

Jetty: Project shoud keep jetties in good working order

Continued from Page 1A

about 110 million pounds — of rock went into critical repair work this year. This is about 35 percent more rock than was initially planned. Last Thursday, big cranes that have been positioning new rock on the jetty since the spring were moved off the jetty. Just in time, too. A wind and rain storm hit the coast the next day.

When North Jetty and its older and longer cousin, Oregon’s nearly 7-mile-long South Jetty in Fort Stevens State Park, were first built, barges shipped in rock, steam engines took that rock along a rail system that extended out over the water, and men worked hard days dropping rocks over the sides once they arrived at the jetty sites. Innovations in rail cars resulted in cars that could be hand-cranked to tip a pile of rocks over the side. Pile up enough rocks around the railroad trestles and eventually you get the jetties we have today. (The old railroad trestles in Fort Stevens are still visible from the road.)

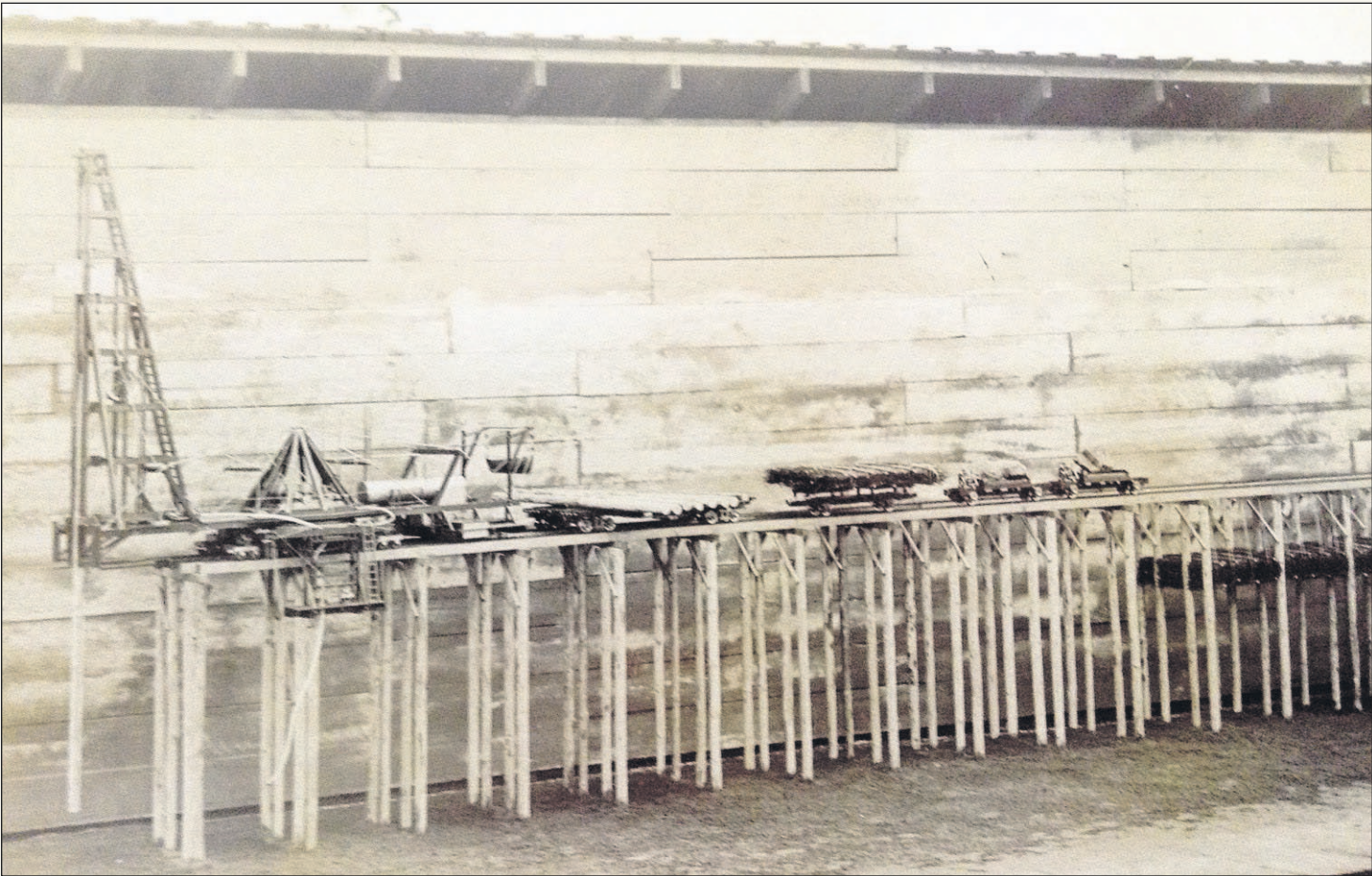
Giant jigsaw puzzle

Contractors this time around have higher quality rock — rock that can better endure the tough environment. In addition, they know the jetty’s durability has more to do with how well the rock is placed. The days of dumping are over.

“Our goal is to have as much contact (as possible) between the various rocks,” Otto said.

When contractors were placing rock this summer, trucks backed up along the length of the jetty to where a massive crane waited. Aided by people on the ground, crane operators would examine a number of rocks — often having between five and 10 different stones to choose from — turn them from side to side, getting feedback from workers below, reject one rock, pick up another and, one by one, place them strategically along the North Jetty. It was like they were assembling a giant jigsaw puzzle.

“The more contacts” — places where the flat parts of a rock touch flat parts of the other rocks below — “that you have between the rocks, the more durable it’s going to be and less likely a big wave will come and knock it over,” Otto said.



Courtesy of the Clatsop County Historical Society
A scale model shows how South Jetty was to be constructed, from the pile drivers that led the way, building the trestles that would allow a steam engine access over the water, to rail cars following behind with loads of rock.

