
Road Reconnaissance Report

Road Name: Nettle Meadows

Tagged By: Edwin Wong, Adam Baines, Frederick Beck,
Sara Wilson, Daniel Boudreaux Daisuke Sakuma(04/17/04)

Road #: N/A

Stations: 19+50

Starting Point: Today we started from a landing area located on a topography map of St. Edwards Park. The Landing was located 1919 ft at bearing N 84 W from the Water Tower.

Terminating: We ended at station 19+50.

Other Junctions: N/A

Settings Accessed: N/A

Status: Today, we started at the landing located on the topography map of St. Edwards Park and we were stopped at station 19+50. The grade line will end at this point and the road will be traversed to this point on Saturday, April 24, 2004.

Soils: Soils range from Sandy soils with traces of silt and clay (Sandy Loam or Loam) located on the hill sides to soils composed of more clay (Sandy Clay or Clay Loam) located along the creeks.

Side Slopes: See notes attached as Appendix A

Grades:

3+95 stations at -12 %
1+87 stations at -4%
0+50 stations at -2%
0+38 stations at -1%
2+00 stations at 0%
1+50 stations at 2%
2+30 stations at 4%
7+00 stations at 10%

Stream Crossing: There were two stream crossings. The first stream crossing started at Station 6+70 and ended at Station 8+45. The second stream started at Station 11+50 and ended at Station 12+40. Both stream crossings were in the form of a curve. The first stream crossing curve was marked using 25 ft cords and a 60 ft curve radius. The second stream crossing curve was marked using 30 ft cords and a 50 ft curve radius.



Figure 1: Looking across second stream crossing from Station 12+50 to Station 11+50.

Switchbacks: No switch backs were incorporated into the pegging of this road.

Attempts: Originally, our design called for a gentle -2% grade for the first 5 stations. However, we were informed that we would run into unforeseen obstacles so were told to change our grade to -12% at Station 2+50. From there, we continued at -12% until we reached the first stream crossing.

During the first attempt to mark the grade line from the end of the first stream crossing curve to the second stream crossing, the grade was +4% and this grade required two stream crossings instead of one. This led to a change in the grade line to a -1% beginning at Station 9+25 and a grade change to -4% at Station 9+63 to the beginning of the curve for the second stream crossing at Station 11+50. This change allowed for the need of only one stream crossing compared to the two stream crossings that would have been needed in the first attempt.

Comments: In the notes at the station that would be Station 12+50, the station is marked as 0+00 because at this point part of the crew continued setting the grade line and the other part of the crew marked the second stream crossing curve.

Appendix A

St. Edward's Park
Road Location

Crew Member: Date:
Edwin Wong 4-17-04
Adam Barnes
Frederick Beck
Sara Wilson
Daniel Boudreaux
Conditions: sunny, 55-60°F

Appendix A

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A hand-drawn map of a field, likely a golf course, with various trees and landmarks labeled. The map is drawn on a grid background. The labels include:

- DF (Double Fairway) in the top left.
- DF (Double Fairway) in the top center.
- DF (Double Fairway) in the top right.
- DF (Double Fairway) in the middle left.
- DF (Double Fairway) in the middle center.
- DF (Double Fairway) in the middle right.
- DF (Double Fairway) in the bottom left.
- DF (Double Fairway) in the bottom center.
- DF (Double Fairway) in the bottom right.
- cedar (Cedar tree) in the middle left.
- cedar (Cedar tree) in the middle center.
- cedar (Cedar tree) in the middle right.
- cedar (Cedar tree) in the bottom left.
- cedar (Cedar tree) in the bottom center.
- cedar (Cedar tree) in the bottom right.
- center tree (Center tree) in the middle center.
- Bigley Maple (Bigley Maple) in the bottom right.

Appendix A

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Appendix A

| Station | Bearing | Grade | H.D. | SSL | SSR |
|-----------------|---------|-------|------|------|-----|
| Next Station is | | 0+00 | | | |
| 12+40 | | 0% | | | |
| 12+10 | | | | | |
| 11+80 | | | | | |
| 11+50 | | | | | |
| 11+00 | | 0% | | -40% | 60% |
| 10+00 | | -4% | | -75% | 50% |
| 9+63 | | -4% | | | |
| 9+25 | | -1% | | | |

Appendix A

| Station | Bearing | Grade | #D | SSL | SSR |
|---------|---------|-------|----|----------------|----------------|
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| | | | | | |
| | | | | | |
| 7+00 | | | | -20 | +65 |
| 6+00 | | | | -35 | +60 |
| 5+00 | | | | -35 | +50 |
| 4+00 | N87W | | | -80 | +80 |
| 3+00 | | | | -40 | +60 |
| 2+00 | | | | -50 | +60 |
| | | | | -50 | +55 |
| Ø 1+00 | N85W | | | -50 | +55 |
| 0+00 | | 10° | | -35 | +60 |

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END

(Location Point)

Crosses path (S55W)

Uprooted tree just uphill, curves
around to the right

Starting from other draw (2nd)