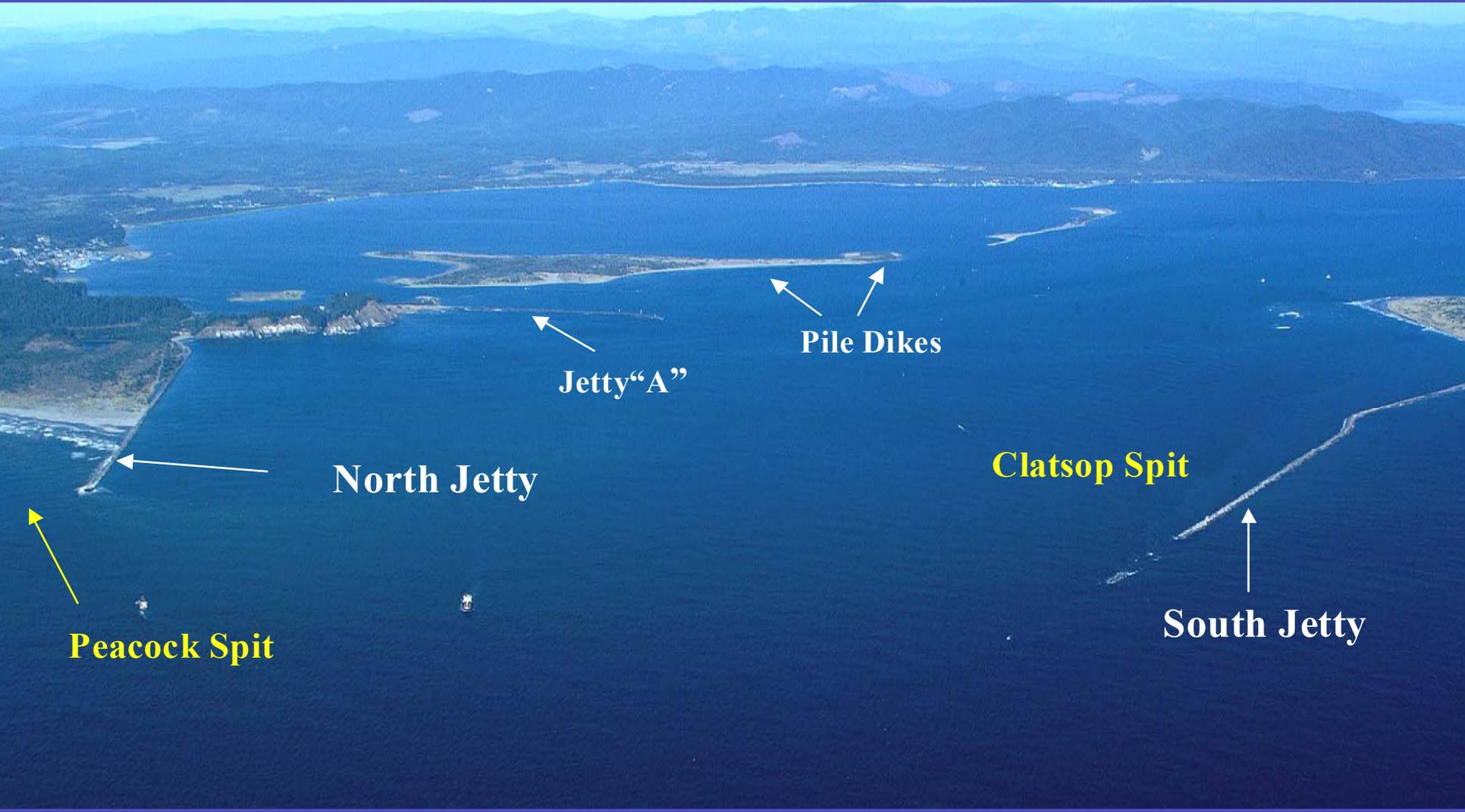


Public Meeting & Information Exchange
for
Repair/Rehab Columbia River N. & S. Jetties

Agenda

- Introductions & Opening Remarks
- Background & Reasons for Proposed Work
- Q/A's

Columbia River Jetty System



Jetty Repair Considerations During Construction

- Impact on sport fishing & crabbing
- Impact on Public Access to nearby beaches
- Potential conflict w/Confluence Group and Nat'l Park Service proposed actions
- Construction Schedule
- Potential impact on North Jetty Disposal Site
- Funding Picture
- Environmental Assessment

MCR Structures

WA

Ilwaco

Peacock Spit

Jetty "A"