Historical record

It helps that the initial construction of all three jetties was so thoroughly documented. Hundreds of pictures exist of South Jetty, showing various stages of its construction and all the components that went into getting rocks off boats, onto rail cars and then onto the jetty. There are fewer pictures of North Jetty, but those that do exist clearly illustrate the labor-intensive process.

“We understand specifically what we’ve done,” Otto said. “Now our advantage with these projects is we have so much history on them, a lot of history on what their performance was. ...Because we study the sediment movement and we study the hydrology of the water in the system at the mouth (of the riv-

er), we understand that much more and to a greater extent than we ever did before.”

And, he added, most importantly, “we understand how it has changed over the years.”

Rehabilitation work on Jetty A, the small jetty set down from North Jetty, is set to begin soon, likely next year, though the Army Corps is not sure when yet. The agency only just awarded the contract and plans to have a pre-construction meeting with the contractor this month.

Full-scale rehabilitation work on the North and South jetties will likely begin in 2017 and take through 2021. The work the Army Corps is doing now is expected to keep the jetties in good working order for the next 50 years.



Courtesy of the Clatsop County Historical Society
A large pile driver trundles along, extending the railroad trestles that will eventually be closed in with piles of rocks and become South Jetty.



Crews dump rocks off rail cars and into the water below during the construction of South Jetty.
Courtesy of the Clatsop County Historical Society

Our deepest apologies go out to the

Gearhart Rural Fire Protection District

for not having their name listing on our “We Honor Our Local Firefighters” page that ran in the October 14th edition of The Daily Astorian.



NOW OPEN!

IN WARRENTON
next to Big 5 & Fred Meyer

America's MATTRESS®

icomfort
Sleep System by Serta®



iseries
Hybrid Sleep System by Serta®

FREE DELIVERY
FREE SET-UP
w/minimum purchase
local delivery

The Sleep You Need
GUARANTEED



www.americasmattress.com
503-861-6085

HOURS
M-F 10-7
SAT 10-5
SUN 11-5