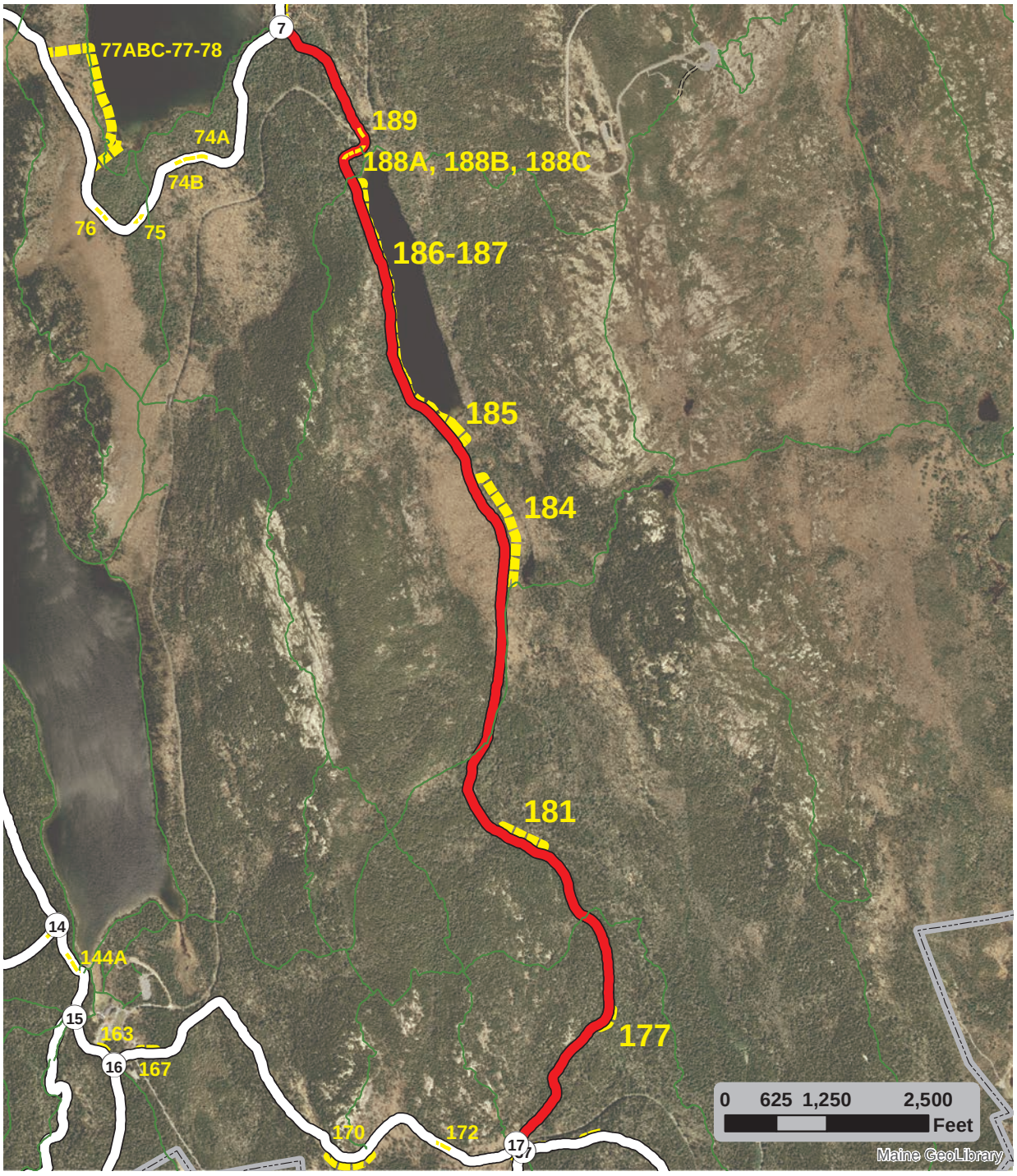
Vista Management Areas
Carriage Road #16-17

Drawing xx

CARRIAGE ROAD 17-7

Carriage Road 17-7 is located along Bubble Pond Road in the Carriage Road Bubble Pond and Day Mountain District. This road segment begins at Intersection 17 (Lat 44.316, Lon -68.234) and continues generally to the north. The approximately 3.1-mile road segment includes five corridor vistas: Vista 175, Vista 188A, Vista 188B, Vista 188C, and Vista 189, and five roadside vistas: Vista 177, Vista 181, Vista 184, Vista 185, and Vista 186-187.

The vistas on this road segment provide views to all directions. The prominent subjects of the vistas located on CR 17-7 include Day Mountain, Pemetic Mountain, Cadillac Mountain, Bubble Pond, Triad-Day Mountain Bridge, and Bubble Pond Bridge. Day Mountain Trail also intersects with the vistas on this road segment.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

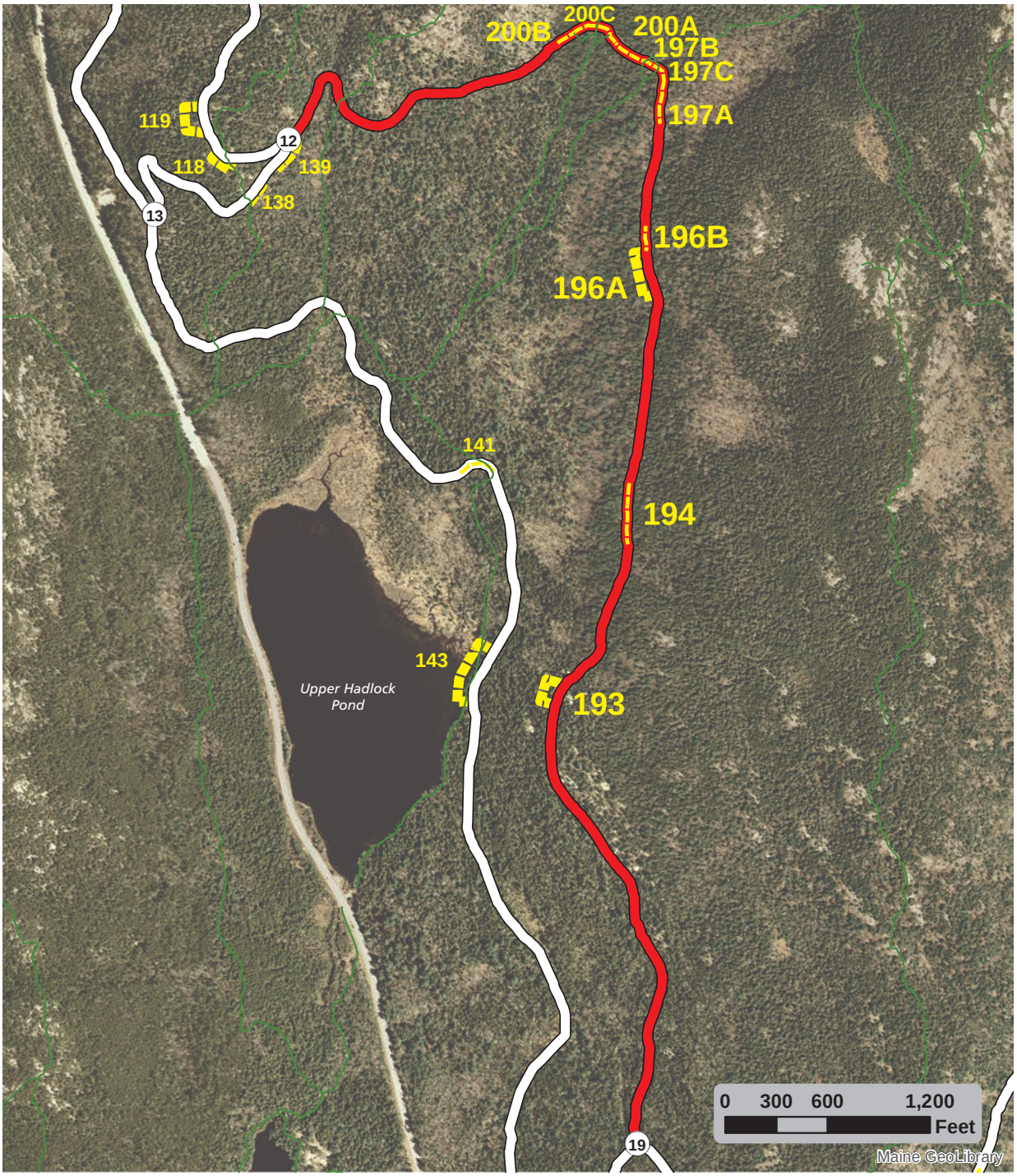
Vista Management Areas
Carriage Road #17-7

Drawing xx

CARRIAGE ROAD 19-12

Carriage Road 19-12 is located along Jordan–Sargent Mountain Road in the Carriage Road Jordan and Sargent Mountain District. The road segment begins at Intersection 19 (Lat 44.314, Lon -68.281) and continues to the east and south, generally. The approximately 1.8-mile road segment includes two roadside vistas: Vista 193 and Vista 196A, and nine corridor vistas: Vista 194, Vista 196B, Vista 197A, Vista 197B, Vista 197C, Vista 197D, Vista 200A, Vista 200B, and Vista 200C.