North Jetty

Potential Breach Site

Pile Dikes



N

South Jetty

Clatsop Spit

Eroded Areas

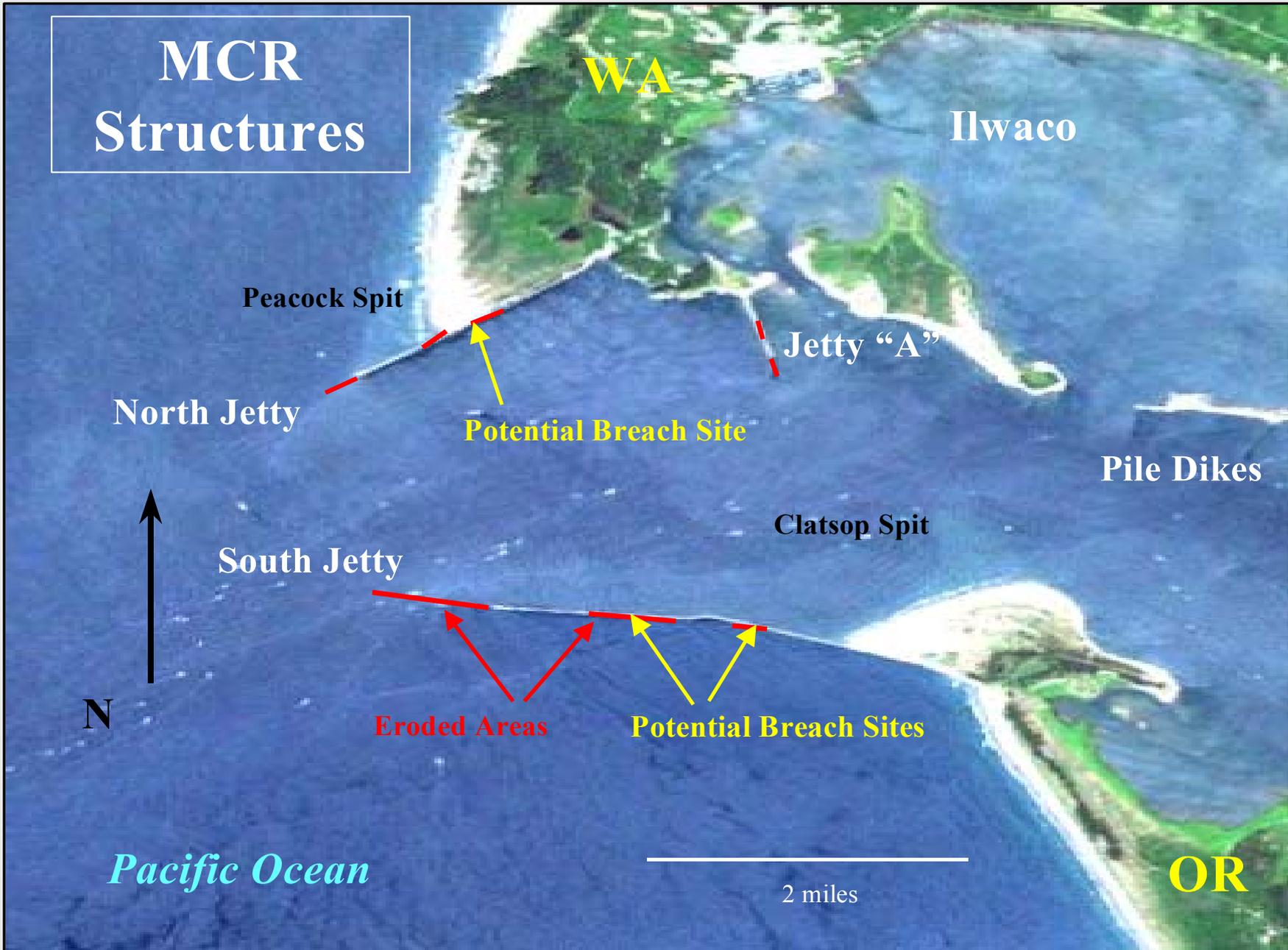
Potential Breach Sites

Pacific Ocean

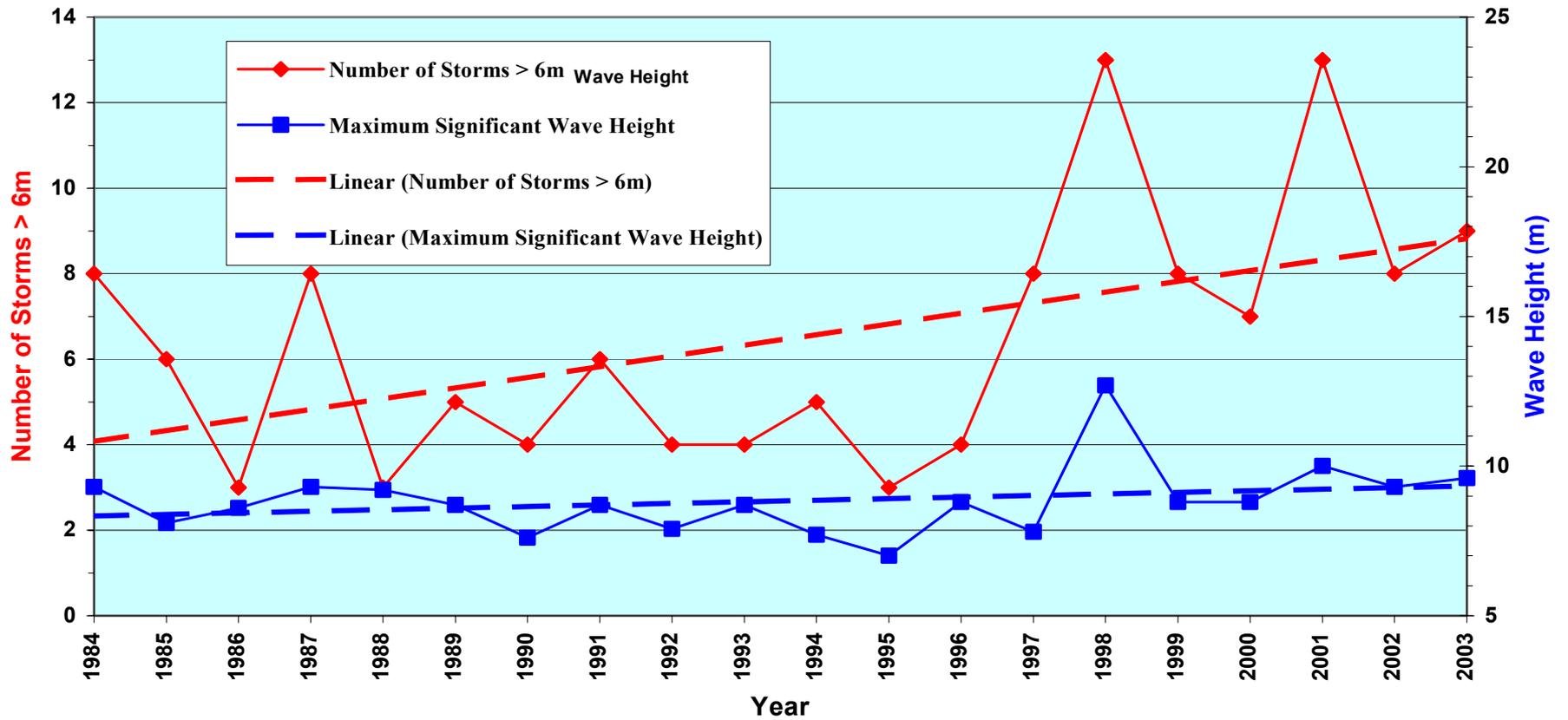


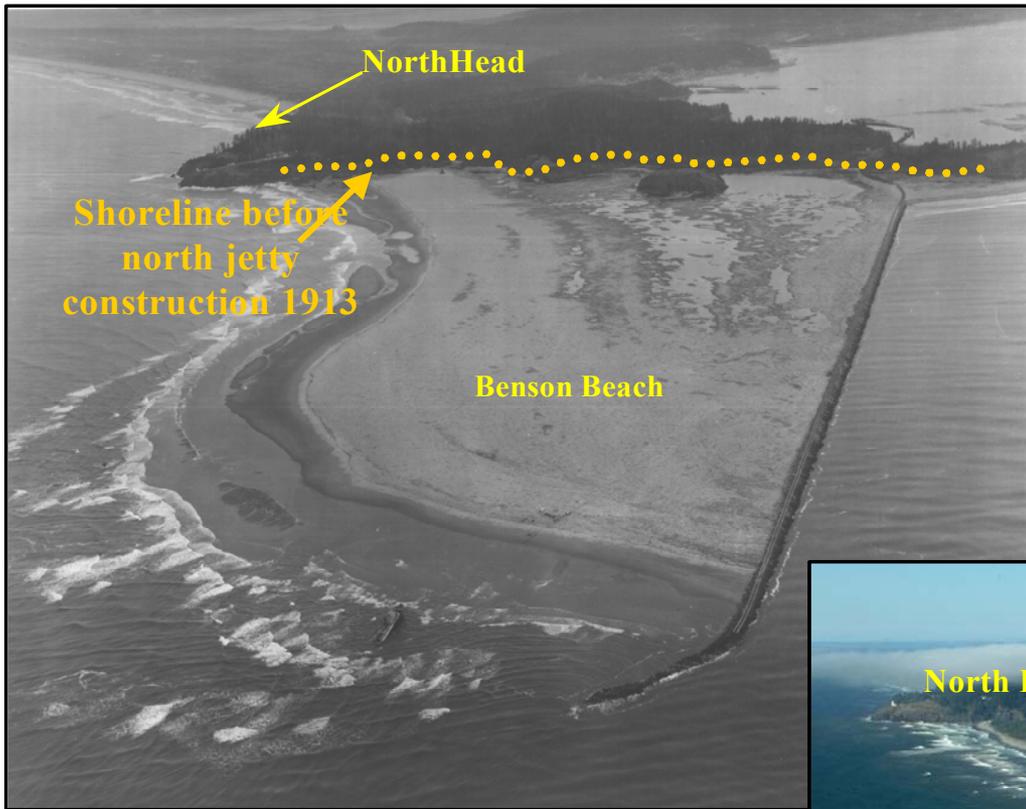
2 miles

OR



Storm Conditions at Columbia River Buoy 1984 - 2003





1939

What was a “spending beach” for wave action along the ocean side of the north jetty no longer exists. Now waves and currents act directly on much of the north jetty. The north jetty is now compromised along much of its length.

