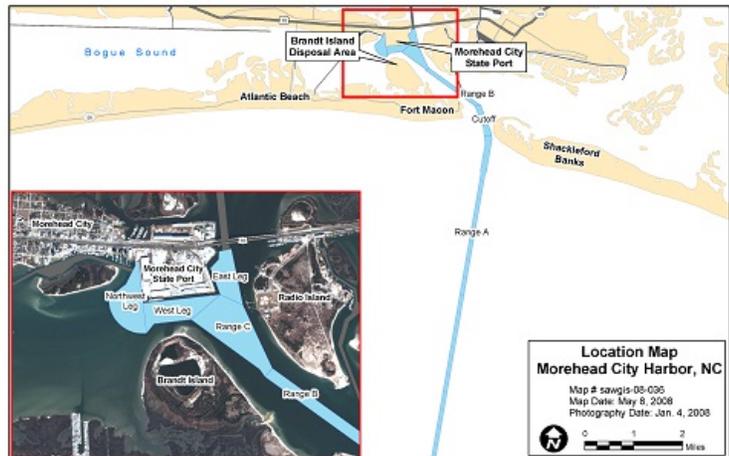




US Army Corps
of Engineers
Wilmington District

Morehead City Harbor, NC (Navigation) (O&M)

- **Sponsor: State of North Carolina**
- **Maintenance dredging of Morehead City Harbor with disposal of dredged material to the adjacent shoreline, near-shore and off-shore disposal areas.**
- **Draft restrictions continue to seriously affect the navigability of this deep draft channel.**



CONGRESSIONAL DISTRICT: NC 3

DATE: 6 March 2014

1. **AUTHORIZATION:** River and Harbor Acts of 1958 and 1970, and Section 101 of Water Resources Development Act of 1992.
2. **LOCATION AND DESCRIPTION:** This navigation project is located at Morehead City (MHC), in Carteret County, midway along the North Carolina coast approximately 10 miles west of Cape Lookout. The project consists of a 47 feet deep by 450 to 600 feet wide entrance channel from the deep water in the Atlantic Ocean to the Beaufort Inlet gorge; a channel 45 feet deep by 400 to 600 feet wide from the gorge of Beaufort Inlet to the east facing berthing facilities of the North Carolina State Ports Authority (NCSPA); and a channel 35 feet deep with varying widths to the south and west facing NCSPA berthing facilities.
3. **FY 2013 FEDERAL FUNDING ALLOCATION:** \$10,085,000 which included \$6,000,000 in Disaster Relief Appropriation funds.
4. **FY 2014 FEDERAL FUNDING ALLOCATION:** \$6,131,000. These funds are being used for project operations, monthly hydrographic surveying, maintenance dredging of the inner ocean bar portion of this critical harbor of refuge and to complete the dredged material management plan (DMMP).
5. **FY 2015 BUDGET AMOUNT:** \$4,855,000. Funds would be used for project operations and monthly hydrographic surveying and maintenance dredging of the outer ocean bar portion of this critical harbor of refuge. Additional funds in the amount of \$11,643,000 could be used for additional maintenance dredging in the Cutoff channel to Range A.

PROJECT INFORMATION – Morehead City Harbor, NC (Navigation) (O&M) - Continued

6. **ISSUE AND/OR STATUS:** Draft restrictions continue to seriously affect the safe navigability to and from this deep draft harbor. Currently, the prevailing depth and width of the navigation channel in this reach of the project is approximately 37 feet deep and 200 feet wide, compared to the authorized dimensions of 45 feet and 600 feet, respectively.

7. **OTHER INFORMATION:** The approved MHC Interim Operations Plan (IOP) consists of a three-year maintenance cycle. The Corps of Engineers has initiated an additional 3-year cycle while the DMMP is being prepared. Year-1 includes entrance channel maintenance dredging with disposal onto the adjacent shorelines of Ft. Macon State Park and Atlantic Beach. Year-1 work is being completed in FY 2014. Year-2 plan includes inner harbor maintenance dredging with disposal to either within the ocean dredged material disposal site (ODMDS) or within the existing upland disposal facility and entrance channel maintenance dredging with disposal within the near-shore placement area. Year-3 plan includes entrance channel maintenance dredging with disposal of dredged material to the near-shore disposal area.

The draft Morehead City Harbor DMMP was completed in October 2013 and the recommended plan is to primarily dispose of beach-quality material that is dredged from the navigation channel in one of four areas: the beaches of eastern Bogue Banks, including Atlantic Beach and Fort Macon State Park; a portion of the beach on Shackleford Banks; and two nearshore placement areas just offshore of these adjacent beaches, one on either side of Beaufort Inlet. To minimize the adverse effects of dredging the navigation channel, the DMMP attempts to keep as much beach-quality material in the system as possible, by balancing disposal on the adjacent beaches and nearshore placement areas. The recommended plan is for beach-quality material to be returned to the adjacent beaches and nearshore areas in ratios comparable to calculated sediment losses. Although the recommended plan would result in less sand being disposed of on Bogue Banks in the future than the currently-utilized Interim Operations Plan, the quantity of dredged material expected to be placed on the beaches of Bogue Banks more than offsets the Bogue Banks annual erosion rate, which includes all erosion and not just erosion caused by maintaining the navigation channel. It should also be noted since 1978, over 16 million cubic yards of sand from the Morehead City Harbor navigation channel have been placed on Bogue Banks at 100 percent Federal cost.

The Morehead City Harbor DMMP is currently a draft document and no decision regarding the final recommended plan has yet been made. The public review period for the draft DMMP ended on February 3, 2014, and all comments received during the public review are being considered during development of the final DMMP, which will also be circulated for public review.