The vistas on this road segment provide views in all directions. The prominent subjects of the vistas located on CR 19-12 include Upper Hadlock Pond, Parkman Mountain, Norumbega Mountain, Bald Peak, Hemlock Bridge, and Waterfall Bridge. Hadlock Brook Trail also intersects with the vistas on this road.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

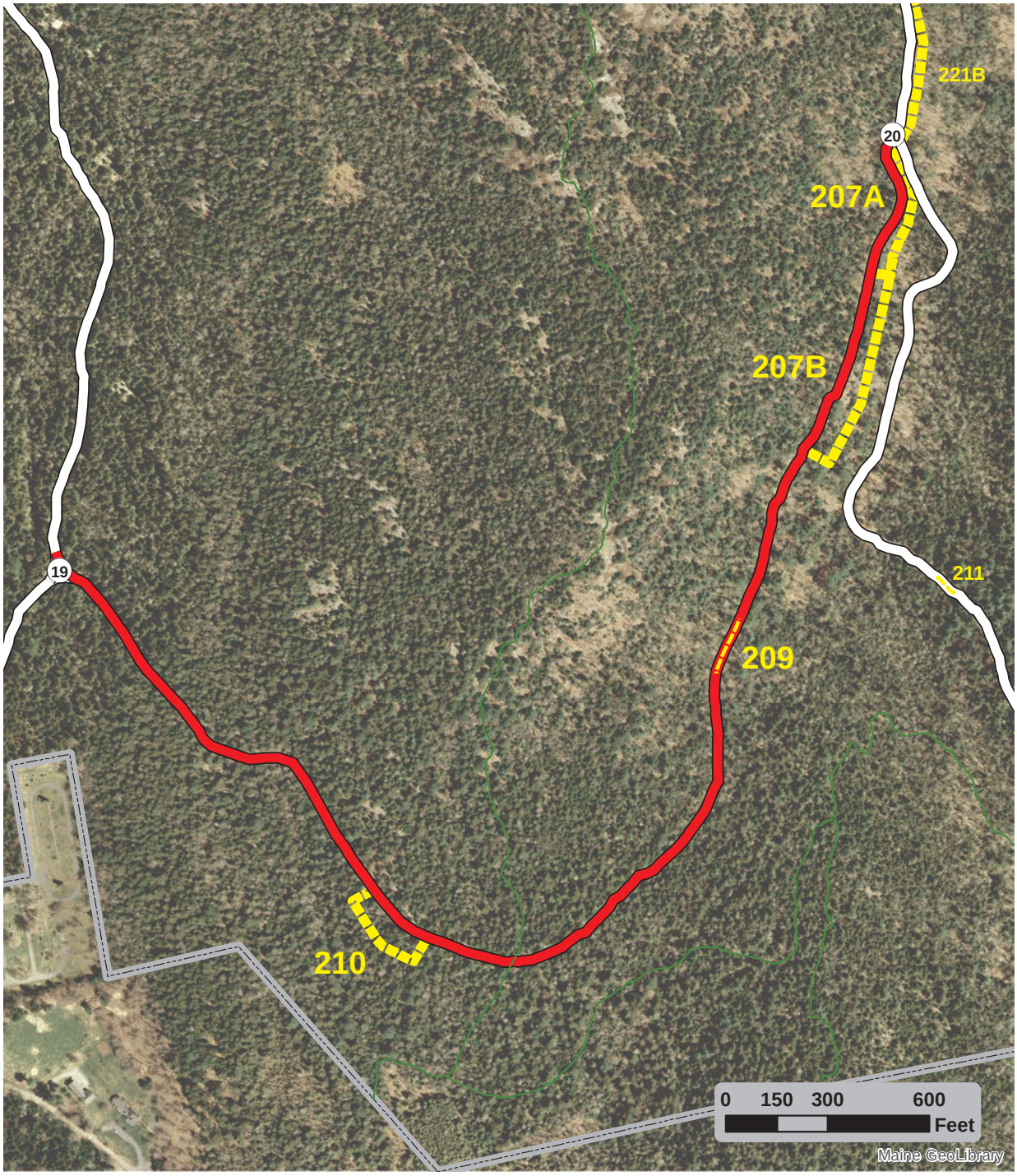
Vista Management Areas
Carriage Road #19-12

Drawing xx

CARRIAGE ROAD 20-19

Carriage Road 20-19 is located along Asticou–Jordan Pond Road in the Carriage Road Jordan and Sargent Mountain District. The road segment begins at Intersection 20 (Lat 44.318, Lon -68.272) and continues to the southwest, generally. The approximately 0.9-mile road segment includes three side vistas: Vista 207A, Vista 207B, and Vista 210 and one corridor vista: Vista 209.

The vistas on this road segment provide views in all directions. The prominent subjects of the vistas located on CR 20-19 include Jordan Ridge and the ocean.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

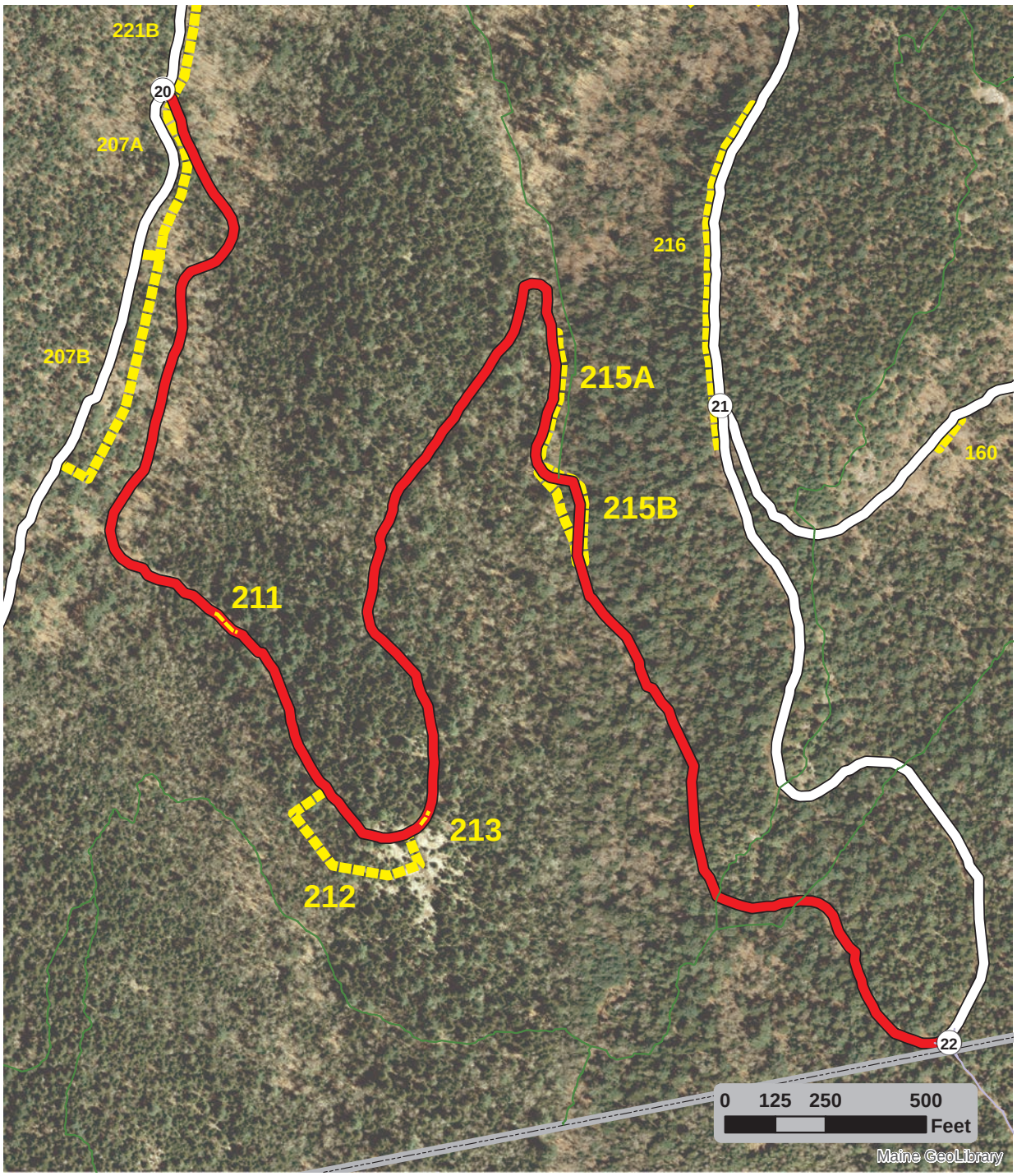
Vista Management Area
Carriage Road #20-19

Drawing xx

CARRIAGE ROAD 20-22

Carriage Road 20-22 is located along Little Harbor Brook Road in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 20 (Lat 44.318, Lon -68.272) and continues to the southeast, generally. The approximately 1.25-mile road segment includes two corridor vistas: Vista 211 and Vista 213, and three roadside vistas: Vista 212, Vista 215A, and Vista 215B.

The vistas on this road segment look in all directions. The prominent subjects of the vistas located on CR 20-22 include Jordan Ridge, Little Brook Harbor Bridge, and the ocean.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

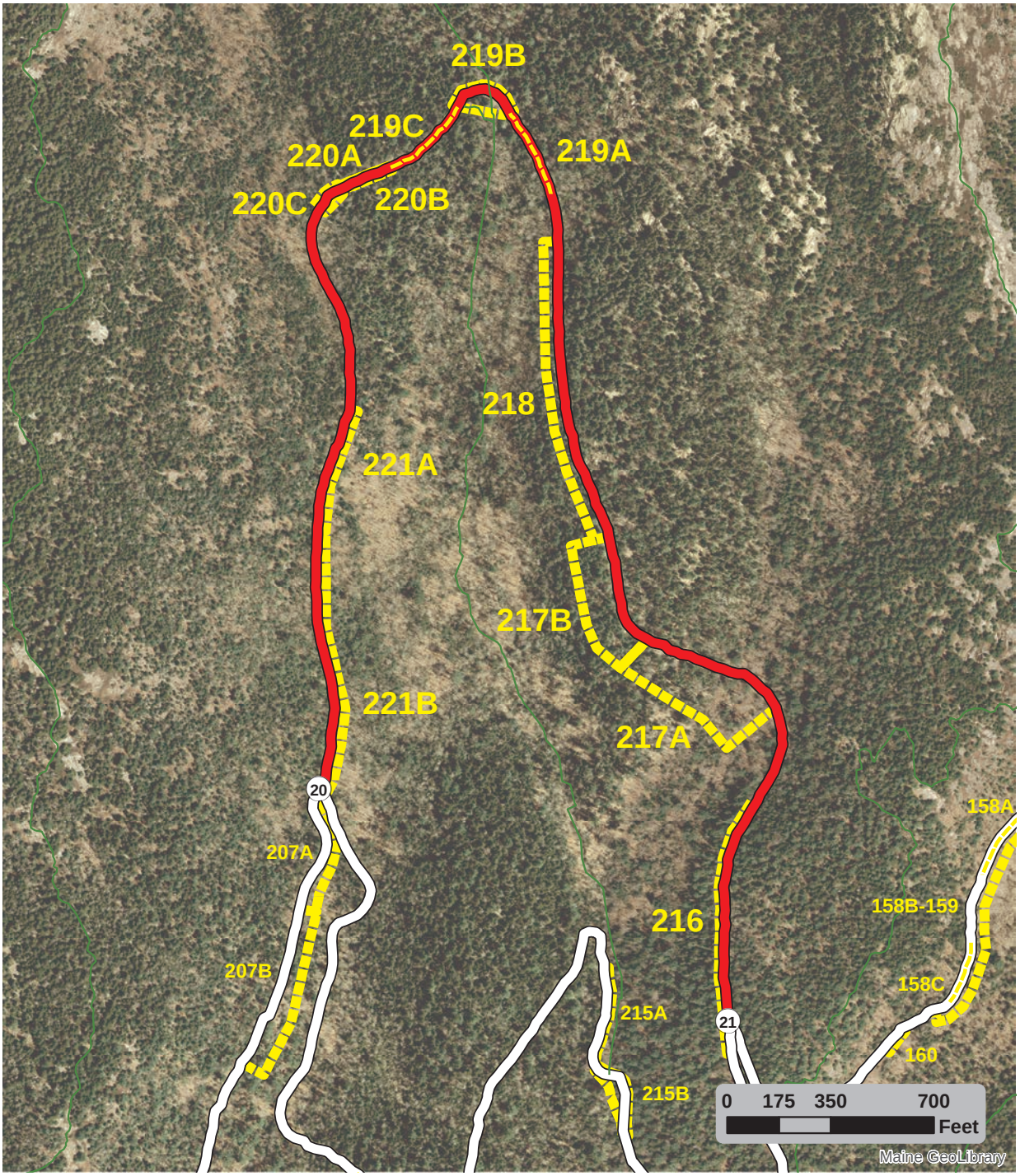
Vista Management Areas
Carriage Road #20-22