2002



North

Jetty



STA 73

**Damaged Areas
along Trunk**



**Damaged Areas
along Root**



**Transition to Unrepaired
Landward Half of North Jetty**

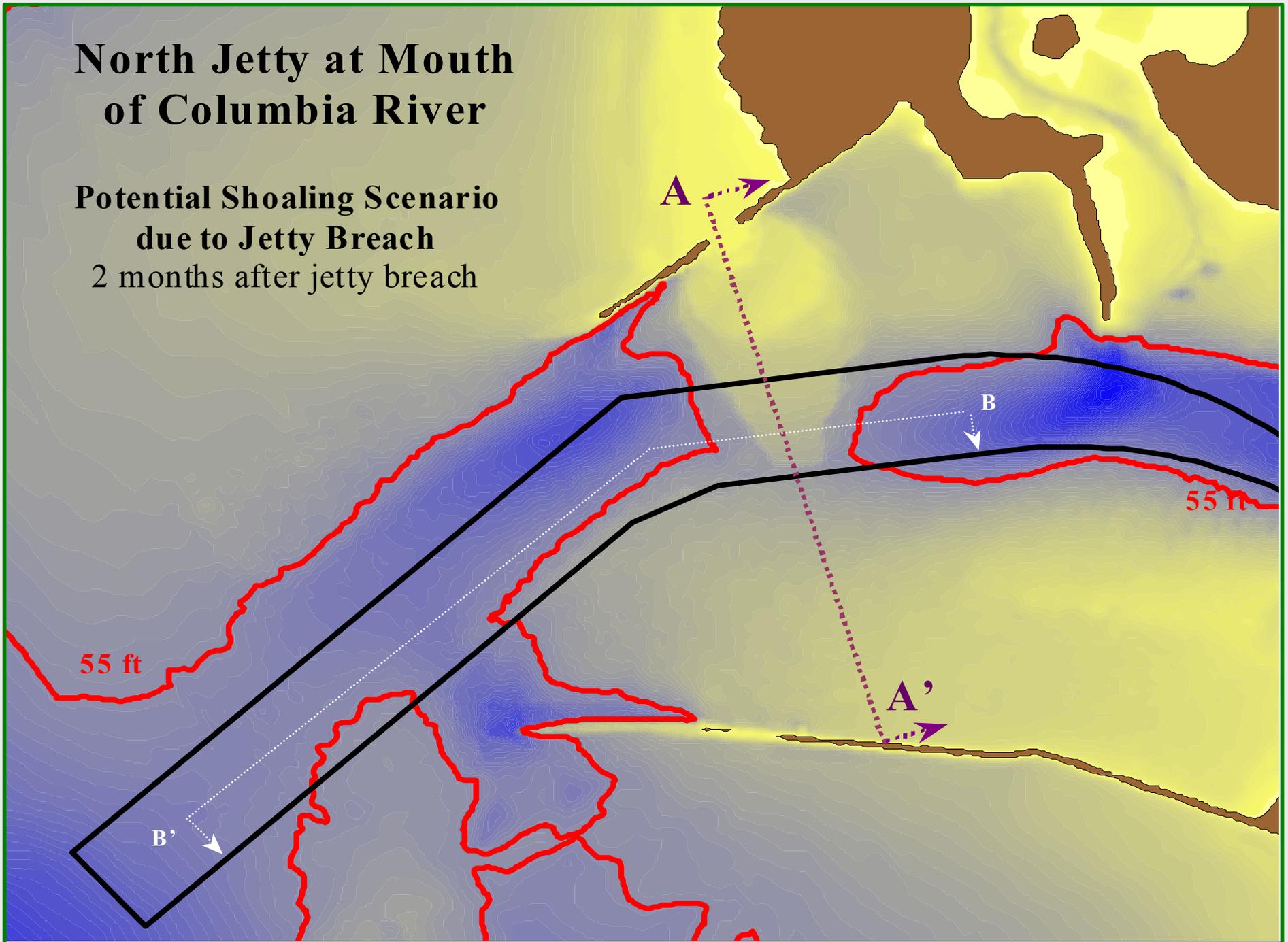


STA 73

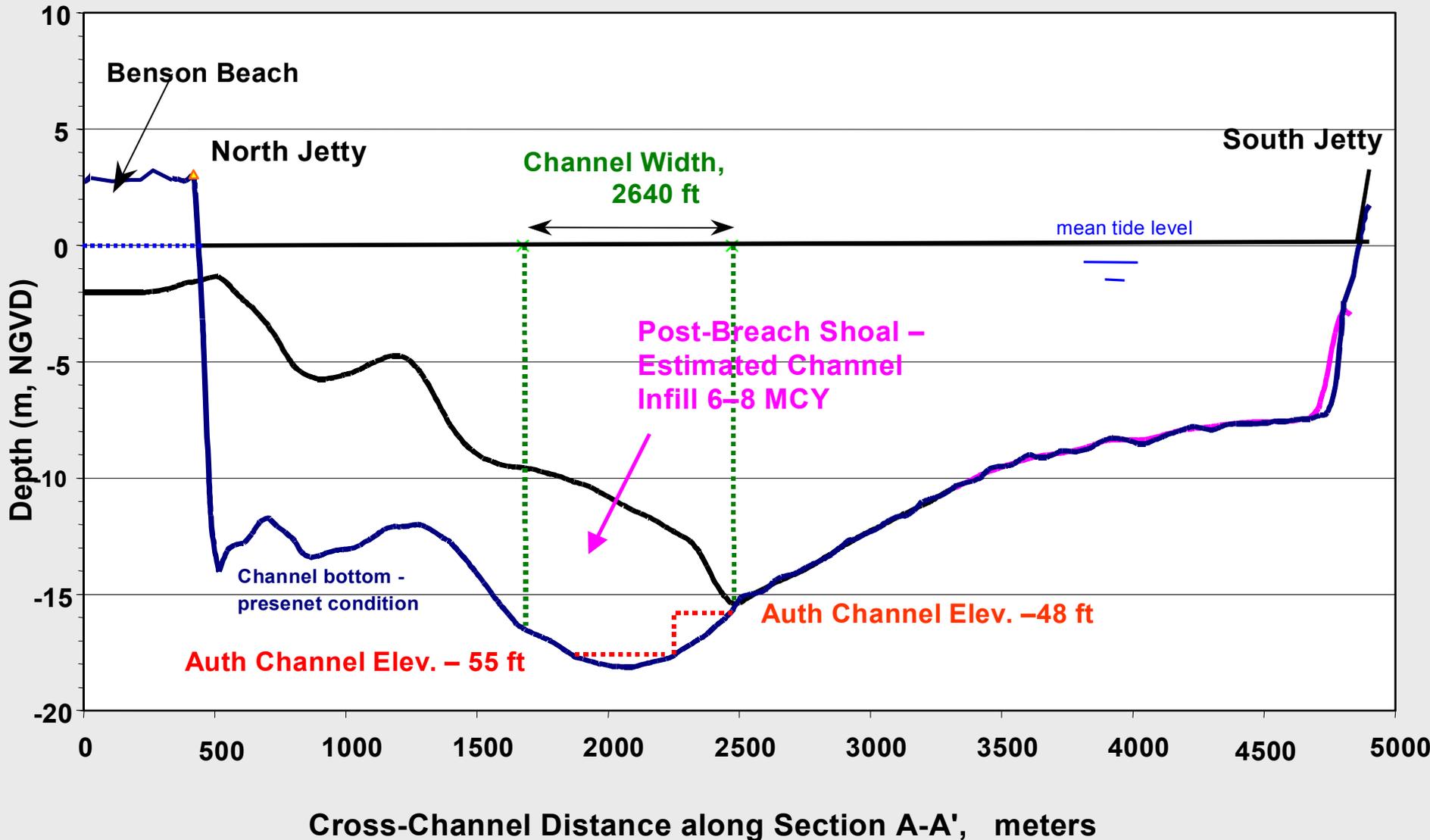
STA 62

North Jetty at Mouth of Columbia River

Potential Shoaling Scenario
due to Jetty Breach
2 months after jetty breach



North Jetty Breach – Shoaling Scenario



