

Creating a Confined Aquatic Disposal Facility in Port Hueneme Harbor

A partnering success story between the Oxnard Harbor District, US Navy and USACE

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Presented by:
Oxnard Harbor District
&
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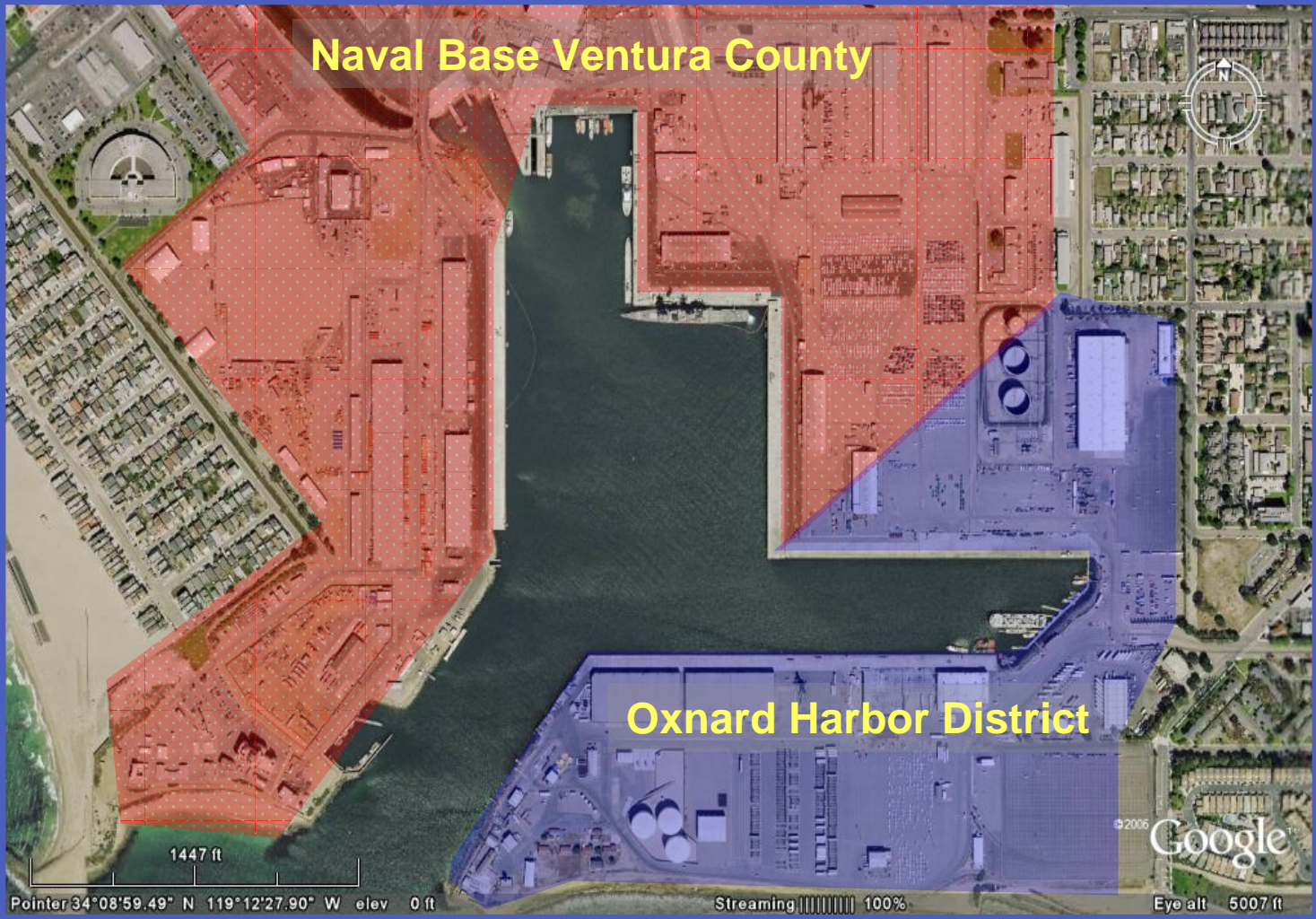
Port Hueneme History

- Oxnard Harbor District (OHD) formed in 1937 with 322 acres
- Harbor constructed and operations began in 1940
- Constructed harbor = not state lands
- U.S. Navy acquired harbor by paying off bonds in May, 1942
- Navy agrees to lease 16 acres to OHD in 1947 – commercial operations begin again

