

TRAIL CREW NOTES

Location: Lower Dungeness (833.3), ONF

20 July 2025

Hannah Graves

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Hours on job: 24

- Objective(s) for the crew:
 - Remediate apparent weak spots in bottom layer of turnpike recently built by Northwest Youth Corps (NWYC) that could lead to tread undermining and collapse. This was needed only for the downhill edge because that curb long (replacing a former puncheon stringer) was elevated above the ground and there was room for material to roll/wash out if not built carefully.
 - Build ramps from NWYC-built turnpike to decking level of Gray Wolf-built puncheon .
 - Hide rotten decking that had been removed from old puncheon.
- Task(s) accomplished:
 - The turnpike remediation was fairly straightforward and was made much easier since we could re-use rocks and soil brought to the site by the NWYC. Our crew dug out the downhill edge of turnpike and relined it with rocks placed to ensure neither rock nor soil would cave in and roll (or be washed out) from under the downhill curb log. Placing the larger rocks at the bottom and moving to smaller rocks as we worked up with soil at the top layer.
 - Ramps were built from the turnpikes on each end of the final downstream puncheon in this section. Because there was no NWYC-sourced rock for this structure, the crew made several trips to find rock uptrail to move it to the work site. We had brought a wheelbarrow just in case we might need it for this type of work; it helped greatly particularly with the small number of folks on the crew. Once we had the materials, prepping the underlying turnpike, building supporting side walls, and filling the center of the ramp went fairly quickly.
 - The final task was to remove the old rotten decking from the worksite and scatter it farther in the woods where it can complete rotting without being an eyesore.
- Task(s) remaining:
 - The two structures (bridge and puncheon) closest to the upper trailhead have decking that is failing and needs to be replaced as soon as possible. During the 2024 survey of the trail structures, other components to these structures were noted as softening with replacement advised for the puncheon.
 - Address the remaining 14 puncheons and bridges on the trail according to their individual condition and location relative to two ONF-desired cross-river bridges to bypass slide areas on the trail.

David Graves

Gray Wolf Trail Crew

Turnpike condition at start.

The bottom rocks not placed structurally which could allow upper layers to fall in and wash out under curb logs.



After removing top layer of turnpike soil and rock. Gaps in lower-level supporting structure.



Relining the downhill edge of the turnpike. It is not necessary to have rock supporting directly under the curb log as it is not carrying downward traffic loads as would a stringer for a puncheon.



Puncheon ramps.

NWYC ramp (ONF directed them to dis-assemble)



At start of our crew



Reconstruction and finish

The decking of the new puncheons are wider than the turnpike width because the latter used the former puncheon stringers as the outer curb logs, thus the turnpike lacks the added width given by its former puncheon decking. To prevent trail users exiting the puncheon and possibly going over the edge of the turnpike ramp, we had to build the outer rock walls to guide users toward the center of the tread. This also involved ensuring that the outer rocks were well anchored and supported.