Pacific Ocean

Benson Beach

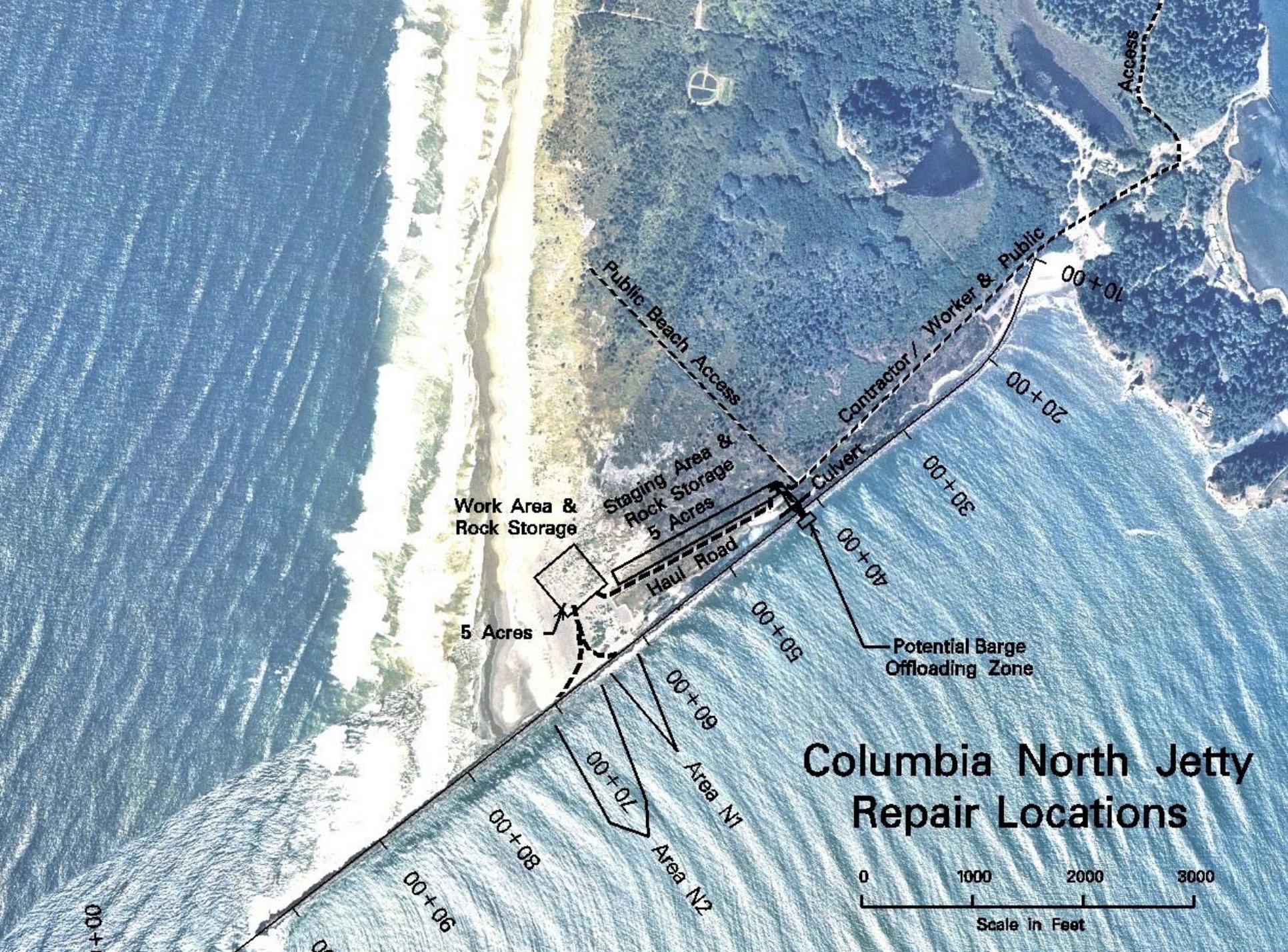
High Priority

Initial Rehab Limits along North Jetty 4,000 ft

North Jetty

MCR Channel





Columbia North Jetty Repair Locations





Pt. Adams / Ft. Stevens

Beach line before south jetty construction

Trestle used to construct 6-mile long jetty

Clatsop Spit

Original Construction
1886-96, 4 miles offshore
from Ft Stevens: 946,000
tons of stone

