# ROC the MAP Adventure!
2023 Course Notes

Event Location:

The starting location is Abundance Co-op, 571 South Avenue (at the corner of Averill Avenue).

Parking: It is absolutely prohibited for participants in our event to park in the Abundance Co-op parking lot! This is for their customers, and not for us to tie up parking spaces for 3-5 hours. There is a parking lot across Averill Avenue from Abundance where parking for this event is allowed (see aerial photo below). If this lot fills up, you can park on nearby streets, but pay close attention to the signs saying when and if parking is permitted. *Again, under no circumstances can we park in the Abundance parking lot.*
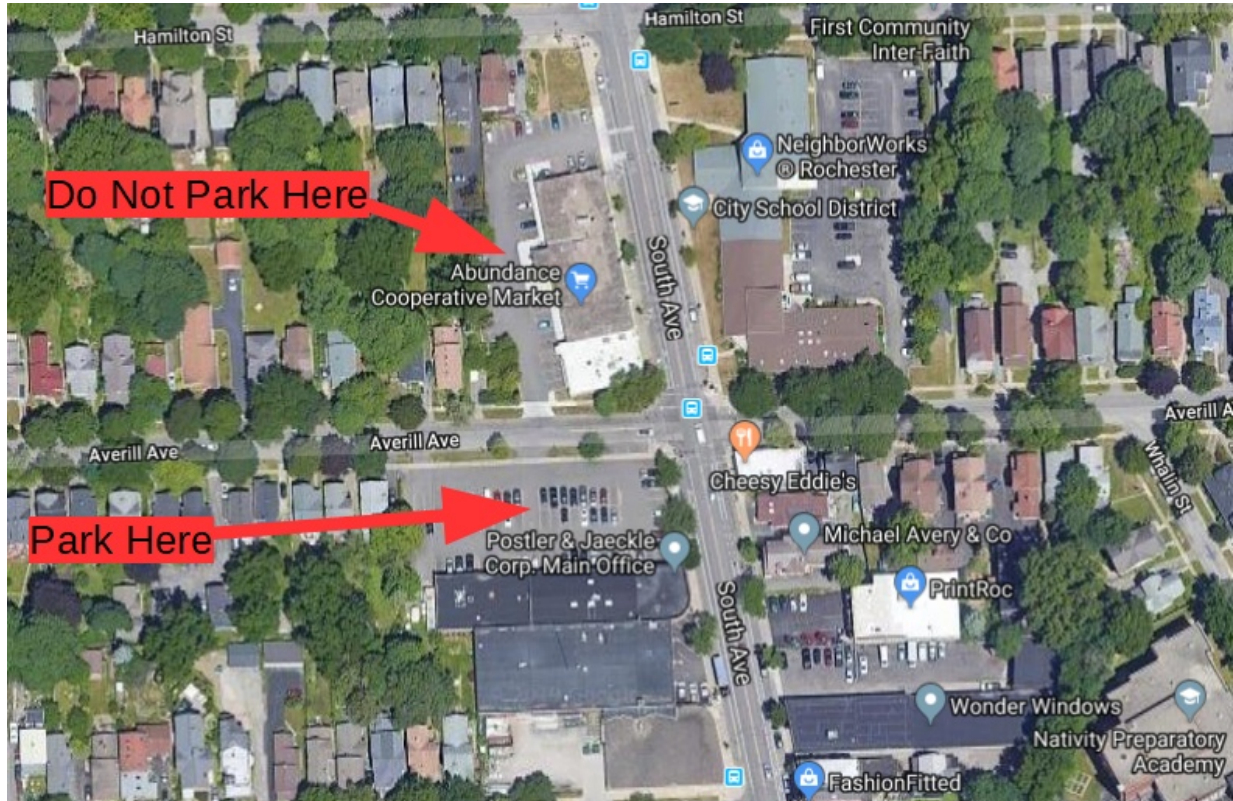
Important to note:

- The start/finish will be in the parking lot across from Abundance (across Averill Ave.). Check-in and day-of-meet registration will be inside of Abundance, in their cafe area. *There are two very important rules*:

  - *Maximum capacity is 49 people.* This cannot be exceeded at any time, even briefly. This should generally not be a problem, except possibly during registration/check-in. You can help by not lingering any longer than necessary, after you have checked in / registered.