Drawing xx

CARRIAGE ROAD 21-20

Carriage Road 21-20 is located along Amphitheater Road in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 21 (Lat 44.315, Lon -68.267) and continues to the northwest, generally. The approximately 1.2-mile road segment includes seven roadside vistas: Vista 216, Vista 217A, Vista 217B, Vista 218, Vista 219B, Vista 221A, and Vista 221B, and two corridor vistas: Vista 219A and Vista 219C.

The vistas on this road segment provide views to all directions. The prominent subjects of the vistas located on CR 21-20 include Jordan Ridge, Somes Sound, and Amphitheater Bridge. Amphitheater Trail also intersects with the vistas on this road segment.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

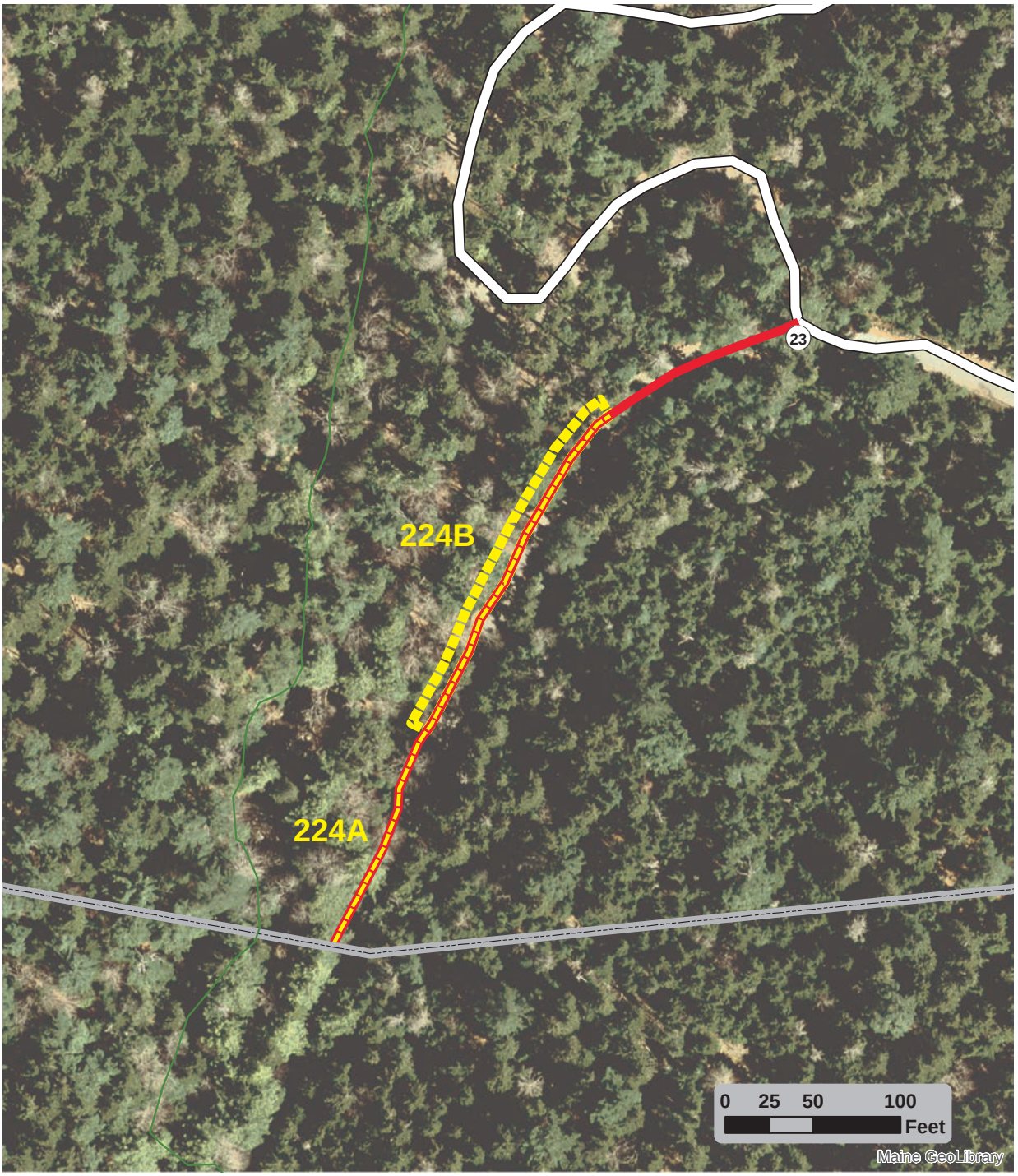
Vista Management Areas
Carriage Road #21-20

Drawing xx

CARRIAGE ROAD 23-24

Carriage Road 23-24 is located along Jordan Stream Road in the Carriage Road Eagle Lake and Witch Hole Pond District. This road segment begins at Intersection 23 (Lat 44.315, Lon -68.257) and continues to the southwest. The approximately 0.12-mile road segment includes one corridor vista, Vista 224A, and one roadside vista, Vista 224B.

The vistas on this road provide views generally to the southwest. The prominent subject of the vistas located on CR 23-24 is Cobblestone Bridge.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Area
Carriage Road #23-24

Drawing xx

CARRIAGE ROAD 25-23

Carriage Road 25-23 is located along Jordan Pond Road in the Carriage Road Bubble Pond and Day Mountain District. This road segment begins at Intersection 25 (Lat 44.314, Lon -68.254) and continues generally to the west. The approximately 0.2-mile road segment includes one corridor vista, Vista 226.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

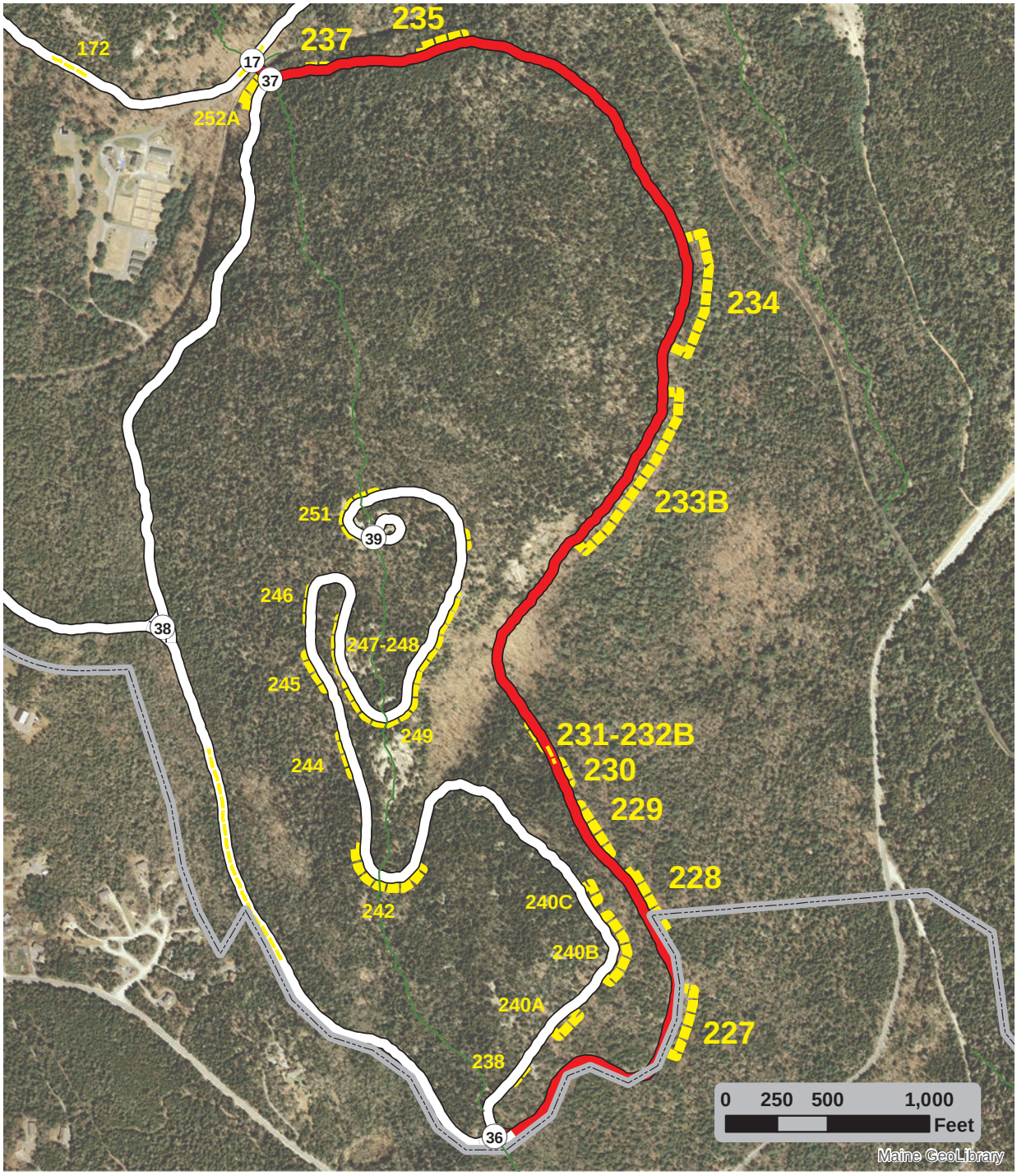
Vista Management Area
Carriage Road #25-23

Drawing xx

CARRIAGE ROAD 36-37

Carriage Road 36-37 is located along Day Mountain Loop in the Carriage Road Bubble Pond and Day Mountain District. This road segment begins at Intersection 36 (Lat 44.301, Lon -68.23) and continues to the northeast, generally. The approximately 1.5-mile road segment includes nine roadside vistas: Vista 227, Vista 228, Vista 229, Vista 231-232B, Vista 233B, Vista 234, Vista 235, and Vista 237, and one corridor vista, Vista 231-232A.

