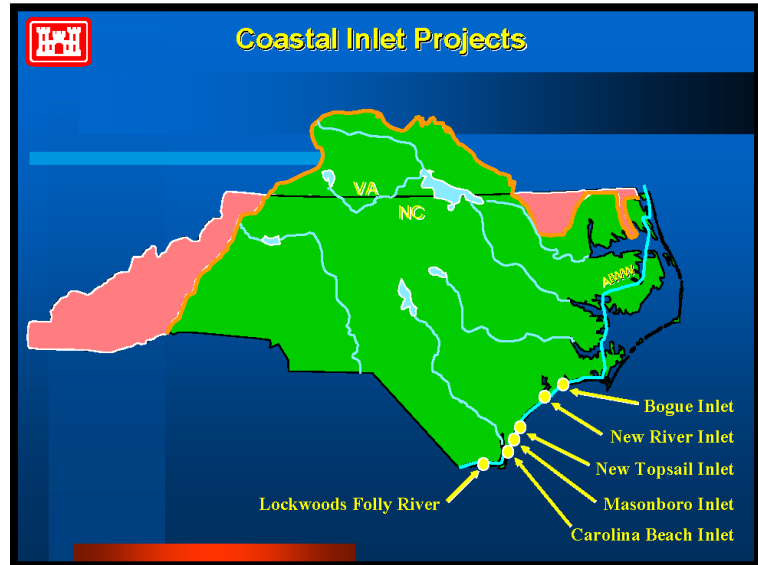




US Army Corps  
of Engineers  
Wilmington District

## Coastal Inlets, NC (Shallow Draft Navigation) (O&M)

- Coastal inlets provide critical access to protected waters from the Atlantic Ocean for life safety, commercial and recreation vessel traffic.
- New River Inlet and Channels to Jacksonville is included in maintenance dredging contract to be performed in FY 2023 using FY 2022 funding. FY 2023 funding was received for maintenance using Government plant.



CONGRESSIONAL DISTRICT: NC 3, 7

DATE: 10 MARCH 2023

1. **AUTHORIZATION:** Reference authorization for the Atlantic Intracoastal Waterway (AIWW) in the River and Harbor Act 1912, as amended.

**New River Inlet:** Authorized as a modification to the AIWW in 1935, 1937, 1938, and 1948.

**Bogue Inlet:** Authorized as a modification to the AIWW in 1963 and 1983.

**Carolina Beach Inlet:** Authorized as a modification to the AIWW in 1966.

**Lockwoods Folly River:** River and Harbor Acts of 1890, 1960 and 1980 (Section 107) as amended.

**New Topsail Inlet:** Authorized as a modification to the AIWW in 1966.

2. **LOCATION AND DESCRIPTION:** The coastal inlet projects are located across the east coast of North Carolina and provide for navigation channels ranging from 6 to 8 feet in depth and 90 to 150 feet in width. The coastal inlet projects extend from the deep water in the Atlantic Ocean through each of the inlet gorge and connect to the protected waters of the Atlantic Intracoastal Waterway (AIWW) and adjacent rivers. Below are the five federal coastal inlets located within the state of North Carolina with their respective project dimensions:

PROJECT INFORMATION – Coastal Inlets, NC (Shallow Draft Navigation) (O&M) – Continued

**New River Inlet** consists of a channel 6-feet deep by 90-feet wide from the deep water of the Atlantic Ocean, through the inlet gorge, to the intersection of the AIWW and a channel 12-feet deep by 90-feet wide from the intersection of the AIWW, extending north within the banks of the New River, terminating just south of Hwy 24 in Jacksonville, North Carolina. This reach of the project is known as the Channels to Jacksonville.

**Bogue Inlet** consists of an 8-foot deep by 150-foot wide channel from the deep water in the Atlantic Ocean to the inlet gorge and a connecting channel 6-feet deep by 90-feet wide from the inlet gorge to the intersection of the AIWW.

**Carolina Beach Inlet** consists of an 8-feet by 150-foot wide channel from the deep water in the Atlantic Ocean to the intersection of the AIWW.

**Lockwoods Folly River** consists of an 8-foot deep by 150-foot wide channel from the deep water of the Atlantic Ocean to the intersection of the AIWW and a channel 6-feet deep by 100-feet wide from the intersection of the AIWW, extending north within the banks of the Lockwoods Folly River, terminating at the N.C. State Hwy 211 bridge.

