



US Army Corps
of Engineers
Wilmington District

Masonboro and Connecting Channels, NC (Shallow Draft Navigation) (O&M)

- Sand by passing to Wrightsville Beach completed in March 2018.
- Last sand by passing to Masonboro Inlet occurred in 2010.



CONGRESSIONAL DISTRICT: NC 7

DATE: 25 March 2019

1. **AUTHORIZATION:** River and Harbor Act of 1912, as amended; Section 111, River and Harbor Act of 1968.
2. **LOCATION AND DESCRIPTION:** The project is located on the southeastern coast of North Carolina in New Hanover County. The authorized project dimensions for the project consists of a 14-foot deep by 400-foot wide channel across the ocean bar at Masonboro Inlet, with jetties at the entrance, transitioning to 12 feet deep and 90 feet wide to the channel of the Atlantic Intracoastal Waterway (AIWW) at Wrightsville Beach via Banks and Motte Channels; and a turning basin, 15 feet deep, 300 feet wide, and 700 feet long, on the east side of Banks Channel near Masonboro Inlet, with three 15-pile dolphins.
3. **FY 2018 FEDERAL FUNDING ALLOCATION:** \$49,500.
4. **FY 2019 PRESIDENT'S BUDGET:** \$50,000. These funds are being used to perform hydrographic surveys for this critical harbor of refuge.
5. **FY 2019 WORK PLAN:** \$0.

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6. **FY 2020 BUDGET AMOUNT:** \$50,000. Funds in the amount of \$6,500,000 could be used to place bypass sand to Masonboro Island as a required navigation mitigation measure due to impacts of the Masonboro Inlet jetties on this island.

7. **ISSUE AND/OR STATUS:** Per the Masonboro Inlet Section 111 report (July 1980), the sand by-passing system is required to restore present sediment transport patterns to those existing prior to man-made changes at Masonboro Inlet. The sand by-passing system restores sand to both the Masonboro Island shoreline and the Wrightsville Beach shoreline. Per shoreline surveys, the sand placement to Wrightsville Beach and Masonboro Island is cumulatively out of balance, with Masonboro Island needing more sand.