



US Army Corps
of Engineers
Wilmington District

Wrightsville Beach, NC (Coastal Storm Risk Management)

- **Sponsor: Town of Wrightsville Beach**
- **Initial project completed in 1965 and reauthorized in 1986 for 50-year period thru FY 2036**
- **Project covers 2.7 miles of shoreline**
- **Nourishment scheduled every 4 years**
- **Last nourishment cycle completed in FY 2018; next nourishment cycle was scheduled for FY 2022**
- **WRDA 2020 authorized an increase in the maximum project cost limit**



CONGRESSIONAL DISTRICT: NC 7

DATE: 01 APRIL 2022

1. **AUTHORIZATION:** Flood Control Act of 1962, Water Resources Development Act (WRDA) of 1986, and Water Resources Development Act of 2020.
2. **LOCATION AND DESCRIPTION:** Wrightsville Beach is located in New Hanover County in southeastern North Carolina adjacent to the Atlantic Ocean. The project consists of a dune with a base generally bordering at or near the building line with a crown width of 25 feet at an elevation of 12.5 feet North American Vertical Datum-1988 (NAVD-88), together with an integral shoreline berm with a crown width of 50 feet and a top elevation of 9.5 feet NAVD-88 for a total distance of 16,000 feet, including a 2,000-foot northern transition.

Coastal erosion at Wrightsville Beach is caused by two major factors: storm related coastal erosion and impacts from the Masonboro Inlet navigation project's jetties. Consequently, the Wrightsville Beach project is budgeted under two business lines. First, coastal erosion due to coastal storms is budgeted in the flood risk management business line and is appropriately cost shared with Federal construction and non-Federal required contributed funds. Second, impacts of the Masonboro Inlet jetties are budgeted under the navigation business line and appropriately funded with Federal funds only. The jetties have impacted the natural replenishment of sand on

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Wrightsville Beach and Masonboro Island. Mitigation prescribed for these impacts is to bypass sand to both islands which is normally accomplished at the same time Wrightsville Beach is nourished on a 4 year periodic cycle subject to the availability of funds.

3. **COST ESTIMATE:**

Total Estimated Project First Cost (Price level as of 10 November 2020):

\$71,923,770	Federal (76.5%)
<u>\$22,094,230</u>	Non-Federal (23.5%)
\$94,018,000	Total

NOTE: Cost share percentages are weighted based on both sand placed on project due to navigational impacts of the Masonboro Inlet jetties (100% Federal) and to coastal storm risk management (65% Federal and 35% non-Federal).

4. **FEDERAL FUNDING ALLOCATION THRU FY 2021:** \$21,973,100

5. **FY 2022 PRESIDENT’S BUDGET:** \$0. Final Bill: \$0. Funds in the amount of \$11,600,000 received under FCCE, Disaster Relief Supplemental Appropriations Act, 2022 to complete the next nourishment cycle. Under FCCE this nourishment cycle will be 100% Federal.

6. **FY 2023 PRESIDENT’S BUDGET:** \$0. Carry-in funds will be used to perform minimal oversight and coordination activities with the sponsor and stakeholder.

7. **KEY DATES:** The next periodic nourishment cycle construction contract is scheduled for award in late FY 2022/ early 1st quarter FY 2023 with the following periodic nourishment cycle scheduled for FY 2026.

8. **OTHER INFORMATION:** Initial construction of the Wrightsville Beach coastal storm risk management project was completed in 1965. A Section 111 study was approved in 1980 and established that the coastal erosion/damage at Wrightsville Beach resulted from coastal erosion due to storms, and the Federal navigation improvement/jetties at Masonboro Inlet which creates a requirement for periodic bypassing of sand to Wrightsville Beach and Masonboro Island. The coastal storm risk management portion of the Wrightsville Beach project is cost shared at 65% Federal and 35% non-Federal and the Masonboro Inlet impacts portion to Wrightsville Beach is not cost shared (100% Federal).

The next periodic nourishment cycle originally scheduled to be constructed in the first half of FY 2022, has been delayed due to the July 2021 change in interpretation of the Coastal Barrier Resources Act (CBRA) prohibiting use of the inlet as a borrow source. The Wilmington District is currently updating environmental clearances to use an alternative borrow source offshore and plans to award a contract using this source in FY 2023.