The vistas on this road segment provide views generally to the north and east. The prominent subjects of the vistas located on CR 36-37 include Eagles Crag, Day Mountain, Cadillac Mountain, Otter Cove, and the ocean.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

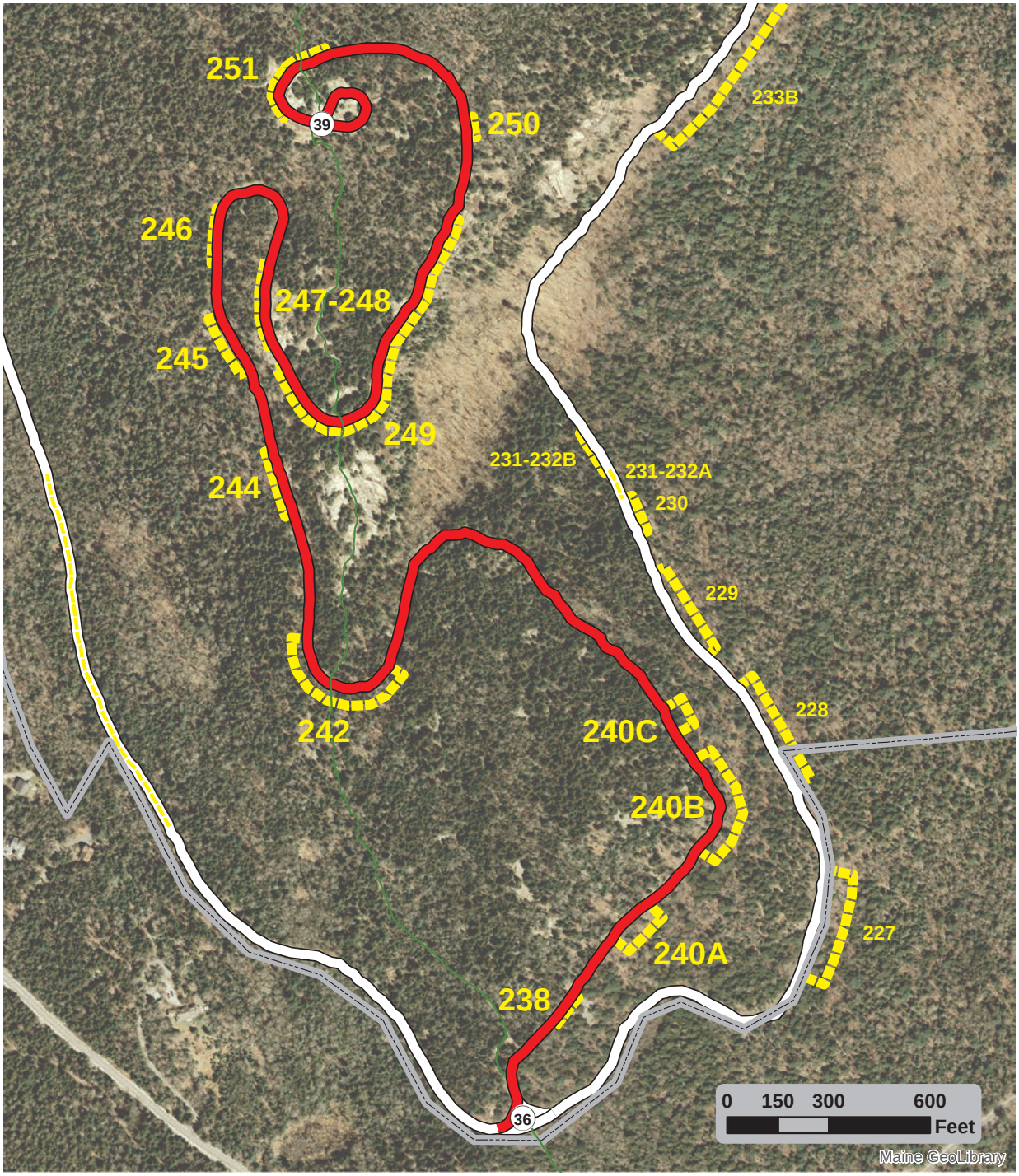
Vista Management Areas
Carriage Road #36-37

Drawing xx

CARRIAGE ROAD 36-39

Carriage Road 36-39 is located along Day Mountain Peak Road in the Carriage Road Bubble Pond and Day Mountain District. This road segment begins at Intersection 36 (Lat 44.301, Lon -68.23) and continues to the north, generally. The approximate 1.5-mile road segment includes twelve roadside vistas: Vista 238, Vista 240A, Vista 240B, Vista 240C, Vista 242, Vista 244, Vista 245, Vista 246, Vista 247-248, Vista 249, Vista 250, and Vista 251.

The vistas on this road segment provide views to all directions. The prominent subjects of the vistas located on CR 36-39 include Northeast Harbor, Seal Harbor, Jordan Pond, Otter Cove, and Jordan Ridge. Day Mountain Trail also intersects with the vistas on this road segment.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

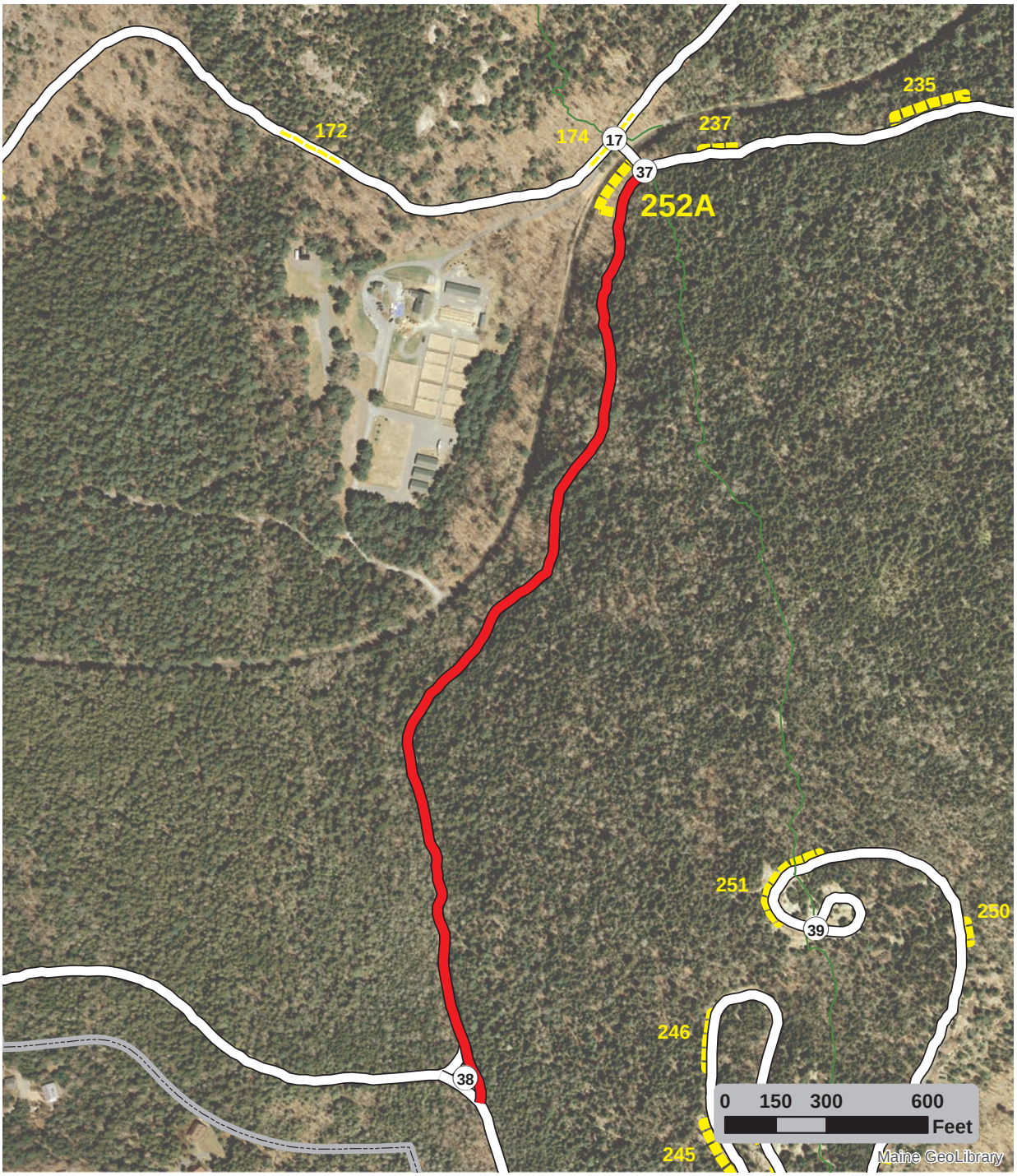
Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Carriage Road #36-39

Drawing xx

CARRIAGE ROAD 37-38

Carriage Road 37-38 is located along Day Mountain Loop in the Carriage Road Bubble Pond and Day Mountain District. This road segment begins at Intersection 37 (Lat 44.316, Lon -68.234) and continues to the south. The approximately 0.5-mile road segment includes one roadside vista: Vista 252A.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Carriage Road #37-38

