Port of Hueneme Maintenance Dredging and Confined Aquatic Disposal Site Construction Project

The long title of this project is meant to describe the work that began in mid-December 2008. Two principal project goals are (1) to perform maintenance dredging of Hueneme Harbor to restore the full authorized depth of the harbor; and (2) to remove contaminated sediments from the harbor. One of the very visible benefits of the project was the beach replenishment that resulted from the placement of more than 500,000 cubic meters of beach compatible sand on Hueneme beach replenishing the sand that is continually eroded by longshore currents and storms.

The Oxnard Harbor District, Naval Base Ventura County and the U.S. Army Corps of Engineers jointly created, designed and paid for this unique project which includes dredging the harbor floor to its authorized depths and cleaning up contaminated sediment discovered during preliminary studies. The plan calls for digging a Confined Aquatic Disposal ("CAD") site in the harbor turning basin. The CAD cell will contain and isolate the contaminated sediments, which will be placed at the bottom of the CAD pit and then capped with a 10-foot layer of clean sand followed by a layer of rock, safely and securely isolating it from the environment.

Harbor Commission President Jess Herrera said the plan to bury the sediment made the most sense both financially and environmentally. The plan will return the port to its authorized depth of 35 feet giving ships in the port the navigation depths they require.

The critical environmental challenge in the plan was determining what to do with contaminated sediments discovered throughout the harbor, which included pesticides from run-off, tributyltin – an anti-fouling agent used in boat paints for ships hulls, and PCBs from past industrial uses.

In addition to the clean-up benefits of this project, the sand replenishment at Hueneme Beach provides recreational benefits to local residents and protection of shoreline property from erosion. Manmade structures along our coast hinder the natural flow of sand along our shoreline and the placement of clean sand is a crucial for recreation and protection.

If you would like more information on this project, please keep reading for general information and facts. There are also update reports and an updated contractor's construction schedule available at the hyperlinks at the end of the next section (it says, "Click here . . .").

You may also send comments or questions to dredge-info@portofhueneme.org

FACTS:

- **Cost of project?** $14 million to be split among the USACE, USN, OHD
- **Length of job?** Approximately seven months
- **Amount of sand to be placed on Hueneme Beach?** 500,000 cubic meters
- **Was there contamination?** Yes, throughout the Harbor.
- **What kind of contamination was found?** Contaminants in the sediment include **DDT**, **PCBs** and **tributyltin**. While some of the contamination likely came from port and Navy operations, much of the DDT is believed to have come from urban and agricultural runoff. A drainage canal once ran all the way from the power plant near McGrath Beach to the harbor near where Victoria Avenue parallels the base. Throughout the '50s and '60s, agricultural drainage flowed into the harbor, presumably carrying the DDT into the harbor. Tributyltin is from historic use of anti-fouling paints on ships.
- **What's a CAD?** Confined Aquatic Disposal site. CAD cell will be in the center of the harbor. All contaminated sediments are placed at the bottom of the CAD cell pit and capped with a 10-foot layer of clean sand, keeping sediment secure.
- **Why CAD – What other options exist?** Many other options were considered, including:

  1) **Hauling the material to a landfill** (Tens of thousands of truck trips to an upland disposal facility),

  2) **Constructing a disposal area on port property** (no property available),

  3) **Hauling the material to the Los Angeles or Long Beach port for burial in an existing fill site** (sites not available when needed), and

  4) **Treating sediments for potential beneficial reuse** (insufficient space available for drying and treating).

Unfortunately, each option either was not feasible or had more severe environmental consequences — e.g., increased traffic congestion or reduced air quality. The CAD solution provides greatly reduced impacts to our neighbors and the environment. For impacts that cannot be eliminated, mitigation plans have been developed to control them.

- **How can we avoid contamination in the future?**

  1) We will request information from our customers regarding the type of hull paint their vessels use and Request that vessels not use hull paint containing tributyltin.

  2) Compliance with comprehensive dry and wet season storm water management program is required of all users and will be monitored by the Navy and the Oxnard Harbor District for their respective properties.

Click here for the current schedule >>

Click here for the update report >>