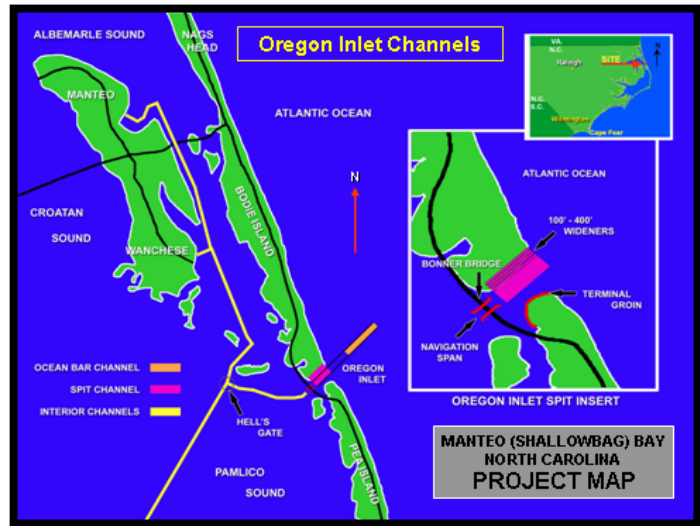




US Army Corps  
of Engineers  
Wilmington District

## 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**
- **IIJA Funds will be used for a maintenance dredging contract in the Manteo Interior Channels to be performed in FY 2023.**



CONGRESSIONAL DISTRICT: NC 3

DATE: 01 APRIL 2022

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 2021 FEDERAL FUNDING ALLOCATION:** \$1,286,000.
4. **FY 2022 PRESIDENT'S BUDGET:** \$3,296,000. Final Bill: \$2,296,000. Funds are being used to perform operation activities, hydrographic surveys and limited critical channel maintenance dredging of Oregon Inlet, and some hot spots in the interior channels. Infrastructure Investment & Jobs Act (IIJA) funds in the amount of \$6,400,000 are being used for Maintenance Dredging. Disaster Relief Supplemental Appropriations Act (DRSSA) funds in the amount of \$1,000,000 are being used for the restoration of Oregon Inlet portion to pre-storm conditions due damages from Hurricane Dorian in September 2019.
5. **FY 2022 WORK PLAN:** TBD.
6. **FY 2023 PRESIDENT'S BUDGET:** \$1,420,000. These funds will be used for operational activities and to perform hydrographic condition surveys and critical channel maintenance dredging

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

of Oregon Inlet. Funds in the amount of \$13,150,000 could be used to perform the following channel maintenance dredging of Oregon Inlet, a critical harbor of refuge:

Maintenance Dredging - Interior Channel Portion	\$6,335,000
Maintenance Dredging - Ocean Bar - Dredging	\$5,075,000
Maintenance Dredging – Manteo Entrance Channel - Dredging Government Plant	\$1,540,000
Management of Mitigation Activities for Navigation - Manteo (Shallowbag) Bay	\$200,000
<b>Total</b>	<b>\$13,150,000</b>

7. **CURRENT PROJECT CONDITIONS:** The Oregon Inlet Ocean Bar and the areas just West of the new Marc Basnight Bridge are now the most problematic with navigable depths of no more than 4 to 5 feet under natural conditions. State gratuitous funds have financed regular maintenance dredging since 2016, resulting in improved channel depths of 6 to 10 feet.

8. **OTHER INFORMATION:** The Council on Environmental Quality (CEQ), NOAA, and USACE 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 was sufficient depth, the location of the navigation span of the Old Bonner Bridge did 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 (Marc Basnight Bridge) to replace the Bonner Bridge and removal of the old bridge is nearly complete. The terminal groin is expected to remain in place and the replacement bridge design should include multiple navigation spans. These measures are thought to reduce the need for dredging through the Oregon Inlet gorge (Oregon Inlet Spit Channel). USACE will continue to monitor future project condition surveys for dredging needs.

The Wilmington District works continually with project stakeholders on ideas for maintaining the Manteo (Shallowbag) Bay, NC Project.

The state of North Carolina and USACE executed a multi-year, multi-project memorandum of agreement in FY 2014 to use state and local funds to perform additional maintenance dredging of many of the coastal harbors and waterways. This agreement was amended FY 2016 for a period of ten years, expiring at the end of FY 2026. The state of North Carolina, in conjunction with Dare County has provided gratuitous funds over the years which have been used for maintenance dredging of the Oregon Inlet by the special purpose dredge MURDEN and CURRITUCK. Through a public / private partnership, Dare County is building their own special purpose dredge that is expected to be up and running by Summer of 2022.