



**Youth Employment Program's
Trail volunteer project report for 2017
Salmon National Forest**



Presented by:

Marc Landblom, Volunteer Coordinator

YEP 2017 Volunteer Projects report, Salmon National Forest

The Trail Volunteer projects are managed by the Youth Employment Program (YEP), in conjunction with the Salmon Valley Trails Collaborations. There were four trail projects; one that is designated “none motorized” single track, and three that have “motorized” access in certain sections of trails. These projects were suggested to, and voted by the members of the 2L Trails Collaboration.

This report includes:

- Trail descriptions,
- Maps
- Specific project tasks and locations
- Diagrams on how to properly repair trails
- Before and after photos
- Summary of the project outcome with suggestions for major improvements
- Spread sheets displaying values of both Organized Group efforts and individual volunteers efforts (located on the last pages of the report).

Note; the time recorded for the Volunteer Coordinator position bounces between paid time and volunteer time. The prepping, organizing, and reporting are recorded as paid time. Most of the trail efforts were recorded as volunteer time, so that the funding for this program can be stretched. The CDT/ Sheep Creek Trail Day (8/5/17) was recorded as pay due to the larger group size, and logistics.

Note; tools and PPE were provided by YEP. Many volunteers utilized their personal equipment and vehicles. This has been recorded on the spreadsheets.

Williams Creek Trail Project (078) May 27, June 1-6, 2017

This was a joint effort with the Student Conservation Association (SCA) and Salmon Idaho Mountain Bike Association (SIMBA). Tim Corral (SCA) and Brandon Heaton (SIMBA) helped identify major trail issues. Most of the issues dealt with “Fall Line” trails, where water rushes down the tread, causing erosion. SCA utilized the Williams Creek Trail for training of their new trail crews. There were close to 40 SCA crew members and instructors digging into the projects. SCA spent about four days for training, with an additional four days utilizing a single crew to finish what they started. There were four (4) volunteers from YEP that contributed to the project: two on National Trails Day (June 3), and two on June 6, while a YEP trail crew worked on the lower side near Perreau Creek. Two FS Trail Dawgs helped with the efforts. The volunteer efforts were focused Between Big Fur and the Perreau Creek Trailheads.

The end result: over one mile of heavy trail repair and retread performed near the Williams Creek Picnic area. SCA did a good job of creating a rock and a log staircase on opposite sides of creek crossing. They also completed tasks # 3, 5, 6 and 7 listed on the Trail Project instruction page. Two of the YEP volunteers completed task #3-iii and 3-iv. The other two YEP volunteers worked with our YEP trail crew on the bottom mile of Williams Creek/ Perreau Creek by rebuilding trail benches and creating rolling drain dips. YEP trail crew was working on BLM property.

- SCA volunteer hours= not available
- YEP and SIMBA volunteer hours= 19
- 1.25 miles of trail repairs and retread (including SCA’s efforts)
- 2 miles of sage brush lopping
- 2 stair cases, one on each side of Williams Creek

Suggestions for improvements: With both SCA and YEP crews working on the Williams Creek Trail, a lot of quality improvements were completed. YEP Trail crew was assigned by the BLM-SFO to improve and repair the lower one mile of the trail. So there are plenty more improvements and repairs needed between the two work sites and above the upper worksite, near Big Fir.

1. Trail retreading and armoring
2. Fall Line retreading that will reduce erosion
3. Signs that hold up to cattle rubbing against them, Inform about none motorized use, and are “Redneck Proof”.
4. Reclaiming/ Disguising trail braids.
5. Continue to work together as a team



SCA crew armoring and retreading the Williams Creek Trail



SCA crew constructing stairs on each side of Williams Creek.



YEP Volunteers recreated a tread 50 yards long that connects the upper Williams Creek Trail to the Lower Williams Creek Trail. This continuity had been lost in the sage brush and an abandoned range fence. (Above and below photos)



12 mile Meadows (101), Lime Creek (100), and Meadow Connector (102)

June 17 and 24, 2017

On June 17, Brady Beaver and Marc Landblom scouted out the 12 Mile Meadow and Meadow Connector Trails, identifying what work needs to be done for the Trail Day (24th). We logged out a couple miles of Meadow Connector (102) and 12 Mile (101).

Three SIMBA members and one dirt biker logged out and performed minor tread repairs on motorized and none motorized trails. We started with diverted water off the 12 Mile Creek Road. Rick, the Dirt biker, hauled all the chainsaws up to the top of 12 Mile Meadow. From there, Rick parted ways, logging out Meadow Connector trail, which is an old logging road/ cow trail that everybody uses for easier access the 12 Mile Meadow. The 12 mile trail (101) between Porcupine Springs Trail (059) and the Meadow is really steep, with deep ruts. This section is an erosion nightmare, and too steep to pedal mountain bikes up. We were unable to work on North Basin (097) due to the lack of volunteers.

The three mountain bikers focused on the 12 Mile Meadows (101) and Lime Creek Trail (100). We exited the trails at the Lime Creek Trailhead on Highway 93, where Rick picked us up.

Results:

- 110 down trees logged out
- 100 feet of trail was brushed out. Mostly saplings
- 3 springs diverted off the tread
- 75 feet of tread repairs/ rebuilt
- Loose rocks removed from tread
- 11 miles of trails maintained.
- 44 volunteer hours.

Note: A YEP trail crew spent two days performing tread repairs and brushing-out the lower two miles of Lime Creek, from the trailhead at highway 93. These efforts were performed on BLM property.