    Once maps are handed out, a limited number of people can use the tables in the cafe for route planning, but we need to be careful to not exceed the 49 person limit. Others will need to do their route planning outside (parking lot, etc.).

  - *Absolutely no food or beverages are permitted in their cafe other than what is purchased in their store*, or dispensed from their drinking fountain. This includes beverages brought in from outside (water, sports drinks, pop, etc.) Note that they have cans of craft beer for reasonable prices, for possible post-race consumption in the cafe area!

- No food is provided by ROC before or after the meet, but you are encouraged to patronize Abundance.

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 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 numbered from from 1 to 100. 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" questions, 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 correct answer to it listed), after giving it a good effort, don't agonize over it forever. All questions have answer "E" as a choice, which is "none of the above". So if you're convinced that no answer is the correct answer to the question, choose "E". *Note: We did not intentionally make any controls where the correct answer is "E".*

Scoring:

There are 100 controls total. 82 are worth 1 point, and 18 are worth 2 points. The top score possible therefore is 118. Note: The 2-point control numbers and questions are shown in red font on the question sheet, to make it very apparent what the 2-point controls are. They are all of the controls in the Mt. Hope Cemetery (11 controls), plus the 7 controls that are closest to Culver Road, the approximate eastern edge of the competition area. (Control numbers 94-100.)

There is a time penalty of 1 point per minute (or fraction thereof) overtime.

There is also a penalty for wrong answers, which is the same value as the control is worth. So if you answer a 1-point control incorrectly, you score minus 1 point, and if you answer a 2-point control incorrectly, you score minus 2 points.

Your finish time is recorded as the time you hand in your completed answer sheet.

The scoring software app (ZipGrade) seems to be pretty robust regarding what it picks up as filled-in bubbles. See the picture to the right of various ways of filling in the bubbles. A fully filled in bubble, of course, is optimum, but about 50% filled in works also, and an asterisk also works. But an "X" does not, nor does a small dot in the center, or a check mark. So no need to spend a lot of time getting the bubbles perfectly filled in. If it's clear to a human that a bubble was filled in, but the app doesn't pick it up, we can manually correct that.

If you make a mistake (say you filled in "E" while you meant "D"), you can erase your original mark, but it needs to be essentially completely erased or else the app will still detect it. (Having a good eraser along might be helpful.) If you can't erase it, fill in the answer you meant to select, and make a note of it, making clear what answer you intended (and mention it to whomever is doing the scoring with the app). That can be manually corrected.

If you made a mistake and filled in the wrong bubble, but you don't correct it and/or tell us about it before we score it, then you're out of luck. What is filled in when you hand in the answer sheet stands; it's just not practical from a logistics standpoint to allow changes of mind once the scoring has taken place.

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.

No motorized transportation is allowed (car, motorcycle, e-bike, etc.).

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 585-310-4762 (cell phone) (this number is also printed on your map).

Safety:

Please give safety the highest priority. There will be traffic – the people in the cars have no idea about our event. While much of the course area is neighborhood streets without heavy traffic, there are some heavily traveled main arteries on the map. Do not take risks crossing streets. Know that YOU are the one ultimately responsible for your safety – don't assume cars see you and will avoid you. Don't get so distracted by your map and navigation that you carelessly wander into or across roads without giving your full attention to traffic in the area.

Virtually all of the streets on the map have sidewalks, so they are pedestrian-friendly. But use the utmost caution when crossing streets.

