



HASHAMOMUCK COVE, Long Island, NY

Shoreline Protection

As of: February 2012

US ARMY CORPS OF ENGINEERS

BUILDING STRONG®

DESCRIPTION

Hashamomuck Cove is located on the north (Long Island Sound) shore of the north fork of Long Island. The study area extends along both sides (Long Island Sound and Peconic Bay) of the north fork, east to Orient Point and west to, and including, both sides of Goldsmith's Inlet. Within the study area:

- State Route 25 is currently threatened with overwashing and erosion, leading to collapse along an unprotected reach of 200 to 300 feet east of the New York Department of Transportation's East Marian Seawall; a project to extend the seawall along this unprotected reach, funded under the Corps of Engineers' Continuing Authorities Program Section 14, and using ARRA funds for the federal share, is expected to begin construction in December 2010;
- the private bulkheads along the motel, restaurant, and several houses along Hashamomuck Cove on the north shore (along County Road 48) are vulnerable to storm damage, and the beach fronting them has been subject to substantial erosion over the past four decades;
- County Road 48 is additionally threatened by undermining along Hashamomuck Cove along two undeveloped parcels with no bulkhead;
- erosion threatens the reach along Kenneys Beach, located between Hashamomuck Cove and Goldsmith's Inlet;
- the bulkheads fronting the houses along the east side of the inlet are subject to erosion at Goldsmith's Inlet during coastal storms.

The New York District of the Corps of Engineers recommends feasibility-level investigation of the following potential projects to address the problems described above:

- along Hashamomuck Cove, implement structural measures at either or both of the undeveloped parcels, repair or reconstruct the existing bulkheads, construct a dune, and add beachfill — ultimately, to protect County Road 48;
- find a solution, such as adding beachfill, at Kenneys Beach;
- at Goldsmith's Inlet, strengthen or reconstruct the bulkheads fronting the houses on the east side of the inlet, to protect the houses and the road they protect; and, on the west side of the inlet, modify the groin to potentially allow sand bypassing to the east side of the inlet (instead of causing sand accumulation) and to provide protection from storm damage.

These prospective projects would provide National Economic Development, Regional Economic Development, and Other Social Effects benefits.

AUTHORIZATION

House of Representatives, Committee on Transportation and Infrastructure, Resolution, Docket Number 2773

STATUS

The District initiated the Reconnaissance Phase in July 2007. The 905(b) reconnaissance report was completed in July 2008 and was approved by NAD in September 2008. This report defines the problems, needs, and opportunities for the study area and demonstrates federal interest. The District is coordinating with the New York

State Department of Environmental Conservation, which has expressed its support, to develop and negotiate a Project Management Plan (PMP), and to execute a Feasibility Cost Sharing Agreement (FCSA) for the feasibility study.

STUDY COST

905 (b) Reconnaissance	\$ 100,000
Feasibility	<u>\$5,100,000</u>
Total	\$5,200,000

CONTACT

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CONGRESSIONAL INFORMATION

Representative Tim Bishop, NY District #1