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Suggestions for improvements:

1. The climb on 12 Mile Meadows (101) between Porcupine Springs (059) and the meadow needs to be rerouted.
 - a. A good alternative is to close this section of trail and improve the Meadow Connector Trail. There are old trail blazes that parallel the fence line section of trail. There's evidence of old tread that can be traced. If we can identify the old route, we may be able to eliminate the fence line section, which is always full of blown down trees.
2. The Meadow segment of 12 Mile Meadow (101) needs a proper tread that skirts around the side of the Meadow. For years, none motorized trail users pass through the center of the meadow. This year, dirt bikers have been returning to the area, creating a fall line path. This path is now dirt and will carry water down it next spring.
3. The Canyon segment of 12 Mile Meadow (101) between the meadows and Lime Creek Trail (100) needs heavy bench repairs. The trail benches are 12 inches wide. They use to be 4 inches wide, but has widened due to years of logging it out, allowing wildlife and horses to travel through the canyon. There are places where the trail drops into riparian areas. It would be better to keep the trail on higher ground to reduce the impact on riparian areas.
4. Signs! There are no signs giving directions, nor telling a user which trails are motorized or none motorized. Most dirt bikers don't know that Lime Creek Trail from 12 Mile Meadow junction to Highway 93 is none motorized. A month after the volunteer day, the switchbacks up Lime Creek (on both sides of the pass) were torn up by dirt bikers trying to make the tight turns. There are now 6-8 inch deep ruts in the switch backs.



Brady Bever logging out a down tree on Meadow Connector Trail (102), which is mostly old logging roads.



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There are about four springs that exist on the Meadow Connector Trail (102)



Junction of 12 Mile Meadow trail (101) and Porcupine Springs (059)



12 Mile Meadow (101) from Pocupine Springs Trail (059) to the top of the Meadow is mostly a “Fall Line Trail”.



The Climb up to 12 Mile Meadow (101) is a “Fall Line” Trail.



The Climb up to 12 Mile Meadow (101) is a "Fall Line" Trail.



12 Mile Meadows Trail (101) is a fall line trail that has multiple braidings due to erosion.



Ryan McAllister, Rick Prophet, Brady Bever. Top of 12 Mile Meadow.



Stock tank is a land mark, pointing the route down towards the canyon, where the trail picks up again. There is no tread between the tank and the canyon.



Diverting water off the trail



There are a few sections that need to be rebuilt.



Over 70 trees logged- out and 50 saplings brushed out from the 12 Mile Meadows Trail (101) and Lime Creek Trail (100)





The Trail bench is about 12 inches wide. It used to be 4 inches wide. It needs to be widened for stability and safety.





This is the junction on the Meadow Connector (102) that leads to the North Basin Trail (097) and 12 Mile Meadows (101).

The Meadow Connector is a route that is made up of old Logging Roads and fence line trails. Dirt bikers and mountain bikers have been using this route for easier access. Because the climb on the 12 Mile Meadows Trail (101) is a Fall Line Trail, it erodes easily and creates safety issues.

We logged out 40 down trees on the Meadow connector.

There are old trail blazes and trail benches that exist parallel to the Fence line trails. We wish to explore its route and see if we can implement this trail as a better route to the meadows.



With the lack of signs, we cut arrows into down trees to help guide trail users. They are better than nothing.



The climb on 12 Mile Meadow Trail (101) between Porcupine Springs (059) and the meadow. These photos were taken one month after the volunteer trail day.





The climb on 12 Mile Meadow Trail (101) between Porcupine Springs (059) and the meadow. These photos were taken one month after the volunteer trail day.





The Lime Creek Switchbacks. These were taken a month after the volunteer trail day. These are the ruts that were created when dirt bikers tried to make the tight turns. We need signs to inform them which trails are motorized and none motorized.





The Lime Creek Switchbacks. These were taken a month after the volunteer trail day. These are the ruts that were created when dirt bikers tried to make the tight turns. We need signs to inform them which trails are motorized and none motorized. It's unclear if all of, or parts of Lime Creek Trail is "motorized".



Twin Creek (108), Twin Creek Ridge (109), Divide Trail (106)

July 4, 22, & 23, 2017

Summary:

July 4, 2017; I scouted out the three trails that will be worked on for the next volunteer day. I had talked to Tim Carol about the SCA crew that worked on the Twin Creek Trail (108) the week before. The SCA trail crew spent four days logging out the deadfall and performing minor tread repairs. What I found was just a logged out trail with about /four new trees that had recently fallen. This trail was in dire need of some heavy tread repairs and brushing. I also scouted the Twin Creek Ridge Trail (109) and the Divide Trail (106) to find that they needed water bar maintenance as well as logging-out.

