



US Army Corps
of Engineers
Wilmington District

Bogue Banks, NC (Coastal Storm Damage Reduction - Investigations)

- Sponsor: Carteret County
- Feasibility cost sharing agreement executed in February 2001
- Feasibility phase scheduled for completion in October 2015
- Initiate PED in August 2015 subject to availability of funds



CONGRESSIONAL DISTRICT: NC 3

DATE: 6 March 2014

1. **AUTHORIZATION:** Resolution adopted by the Committee on Transportation and Infrastructure of the United States House of Representatives dated 23 July 1998.
2. **STUDY AREA:** Bogue Banks, located in Carteret County in eastern North Carolina, is a barrier island situated between Beaufort Inlet to the east and Bogue Inlet to the west. The barrier island is approximately 24 miles in length with the Atlantic Ocean to the south and Bogue Sound to the north. From east to west, the communities of Atlantic Beach, Pine Knoll Shores, Salter Path, Indian Beach, and Emerald Isle are located on Bogue Banks. Fort Macon State Park is located at the east end adjacent to Beaufort Inlet, and the Theodore Roosevelt Natural Area is located adjacent to Pine Knoll Shores. The communities are rapidly growing, and visitation to Bogue Banks is high due to the unique character of the island and the presence of one of the last remaining maritime forests on a barrier island in North Carolina.
3. **IMPROVEMENTS DESIRED:** All communities on Bogue Banks are concerned about erosion along their shorelines. This erosion is threatening the primary dune system and the structures which are located along the ocean shoreline. Local interests desire a coastal storm damage reduction project consisting of periodic renourishment to reduce the risk of damage to the upland structures. The tentatively selected plan, proposed within the alternative formulation briefing report, consists of a 119,670 foot (22.7 miles) long main beach fill, with a consistent berm profile across the entire area, and dune expansion in certain shoreline reaches (approximately 5.9 miles of the project). The main beach fill would be bordered on either side by a 1,000 foot tapered transition zone berm. Sand for the beach fill would be delivered from offshore borrow areas by dredge. The project would be eligible to be renourished every three years following initial

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construction, in order to rebuild the project back to the authorized dimensions. Materials for the project would be dredged from three offshore borrow locations.

4. **COST ESTIMATE:** \$ 1,500,000 (PED/Federal)
 \$ 500,000 (PED/Non-Federal)
 \$2,000,000 Total
5. **FEDERAL FUNDING ALLOCATION THRU FY 2013:** \$ 3,200,000 (Feasibility phase)/ \$0 (PED).
6. **FY 2014 FUNDING ALLOCATION:** \$0. Carry-in funds are being used to complete the feasibility phase including the issuance of the Division Engineer's final report.
7. **FY 2015 BUDGET AMOUNT:** \$0. Funds in the amount of \$200,000 could be used to initiate PED.
8. **KEY DATES:** July 2014 – Hold Civil Works Review Board
 April 2015 - Complete Feasibility phase
 August 2015- Initiate PED subject to availability of funds