ROC the MAP Adventure!

2016 Course Notes

Event Location:

The starting location is the South Avenue Recreation Center, at 999 South Avenue in Rochester.

Directions, from the east:

- Take I-490 to the Goodman St exit (exit 17)
- Turn left (south) on Goodman
- Turn right (west) on Rockingham
- Turn left (south) on South Avenue
- Recreation Center will be on your right in less than one block

Directions, from the west:

- Take I-490 to Exit 15 (Inner Loop / South Avenue)
- Keep right; merge onto South Avenue
- Recreation Center will be on your right in approximately 1 mile

Starting information:

There will be a mass start (everyone starts at the same time) at 11:00 a.m. Maps will be handed out at 10:30, to give plenty of time to plan your strategy. (Absolutely no one is allowed to start before 11:00 though!) Question/answer sheets will be given out when you register, so you can spend a little time getting familiar with the types of questions being asked prior to getting the maps.

Parking:

See detailed information about parking on the last page.

The map:

The map is oriented to true north, not magnetic north. Magnetic north is indicated on the map legend, although there should not be any need for precise compass bearings.

The scale of the map is 1:17,500 (1 km = 57 mm, or 1 mile = 3.6 inches). It is printed two-sided on an 8.5x11 inch sheet of paper. One side of the sheet will have the center area and the eastern side of the mapped area; the other side of the sheet will have the center area and the western side of the mapped area. Thus, there is significant overlap between the two sides, to minimize the need for flipping from side to side. Map bags of 9x12 will be supplied.

Object:

The object is to visit, in any order, as many as possible of the spots (checkpoints) indicated by red circles on the maps, and verify that you were there by answering a question whose answer is found at the spot.

Checkpoints:

Checkpoints are from 1 to around 110 (depending on exactly how many controls we end up with). The map is color coded in geographical regions; within a region, the checkpoint numbers will be in a sequential block. The question sheet will be similarly color coded. This should minimize paper-shuffling between the questions sheet and map.

In the center of each control circle is a red dot indicating a fairly precise location of where the answer can be found. An example is shown to the right. Paying attention to the location of the dot will in many cases save substantial time at the controls.

The answer should generally be reasonably obvious if you are at the right spot. We did not intentionally make any "trick" question, where the obvious answer is not the correct answer. Once you get to the center of the circle and read the question, the intention is that it generally shouldn't take you more than about 5-20 seconds to come up with the answer. We tried our best to minimize the time needed at a control to locate the answer by having a red dot in the center of the control circle, and by having hints where needed.

Most of the checkpoints are quite permanent (things carved in stone on building walls, for example), but others could conceivably change with time. Hopefully this hasn't happened to other checkpoints, but with such a large number of points, it's not out of the question that a very small number may have changed. If you know you're in the correct location, and the question just isn't making sense (or the question makes sense but there is no way to answer it), after giving it a good effort, don't agonize over it forever. Move on to the next control on your route. If others who attempt that control report a problem with it, you'll be given credit for it.

Scoring:

2 points for every control visited with the question answered correctly, and minus 2 points for questions answered incorrectly. Minus 1 point per minute or fraction of a minute overtime.

Rules:

It is prohibited to utilize any method of determining the answer other than by visiting the checkpoints. (Internet searches using smart phones, for example, or wild guesses, or calling a friend who you think may know.) By answering a question, you are attesting that you were at that point.

Team members must stay together (no splitting up to visit separate locations.)

Although you're encouraged to carry a cell phone for safety reasons, cell phone conversation between different teams to compare strategies, swap answers, etc. is strictly prohibited. If needed, the organizers can be contacted at 585-353-5813 (cell phone) (this number is also printed on your map).

Extra Information:

There are no refreshments (food or beverages) provided by ROC on the course, other than at the start/finish. However, this being an urban setting, there are lots of places where food or beverages can be purchased. The location of known public restrooms are indicated on the map.

This event is different from ordinary orienteering events: the control points are not hard to find; all are on or near roads or trails. The challenge is to choose an efficient route and allow a bailout option if time runs out. There is also the challenge of keeping track of your position, since only the major roads are named on the map.

The course highlights outdoor sculptures, interesting places, and history.

Try not to miss the pedestrian paths, since they can shorten the route (and cars can't use them, which makes you a privileged character!)

Limited-access highways (I-490 and the Inner Loop) are mapped in red; no pedestrian or bike travel is permitted on these roads. Other streets are legal for foot and bike traffic, although being in an urban area, there is a wide range in terms of how busy (and thus bike-friendly) the streets are.

Virtually all of the streets on the map have sidewalks, so they are pedestrian-friendly. ***Use extra care when crossing streets. Please make safety your first concern.***

Bicyclists will have to get off to get to some of the spots. Bike riding is not allowed on trails and paths in Highland Park and Cobb's Hill Park (riding on roads in these parks is of course allowed). They will also need to

find a way to carry the maps and answer sheet in an accessible way.

If you're competing by bike, there is no requirement to keep the bike with you for the entire time. If you choose to do so, you can lock it up and go on foot to visit some controls.

The Mount Hope cemetery has three main gates, two on Mt. Hope (east side), and one on Elmwood (west side), indicated by a red crossing point symbol.

Please show respect to cemetery visitors (and residents). Our permission to use the cemetery is based on our low impact. Stick to roads and trails; all controls are on or very close to roads or trails. It is permissible to take established paths to cut off distance, whether these are shown on the map or not, but do not cut through grave areas when no path exists.

Hope you enjoy the event and find our city as interesting as we did!!