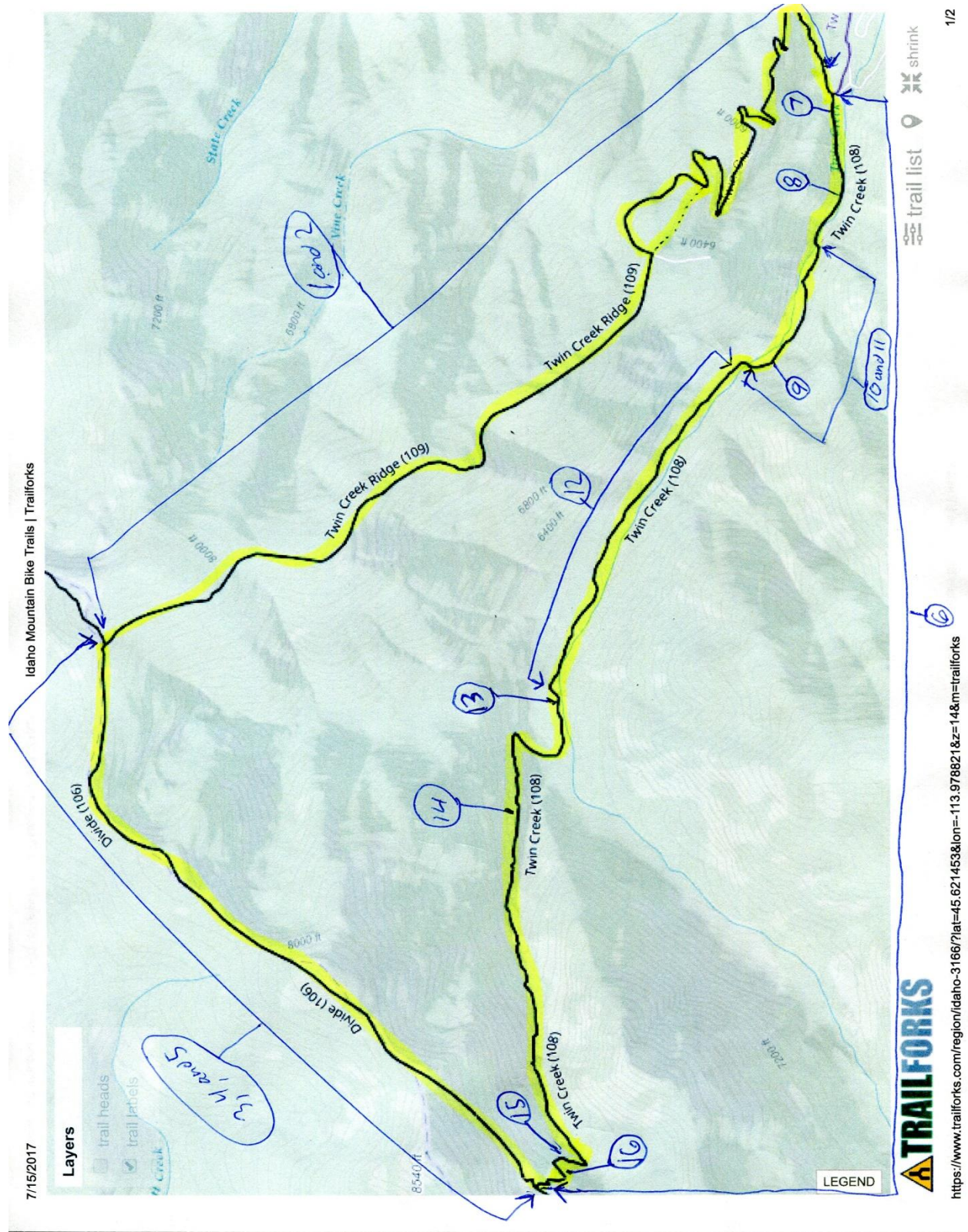
July 22, 2017; four volunteers performed log-out, brush-out, waterbar maintenance, and tread repairs to all three trails. Brandon Heaton and Brian Martinez tackled the tread repairs of the Twin Creek trail (108) starting at the trailhead. Steve Adams brushed out the trail corridor for over a mile using a gas powered weed eater and hand saw. I loaded up the Rokon motorcycle and worked on Twin Creek Ridge and the Divide trail (106) that ties the other trails together as a loop.

July 23, 2017; Brian Martinez and I logged-out the Divide Trail from Lost Trail to the Twin Creek junction.

Results:

- 18 miles of trail maintained
- 54 Fallen trees logged-out
- 21 waterbars cleaned out
- Loose rocks removed from the tread
- Planted rocks from the tread removed to reduce injuries
- 1 French drain constructed
- 1000 feet of tread repairs completed.
- 1 mile of brushing out the trail corridor
- 45 volunteer hours completed

The next few pages of this report are the maps, assignments, and final products with before and after pictures. The numbers from the assignments match the locations on the map and the Tasks Completed. Assignments 1-12 and 15-16 were completed. Assignments 13 and 14 were incomplete.



Each number is a task and location on the trails. Match the number to the descriptions below.

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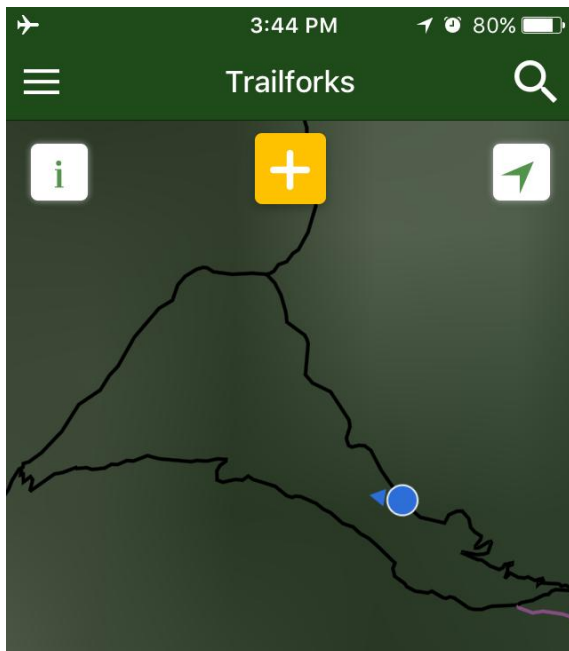
Volunteer Coordinator = Marc Landblom

cell #435-260-0991

Trail Assignments :

Twin Creek Ridge Trail (109)

1. Log out deadfall trees (about 23 down trees)
 - a. If the log is lying flat on the ground, cut it so the gap is 36 inches wide. This will create a trail choke.
2. Clean out waterbars (about 20)
 - a. Place the material on the water bar, to create a rolling drain dip
 - b. Refer to the diagram attached on the back

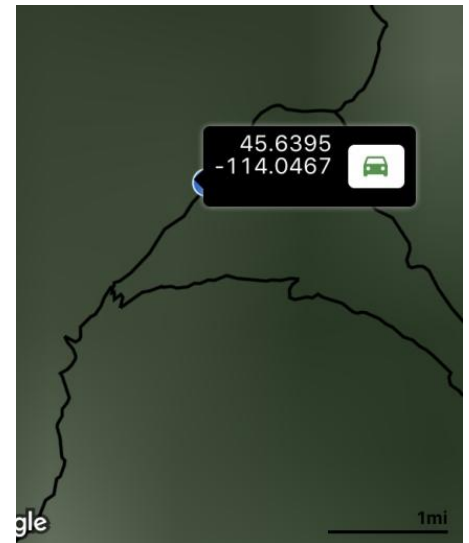


The blue dot indicates where the majority of the water bars are located. Some of them have a double bar. The upper bar acts as a check dam. Clean out the lower one only. Make sure to use the material for filling in the exposed bar.