Current Uses

- Oxnard Harbor District (Port of Hueneme)
 - Produce import/export
 - RO/RO automobile imports
- U.S. Navy (Naval Base Ventura County)
 - Construction Battalion Center
 - Naval Surface Warfare Center
 - Pacific Missile Test Range

Port Hueneme – Joint Use









Multiple Issues for Harbor

- Federal Channel has accumulated ~200,000 meters of O&M material
- USACE has authority to deepen Federal Channel by ~1.5 meters
- None of the berths have been dredged in decades resulting in modified operations
- Contaminated sediments exist throughout Harbor

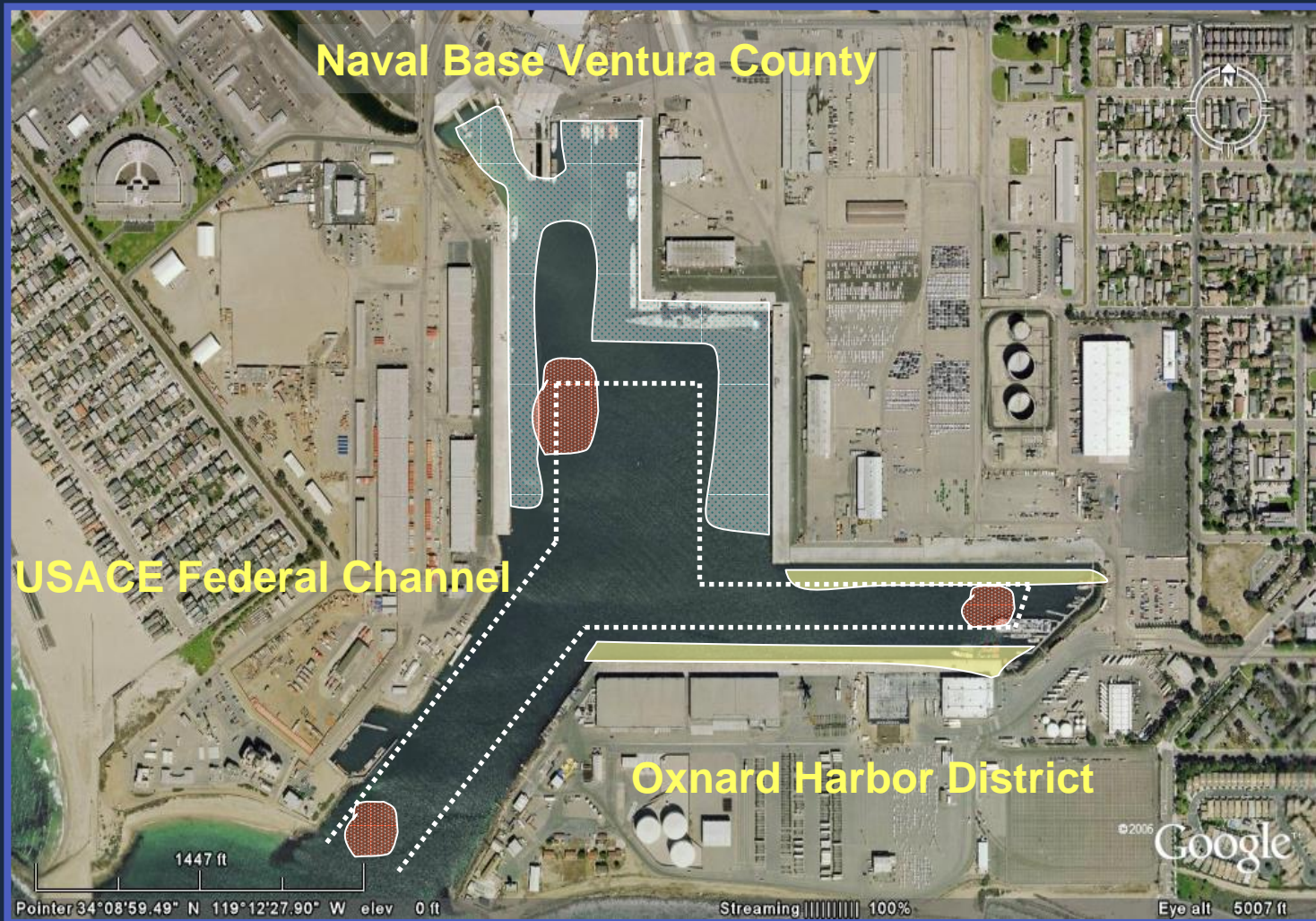
Port Hueneme Sediment Issues



Port Hueneme Sediment Issues



Port Hueneme Sediment Issues



Sediment Contamination

- Total ~250,000 cubic meters
- Approximately 60% from berths/40% from Federal Channel
- COCs include PAHs, PCBs, DDT, TBT
- Mostly fine sands, silts and clays – low organic carbon