- Dick Detwiler and Rick Lavine, course setters
- Rick and Dayle Lavine, meet directors
- Laurie Hunt, vetter and course consultant

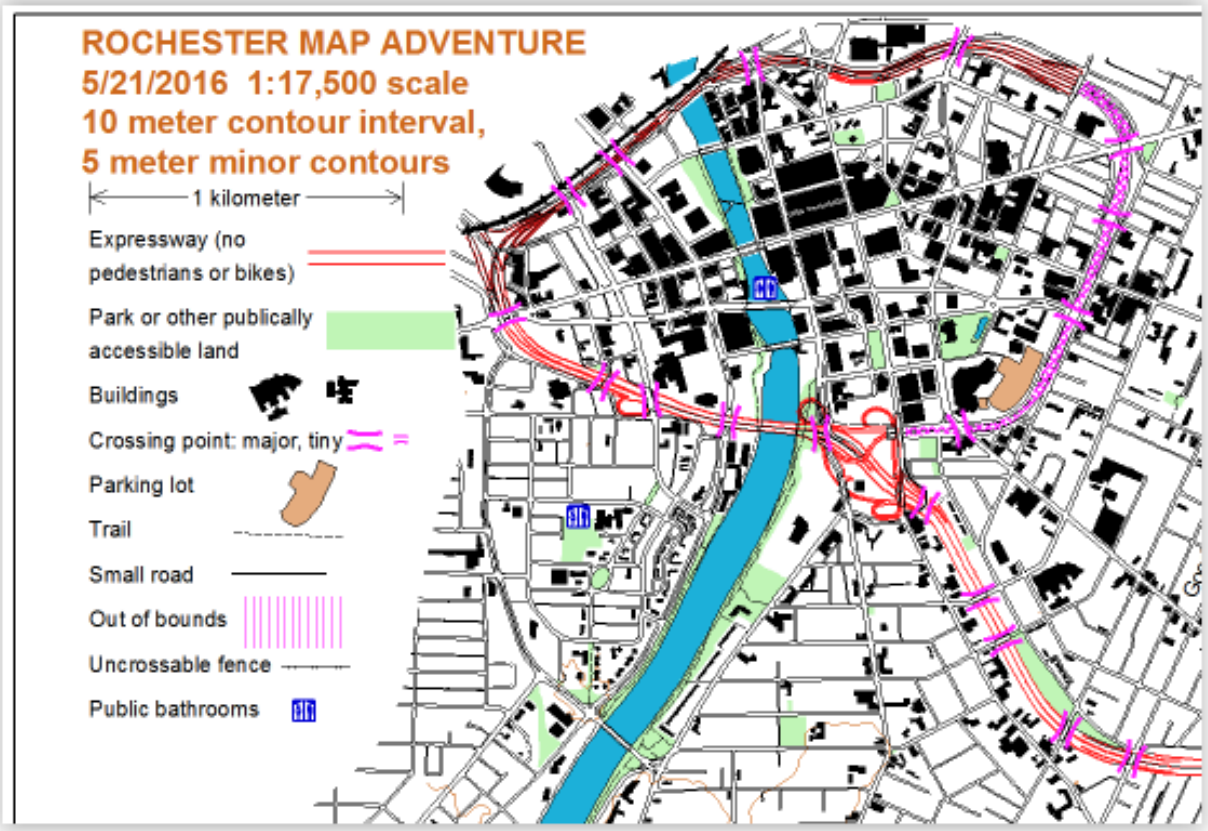
Map Notes:

This map was created in very large part from GIS data provided by the City of Rochester and the County of Monroe. These data included LIDAR contour data, edge-of-pavement data, and building footprint data. Streets are shown by the edge-of-pavement lines with no enhancement. No brown infill color is used on roads.

As far as buildings, standard-sized city houses are not shown. Any building judged substantially larger than a typical house is generally shown. The buildings shown, with a very few exceptions, were not "field checked". Over time, some buildings are torn down, and some new buildings are built. There may be a few errors due to buildings shown that are no longer there, and buildings that are there that are not shown on the map. In general, the buildings are probably 99% accurate and can be very useful in navigating (telling what corner you're on, etc.).

Most parking lots are not shown. In particular, on the U of R campus, there are many lots that are not shown; same for downtown Rochester. A couple are, because they relate specifically to control points. Also on the U of R, walking paths are not shown, because there are so many of them. It's reasonable to assume that you can walk pretty much anywhere on the campus, either on walks or on roads, or through parking lots, with the exception of a couple of areas (athletic fields, basically) surrounded by fences and shown as out of bounds on the map.

Since there is nothing particularly "secret" about this map, being a well-mapped urban area, a segment of the map, including the legend and the start location, is shown here. If you get familiar with the map and the legend now, you can focus on route planning when you receive the actual map with the controls shown. (Scale of the map segment as displayed her is most likely not the actual 1:17,500 scale.)



Details about parking:

Due to construction at the start venue (see bottom green arrow), there will be essentially no parking available in that lot.

We have obtained permission from the pre-school just north of the community center to use their lot (see the upper of the green arrows), which has 18 spaces in the front of the lot and 44 spaces in the rear of the lot. If you park in the rear lot, it will probably be a somewhat shorter walk to meet headquarters if you take the small trail (shown on the map) behind the fence. Just be aware of baseball/softball activities, and don’t disrupt their play.

In addition, there is on-street parking available, but not on every street. Basically, on-street parking is available east and north of the Mt. Vernon/Rockingham intersection, and also on Robinson Drive (just south of the start triangle). See the streets marked with green lines. Some parking may also be available on streets that aren't marked with green; the green-marked streets are suggestions. Pay close attention to the parking signs! Some streets have parking on one side only, others have alternate side parking.