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Divide Trail (106)

3. Log out deadfall trees (about 30 down trees)
 - a. If the log is lying flat on the ground, cut it so the gap is 36 inches wide. This will create a trail choke.
4. Clean out waterbars
 - b. Place the material on the water bar, to create a rolling drain dip
 - c. Refer to the diagram attached on the back
5. Create Rolling Drain Dips (aka= rolling grade dip) where needed



Most of the trail is a “Fall Line Trail”. Make sure the water bars and rolling drain dips will divert water off the trail.

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Twin Creek Trail (108)

6. Log-out down trees and remove loose rocks from the tread
7. Create an elevated crossing over the spring that allows water to pass under.



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8. Rock Bench : Use rock bars to remove or place rocks where needed.
 - a. Make sure all rocks are secure; no rocking nor sliding. Anchor them solid!!!
9. Create a French Drain.
 - a. Someone started to construct one, except it's not armored with rocks
 - b. See diagram of French Drains before construction



10. Perform tread repairs
11. Brush out the Riparian areas using machete or motorized weed eater.

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12. Remove rocks from the tread.
 - a. Make sure to fill in the holes
 - b. Leave the ones on the downhill side of the tread. These rocks act as “anchors” to help keep the trail in place. They also force travelers to stay on the uphill side of the tread, reducing “sloughing”.



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13. Create an elevated crossing between the turnpikes. Water saturates the tread, creating postholes and ruts in the mud.
 - a. Tile the tread with flat rocks
 - b. Try to make drains for the water.



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14. Rebuild trail bench. The existing trail bench is loose. (About 50-100 yards)
 - a. Dig out a new bench, using rocks to armor the downhill side.
 - b. Design rolling grade reversals in the construction. Refer to the diagram on the back pages.



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15. Dig out the bank of the creek crossing so it is "ramped" . The bank is too steep and deep for every user.



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16. Create a spring crossing that will keep water off the trail.
 - a. Make sure to armor all the drains with rocks or logs.
 - b. Create rolling drain dips if possible



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Volunteers: Steve Adams (YEP) Brian Martinez (SIMBA) Brandon Heaton (SIMBA) Marc Landblom (YEP) Total of 45 hours.

Tasks Completed: (match the task numbers to the locations on the map)

Twin Creek Ridge 109

1. Logged out 23 down trees



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- 2. Cleaned out 21 water bars



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The Divide Trail 106, Between Twin Creek Ridge and Twin Creek

3. Logged out 20 down trees

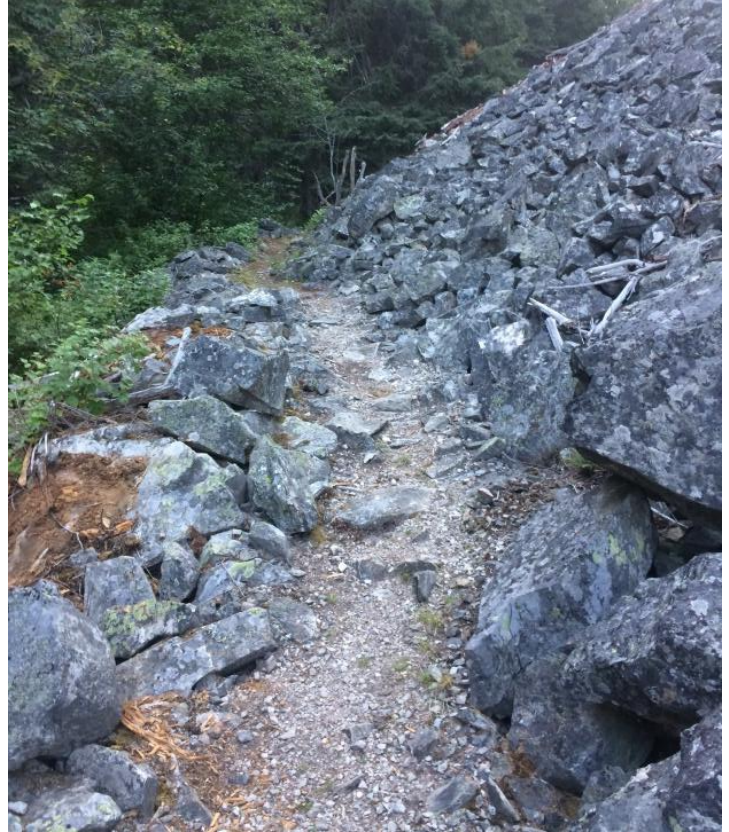
Twin Creek 108

6. Logged out 4 down trees and removed loose rocks rom the trail.



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8. The tread on the rock bench, between the trailhead and the first creek crossing was maintained. Brian Martinez and Brandon Heaton removed loose rocks, placed anchor rocks where needed and filled in holes.



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9. French Drain construction. Brian and Brandon completed a French drain that somebody had started. Here are the before and after photos.



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10. Brian and Brandon performed Tread repairs between the two creek crossings.



11. Steve Adams used a weed eater to cut down the tall vegetation from the trail head to the first creek crossing.



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12. Some planted rocks removed from tread, between the second and the old log cabin. Here are the before and after photos.



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15. Marc Landblom armored and dug out this bank to allow recreationalist to cross the creek safely.



16. Drains were created to allow water to leave the trail. Unfortunately, the trail passes through a bog. This will continue to be an issue until the trail is rerouted around the bog.