Management Alternatives

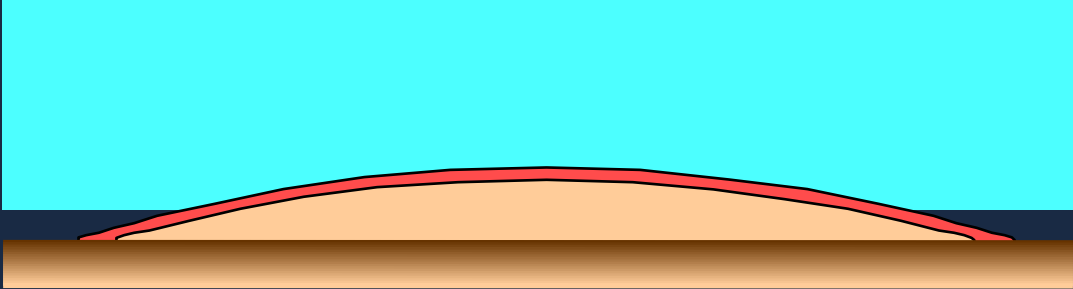
- Landfill Disposal
- On-site near shore Confined Disposal Facility (CDF)
- Port fill site at POLA or POLB
- Contained Aquatic Disposal (CAD)

Management Alternatives

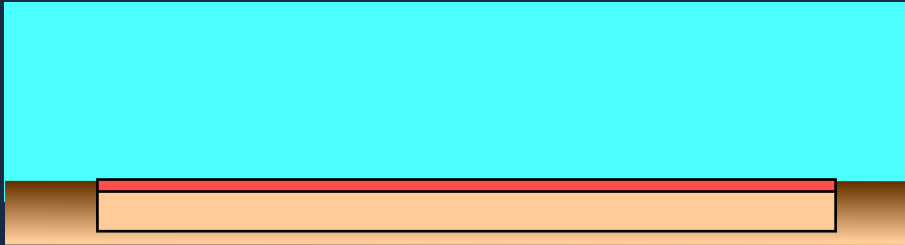
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- Port fill site
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Aquatic Capping Process

Level Bottom Capping



Contained Aquatic Disposal



 Dredged Material

 Cap Material

Rationale for CAD Selection

- Provides on-site solution
- Not tied to other development or funding
- Environmentally protective
- Opportunities for beach nourishment
- Allows for Harbor deepening to advance
- Restores 100% use of Naval/OHD wharves
- Provides **total** solution for all 3 projects
- Shared resources = cost effective