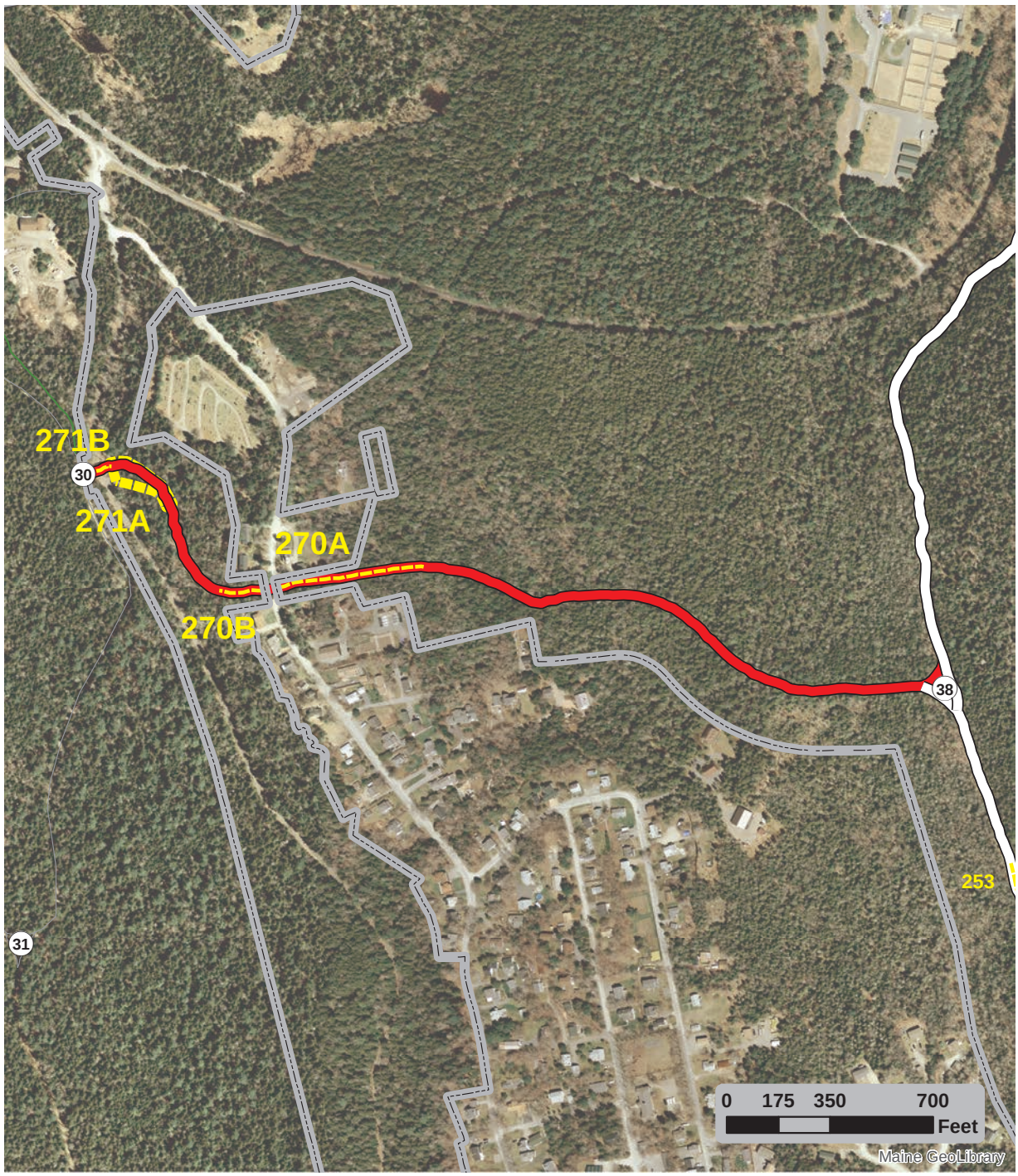
Drawing xx

CARRIAGE ROAD 38-30

Carriage Road 38-30 is located along an unnamed road in the Carriage Road Bubble Pond and Day Mountain District. This road segment begins at Intersection 38 (Lat 44.308, Lon -68.236) and continues to the west. The approximately 0.6-mile road segment includes three corridor vistas: Vista 270A, Vista 270B, and Vista 271B, and one roadside vista, Vista 271A.

The vistas on this road segment provide views generally to the east and west. The prominent subjects of the vistas located on CR 38-30 are Jordan Pond–Seal Harbor Bridge and Stanley Brook Bridge.

*2020 segment plan missing



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

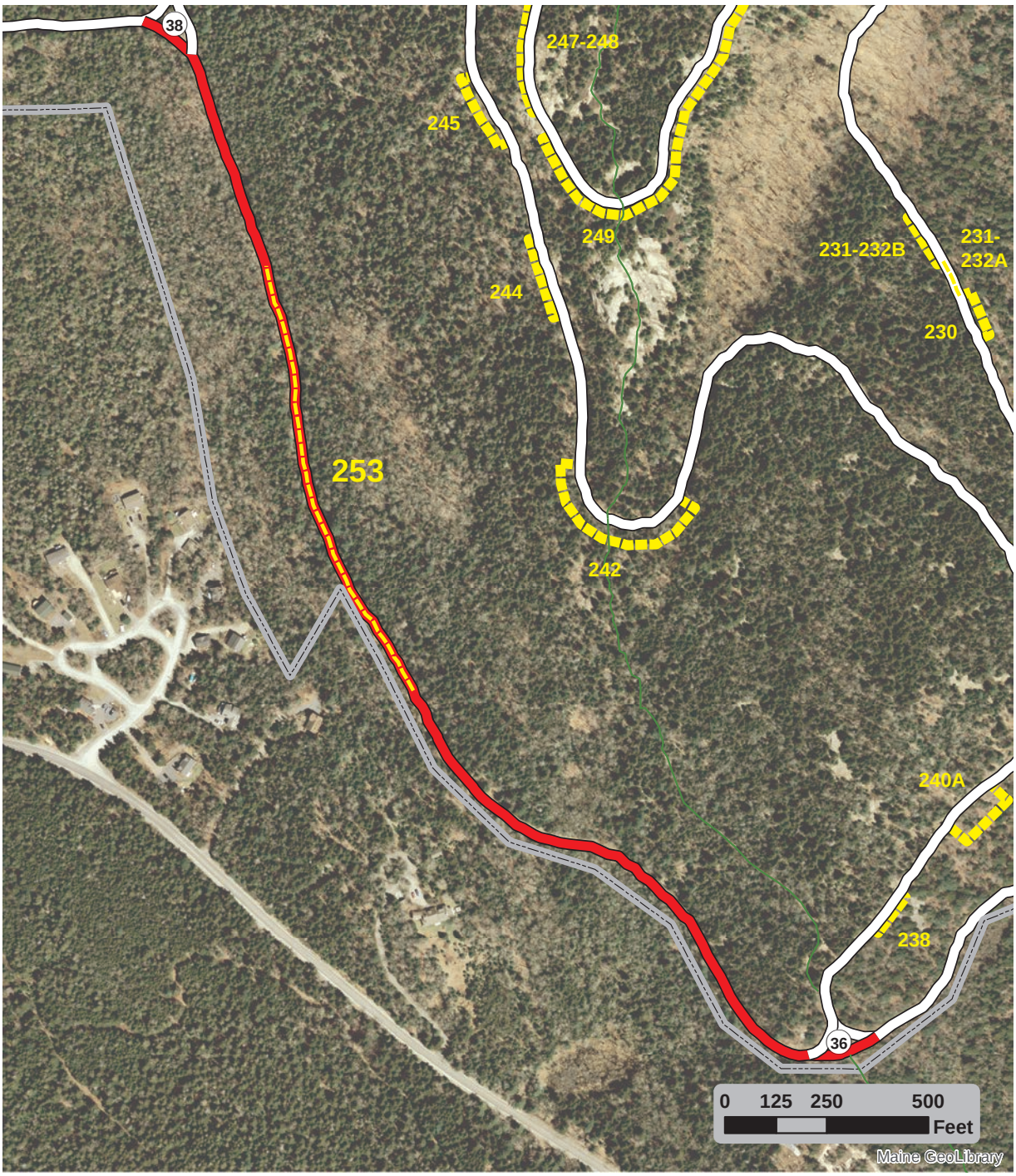
Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Carriage Road #38-30

Drawing xx

CARRIAGE ROAD 38-36

Carriage Road 38-36 is located along Day Mountain Loop in the Carriage Road Bubble Pond and Day Mountain District. This road segment begins at Intersection 38 (Lat 44.308, Lon -68.236) and continues to the southeast, generally. The approximately 0.6-mile road segment includes one corridor vista: Vista 253.



DRAWN BY
Rebekah Everett, OCLP, 2020
ESRI ArcMap ver.10.6, Adobe Illustrator CC ver.22.0.1

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, 2014
3. Field work, 2018-2019
4. Pressley Vista Assessment Report, 1995

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

LEGEND

- Subject Carriage Road
- Other Carriage Road
- Motor Road System
- Hiking Trail System
- Other Road
- Carriage Road Bridge
- Park Boundary
- 10' Contour
- Pressley Vista
- Guardwall
- Wall
- Corridor Vista
- Vista Center Front (feet)
- Vista Left / Right Front (feet)
- Carriage Road Sign
- Culvert
- Carriage Road Intersection
- Proposed Limits of Vista Management

Vista Management Plan
Historic Carriage Road System
Acadia National Park

Vista Management Areas
Carriage Road #38-36

Drawing xx

APPENDIX C

TABULAR VISTA DATA

The following table compiles locational and dimensional data for the carriage road vistas, organized by vista number. Column headings are described as follows:

- CR Segment: Carriage Road segment number. First number indicates the start point.
- CR District: EL-WH (Eagle Lake and Witch Hole Pond), H-ABP (Hadlock and Aunt Betty Pond), JM-SM (Jordan and Sargent Mountain), BP-DM (Bubble Pond and Day Mountain.
- CR Segment Name: Historical name of the road.
- Vista #: Current vista number.
- Vista Type: Side (view outward from the road edge), Corridor (view follows the road centerline), or Single Point.
- MP Start: Mileage Point Start, which is the start point of the vista at the road centerline, measured in feet from the beginning point (0) of the carriage road segment.
- MP Center: Mileage Point Center, which is the center point of the vista at the road centerline, measured in feet from the beginning point (0) of the carriage road segment. This point is only applicable for "side" views.
- MP End: Mileage Point End, which is the endpoint of the vista at the road centerline, measured in feet from the beginning point (0) of the carriage road segment.
- Center/Start Latitude: Latitude data of the vista start point.
- Center/Start Longitude: Longitude data of the vista end point.
- Approx. Area (acres): Approximate size of the vista management area, in acres.
- Total Length (feet): Distance of the vista, measured from start point to end point.
- Pressley Vista CRV(s): Original 1995 Pressley vistas numbers.
- FMSS Asset Number: Park asset information.