Suggestions for Twin Creek, Twin Creek Ridge and Divide Trail:

1. When trail crews are assigned to a trail project, they need proper guidelines on what needs to be accomplished. The SCA crews are capable of doing amazing things. But they need someone on the ground to show them what needs to be done. The FS can't expect to send crews out blindly, assuming they will do a great job. The FS Trail Supervisor has to be able to spend time showing the crews what needs to be done and the best way to achieve their goals. That person doesn't have to be there the whole time if he/she is confident that the trail crew knows how to perform the assignments. But that FS Trail Supervisor should stop by and critique their work. It's got to be quality work.
2. Twin Creek Ridge Trail (109) has two fall line issues that need to be addressed. They are located about 3.5-4 miles from the trailhead, above the waterbar section. They can be corrected with short reroutes to prevent erosion.
3. The Divide Trail (106) has countless fall line issues. They can all be corrected with reroutes.
4. Twin Creek Trail (108) needs tread repairs and bench reconstruction from the second creek crossing all the way to the junction of the Divide Trail.
5. Twin Creek Trail (108) has three locations where the tread crosses through a marshes/ bogs. Two of them are located within 100 yards of the trail head. These two locations can be corrected with an elevated tread, board walks, or French Drains. The Third one is 400 yards below the Junction of the Divide Trail (location #16). This one can be corrected by off- setting the tread on the slope above the marsh.
6. Twin Creek Trail (108) has a swamp area about three miles from the trail head (location #13). There are pair of turnpikes that elevate the tread, but water still saturates the trail on the ends. This defeats the purpose of the turnpikes. This can be corrected by extending the turnpikes and implementing drains to allow water to pass through.
7. Signs for motorized and none motorized use. Plus for directions and mileage.

CDT and Sheep Creek Trail Day, August 5, 2017

Summary:

Thirteen volunteers participated on the CDT efforts. Five members of SIMBA, seven dirt bikers, and one hiker helped with logging out and performing tread maintenance. The Dirt bikers worked on the motorized section of the CDT while the rest worked on the none motorized. The project location on the CDT stretched from the junction of Carmen Creek to the junction of Sheep Creek, including the Sheep Creek Trail (126).

- Note: SCA performed trail maintenance on the lower part of Sheep Creek Trail (126). They logged out, brushed out and performed minor tread repairs on the lower three miles of the trail, starting at the trailhead near highway 93. Their accomplishments aren't recorded on this report.

Results:

- 19 miles of trails maintained
- 9 miles of rock removal
- 18 water bars cleaned out
- 800 feet of tread repairs

On the next pages, are maps and descriptions of what was accomplished. Match the numbers from the descriptions to the maps.

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Volunteer Trail Coordinator = Marc Landblom cell# 435-260-0991

Please text or call the Coordinator when you are complete with your efforts and heading home. This way we know everybody makes it home safely. If a person forgets or neglects to call, then there will be a search party looking for you.

Trail Task and locations: Match the numbers to the locations on the maps.

CDT, From 4th of July to Carmen Creek

1. Log out dead fall
 - a. kick off loose rocks from the trail
 - b. perform tread repairs
 - c. Clean out drains
 - d. If there are major trail repairs that you find, please take photos of the damage and share this information with the Volunteer Coordinator.

CDT, the South fork of Sheep Creek

2. Log out dead fall
 - a. kick off loose rocks from the trail
 - b. perform tread repairs
 - c. Clean out drains
 - d. If there are major trail repairs that you find, please take photos of the damage and share this information with the Volunteer Coordinator.

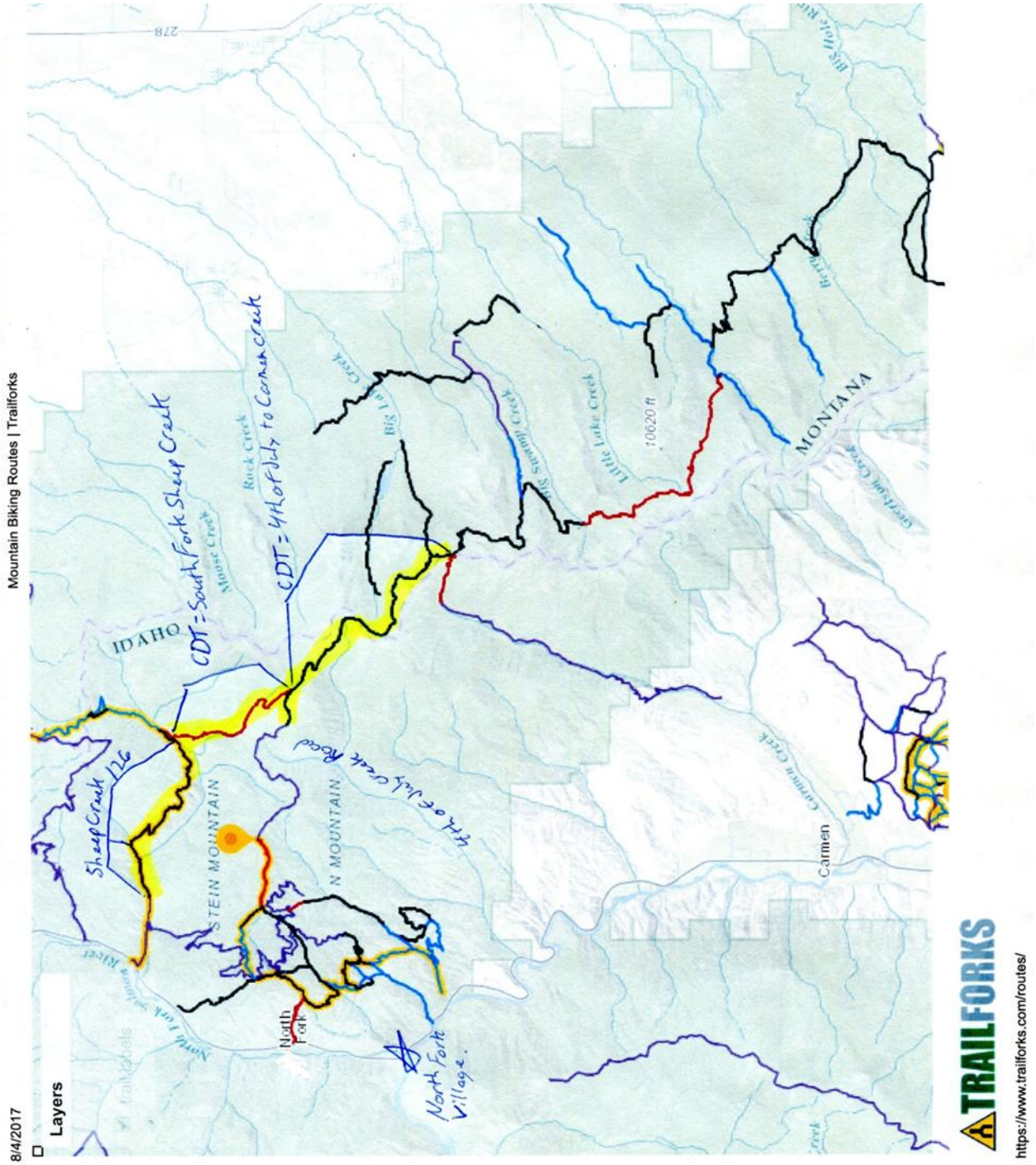
Sheep Creek Trail (126)

*SCA performed trail maintenance on the lower portion of this trail. They brushed out, log-out and performed tread repairs on the first two miles. The rest is up to us!