**New Topsail Inlet** consists of an 8-foot deep by 150-foot wide channel from the deep water in the Atlantic Ocean to the inlet gorge and a connecting channel 7-feet deep by 80-feet wide from the inlet gorge to the intersection of the AIWW.

**3. FY 2022 & FY 2023 FEDERAL FUNDING ALLOCATION and FY 2024 PRESIDENT’S BUDGET:**

<b>Project Name</b>	<b>FY 2022 Total Allocation (\$000)</b>	<b>FY 2023 Total Allocation (\$000)</b>	<b>FY 2024 President’s Budget (\$000)</b>
New River Inlet	\$3,390 <sup>1</sup>	\$560	\$565
Bogue Inlet	\$1,040 <sup>1</sup>	\$0	\$0
Carolina Beach Inlet	\$1,040 <sup>1</sup>	\$0	\$0
Lockwoods Folly River	\$1,050 <sup>2</sup>	\$0	\$0
New Topsail Inlet	\$520 <sup>2</sup>	\$0	\$535
<b>Total</b>	<b>\$7,040</b>	<b>\$560</b>	<b>\$1,100</b>

1/ Bipartisan Infrastructure Bill

2/ Amount includes Congressionally Directed Spending and or Community Project Funding

In FY 2014, the state of North Carolina and USACE executed a multi-year, multi-project memorandum of agreement to use state and local funds to perform additional maintenance dredging of many of these coastal inlets, as needed. This agreement was amended in FY 2016 for a period of 10 years, expiring at the end of FY 2026. This has been the primary source of funding to perform maintenance dredging at Bogue Inlet, Carolina Beach Inlet, Lockwoods Folly River, and New Topsail Inlet. USACE performs periodic hydrographic condition surveys of the coastal inlets throughout year using “project condition survey” funds. The surveying frequency is dependent upon

PROJECT INFORMATION – Coastal Inlets, NC (Shallow Draft Navigation) (O&M) – Continued

funding, storm events, U.S. Coast Guard/project user reports of channel conditions, and review of aerial imagery.

4. **FY 2024 PRESIDENT'S BUDGET:** \$1,100,000.

**New River Inlet:** \$565,000. Funds will be used to perform maintenance dredging with Government-owned plant and hydrographic condition surveys. Funds in the amount of \$535,000 could be used to perform additional maintenance dredging with Government-owned plant.

**Bogue Inlet:** \$0. Funds in the amount of \$535,000 could be used to perform periodic hydrographic condition surveys and maintenance dredging with Government-owned plant.

**Carolina Beach Inlet:** \$0. Funds in the amount of \$535,000 could be used to perform periodic hydrographic condition surveys, and maintenance dredging with Government-owned plant.

**Lockwoods Folly River NC:** \$0. Funds in the amount of \$535,000 could be used to perform maintenance dredging with Government-owned plant.

**New Topsail Inlet:** \$535,000. Funds in the amount of \$535,000 will be used to perform periodic hydrographic condition surveys and maintenance dredging with Government-owned plant.

5. **ISSUE AND/OR STATUS:** The project users which are adversely impacted by lack of maintenance dredging of the inlets and associated connecting channels include:

- Small business commercial fishing vessels
- Small business contractor and Government dredging vessels
- U.S. Coast Guard Search and Rescue and Homeland Security Operations
- Charter fishing vessels
- Joint maritime training at New River Inlet (Camp Lejeune)
- Recreational vessels
- Vessels seeking safe haven from storms

Draft restrictions and possible channel closures through these inlets may force vessel traffic seeking shelter from storms to navigate in the Atlantic Ocean rather than using protected inland waterways. There is a major potential for vessel groundings and/or accidents. Small independent fishing vessels continue to use these inlets for their source of income, putting safety and vessels at risk. This may result in economic losses to the state, property damage, and danger to health, safety and welfare.

The shoaling patterns within the coastal inlet projects are unpredictable and heavily dependent upon storm events. Because of the sandy bottom characteristics, each of the inlet project's channel alignments are constantly changing. Through the use of hydrographic condition surveys and aerial imagery, USACE is able to identify the deepest natural depths and concentrate maintenance dredging along those alignments. This practice minimizes dredging costs and the environmental impacts associated with the work.