Port Hueneme CAD Solution



Expected Construction Sequencing



Expected Construction Sequencing



Expected Construction Sequencing



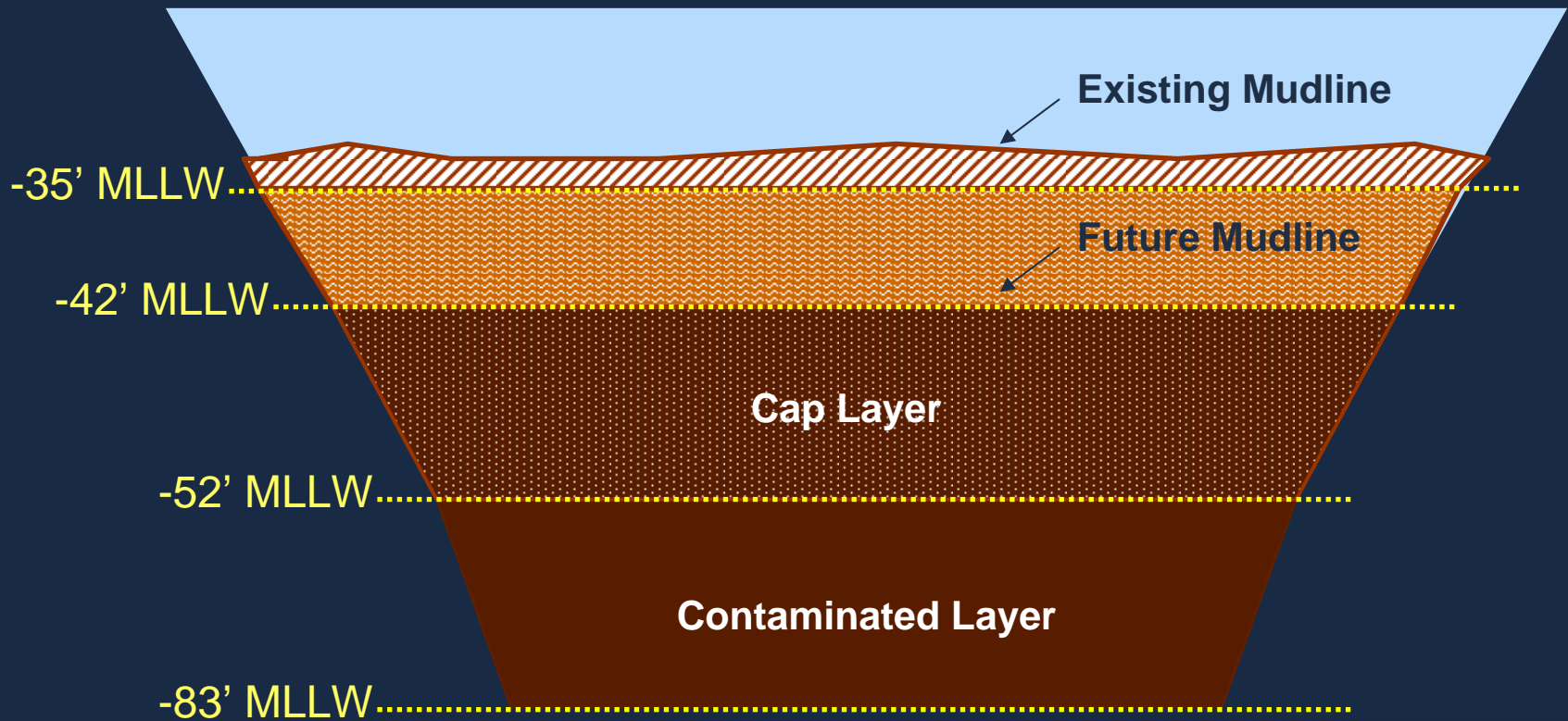
Expected Construction Sequencing



Expected Construction Sequencing



Proposed CAD Cross-Section



Proposed CAD Solution Benefits

- Provides on-site solution
- Not tied to other development or funding
- Environmentally protective
- Restores Hueneme Beach
- Allows for deepening project to advance
- Restores 100% use of Naval wharves
- Provides total solution for all 3 projects
- Cost effective

Permitting Strategy

- Existing USACE Environmental Assessment for O&M dredging
- Oxnard Harbor District and U.S. Navy Joint Application for CEQA/NEPA
 - CAD cell construction and beach nourishment
 - Wharf dredging and CAD placement

Funding Strategy

- Challenges
 - Raising funds (total project ~ \$15 million)
 - Coordinating schedules
 - Contractor negotiations and scheduling
- Opportunities
 - All participants had some funds allocated for a reduced project
 - Staff committed from the top down
 - Significant project momentum

Cost Sharing Approach

- Break project into segments (e.g., CAD excavation, Navy Wharves, cap armor placement, etc)
- Assign segments to participants based on either ownership or limitations in authority
- Fine tune cost segments to accommodate secondary cost sharing strategies and funding schedules

Cost Sharing Outcome

- OHD and Navy responsible for the following:
 - Design and permitting for CAD excavation, beach nourishment, contaminated sediment disposal and wharf dredging
 - CAD excavation & beach placement
 - OHD and Navy wharf dredging and placement
 - Rock armor placement
 - Long-Term monitoring of the cap

Cost Sharing Outcome Cont.

- USACE responsible for:
 - Design and permitting for Federal Channel dredging and placement in CAD
 - Equipment mobilization and demobilization
 - Federal Channel contaminated sediment dredging and placement in CAD
 - O&M dredging for cap construction

Contracting Approach

- USACE has existing contract with Manson Construction for O&M dredging in Port Hueneme and Channel Islands Harbor
- Modification issued for additional work
- OHD/USACE Cost Sharing Agreement
- USACE/Navy Cost Sharing Agreement already in place for dredging

Contracting Approach Cont.

- OHD/Navy Agreement for CAD construction and long-term monitoring/liability
- All funds transferred to USACE for contracting and management

Project Schedule

- Conceptual design for project completed in April 2007
- Design and permitting completed in August 2008
- Construction will begin in December 2008
- Estimated completion is June 2009

Questions?