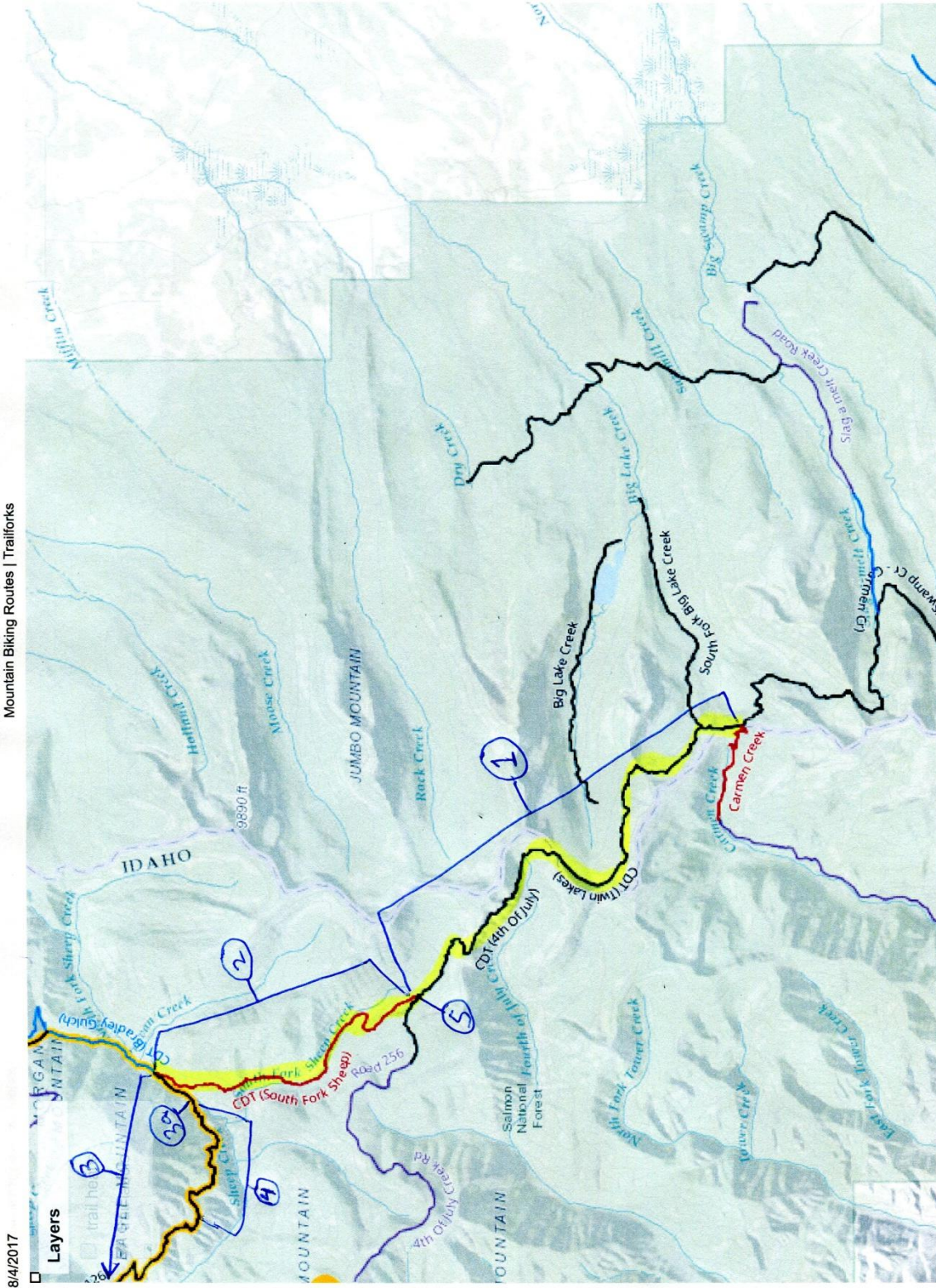
3. Log out dead fall
 - a. There are about 4 large firs lying across the trail, where the climb begins. You will need a large chainsaw, wedges, and an axe to cut them out
4. There are a few spots where the trail has collapsed. Reconstruct solid trail bench by armoring it with rocks. Check the diagram on the back pages.

CDT= 4th of July/ SF Sheep Creek junction

5. Tread repairs/ improvements.
 - a. Connector Trail, through the swamp =Create an elevated tread by filling in the holes with rocks and gravel.
 - b. CDT= Pick out rocks from the tread that can be an ankle twisting hazard. Fill in the holes with gravel and soil. Perform this in both directions.