Strategy suggestions

The map has five color-coded zones, and the question sheets are similarly color-coded. The zones are:

- Pink(ish): 21 controls. (South Wedge, where we're starting, plus Highland Park)
- Mt. Hope Cemetery: 11 controls. (All worth 2 points each!)
- Light green. 23 controls. (downtown and Corn Hill) (Note that parks and the like are mapped with a darker shade of green; it should be easy to tell whether the green you're looking at is light green, indicating a zone of the map, or darker green, indicating a park)
- Blue (southeastern area (Upper Monroe neighborhood); relatively small) 14 controls.
- White. 14 controls. (the area just east of downtown; Neighborhood of the Arts, museum,
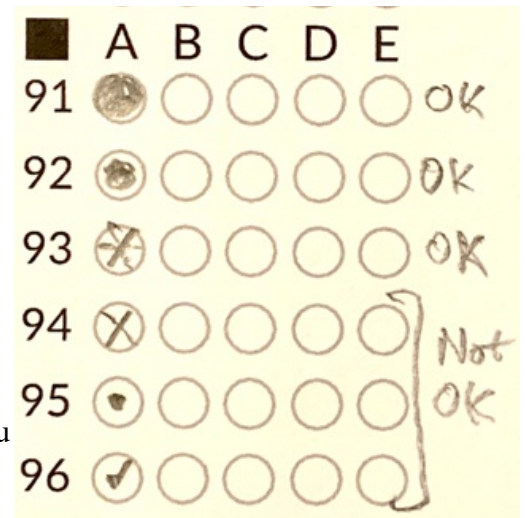
Monroe/Goodman area)

- Yellow, 18 controls. (northeastern part of the map; University, East Ave., Park Ave.) (The seven farthest controls, all relatively close to Culver Road, are worth 2 points each.)

The map is printed on an 8.5x11 inch sheet, printed on both sides. One side has the western area, and includes all of the pink and light green areas, and a little bit of white and blue areas. The other side is the eastern area, and includes all of the yellow, blue, and white areas and some of the pink and green areas. There is some overlap between the two sides.

If you're planning on being out for 2 hours or less and on foot, unless you're a runner and can cover lots of distance in that time, you might want to limit yourself to the western side of the map (the pink and green areas, plus Mt. Hope Cemetery). There are a good number of controls that are fairly close to the starting point, so those should be obvious ones to go after first.

Corn Hill and downtown west of the river have fairly high concentrations of controls; neither is all that far from the starting location, so you may want to consider those areas. Both of these tend to have fairly interesting controls, as there are many historical markers and interesting buildings.

There are 11 controls in Mt. Hope Cemetery, which is a gorgeous place and well worth going to. Keep in mind that navigation is a tad trickier in those areas than on most city streets, but by paying attention to the road network in the cemetery, it's manageable. And each control is worth 2 points!

Thus, a choice to make is to try to get most of the controls close to the start, and then go north to downtown and/or west across the river to Corn Hill; or to go south to the cemetery.

People opting to be out for 4 hours may want to consider venturing into the eastern section of the mapped area (white and yellow areas), where there are some very attractive areas of the city.

Extra Information:

There are no refreshments (food or beverages) provided by ROC on the course, or before or after the event. However, this being an urban setting, there are lots of places where food or beverages can be purchased.

This event is different from ordinary orienteering events: the control points are not hard to find; all are on or near roads. 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.

Limited-access highways (I-490 and the Inner Loop) are mapped in red; no pedestrian or bike travel is permitted on these roads.

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

Please show respect to cemetery visitors (and residents). 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, except when going short distances from a road to a control..

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

- – Anne Schwartz, Dick Detwiler, Rick Lavine, Dayle Lavine, Joel Shore, and Paul Schwartz, course setters and vetters

Map Notes:

This map was created in very large part from GIS data (which is now probably about 10 years old) 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 are certainly some inaccuracies due to buildings shown that are no longer there, and buildings that are there that are not shown on the map. *There has been a lot of new construction, especially in the downtown area and around the Strong Museum.* In general, the buildings are probably 90% accurate and can be very useful in navigating (telling what corner you're on, etc.). But keep in mind that the accuracy isn't perfect, and it has gotten a lot worse *in particular around the Strong Museum*.

Most parking lots are not shown.

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 (shown with a purple triangle), 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 here is not the actual 1:17,500 scale.)