Repair and extension 1903-
14, 2 more miles offshore:
4.8 million tons of stone

8 Subsequent Repairs
1931-82: 2.9 million tons of
stone

Total stone placed 1886-
1982: 8.7 million tons

SOUTH JETTY

“Knuckle” →

South Jetty

4000 ft loss in length





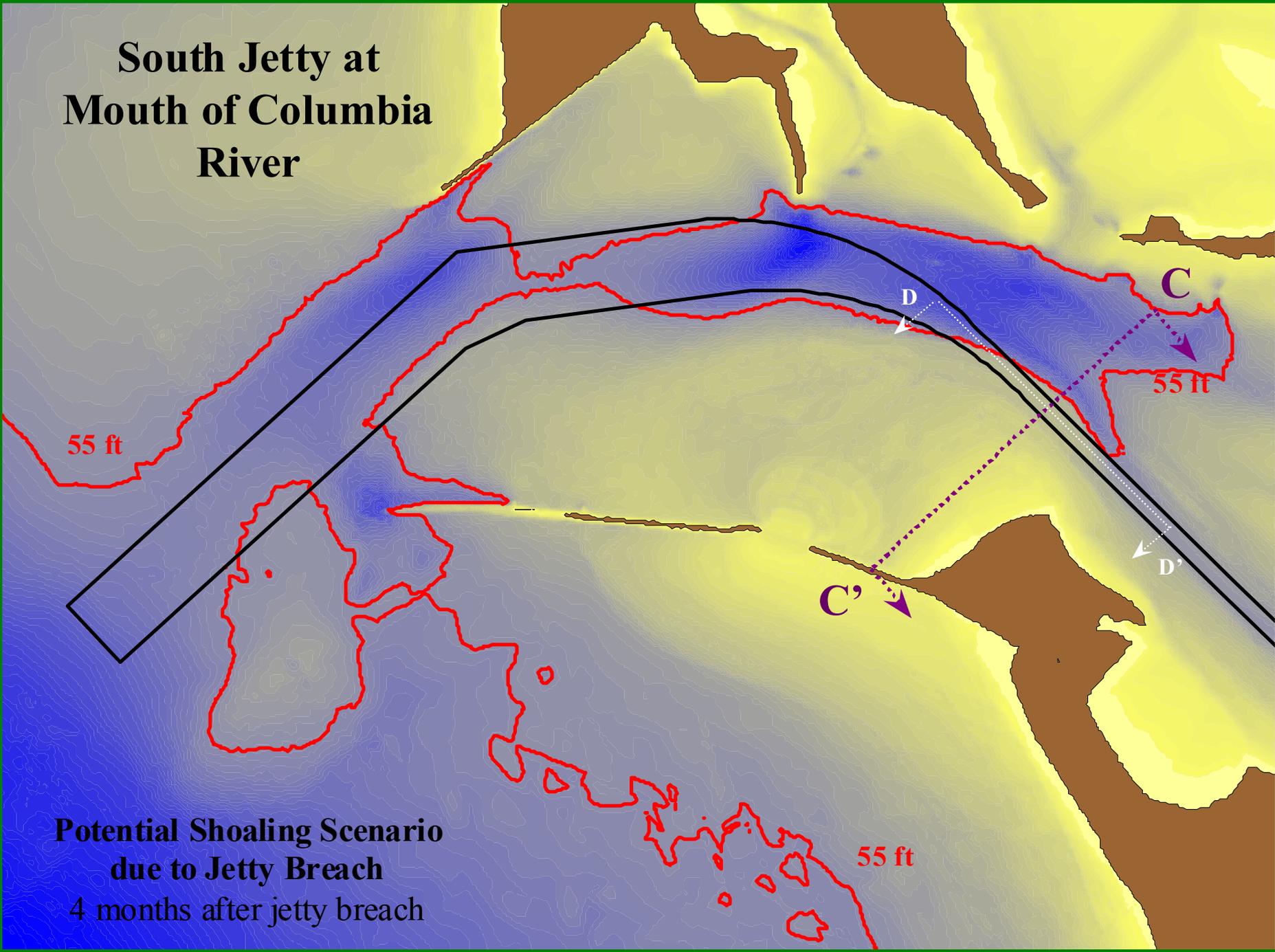
South Jetty



**Severe Damage
Areas**

South Jetty

South Jetty at Mouth of Columbia River



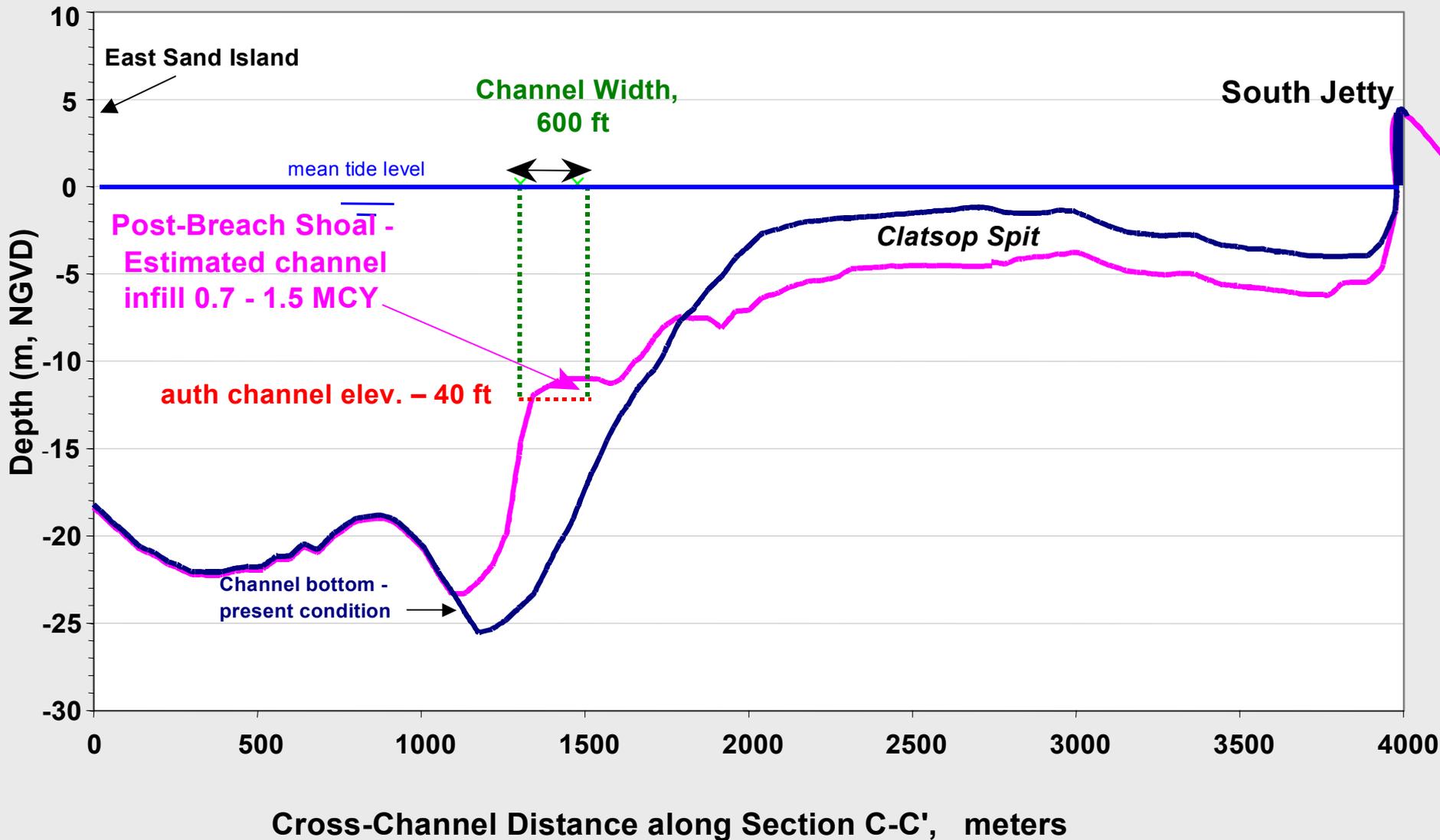
**Potential Shoaling Scenario
due to Jetty Breach
4 months after jetty breach**

