



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 WRDA 1986 for 50-year period thru FY 2036; Total project cost was increased in WRDA 2020**
- **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 but was not completed due to borrow source issues. Anticipate construction starting for next nourishment cycle in Fall 2023.**



CONGRESSIONAL DISTRICT: NC 7

DATE: 10 MARCH 2023

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 funds. Second, impacts of the Masonboro Inlet jetties are budgeted under the navigation business line and funded with 100% Federal funds. The jetties have impacted the natural replenishment of sand on Wrightsville Beach and Masonboro Island. Mitigation

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prescribed for these impacts is to bypass sand to both islands. This happens for Wrightsville Beach along with the 4 year periodic nourishment cycle subject to the availability of funds.

3. **COST ESTIMATE:**

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

\$84,811,725	Federal (76.5%)
<u>\$26,053,275</u>	Non-Federal (23.5%)
\$110,865,000	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 2022:** \$21,973,100

5. **FY 2023 FEDERAL FUNDING ALLOCATION:** \$0. Funds in the amount of \$11,600,000 received under Flood Control and Coastal Emergency (FCCE) funding in the Disaster Relief Supplemental Appropriations Act, 2022 will be used to complete the next nourishment cycle. FCCE funding is 100% Federal. The current allocation of FCCE funding is not enough to fully fund dredging from an offshore borrow source. Anticipate receipt of additional FCCE funding once the offshore borrow source is permitted.

6. **FY 2024 PRESIDENT'S BUDGET:** \$0. Carry-in funds will be used for supervision and administration activities for the periodic nourishment contract and 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 2023 with the following periodic nourishment cycle scheduled for FY 2028.

8. **OTHER INFORMATION:** A Section 111 study was approved in 1980 and established that some of coastal erosion/damage at Wrightsville Beach is from impacts of the Federal navigation jetties at Masonboro Inlet which creates a requirement for periodic bypassing of sand to Wrightsville Beach and Masonboro Island.

The periodic nourishment originally scheduled for 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 was updating environmental clearances to use an alternative borrow source offshore when surveys discovered thousands of tires from artificial reefs placed in the 1970s and 1980s throughout the borrow area. Avoidance of tire laden areas with mitigation measures while dredging are being addressed in the Environmental Assessment and plans and specifications for an award a contract in FY 2023.