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ONE DOLLAR



Photos by Colin Murphey/The Daily Astorian
A crew member on the Terrapin Island dredging vessel inspects a section of the dredge arm that submerges below the surface of the Columbia River.

Arcadia Beach RV park draws concerns

Residents worried about traffic, environment

By **BRENNA VISSER**
The Daily Astorian

CANNON BEACH – Dozens of disgruntled residents voiced their environmental and safety concerns Thursday about a developer's plan to build an RV park across from Arcadia Beach in Arch Cape.

James Smejkal, the owner and developer of the 17.6-acre parcel of forested land, sought temporary road access to the parcel earlier this year with the intent to build an upscale RV park — mostly because it is one of the only types of development allowed with the land's zoning, he said.

Smejkal's consultant, Leonard Waggoner, conducted the neighborhood meeting Thursday. Smejkal was required to invite everyone within 300 feet of the project to a public presentation before submitting a development permit application. "The idea is for the community to give feedback to the developers," Clatsop County planner Will Caplinger said.

But many outside of the 300-foot radius packed the Cannon Beach Fire Hall, some as far north as Astoria and south as Netarts. Organizations such as the Audubon Society of Portland and the Haystack Rock Awareness Program came out to denounce the project. Concerns about adding traffic to an

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Sea critters hitchhiked on tsunami wreckage

Marine migration after Japanese quake in 2011

By **SETH BORENSTEIN**
Associated Press

WASHINGTON — Nearly 300 species of fish, mussels and other sea critters hitchhiked across the Pacific Ocean on debris from the 2011 Japanese tsunami, washing ashore alive in the United States, researchers reported Thursday.

It is the largest and longest marine migration ever documented, outside experts and the researchers said. The scientists and colleagues combed the beaches of Washington state, Oregon, California, British Columbia, Alaska and Hawaii and tracked the species to their Japanese origins. Their arrival could be a problem if the critters take root, pushing out native species, the study authors said in Thursday's journal *Science*.

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CLEAR CHANNEL

Dredging projects preserve shipping in the river

By **EDWARD STRATTON**
The Daily Astorian

Since last spring, the hopper dredge Terrapin Island has been making passes along the mouth of the Columbia River, vacuuming up the slough from a shipping channel that handles about 46 million tons of cargo annually.

An estimated 10 million cubic yards of sediment is removed from the shipping channel each year and placed in the river, on islands and out at sea. The U.S. Army Corps of Engineers, charged with keeping the channel navigable, is drafting a new 20-year maintenance plan.

Clearing the mouth

Great Lakes, the largest dredging company in the nation, has a contract to remove 2 million cubic yards of sediment out of the mouth of the river. After five months of work, the contract is nearing completion.

"We're basically excavating underwater," said Shohei Ishikawa, a site manager for Great Lakes. "We are contracted by the Army Corps of Engineers. The purpose is to maintain navigable waterways."

Between 3.5 million and 4.5 million cubic yards of sediment is removed each year from the mouth of the river, half a mile wide and 6 miles long. The mouth ends at river mile 3, near Jetty A and the entrance to Washington's Baker Bay.

Like a giant catamaran, the Terrapin Island is made from two separate hulls connected at the top by hinges. On either side of the vessel are arms, like vacuum heads, lowered into the water and drag behind the vessel, excavating 9-foot-wide swaths of sediment down to between 55 and 60 feet. Pumps in the drag arms



A crew member at the controls of the Terrapin Island looks out over the mouth of the Columbia River during a recent maintenance operation.

suck sediment into a central hopper, a giant wheelbarrow with an opening bottom that carries up to 3,000 cubic yards of sediment, equal to about 300 dump truck loads, gathered in about one hour of dredging. The bottom opens up, and the sediment drops out.

How the vessel dumps sediment is as complex as the dredging itself. Great Lakes has three designated dumping spots. The preferred site is a grid of deep water about 8 miles offshore in the Pacific Ocean. The dredge also releases sediment near Cape Disappointment's North Jetty to reinforce the beaches underlying the rock structure. In foul weather, the dredge is allowed to dump in shallow water.

The Lower Columbia

A 600-foot-wide shipping channel is maintained at 43 feet deep 100 miles

from the mouth upriver to Vancouver, Washington, where an additional 6 to 8 million cubic yards of sediment is taken out each year. About two-thirds is disposed of in the water, while another third is put on islands throughout the estuary and used for beach nourishment.

"We've got kind of a core engineering regulation that charges us with making sure we have capacity for dredge material placement," said Jessica Stokke, the Army Corps' project manager for Lower Columbia dredging.

Most of the material is coarse grain sand. The Army Corps finds places to put the material to use, such as helping create additional off-channel habitat in the Columbia National Wildlife Refuge or treating water for the city of Astoria.

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Stroke survivor credits quick response

Back on his couch two days later

By **EDWARD STRATTON**
The Daily Astorian

Ronald Paapke sat down on the couch in his Lewis and Clark home one evening this month to watch the news on

TV when a massive stroke left the entire left side of his body paralyzed.

Within two days, Paapke, 54, was back on his couch, after a quick response by all involved, a surgery at Oregon Health & Science University and a recovery one of his doctors called miraculous.

After a day of running around, Paapke came home and sat down to watch the

news just before 5 p.m. on Sept. 19.

"As soon as I hit my chair, I felt like a weird sensation on the left side, mainly in my leg," he said.

Paapke tried but couldn't move his leg. He tried to get up off the couch and crashed to the floor before calling for his wife, Jane Leino.

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Colin Murphey/The Daily Astorian
Ronald Paapke, left, recounts the story of a stroke he suffered and the quick actions taken by his wife, Jane Leino, right, and emergency responders and doctors.

'IT WAS PRETTY MIRACULOUS, ALMOST AN IMMEDIATE RECOVERY.'

Dr. Stewart Weber | a vascular neurologist at OHSU



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