CR Segment	CR District	CR Segment Name	Vista #	Vista Type	MP Start	MP Center	MP End	Center/Start Latitude	Center/Start Longitude	Approx. Area (acres)	Total Length (feet)	Original Pressley CRV(s)	FMSS Asset #
1-2	EL-WH	Paradise Hill Loop	1	Side	0	193	386	44.404	(-) 68.246	0.15	386	1	1320646
1-2	EL-WH	Paradise Hill Loop	2	Corridor	386	–	1,040	44.404	(-) 68.245	–	654	2	1320665
2-3	EL-WH	Paradise Hill Loop	3	Side	(-) 90	(-) 10	80	44.402	(-) 68.243	0.05	170	3	1320675
2-3	EL-WH	Paradise Hill Loop	4	Side	210	432	654	44.402	(-) 68.243	0.20	444	4	1320682
3-1	EL-WH	Paradise Hill Loop	5A	SIngle Pt.	150	–	–	44.403	(-) 68.240	–	–	5	–
3-1	EL-WH	Paradise Hill Loop	5B	SIngle Pt.	320	–	–	44.403	(-) 68.240	–	–	5	–
3-1	EL-WH	Paradise Hill Loop	8B-9	Side	2,500	2,785	3,070	44.408	(-) 68.245	1.50	570	9	1322136
3-1	EL-WH	Paradise Hill Loop	10	Side	–	–	–	Field Recheck	–	–	–	10	1320687
4-2	EL-WH	Witch Hole Pond Loop	12	Side	–	380	–	44.391	(-) 68.251	0.50	760	12	1320710
4-2	EL-WH	Witch Hole Pond Loop	13-14	Side	1,060	2,102	3,140	44.395	(-) 68.249	4.00	2,075	13, 14	1320752
4-2	EL-WH	Witch Hole Pond Loop	15	Side	3,360	4,513	5,441	44.400	(-) 68.246	2.50	2,081	15, 16, 17	1320758
4-6	EL-WH	Hull's Cove Road	18	Side	310	412	514	44.390	(-) 68.252	0.20	204	18	–
4-6	EL-WH	Hull's Cove Road	19-20-21	Side	1,400	1,973	2,546	44.388	(-) 68.256	1.50	1,146	19, 20, 21	1320769
4-6	EL-WH	Hull's Cove Road	22	Side	3,252	3,395	3,538	44.384	(-) 68.254	0.20	286	22	–
4-6	EL-WH	Hull's Cove Road	23	Side	4,630	4,996	5,362	44.370	(-) 68.255	0.50	732	23	1320807
5-3	EL-WH	Witch Hole Pond Loop	25	Side	0	85	170	44.392	(-) 68.236	0.25	170	25	–
5-3	EL-WH	Witch Hole Pond Loop	27-28	Side	1,250	1,380	1,510	44.395	(-) 68.234	0.30	260	27, 28	1320811
5-3	EL-WH	Witch Hole Pond Loop	31	Side	2,256	2,381	2,506	44.398	(-) 68.233	0.80	250	31	1320813
5-3	EL-WH	Witch Hole Pond Loop	32	Side	2,850	3,113	3,376	44.399	(-) 68.236	0.25	526	32	1320817
5-3	EL-WH	Witch Hole Pond Loop	33A	Side	4,310	4,716	5,112	44.402	(-) 68.240	0.50	812	33A, 34	1320819
5-3	EL-WH	Witch Hole Pond Loop	33B	Side	4,568	4,756	4,944	44.402	(-) 68.240	0.20	376	33B	1320818
5-4	EL-WH	Witch Hole Pond Loop	35	Side	0	140	280	44.392	(-) 68.237	0.40	280	35A,35B,35C	1320821
5-4	EL-WH	Witch Hole Pond Loop	36	Side	860	1,015	1,170	44.392	(-) 68.240	0.50	310	36	1320822
5-4	EL-WH	Witch Hole Pond Loop	38	Side	3,754	3,831	3,908	44.390	(-) 68.244	0.15	154	38	1320828
6-7	EL-WH	East Eagle Lake Road	40A	Side	0	187	374	44,377	(-) 68.252	0.15	374	40	1320831

CR Segment	CR District	CR Segment Name	Vista #	Vista Type	MP Start	MP Center	MP End	Center/Start Latitude	Center/Start Longitude	Approx. Area (acres)	Total Length (feet)	Pressley Vista CRV(s)	FMSS Asset #
6-7	EL-WH	East Eagle Lake Road	42	Side	706	760	814	44.377	(-) 68.251	0.15	108	42	1320833
6-7	EL-WH	East Eagle Lake Road	43	Side	814	975	1,113	44.377	(-) 68.250	0.30	322	43	1322280
6-7	EL-WH	East Eagle Lake Road	44	Side	1,426	1,473	1,520	44.377	(-) 68.248	0.10	94	44	1320834
6-7	EL-WH	East Eagle Lake Road	45	Side	1,696	1,743	1,790	44.377	(-) 68.247	0.04	94	45	1320835
6-7	EL-WH	East Eagle Lake Road	46	Side	1,904	1,938	1,972	44.377	(-) 68.246	0.20	68	46	–
6-7	EL-WH	East Eagle Lake Road	47	Side	2,942	3,050	3,158	44.374	(-) 68.244	0.15	216	47	1320836
6-7	EL-WH	East Eagle Lake Road	53	Side	8,288	8,466	8,644	44.360	(-) 68.245	1.50	356	53	1320837
6-7	EL-WH	East Eagle Lake Road	59	Side	10,344	10,518	10,692	44.355	(-) 68.245	1.80	348	59	1320839
6-7	EL-WH	East Eagle Lake Road	61	Side	10,452	10,615	10,818	44.354	(-) 68.245	0.35	366	61	1320840
6-9	EL-WH	West Side Eagle Lake Road	62A	Corridor	0	–	392	44.377	(-) 68.253	–	392	62	1320841
6-9	EL-WH	West Side Eagle Lake Road	62B-63-64	Side	0	1,078	2,156	44.374	(-) 68.253	9.00	2,156	62, 63, 64	–
9-8	EL-WH	East Eagle Lake Road	65	Side	2,902	3,248	3.594	44.368	(-) 68.255	2.40	692	65, 66	1320842
9-8	EL-WH	East Eagle Lake Road	66	Side	4,010	4,259	4,508	44.365	(-) 68.256	4.50	498	66	1320843
9-8	EL-WH	East Eagle Lake Road	67A	Side	5,242	5,400	5,558	44.362	(-) 68.256	0.75	316	67A	1320844
9-8	EL-WH	East Eagle Lake Road	67B-68	Side	5,804	6,043	6,282	44.360	(-) 68.258	2.50	478	67B, 68, 69	1320845
9-8	EL-WH	East Eagle Lake Road	70	Corridor	8,000	–	8,370	44.358	(-) 68.263	–	370	70	1320846
9-8	EL-WH	East Eagle Lake Road	71A-71B	Corridor	8,668	–	9,590	44.356	(-) 68.264	–	922	71A, 71B	1320856
7-8	EL-WH	South Eagle Lake Road	72	Side	0	167	334	44.535	(-) 68.246	1.15	334	72	1320857
7-8	EL-WH	South Eagle Lake Road	74A	Corridor	2,216	–	2,366	44.349	(-) 68.249	–	150	74	1320859
7-8	EL-WH	South Eagle Lake Road	74B	Corridor	2,366	–	2,636	44.349	(-) 68.249	–	270	74	1320859
7-8	EL-WH	South Eagle Lake Road	75	Corridor	3,430	–	3,572	44.347	(-) 68.252	–	142	75	1320860
7-8	EL-WH	South Eagle Lake Road	76	Corridor	3,988	–	4,196	44.347	(-) 68.253	–	208	76	1320862
7-8	EL-WH	South Eagle Lake Road	77ABC-78-79	Side	4,720	5,505	6,290	44.351	(-) 68.255	13.50	1,570	77A, 77B, 77C, 78, 79	1320863, -68, -69
7-8	EL-WH	South Eagle Lake Road	82	Corridor	8,344	–	8,546	44.353	(-) 68.261	–	202	82	–

CR Segment	CR District	CR Segment Name	Vista #	Vista Type	MP Start	MP Center	MP End	Center/Start Latitude	Center/Start Longitude	Approx. Area (acres)	Total Length (feet)	Pressley Vista CRV(s)	FMSS Asset #
8-10S	EL-WH	Eagle Lake–Sargent Mountain Connector	84	Corridor	0	–	544	44.353	(-) 68.261	–	544	84	1320870
9-11	H-ABP	Upper Aunt Betty Pond Road	87	Side	3,580	3,635	3,690	44.368	(-) 68.256	0.12	110	87	1320872
9-11	H-ABP	Upper Aunt Betty Pond Road	88	Side	3,970	4,135	4,300	44.368	(-) 68.258	0.60	330	88	1320873
9-11	H-ABP	Upper Aunt Betty Pond Road	89	Side	4,910	5,125	5,340	44.369	(-) 68.261	0.90	430	89	1320874
9-11	H-ABP	Upper Aunt Betty Pond Road	93-94	Side	10,760	11,205	11,650	44.371	(-) 68.272	4.00	890	93, 94	1320875, 1322284
9-11	H-ABP	Upper Aunt Betty Pond Road	95	Side	11,935	12,057	12,180	44.369	(-) 68.272	0.60	245	95	1320876
10S-14	JM-SM	Jordan–Sargent Mountain Road	96A-96B	Side	800	1,473	2,146	44.347	(-) 68.265	8.00	1,346	96	1320894
10S-14	JM-SM	Jordan–Sargent Mountain Road	97	Side	2,200	2,432	2,664	44.343	(-) 68.263	3.15	464	97	1320897
10S-14	JM-SM	Jordan–Sargent Mountain Road	98	Side	2,768	3,167	3,566	44.343	(-) 68.263	5.00	798	98	1320899
10S-14	JM-SM	Jordan–Sargent Mountain Road	99	Corridor	3,700		4,146	44.341	(-) 68.263		446	99A-99B	1320901
10S-14	JM-SM	Jordan–Sargent Mountain Road	100	Side	4,946	5,313	5,680	44.337	(-) 68.26	4.00	734	100	1320903
10S-14	JM-SM	Jordan–Sargent Mountain Road	101	Side	6,216	6,508	6,800	44.334	(-) 68.261	2.20	584	101	1320904
10S-14	JM-SM	Jordan–Sargent Mountain Road	102	Side	6,894	6,983	7,072	44.333	(-) 68.261	0.60	178	102	1320906
10S-14	JM-SM	Jordan–Sargent Mountain Road	103	Corridor	7,710		7,828	44.331	(-) 68.261		118	103	1320910
11-13	H-ABP	Gilmore Meadow and Seven Sisters Road	106A	Side	0	(-) 38	(-) 76	44.365	(-) 68.272	0.10	76	106	1320912
11-10N	H-ABP	Gilmore Meadow and Seven Sisters Road	106B	Side	0	130	260	44.365	(-) 68.271	0.50	260	106	1320912
11-10N	H-ABP	Gilmore Meadow and Seven Sisters Road	108	Side	610	775	940	44.364	(-) 68.270	0.40	330	108	1320921
11-10N	H-ABP	Gilmore Meadow and Seven Sisters Road	109	Side	1,226	1,318	1,410	44.362	(-) 68.270	0.18	184	109	1320922
11-10N	H-ABP	Gilmore Meadow and Seven Sisters Road	111	Corridor	4,026	–	5,090	44.356	(-) 68.269	–	1,064	111	1321408

