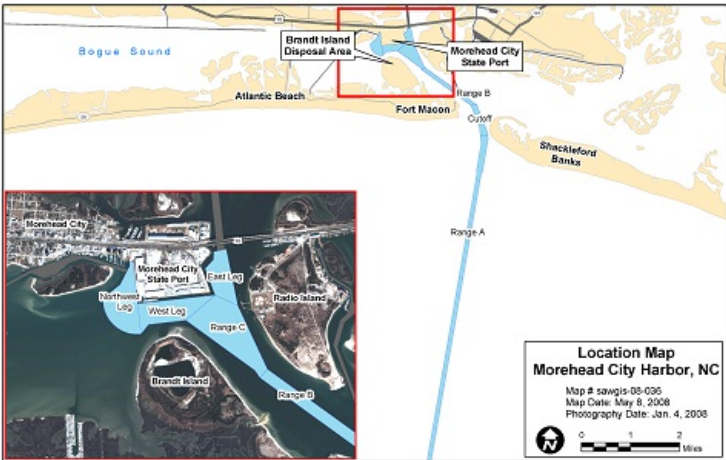




US Army Corps  
of Engineers  
Wilmington District

# 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: 23 February 2015

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 2014 FEDERAL FUNDING ALLOCATION:** \$6,277,000.
4. **FY 2015 FEDERAL FUNDING ALLOCATION:** \$8,906,000. 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). An environmental assessment will be developed for a channel realignment to follow deep water. If approved, this change should result in savings in future dredging costs.
5. **FY2016 BUDGET AMOUNT:** \$8,796,000.
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

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

channel in this reach of the project is approximately 32 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 was 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. The entrance channel portion currently has sufficient depth and is not planned for maintenance dredging in FY 2015. Year-3 plan includes entrance channel maintenance dredging with disposal of dredged material to the near-shore placement area.

The draft Morehead City Harbor DMMP and Environmental Impact Statement (EIS) 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, which is part of the Cape Lookout National Seashore (managed by the National Park Service (NPS)); and two nearshore placement areas just offshore of these adjacent beaches, one on either side of Beaufort Inlet. Since the 1970's, the Corps has recommended that the beach-quality sediment dredged from the navigation channel be disposed of on Bogue Banks and Shackleford Banks. The Corps continues to recommend that the beach-quality sediment be placed on both adjacent beaches; however, following public review of the draft DMMP, the National Park Service (NPS) requested dismissal of the alternative to place dredged material on the beach during the time span of the proposed DMMP. Therefore, no beach-quality dredged material will be placed on Shackleford Banks as part of the DMMP. The DMMP is currently being revised to incorporate the request by NPS and the final DMMP and EIS is scheduled to be circulated for public review in July 2015 with final DMMP approval scheduled for December 2015.