Chad Martin
GIS Intern
LaFayette Lake Access Project
November 8, 2007

# Follow up report

During the summer of 2007 I was involved in a project that located public access points along Lake Wissota, within the LaFayette Township. The reason I was involved with this project was to fulfill my internship requirements for Chippewa Valley Technical College. I learned a great deal from the project about how local and state agencies can work together to achieve a common goal. In this case the goal was to locate, photograph, record GPS data and take an overall assessment of the access point locations.

I tried a few different methods of obtaining data for this project, some worked well and others did not. The Chippewa Land Records office was very helpful in locating these points. They set up a website that displayed an aerial photograph of Lake Wissota with a parcel map of LaFayette Township overlaid on to it. Points were placed where the access locations where thought to have been. Once clicked on, the points would display parcel information, such as adjoining fire numbers and street address's. I tried to find these locations with a hand held parcel map prior to speaking with the land records office. It was very difficult to find the access locations without fire numbers and an aerial photo.

The first thing I did was get most of the computer work done before going into the field. I went on to the land records website that was set up for me and picked a point to start with. I zoomed into that point and saved it into a folder just for that point. It was easier to keep track of all the camera photos by having them in the folder for that point only, this ensures they don't get mixed up with any other point photos. Then I clicked on that point and retrieved the adjoining fire numbers. I wrote down the point number, the adjoining fire numbers and street onto an inventory paper that was given to be by the DNR. I printed out the zoomed in photo of that point and put it with the corresponding inventory sheet. I also included a blank sheet of paper with each point for any notes. It was helpful to buy computer paper with holes already in it so that I could put all my inventory and aerial photos into a binder that I could take with me into the field.

Once I had my binder complete with all point information and aerial photos I went into the field. It still took some time to find the access locations even with the aerial photos and adjoining fire numbers. The problem with aerial photos is that they are so large that when zoomed in on they become blurred significantly. Often the adjoining fire numbers were so far apart that it was unclear where the access actually lied. What worked for me was to try and find a defining feature on the aerial photo and then try to find that same feature in the field. From that you can roughly justify where the access is. Once you know you are in the vicinity it is very helpful to speak with any one in the area about the access point. If you can speak with anyone from either side of the access I found that to be the most helpful. I was given lot lines, shown boundary stakes, and often given a brief history of the access location.

Once I determined the access point's location, I starting taking photos. I started from the road and took several pictures leading up to the shoreline, making sure I included any boundary markers or any significant features (such as obstructions) into my photo. I also included the direction I was facing when the photo was taken into my

data, thought his would help explain the picture better. I clipped a small compass to the strap of my camera so I knew the direction with each picture, this was very helpful. I wrote down the picture number off of my camera, the direction of the picture and a brief description of that picture onto my notes paper. It is important to log your picture numbers for each point so that they don't get mixed up with another point. I had a couple of hundred pictures so keeping them organized was crucial.

Once I had all my photos taken and data recorded I put all my pictures into their corresponding point folder and began to organize a power point presentation. I chose Power Point because it is easier to transfer pictures and insert captions. I chose four or five pictures for each point and included inventory information. Once the power point was completed I printed out a copy to include into my binder for quick reference. I purchased a few small portable flash drives and saved all my data to each. This was to ensure I did not loose all my data in case of a computer failure and also helped with sharing the data. I printed a large scale map of the whole area surveyed with the points labeled corresponding to the Power Point.

This was a very exciting project to be a part of and a wonderful experience. I thank everybody for all their help and giving me this opportunity to get a start in GIS field with a real life application.

| Date | Time-From | | | Time-To | Total Hrs. | Total mileage |
|---|---|---|---|---|---|---|
| 28-May | 10:00 AM | | | 7:00 PM | 9 | 20 |
| 19-Jul | 4:30 PM | | | 11:30 PM | 7 | |
| 22-Jul | 9:00 AM | 12:30PM | 1:00PM | 6:00 PM | 9 | |
| 28-Jul | 10:00 AM | | | 9:30 PM | 12 | 50 |
| 29-Jul | 9:00 AM | | | 7:00 PM | 10 | 52 |
| 30-Jul | 10:00 AM | | | 8:00 PM | 10 | 39 |
| 31-Jul | 9:00 AM | | | 7:30 PM | 11 | 69 |
| 12-Aug | 9:00 AM | 2:00 PM | 3:00 PM | 12:00 AM | 14 | 10 |
| 13-Aug | 9:00 AM | 5:00 PM | 6:00 PM | 8:30 PM | 11 | 40 |
| 14-Aug | 9:00 AM | | | 8:00 PM | 11 | 81 |
| 15-Aug | 9:00 AM | | | 8:00 PM | 11 | 100 |
| 18-Aug | 8:00 AM | 7:15 PM | 9:00 PM | 12:45 AM | 15 | 70 |
| 19-Aug | 8:00 AM | 4:00 PM | 4:30 PM | 8:00 PM | 12 | 50 |
| 20-Aug | 9:00 AM | 4:00 PM | 5:00 PM | 8:00 PM | 10 | |

| | | |
|---|---|---|
| | 150 | 581 |