CR Segment	CR District	CR Segment Name	Vista #	Vista Type	MP Start	MP Center	MP End	Center/ Start Latitude	Center/ Start Longitude	Approx. Area (acres)	Total Length (feet)	Pressley Vista CRV(s)	FMSS Asset #
11-13	H-ABP	Gilmore Meadow and Seven Sisters Road	112	Side	142	226	310	44.365	(-) 68.272	0.25	168	112	1321410
11-13	H-ABP	Gilmore Meadow and Seven Sisters Road	113	Side	592	653	714	44.364	(-) 68.273	0.40	122	113	1321412
11-13	H-ABP	Gilmore Meadow and Seven Sisters Road	114	Side	2,008	2,114	2,220	44.362	(-) 68.276	0.70	212	114	1321416
12-10N	JM-SM	Jordan–Sargent Mountain Road	118	Side	330	389	448	44.330	(-) 68.290	0.16	118	118	1321419
12-10N	JM-SM	Jordan–Sargent Mountain Road	119	Side	556	637	718	44.331	(-) 68.291	0.40	162	119A, 119B	1321428
12-10N	JM-SM	Jordan–Sargent Mountain Road	120	Side	1,538	1,832	2,126	44.334	(-) 68.290	1.90	588	120	1321430
12-10N	JM-SM	Jordan–Sargent Mountain Road	121	Side	2,726	3,048	3,370	44.336	(-) 68.290	2.00	644	121	1321432
12-10N	JM-SM	Jordan–Sargent Mountain Road	123	Side	3,700	4,627	5,554	44.341	(-) 68.289	9.40	1,854	123	1321433
12-10N	JM-SM	Jordan–Sargent Mountain Road	124	Side	6,150	6,260	6,370	44.344	(-) 68.286	0.30	220	124	1321470
12-10N	JM-SM	Jordan–Sargent Mountain Road	126	Side	9,970	10,085	10,200	44.348	(-) 68.281	0.50	230	126	1321475
12-10N	JM-SM	Jordan–Sargent Mountain Road	127	Side	10,200	10,270	10,340	44.348	(-) 68.280	0.30	140	127	–
12-10N	JM-SM	Jordan–Sargent Mountain Road	129	Side	11,112	11,197	11,282	44.350	(-) 68.280	0.40	170	129	1321486
12-10N	JM-SM	Jordan–Sargent Mountain Road	131	Side	11,900	11,989	12,078	44.352	(-) 68.279	0.30	178	131	1321487
12-10N	JM-SM	Jordan–Sargent Mountain Road	132	Side	12,532	13,366	14,200	44.352	(-) 68.276	4.50	1,668	132	1321489
12-10N	JM-SM	Jordan–Sargent Mountain Road	133	Side	15,500	15,607	15,714	44.355	(-) 68.277	0.60	214	133	1321929
12-10N	JM-SM JM-SM	Jordan–Sargent Mountain Road	134A	Corridor	16,200	–	16,420	44.355	(-) 68.276	–	220	134	1321939
12-10N	JM-SM	Jordan–Sargent Mountain Road	134B	Corridor	16,472	–	16,844	44.354	(-) 68.275	–	372	134	1321939
12-10N	JM-SM	Jordan–Sargent Mountain Road	134C	Corridor	16,420	–	16,472	44.355	(-) 68.276	–	52	134	1321939

CR Segment	CR District	CR Segment Name	Vista #	Vista Type	MP Start	MP Center	MP End	Center/ Start Latitude	Center/ Start Longitude	Approx. Area (acres)	Total Length (feet)	Pressley Vista CRV(s)	FMSS Asset #
12-10N	JM-SM	Jordan–Sargent Mountain Road	135	Side	16,472	16,754	17,036	44.353	(-) 68.275	0.80	564	135	1321942
13-12	JM-SM	Jordan–Sargent Mountain Road	138	Side	1,125	1,187	1,250	44.329	(-) 68.290	0.10	125	138	1321945
13-12	JM-SM	Jordan–Sargent Mountain Road	139	Side	1,384	1,472	1,560	44.330	(-) 68.289	0.17	176	139	1321947
13-18	H-ABP	Hadlock Bridge Path	141	Corridor	3,156	–	3,392	44.325	(-) 68.285	–	236	141	1321951
13-18	H-ABP	Hadlock Bridge Path	143	Side	4,526	4,689	4,825	44.322	(-) 68.285	0.80	326	143	1321953
14-15	JM-SM	Jordan–Sargent Mountain Road	144A	Corridor	350	–	638	44.323	(-) 68.255	–	288	144	1321962
14-15	JM-SM	Jordan–Sargent Mountain Road	144B	Side	680	751	822	44.322	(-) 68.255	0.05	142	144	1321962
14-15	JM-SM	Jordan–Sargent Mountain Road	144C	Corridor	680	–	710	44.322	(-) 68.255	–	30	144	1321962
14-21	JM-SM	Jordan–Sargent Mountain Road	146	Corridor	0	–	200	44.323	(-) 68.256	–	200	146	–
14-21	JM-SM	Jordan–Sargent Mountain Road	147	Corridor	540	–	735	44.322	(-) 68.257	–	195	147	–
14-21	JM-SM	Jordan–Sargent Mountain Road	148	Side	735	817	900	44.322	(-) 68.258	0.60	165	148	1321966
14-21	JM-SM	Jordan–Sargent Mountain Road	149A	Corridor	900	–	1,034	44.322	(-) 68.259	–	134	149	1321968
14-21	JM-SM	Jordan–Sargent Mountain Road	149B-150	Side	1,034	1,109	1,184	44.323	(-) 68.259	0.10	150	149, 150	1321969
14-21	JM-SM	Jordan–Sargent Mountain Road	149C	Corridor	1,184	–	1,474	44.323	(-) 68.259	–	290	149	1321968
14-21	JM-SM	Jordan–Sargent Mountain Road	151	Corridor	1,490	–	1,650	44.322	(-) 68.220	–	160	151	1321970
14-21	JM-SM	Jordan–Sargent Mountain Road	154A	Corridor	1,704	–	2,228	44.322	(-) 68.260	–	524	154	1321972
14-21	JM-SM	Jordan–Sargent Mountain Road	154B	Side	2,228	2,294	2,36	44.320	(-) 68.260	0.05	132	154	1321972
14-21	JM-SM	Jordan–Sargent Mountain Road	156	Side	2,834	2,910	2,986	44.319	(-) 68.261	0.05	152	156	1321974

CR Segment	CR District	CR Segment Name	Vista #	Vista Type	MP Start	MP Center	MP End	Center/ Start Latitude	Center/ Start Longitude	Approx. Area (acres)	Total Length (feet)	Pressley Vista CRV(s)	FMSS Asset #
14-21	JM-SM	Jordan–Sargent Mountain Road	157	Side	3,170	3,217	3,264	44.318	(-) 68.262	0.05	94	157	1321978
14-21	JM-SM	Jordan–Sargent Mountain Road	158A	Corridor	3,444	–	3,722	44.314	(-) 68.263	–	278	158	1321980
14-21	JM-SM	Jordan–Sargent Mountain Road	158B-159	Side	3,444	3,832	4,220	44.317	(-) 68.263	1.00	776	158, 159	1321983
14-21	JM-SM	Jordan–Sargent Mountain Road	158C	Corridor	3,956	–	4,170	44.310	(-) 68.263	–	214	158	1321980
14-21	JM-SM	Jordan–Sargent Mountain Road	160	Side	4,358	4,401	4,444	44.318	(-) 68.264	0.05	86	160	1321988
15-16	JM-SM	Jordan Pond Road	163	Side	466	523	580	44.319	(-) 68.264	0.10	114	163	–
16-17	BP-DM	Jordan Pond House Road	167	Side	0	100	200	44.319	(-) 68.252	0.20	200	167	1321993
16-17	BP-DM	Jordan Pond House Road	170	Side	3,650	3,866	4,082	44.316	(-) 68.242	1.00	432	170	1321997
16-17	BP-DM	Jordan Pond House Road	172	Corridor	5,210	–	5,408	44.318	(-) 68.238	–	198	172	–
16-17	BP-DM	Jordan Pond House Road	174	Corridor	6,220	–	6,324	44.316	(-) 68.235	–	104	174	1322008 ?
17-7	BP-DM	Bubble Pond Road	175	Corridor	0	–	96	44.316	(-) 68.234	–	96	175	–
17-7	BP-DM	Bubble Pond Road	177	Side	1,894	2,009	2,124	44.320	(-) 68.230	0.30	230	177	1322009
17-7	BP-DM	Bubble Pond Road	181	Side	4,366	4,661	4,956	44.326	(-) 68.234	1.40	590	181	1322012
17-7	BP-DM	Bubble Pond Road	184	Side	8,282	8,961	9,640	44.337	(-) 68.235	5.00	1358	184	1322013
17-7	BP-DM	Bubble Pond Road	185	Side	10,112	10,231	10,350	44.340	(-) 68.237	0.75	238	185	–
17-7	BP-DM	Bubble Pond Road	186-187	Side	10,350	12,019	13,688	44.344	(-) 68.240	3.75	3338	186, 187	1322015, 1322016
17-7	BP-DM	Bubble Pond Road	188A	Corridor	13,876	–	13,960	44.349	(-) 68.242	–	84	188A	1322017
17-7	BP-DM	Bubble Pond Road	188B	Corridor	14,038	–	14,206	44.350	(-) 68.242	–	168	188B	1322017
17-7	BP-DM	Bubble Pond Road	188C	Corridor	13,960	–	14,038	44.349	(-) 68.242	–	78	188A, 188B	1322017
17-7	BP-DM	Bubble Pond Road	189	Corridor	14,302	–	14,446	44.350	(-) 68.241	–	144	189	1322021
19-12	JM-SM	Jordan–Sargent Mountain Road	193	Side	2,782	2,846	2,910	44.321	(-) 68.283	0.30	128	193	1322024

