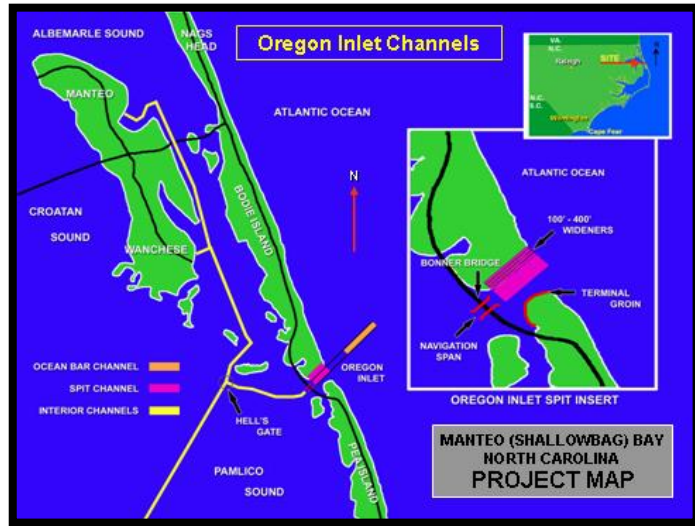




US Army Corps  
of Engineers  
Wilmington District

## Manteo (Shallowbag) Bay, NC (Navigation) (O&M)

- **Sponsor: State of North Carolina**
- **Oregon Inlet continues to be a difficult project feature to provide adequate depths for safe navigation year round**
- **NCDOT has replaced Bonner Bridge and is working to remove the old structure; the new bridge will allow multiple options for maintaining the navigation channel**



CONGRESSIONAL DISTRICT: NC 3

DATE: 25 March 2019

1. **AUTHORIZATION:** River and Harbor Acts of 1910, 1940, 1950 and 1970; and under Section 107 of the 1960 River and Harbor Act, as amended.
2. **LOCATION AND DESCRIPTION:** The project is located along the outer banks portion of Dare County, North Carolina. The project provides for an entrance channel 14 feet deep by 400 feet wide from the Atlantic Ocean through Oregon Inlet, and under the Herbert C. Bonner bridge, a 14-ft deep by 400-ft advanced maintenance widener adjacent to the entrance channel, and project interior channels 12 feet deep by 100 feet wide from Oregon Inlet to Pamlico Sound, Wanchese Harbor, Shallowbag Bay Harbor and Albemarle Sound. The length of all channels is 25.4 miles.
3. **FY 2018 FEDERAL FUNDING ALLOCATION:** \$4,583,000.
4. **FY 2019 PRESIDENT'S BUDGET:** \$1,550,000. Funds are being used to perform operation activities, hydrographic surveys and critical channel maintenance dredging of Oregon Inlet, and limited maintenance dredging of the interior channels.
5. **FY 2019 WORK PLAN:** \$0.

PROJECT INFORMATION - Manteo (Shallowbag) Bay, NC (Navigation) (O&M) – Continued

6. **FY 2020 BUDGET AMOUNT:** \$806,000. These funds will be used for operational activities and to perform hydrographic condition surveys. Funds in the amount of \$11,530,000 could be used to perform the following channel maintenance dredging of Oregon Inlet, a critical harbor of refuge:

|  |                     |
|--|---------------------|
| Government Plant Maintenance Dredging of navigation channel          | \$3,630,000         |
| Maintenance dredging of the interior channel portion of the Project. | \$3,500,000         |
| Maintenance dredging with hopper dredge in the Ocean Bar             | \$4,400,000         |
|  |                     |
| <b>Total</b>   | <b>\$11,530,000</b> |

7. **CURRENT PROJECT CONDITIONS:** The Oregon Inlet navigation channel at the Bonner Bridge currently provides a navigable depth of no more than 4 feet under natural conditions. State gratuitous funds have financed regular maintenance dredging since 2016 resulting in a channel depth of 8-10 feet.

8. **OTHER INFORMATION:** The Council on Environmental Quality (CEQ), NOAA, and the Corps agreed in May 2003 that the proposed jetties on the Oregon Inlet portion of the Manteo (Shallowbag) Bay project would not be constructed and to develop alternative approaches for improving navigation.

Oregon Inlet, similar to other unprotected inlets on the Atlantic Coast, has historically migrated toward the south. This migration was halted by the North Carolina Department of Transportation's installation of a terminal groin located on the north end of Pea Island to stabilize the Herbert C. Bonner Bridge. Although the inlet stopped its migration, the accretion of material from the north continues to build up on the southern end of Bodie Island. Although there is sufficient depth, the location of the navigation span of the Bonner Bridge does not align with the natural deep water. The channel position is authorized based on following the course of the naturally deep water.

The state of North Carolina, in partnership with the Federal Highway Administration, has completed construction of a new bridge to replace the Bonner Bridge and removal of the old bridge is underway. The terminal groin is expected to remain in place and the replacement bridge design should include multiple navigation spans. These measures will greatly reduce, and possibly eliminate, the need for dredging through the Oregon Inlet gorge (Oregon Inlet Spit Channel).

The state of North Carolina and the Corps executed a multi-year, multi-project memorandum of agreement in FY 2014, and amended in FY 2016, to use state and local funds to perform additional maintenance dredging of many of the coastal harbors and waterways. In FY 2016, the state of North Carolina, in conjunction with Dare County, provided \$5,550,000 in gratuitous funds, an additional \$1,500,000 in 2017, and \$1,800,000 in 2018 which have been used for maintenance dredging of the Oregon Inlet by the special purpose dredge MURDEN and CURRITUCK.