Mountain Biking Routes | Trailforks



8/4/2017

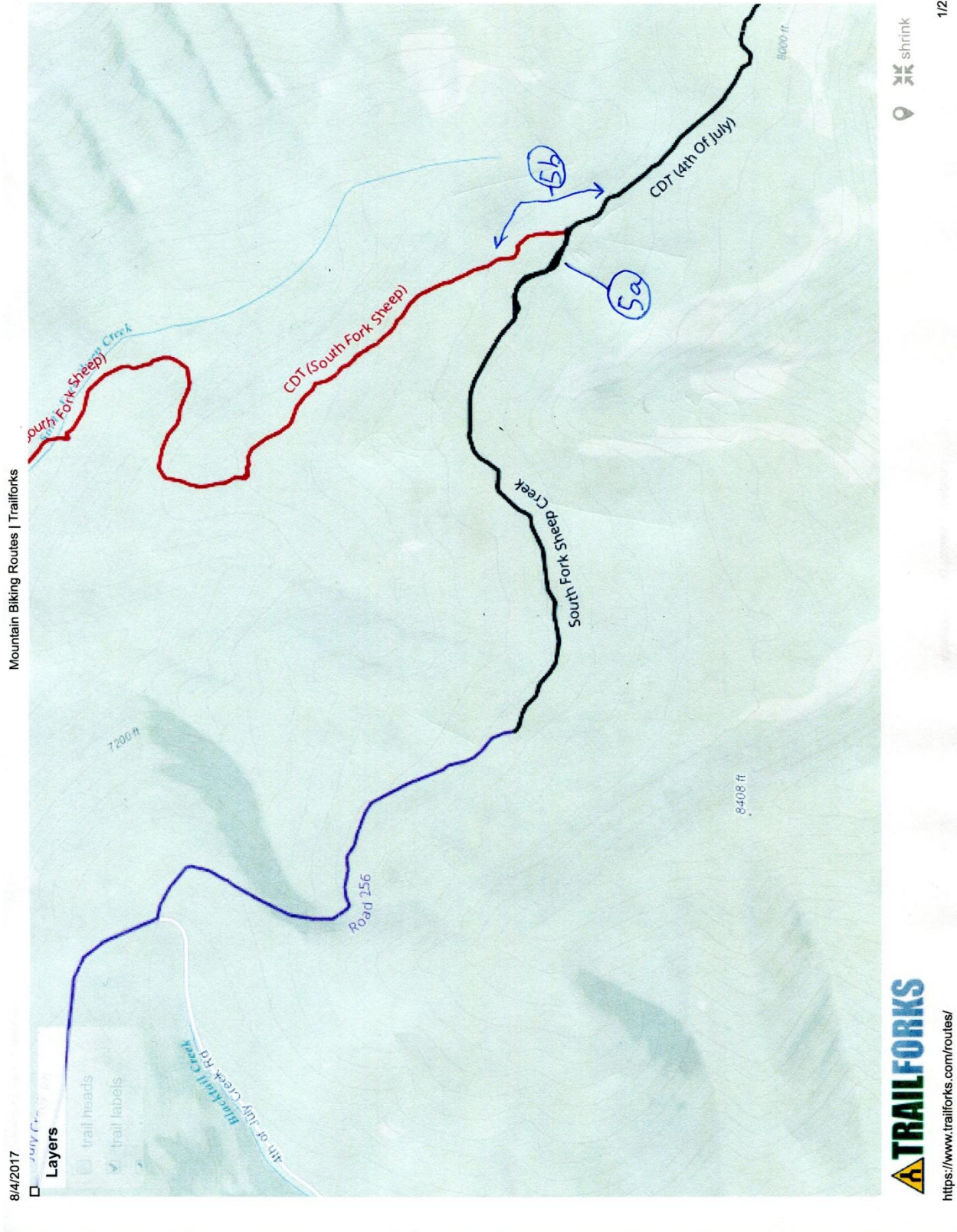


<https://www.trailforks.com/routes/>



1/2







Thirteen volunteers participated on the trail efforts= 121 volunteer hours.

- 7 Dirt Bikers
- 5 mountain bikers
- 1 hiker

Tasks completed: Match the numbers to the locations on the maps.

1. 3 mountain bikers logged-out and remove loose rocks from the tread to reduce the risk of ankle injuries. They started at 4th of July Creek and exited Carmen Creek. 16 down trees were logged-out on this 9 mile section.







Logging out the CDT on the Montana side, Near Twin Lakes

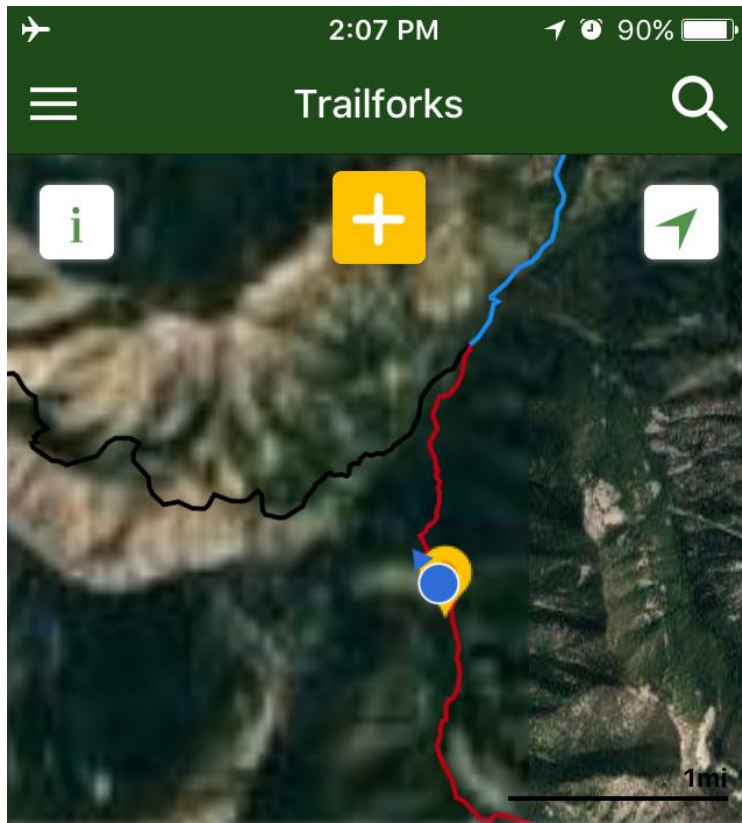
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2. Seven dirt bikers logged out 48 down trees on 5 miles of the CDT: South Fork Sheep Creek. Unfortunately, nobody took photos.
3. The same seven dirt bikers logged out 16 down trees on 6 miles of the Sheep Creek Trail (126). Unfortunately, nobody took photos. This trail was worked on by a SCA crew in June, but only completed the lower two miles near Sheep Creek road.
 - a. The four large diameters down trees are still lying across the trail, located at the beginning of the steep climb out of Sheep Creek. A large Chain saw is needed to cut through these monsters. We could have packed the MS-660 into this location via Bradley Gulch, but the road to Big Hole pass is closed due to wild fires.
5. Two mountain bikers and one hiker:
 - a. Performed tread repairs on the 4TH of July connector trail. They created an elevated tread through the swampy section using rocks, gravel, then topped it with fill.
 - b. They also picked out ankle twisting rocks from the tread and cleaned out water bars from the junction of the connector trail to the base of the talus field below Pyramid Peak.