CR Segment	CR District	CR Segment Name	Vista #	Vista Type	MP Start	MP Center	MP End	Center/ Start Latitude	Center/ Start Longitude	Approx. Area (acres)	Total Length (feet)	Pressley Vista CRV(s)	FMSS Asset #
19-12	JM-SM	Jordan–Sargent Mountain Road	194	Corridor	3,850	–	4,208	44.324	(-) 68.281	–	358	194, 195	1322025
19-12	JM-SM	Jordan–Sargent Mountain Road	196A	Side	5,326	5,457	5,588	44.328	(-) 68.281	0.40	262	196	1322027
19-12	JM-SM	Jordan–Sargent Mountain Road	196B	Corridor	5,588	–	5,738	44.328	(-) 68.281	–	150	196	1322027
19-12	JM-SM	Jordan–Sargent Mountain Road	197A	Corridor	6,332	–	6,566	44.330	(-) 68.281	–	234	197, 199	1322031
19-12	JM-SM	Jordan–Sargent Mountain Road	197B	Corridor	6,692	–	6,838	44.331	(-) 68.281	–	146	197, 199	1322031
19-12	JM-SM	Jordan–Sargent Mountain Road	197C	Corridor	6,566	–	6,692	44.331	(-) 68.281	–	126	197, 199	1322031
19-12	JM-SM	Jordan–Sargent Mountain Road	197D	Corridor	6,692	–	6,724	44.331	(-) 68.281	–	32	197, 199	1322031
19-12	JM-SM	Jordan–Sargent Mountain Road	200A	Corridor	6,692	–	6,978	44.331	(-) 68.281	–	286	200	1322042
19-12	JM-SM	Jordan–Sargent Mountain Road	200B	Corridor	7,164	–	7,280	44.332	(-) 68.283	–	116	200	1322042
19-12	JM-SM	Jordan–Sargent Mountain Road	200C	Corridor	6,978	–	7,164	44.332	(-) 68.282	–	186	200	1322042
20-19	JM-SM	Asticou–Jordan Pond Road	207A	Side	0	219	438	44.317	(-) 68.272	0.40	438	207	1322049
20-19	JM-SM	Asticou–Jordan Pond Road	207B	Side	438	719	1,000	44.316	(-) 68.272	0.90	562	207	1322049
20-19	JM-SM	Asticou–Jordan Pond Road	209	Corridor	1,540	–	1,720	44.314	(-) 68.274	–	180	209	1322050
20-19	JM-SM	Asticou–Jordan Pond Road	210	Side	3,138	3,248	3,358	44.311	(-) 68.278	0.40	220	210	1322052
20-22	JM-SM	Little Harbor Brook Road	211	Corridor	1,606	–	1,680	44.314	(-) 68.271	–	74	211	1322053
20-22	JM-SM	Little Harbor Brook Road	212	Side	2,144	2,270	2,396	44.314	(-) 68.270	0.70	252	212	1322054
20-22	JM-SM	Little Harbor Brook Road	213	Corridor	2,440	–	2,476	44.313	(-) 68.269	–	36	213	1322055
20-22	JM-SM	Little Harbor Brook Road	215A	Side	4,110	4,266	4,422	44.315	(-) 68.268	0.10	312	215	1322057
20-22	JM-SM	Little Harbor Brook Road	215B	Side	4,462	4,605	4,748	44.315	(-) 68.268	0.25	286	215	1322057
21-20	JM-SM	Amphitheater Road	216	Side	(-) 110	323	756	44.316	(-) 68.267	0.40	866	216	1322058
21-20	JM-SM	Amphitheater Road	217A	Side	1,100	1,350	1,600	44.319	(-) 68.267	2.00	500	217A	1322061

CR Segment	CR District	CR Segment Name	Vista #	Vista Type	MP Start	MP Center	MP End	Center/ Start Latitude	Center/ Start Longitude	Approx. Area (acres)	Total Length (feet)	Pressley Vista CRV(s)	FMSS Asset #
21-20	JM-SM	Amphitheater Road	217B	Side	1,600	1,797	1,994	44.319	(-) 68.268	1.25	394	217B	1322061
21-20	JM-SM	Amphitheater Road	218	Side	1,994	2,499	3,004	44.321	(-) 68.269	1.20	1010	218	1322062
21-20	JM-SM	Amphitheater Road	219A	Corridor	3,158	–	3,470	44.323	(-) 68.269	–	312	219	1322063
21-20	JM-SM	Amphitheater Road	219B	Side	3,470	3,590	3,710	44.324	(-) 68.27	0.40	240	219	1322063
21-20	JM-SM	Amphitheater Road	219C	Corridor	3,710	–	4,020	44.324	(-) 68.27	–	310	219	1322063
21-20	JM-SM	Amphitheater Road	220A	Corridor	4,020	–	4,160	Field	Recheck	–	140	–	1480141
21-20	JM-SM	Amphitheater Road	220B	Corridor	4,020	–	4,256	Field	Recheck	–	236	–	1480141
21-20	JM-SM	Amphitheater Road	220C	Corridor	4,208	–	4,304	Field	Recheck	–	96	–	1480141
21-20	JM-SM	Amphitheater Road	221A	Side	5,004	5,216	5,428	44.321	(-) 68.272	0.25	424	221A	1322067
21-20	JM-SM	Amphitheater Road	221B	Side	5,428	5,886	6,344	44.319	(-) 68.272	0.60	916	221B	1322067
23-24	JM-SM	Jordan Stream Road	224A	Corridor	146	–	566	44.314	(-) 68.257	–	420	224	1322068
23-24	JM-SM	Jordan Stream Road	224B	Side	400	483	566	44.314	(-) 68.258	0.05	166	224	1322068
25-23	BP-DM	Jordan Pond Road	226	Corridor	549	–	700	44.314	(-) 68.256	–	151	226	1322069
36-37	BP-DM	Day Mountain Loop Road	227	Side	1,092	1,251	1,410	44.303	(-) 68.227	0.70	318	227	1322073
36-37	BP-DM	Day Mountain Loop Road	228	Side	1,678	1,840	2,002	44.305	(-) 68.227	0.40	324	228	1322074
36-37	BP-DM	Day Mountain Loop Road	229	Side	2,126	2,274	2,422	44.305	(-) 68.228	0.30	296	229	1322075
36-37	BP-DM	Day Mountain Loop Road	230	Side	2,540	2,596	2,652	44.306	(-) 68.229	0.10	112	230	–
36-37	BP-DM	Day Mountain Loop Road	231-232A	Corridor	2,652	–	2,744	44.306	(-) 68.229	–	92	231, 232	1322078
36-37	BP-DM	Day Mountain Loop Road	231-232B	Side	2,744	2,810	2,876	44.307	(-) 68.229	0.05	132	231, 232	1322081
36-37	BP-DM	Day Mountain Loop Road	233B	Side	3,940	4,372	4,804	44.310	(-) 68.227	1.60	864	233B	1322083
36-37	BP-DM	Day Mountain Loop Road	234	Side	5,038	5,303	5,568	44.313	(-) 68.226	1.40	530	234	1322086

CR Segment	CR District	CR Segment Name	Vista #	Vista Type	MP Start	MP Center	MP End	Center/ Start Latitude	Center/ Start Longitude	Approx. Area (acres)	Total Length (feet)	Pressley Vista CRV(s)	FMSS Asset #
36-37	BP-DM	Day Mountain Loop Road	235	Side	7,090	7,198	7,306	44.316	(-) 68.231	0.20	216	235	1322087
36-37	BP-DM	Day Mountain Loop Road	237	Side	7,766	7,823	7,880	Field	Recheck	–	114	–	1322089
36-39	BP-DM	Day Mountain Peak Road	238	Side	340	395	450	44.302	(-) 68.230	0.05	110	238	1322090
36-39	BP-DM	Day Mountain Peak Road	240A	Side	652	724	796	44.303	(-) 68.229	0.20	144	240	1322117
36-39	BP-DM	Day Mountain Peak Road	240B	Side	1,014	1,169	1,324	44.304	(-) 68.228	0.50	310	240	1322117
36-39	BP-DM	Day Mountain Peak Road	240C	Side	1,414	1,457	1,500	44.305	(-) 68.228	0.12	86	240	1322117
36-39	BP-DM	Day Mountain Peak Road	242	Side	2,800	2,978	3,156	44.305	(-) 68.232	0.50	356	242	1322118
36-39	BP-DM	Day Mountain Peak Road	244	Side	3,528	3,627	3,726	44.307	(-) 68.233	0.10	198	244	1322119
36-39	BP-DM	Day Mountain Peak Road	245	Side	3,970	4,062	4,154	44.308	(-) 68.233	0.15	184	245	1322121
36-39	BP-DM	Day Mountain Peak Road	246	Side	4,308	4,387	4,466	44.309	(-) 68.233	0.05	158	246	1322123
36-39	BP-DM	Day Mountain Peak Road	247-248	Side	4,844	4,972	5,100	44.308	(-) 68.233	0.10	256	247, 248	1322125, 1322126
36-39	BP-DM	Day Mountain Peak Road	249	Side	5,168	5,649	6,130	44.308	(-) 68.230	0.70	962	249	1322128
36-39	BP-DM	Day Mountain Peak Road	250	Side	6,378	6,407	6,436	44.309	(-) 68.231	0.05	58	250	1322131
36-39	BP-DM	Day Mountain Peak Road	251	Side	6,952	7,076	7,200	44.310	(-) 68.233	0.2	248	251	1322132
37-38	BP-DM	Day Mountain Loop Road	252A	Side	0	74	148	44.316	(-) 68.234	0.2	148	252	–
38-36	BP-DM	Day Mountain Loop Road	253	Corridor	766	–	1,0884	44.303	(-) 68.234	–	1,1180	253	1322133
38-30	BP-DM	Day Mountain Loop Road	270A	Corridor	1,832	–	2,322	44.310	(-) 68.243	–	490	–	–
38-30	BP-DM	Day Mountain Loop Road	270B	Corridor	2,356	–	2,550	44.309	(-) 68.245	–	194	–	–
38-30	BP-DM	Day Mountain Loop Road	271A	Side	2,910	2,990	3,170	44.310	(-) 68.246	0.25	260	–	–
38-30	BP-DM	Day Mountain Loop Road	271B	Corridor	3,170	–	3,240	44.310	(-) 68.247	–	70	–	–

National Park Service
U.S. Department of the Interior

Olmsted Center for Landscape Preservation
National Park Service
15 State Street, 6th Floor
Boston, MA 02109
www.nps.gov/oclp/