

Raceway Woods: Mapper/Field Checking/Course Setter Notes

November 2016 (revised April 2019)

Orienteering Map – 1.5 square kilometers - Scale: 1:7500 - 3 meter contour interval. Located near the intersection of IL Route 31 and Huntley Road (Main Street) Carpentersville, IL. Raceway Woods is jointly managed by the Forest Preserve District of Kane County (FPDKC) and Dundee Township. A brief history of Raceway Woods (originally called Meadowdale International Raceway) can be found at

https://en.wikipedia.org/wiki/Meadowdale_International_Raceway

Mapping Notes. Mapping started in early 2015 and was completed in October 2016 (**revised March 2019**). Sources for creating a base map used for field checking and the final map in OCAD included Kane County GIS, and Google Earth (**Map converted to Open Orienteering (.omap) and updated with ISOM2017 symbols**). The mapped area is centered on the former Meadowdale International Raceway (active 1958-1969) racetrack (5.26 km) which is now the main improved recreational loop around the preserve (see link above). Five years ago an asphalt hiking/biking path, including two new bridges over the preserves east/west creek, was laid through the center of much of the racetrack; however, there is still ample evidence of the racetrack's wide concrete/asphalt roadway. Other remnants of the former racetrack include sections of fence (cables), rows of just fence posts (not mapped), and low earth banks that parallel the racetrack; a ruined bridge over the raceway; a few small building ruins; and short sections of paved road isolated from the racetrack. A large concrete silo, painted white and labeled "Meadowdale International Raceway" stands along Route 31 as an icon to the area's history.

Many small hiking trails (informal and planned) have been developed throughout the other parts of the preserve (most in the center areas of the racetrack). **Over the past 5 years most of the trails developed are mountain bike trails and many of the small hiking trails are disappearing. When mapping was started in 2015 there was a 1.8 km mountain bike trail in use. Now there are approximately 6 km of developed mountain bike trails switch-backing and winding through mostly the steep north and east sections, and along the north and south slopes facing the creek that divides the preserve (30 meter elevation change).** These trails are approved by FPDKC and developed/maintained by the Chicago Area Mountain Bike (CAMBr) club. **(2019 Note: Basically the long north/south straight away on the race track separates to the east FPDKC and to the west Dundee Township properties. Off-trail activity including running and biking are not permitted on the Dundee Township property; therefore, orienteering west of the race track straight away is limited to trail/road usage.)**

While most of the heavily wooded hardwood sections along the creek that separates the northern one-third from the southern two-thirds of the preserve and the east facing slope, have thick vegetation, the numerous trails can provide ready pass-through access. A plateau used for racecar support during the racing era forms the south-center of the racetrack: All of the race support facilities have been removed and over the years the former open area has come to be dominated by scrub evergreens in varying stages of maturity (open forest, rough open and rough open w/scattered trees), many trails. A large natural gravelly hill, and few smaller man-made hills add some contour to the plateau area. Generally the running in the plateau is very good. There are several dry ditches, gullies along the steep slopes that appear to be manmade during construction of the raceway. Most of the terrain on the plateau and the sloped section to the east is hard-packed gravelly and stony ground. Other features on the map include reentrants, marshes (large and small), streams, boulders, hills, knolls, and pits. Overall the dominate feature is the racetrack, followed closely by the very complex trail system, and finally the scrub pine area of the plateau. The following are vegetation features are mapped throughout the area: Distinctive trees (leaf bearing and evergreen), rootstocks, and small thickets. There are two separate symbols used for distinctive trees: for the hardwoods the green circle symbol is used, and for the distinctive evergreen trees (a green dot is used). The hardwood sections that are mapped as medium to dark green you will want to avoid. The light green while slow in places can be to pass through fairly quickly. The white woods are very good. The green slashes are mostly low thorny bramble growth.

Private Property. The boundaries of the Woods are not neat and mostly border on private residential or commercial property with the exception of short sections north along Route 31. The sections of private property throughout are marked on the map with the red vertical stripes; please respect these area by keeping out.

Significant Trees. Significant hardwood (leaf-bearing) trees are marked with a green circle. Significant pines (needle or evergreens) are marked with a green dot. Significant Fallen/Dead Trees (1 meter trunk diameter partial or full upright with roots in the ground) are mapped using a green “X”. Rootstocks (Fallen tree root ball - 1.5 meter minimum) are mapped using a brown “X”.

Vegetation. Open woods can be pine stands or hardwood. The pines are mapped with distinct boundary dots on the map. Wooded areas mapped as light green can be moved through quickly, but may contain some patches of the thorny stuff. The medium green represents areas that vary greatly from walk to fight and should be avoided. Tight vertical green striped areas should be treated like the medium green – it will slow you down and could be painful.

Boulders. (.5 meter minimum; mapped with black dot) Boulder clusters, fields and stony ground are mapped using normal black symbol standards.

Depressions/Pits. Small, brown “U” symbol on the map most are 1 meter in depth and 2 meters in diameter. Larger depressions are mapped using the brown intermediate or full contour line with a hatch mark indicating the center lower part of the depression. Pits, can generally be the size of a depression, but with steeper sides, marked with a brown (earth) or black (stony) “V”.

Wet Areas are mapped with standard blue symbols. Most of the marsh areas are seasonal and crossable. All streams are small and crossable. Dry ditches, mapped in brown, can be a minor erosion gully, some are rather shallow or manmade shallow cut.

Notes for April 6, 2019:

Parking and Staging area: Raceway Woods has two small parking areas (one on Huntley Road and one on Route 31) neither of which is large enough to hold our event. Therefore, Parking and Registration will be on Commerce Parkway (1.25 miles north of the Route 31 and Huntley Road (Main Street) intersection. A remote Start and Finish will be a short walk/jog (225 meters) from Registration. Water and refreshments will be available at the Registration area only. If the weather is wet we will have a couple of small pop up tents (10x10) to provide cover for the registration area. Note: The closest toilet facility will be at the small Raceway Woods parking area (near the iconic Silo) about 500 meters from the Registration area – plan ahead.

Self-Regulated Starts & Map pickup for Red and Green Courses. At registration on these two courses participants will only be given a clue sheet. A box of Red and a box of Green maps that have pre-printed courses and clue sheets on them will be located adjacent to the Start. This will be a self-regulated Start: A map can be picked up after you have actually e-punched the Start Control. Try to provide separation of at least a minute (or two) between your start and someone starting ahead of you on the same course.