55 ft

55 ft

55 ft

South Jetty Breach – Shoaling Scenario



South Jetty

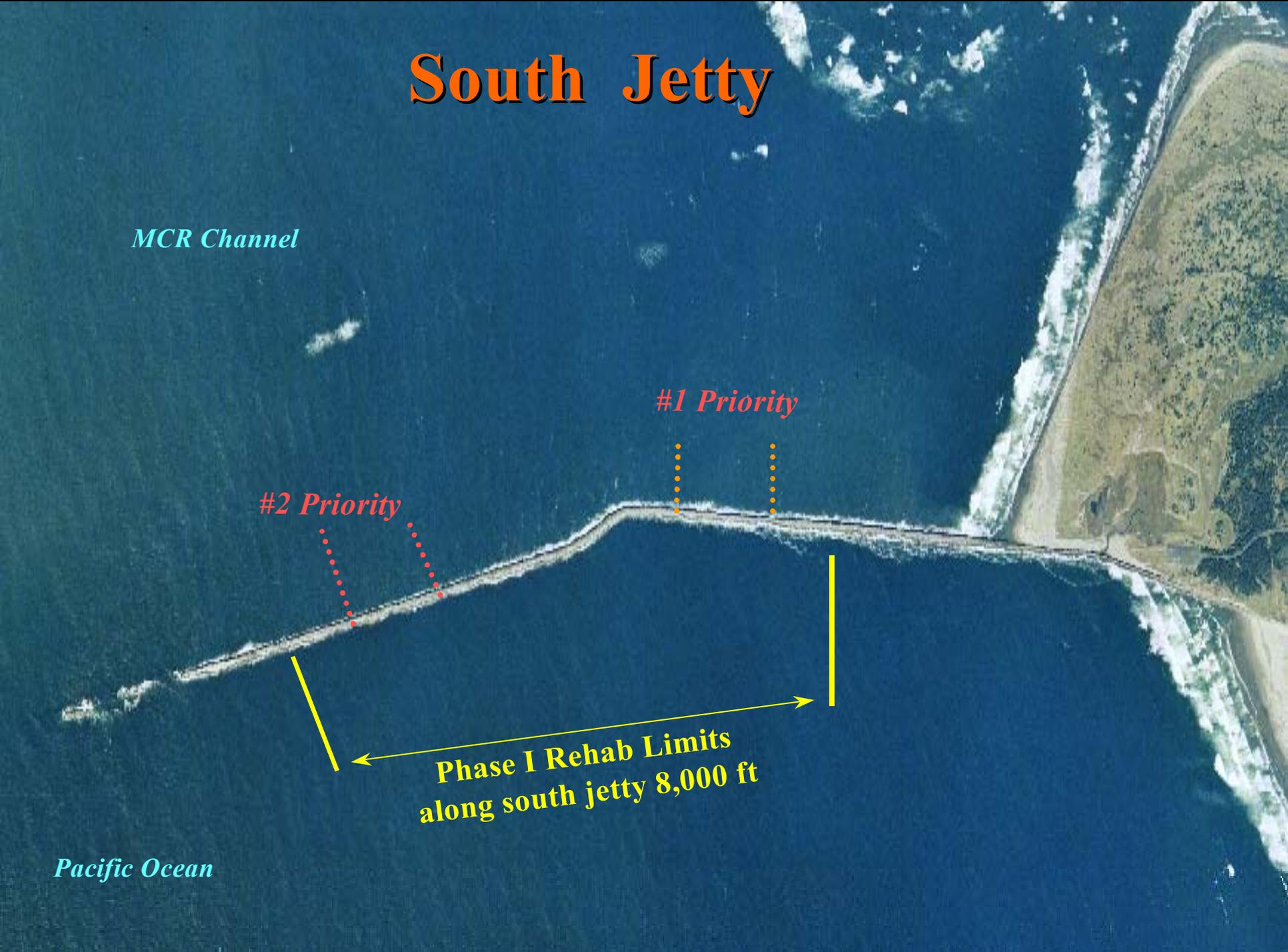
MCR Channel

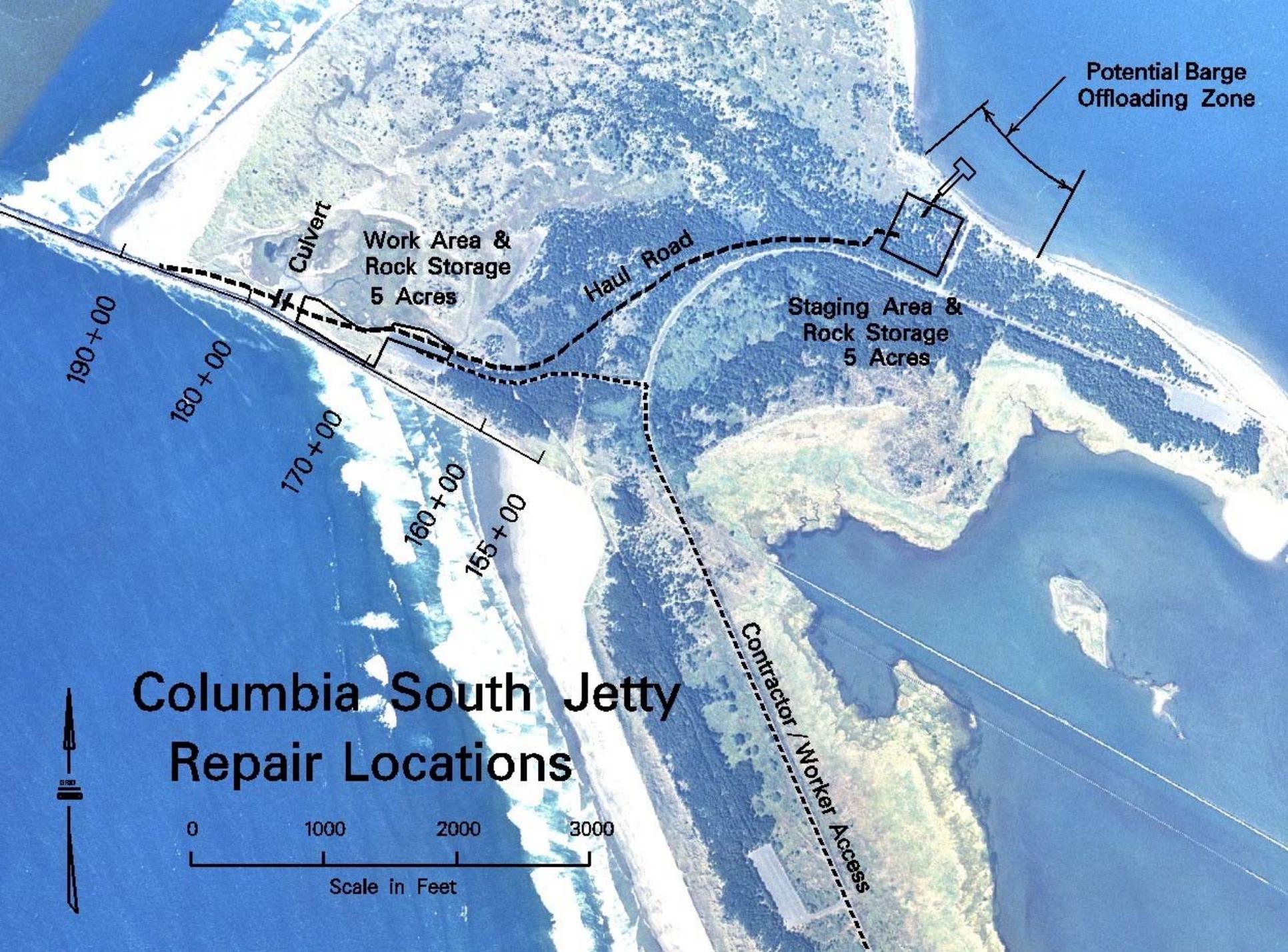
#1 Priority

#2 Priority

**Phase I Rehab Limits
along south jetty 8,000 ft**

Pacific Ocean





Potential Barge Offloading Zone

Culvert

Work Area & Rock Storage
5 Acres

Haul Road

Staging Area & Rock Storage
5 Acres

Contractor / Worker Access

190+00

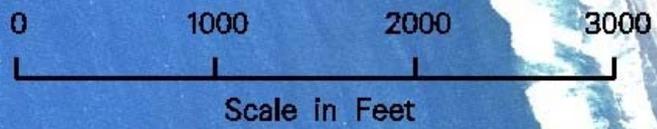
180+00

170+00

160+00

155+00

Columbia South Jetty Repair Locations



MCR Jetties - Summary

- Both N & S Jetties at MCR are in danger of breaching.
- Impact of breach of N. Jetty would have a more immediate impact on navigation than a S. Jetty breach.
- Emergency cost to repair a breach is estimated at 3 to 5 times more than preventative repairs.
- Pre-breach repair of most critical areas is estimated at about \$4 million for N. Jetty and \$10 million for S. Jetty.
- Pre-breach repair of the most deteriorated portions is estimated to postpone breaching by approximately 15 years.

General Plan – N & S Jetties at MCR

- Repair potential breach areas FY05 – FY06
- Complete Jetty Rehab Report FY06
- Initial Rehab Funding FY08
- Initiate Rehab Construction FY09
- Complete Rehab Construction FY 11-12

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Questions?