



US Army Corps
of Engineers
Wilmington District

Coastal Harbors and Waterways, NC (Shallow Draft Navigation) (O&M)

- **Shallow draft coastal harbors include a subsistence harbor at Silver Lake**



CONGRESSIONAL DISTRICT: NC 3, 7

DATE: 25 March 2019

1. AUTHORIZATION:

Rollinson Channel, NC: River and Harbor Acts of 1935, 1945, 1954, and 1962, as amended.

Silver Lake Harbor, NC: River and Harbor Acts of 1930, 1940, 1967 (Section 107) and 1960, as amended.

Waterway Connecting Pamlico Sound to Beaufort Harbor NC: River and Harbor Acts of 1935, 1937, 1945, 1950, 1963, 1960, 1967, 1969 and 1975 (Section 107), as amended.

Shalotte River, NC: River and Harbor Acts of 1913 and 1927, as amended.

Beaufort Harbor, NC: River and Harbor Acts of 1881, 1907, 1925, 1930, 1945, 1950, and Section 107 of the River and Harbor Act of 1960, as amended.

Channel from Pamlico Sound to Rodanthe, NC: River and Harbor Act of 1945, as amended.

Channel from Back Sound to Lookout Bight, NC: River and Harbor Acts of 1937 and 1945, as amended.

2. LOCATION AND DESCRIPTION: The Corps of Engineers has several dozen Federally-authorized shallow draft harbor projects within North Carolina, several of which are maintained on a multi-year dredging frequency. The following projects are those that have significant project user interest:

PROJECT INFORMATION – Coastal Harbors and Waterways, NC (Shallow Draft Navigation)
(O&M) – Continued

Rollinson Channel is utilized by the North Carolina State Ferry Division for subsistence harbor ferry transportation to Ocracoke Island, which is not connected to the mainland by any roads. The project is located just inside Hatteras Inlet, NC. The project consists of a 12-foot deep and 100-foot wide channel from Pamlico Sound to Hatteras Island, a 10-foot deep and 100-foot wide channel from Hatteras Island to Hatteras Inlet, and a 12-foot deep basin varying in width.

Silver Lake Harbor is utilized by the North Carolina State Ferry Division for subsistence harbor ferry transportation to Ocracoke Island. The project is located just inside of Ocracoke Inlet, NC and consists of a 12-foot channel from deep water in Pamlico Sound to, and including an anchorage basin of the same depth in Silver Lake Harbor at Ocracoke, with widths of 150 feet across Big Foot Slough bar and 60 feet in the entrance channel. Silver Lake Harbor on Ocracoke Island, is classified as a subsistence harbor, where supplies and personnel can only access the island via ferry (i.e. no vehicle access).

Waterway Connecting Pamlico Sound to Beaufort Harbor is located in the vicinity of Cedar Island, Cape Lookout and Pamlico Sound. This project consists of a through channel and several shallow draft harbors, which branch off the main through channel. The through channel portion of the project provides a 7-foot deep by 75-foot wide channel which extends from Pamlico Sound, through Core Sound, and terminates at Beaufort Harbor, North Carolina. The harbor portions of the project provide for 6- to 7-foot deep channels with varying widths, which extend from the main through channel to Cedar Island Harbor of Refuge, Atlantic Harbor of Refuge, Sea Level Harbor, Marshallberg Harbor, and Harker's Island Harbor of Refuge.

Shalotte River, NC provides for a 4-foot deep project from the Shalotte Inlet gorge and extends approximately 9 miles within the banks of the Shalotte River. The project terminates at the NC 103 bridge at Shalotte, NC.

Beaufort Harbor, NC is located in the vicinity of Beaufort, NC and connects with three Federal navigation projects: Morehead City Harbor, NC to the south, the Atlantic Intracoastal Waterway, NC to the north and Waterway Connecting Pamlico Sound and Beaufort Harbor, NC to the east. The project consists of approximately 7.5 miles of the following navigation channels, harbor entrance channels and turning basins: Bulkhead Channel 15-foot deep by 100-foot wide and approximately 1.5 miles in length connecting the Morehead City Harbor, NC project to the Beaufort Docks, located in downtown Beaufort; Gallant's Channel 12-foot deep by 100-foot wide and approximately 1.5 miles in length connecting the Atlantic Intracoastal Waterway and Bulkhead Channel; Taylor's Creek 12-foot deep by 100-foot wide and approximately 3.2 miles in length connecting Bulkhead and Gallant's Channels to the Waterway Connecting Pamlico Sound and Beaufort Harbor, NC project; Beaufort Docks Turning Basin 12-foot deep by 600-foot long adjacent to the docks at downtown Beaufort, NC; Town Creek Harbor: 15-foot deep by 100-foot wide entrance channel and an associated 12-foot deep and 400-foot by 900-foot wide turning basin; and Morgan Creek Harbor 14-foot deep by 70-foot wide entrance channel and an associated 14-foot deep and 150-foot by 300-foot wide turning basin.