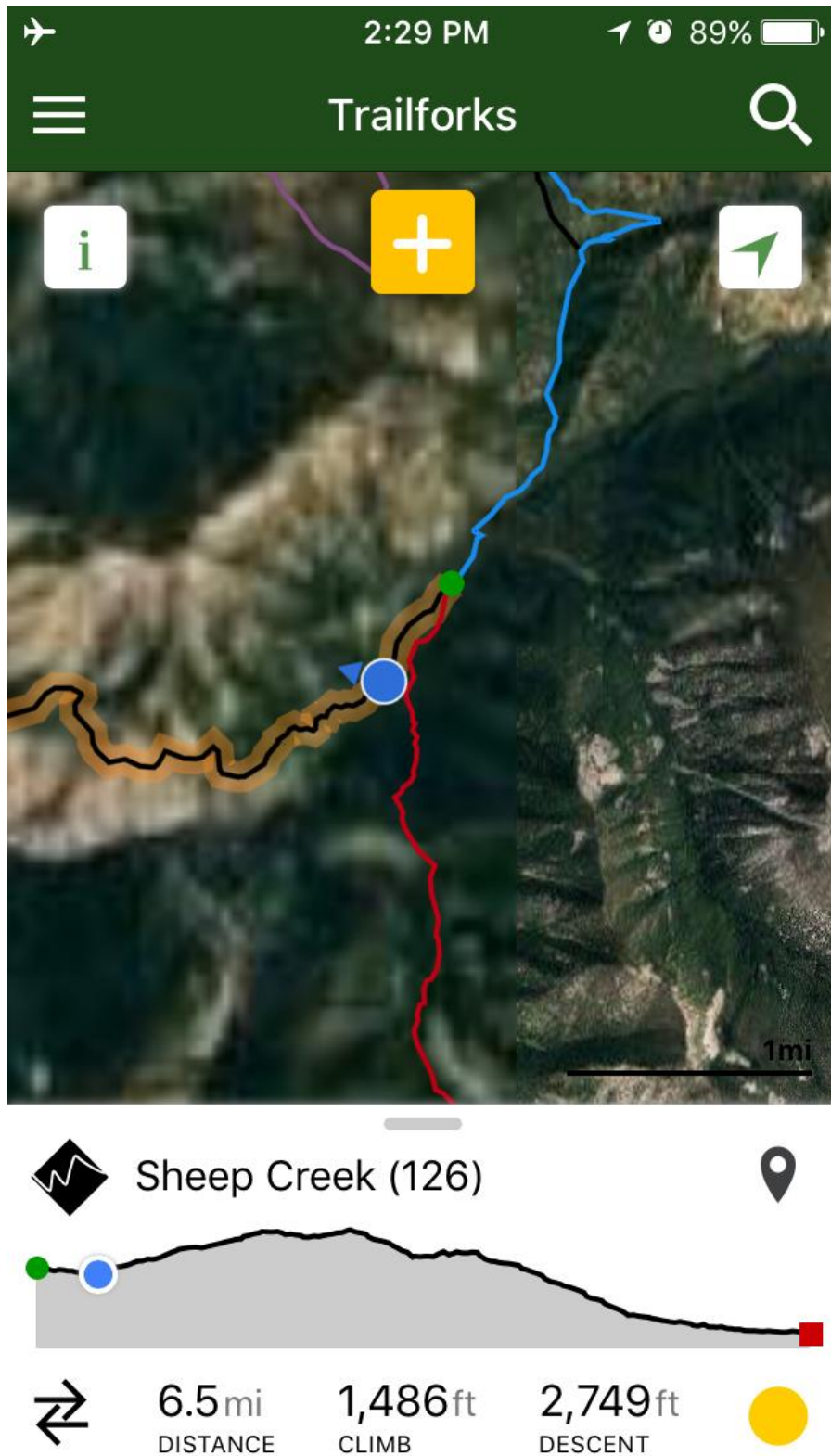
Suggested improvements:

1. CDT/ the South Fork of Sheep Creek (map location #2); there is a section of trail on the east side of the creek that is really steep. It's about a ½ mile long and can carry a lot of water. This section needs to be rerouted for a sustainable grade. Switchbacks or a contouring bench around the climb to the other side is needed. The picture below shows the location.



 45.4767 -113.8262
LATITUDE LONGITUDE

2. Sheep Creek Trail (126); the climb out of the bottom of sheep creek is steep. The trail continually is eroded to unstable slopes. Large Diameter trees and root balls are constantly block the trail. It is poorly designed and is a safety hazard due to its instability. This one mile section of trail needs to be rerouted. Construction of a wide armored bench with a proper grade will correct these issues. Maybe reroute the trail from the bottom of Bradley Gulch Switchback to the top of the climb on Sheep Creek. Please refer to the pictures and maps below.



This is the location of where the Large Fir Trees are falling, the trail grade is really steep and unstable.



Yes, there is a trail in there. We were unable to get a large Chainsaw in here to cut these out. Every year there is more added to the trail. Every year the trail is detoured around more fallen trees. This is map location 3a.



Here, the dirt bikers made a path to go above the two root balls. The mountain bike is resting on the original tread.





It's really hard to get a dirt bike around this. Just think what pack animals will have to do.