PROJECT INFORMATION – Coastal Harbors and Waterways, NC (Shallow Draft Navigation)
(O&M) – Continued

Channel from Pamlico Sound to Rodanthe, NC is utilized by the North Carolina State Ferry Division for subsistence harbor ferry transportation. The project consists of a channel 6-foot deep by 100-feet wide from Pamlico Sound to a basin 6-feet deep and 80-feet by 100 feet wide at Rodanthe, NC.

Channel from Back Sound to Lookout Bight, NC includes a channel 7-feet deep by 100-feet wide from Back Sound (vicinity of Harker’s Island) through Barden’s Inlet to Lookout Bight.

3. **FY 2018 AND FY 2019 ALLOCATIONS:** (These figures include work plan funding & supplemental)

<u>Project Name</u>	FY 2018 Allocations (\$000)	FY 2019 Allocations (\$000)
Rollinson Channel	\$406	\$2,777
Silver Lake Harbor	695	1,374
WW Connecting Pamlico Sound and Beaufort Harbor	0	0
Shalotte River	0	0
Beaufort Harbor	100	0
Channel from Pamlico Sound to Rodanthe	0	-150
Channel from Back Sound to Lookout Bight	0	0
Total	\$ 1,201	\$ 4,001

PROJECT INFORMATION – Coastal Harbors and Waterways, NC (Shallow Draft Navigation)
(O&M) – Continued

4. **FY 2020 PRESIDENT’S BUDGET AMOUNTS:** \$710,000

Rollinson Channel: \$650,000 These funds will be used at Rollinson Channel to perform hydrographic surveys and critical maintenance dredging by Government-owned plant or contract dredging of the sending terminal for the Ocracoke Island Ferry and Hatteras to Hatteras Inlet. Additional funds in the amount of \$3,125,000 could be used to perform additional maintenance dredging and hydrographic surveys.

Silver Lake Harbor: \$60,000. These funds will be used for limited hydrographic condition surveys. Additional funds in the amount of \$2,076,000 could be used to perform maintenance dredging.

Waterway Connecting Pamlico Sound to Beaufort Harbor: \$0 Funds in the amount of \$4,000,000 could be used to dredge the Atlantic Harbor Channel and Wainwright Slough.

Shalotte River, NC: \$0. Funds in the amount of \$490,000 could be used to perform hydrographic surveys and maintenance dredging by Government-owned plant within the Shalotte River project with disposal within the surf zone of the Ocean Isle Beach shoreline.

Beaufort Harbor, NC: \$0. Funds in the amount of \$1,940,000 could be used to perform maintenance dredging within Bulkhead Channel and Taylors Creek to provide unrestricted access to the Atlantic Ocean.

Channel from Pamlico Sound to Rodanthe, NC: \$0. Funds in the amount of \$460,000 could be used to perform maintenance dredging of the entrance channel to the emergency ferry terminal at Rodanthe Harbor used by the North Carolina Ferry Division.

Channel from Back Sound to Lookout Bight, NC: \$0. Funds in the amount of \$3,500,000 could be used to perform maintenance dredging along Barden’s Inlet from Back Sound to the Atlantic Ocean.

5. **ISSUE AND/OR STATUS:** The project users which are adversely impacted by lack of harbor maintenance include:

- North Carolina Ferry System, the second largest ferry system in the nation
- Commercial fishing vessels and recreational vessels
- U.S. Coast Guard search & rescue and Homeland Security operations

6. **OTHER INFORMATION:** The state of North Carolina and Dare County have executed an additional work memorandum of agreement (MOA) with the Corps to provide non-Federal funding for government-owned plant to perform maintenance dredging to the west of the Hatteras Inlet gorge outside of the Rollinson Channel authorized Federal project. This area, known as the “Connecting Channel,” would allow fishing and charter boats more direct access to the

PROJECT INFORMATION – Coastal Harbors and Waterways, NC (Shallow Draft Navigation)
(O&M) – Continued

Atlantic Ocean through the Hatteras Inlet, enhancing the livelihood of businesses at Ocracoke and Hatteras Islands.

The MOA to perform this work was executed by the non-Federal sponsor and the Corps in April 2018, which covers a period of 12 consecutive months, and allows multiple dredging events not to exceed a total costs of \$2,000,000. In order to accomplish work in this area under the MOA, similar work is required to be performed at either the Rollinson Channel or Silver Lake Harbor projects at the same time to receive the full benefit of mobilization costs borne by the Federal project. This agreement expires on April 13, 2019 but the Corps and the sponsor are planning to extend the time period of the agreement.

There is a need for additional disposal areas at all of these projects but specifically in the proximity of Rollinson Channel. There is limited capacity at the existing disposal area which will affect our ability to do maintenance dredging at the project. The local sponsor has a responsibility to provide real estate for these disposal areas and the Corps is currently working with the county to locate sites for new disposal areas.