



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 Harbor.
- Avon Harbor, Rollinson Channel, Silver Lake Harbor, & Beaufort Harbor received FY 2022 funding for maintenance dredging.
- WW Connecting Pamlico to Beaufort received FY 2022 funding for NEPA and environmental approvals.



CONGRESSIONAL DISTRICT: NC 3, 7

DATE: 01 APRIL 2022

1. AUTHORIZATION:

Avon Harbor: River and Harbor Acts of 1945 and 1960, as amended.

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.

Shallotte 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.

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2. **LOCATION AND DESCRIPTION:** USACE 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:

Avon Harbor is located in the vicinity of the town of Avon and Pamlico Sound. This project consists of a 6 feet deep by 100 feet wide channel and extends 3.5 miles from the Pamlico Sound to a basin at Avon which is 6 feet deep and 100 feet wide and 300 feet long.

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.

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

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Creek 12-feet deep by 100-feet 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-feet deep by 600-feet long adjacent to the docks at downtown Beaufort, NC; Town Creek Harbor: 15-feet deep by 100-feet wide entrance channel and an associated 12-feet deep and 400-feet by 900-feet wide turning basin; and Morgan Creek Harbor 14-feet deep by 70-feet wide entrance channel and an associated 14-feet deep and 150-feet by 300-feet wide turning basin.

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 2021 ALLOCATIONS, FY 2022 PRESIDENT'S BUDGET AND FY 2022 IIJA:** These figures include work plan funding, supplemental and Infrastructure Investment and Jobs Act (IIJA).

Project Name	<u>FY 2021 Total Allocation (\$000)</u>	<u>FY 2022 President's Budget (\$000)</u>	<u>FY 2022 Final Bill (\$000)</u>	<u>FY 2022 IIJA (\$000)</u>
Avon Harbor	\$0	\$0		\$1,603
Rollinson Channel	\$380	\$30	\$1,700*	\$1,430
Silver Lake Harbor	\$1060	\$1,120	\$1,120	\$4,370
WW Connecting Pamlico Sound and Beaufort Harbor	\$0	\$0	\$0	\$75
Shallotte River	\$0	\$0	\$0	\$0
Beaufort Harbor	\$0	\$0	\$0	\$520
Channel from Pamlico Sound to Rodanthe	\$0	\$0	\$0	\$0
Channel from Back Sound to Lookout Bight	\$0	\$0	\$0	\$0
Total	\$1,440	\$1,150	\$2,820	\$7,998

Note: * - Community Project Funding

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4. **FY 2022 WORK PLAN:** TBD.

5. **FY 2023 PRESIDENT’S BUDGET:** \$3,165,000.

Rollinson Channel: \$2,605,000 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 \$1,060,000 could be used to perform additional maintenance dredging and hydrographic surveys.

Silver Lake Harbor: \$560,000. These funds will be used for limited hydrographic condition surveys. Additional funds in the amount of \$2,600,000 could be used to perform maintenance dredging of Big Foot Slough and Teaches Hole channels.

Waterway Connecting Pamlico Sound to Beaufort Harbor: \$0 Funds in the amount of \$2,640,000 could be used to dredge the Atlantic Harbor Channel and Wainwright Slough.

Shallotte River, NC: \$0.

Beaufort Harbor, NC: \$0. Funds in the amount of \$2,440,000 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 \$2,598,000 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 \$515,000 could be used to perform maintenance dredging along Barden’s Inlet from Back Sound to the Atlantic Ocean.

6. **ISSUE AND/OR STATUS:** The project users which are adversely impacted by lack of harbor maintenance in Rollinson Channel and Silver Lake Harbor 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

7. **OTHER INFORMATION:** The state of North Carolina and Dare County have executed an additional work memorandum of agreement (MOA) with USACE 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

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

The MOA to perform this work was initially executed by the non-Federal sponsor and USACE in April 2018, which covered a period of 12 consecutive months, and allowed multiple dredging events not to exceed a total cost 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 has been renewed annually since 2018. The current agreement will expire in February 2023.

USACE is currently working through the process to re-align a portion of Rollinson Channel, which includes the channel covered in the above-mentioned MOA. This new alignment will also include the current non-federal channel that the State Ferries use to transit between Hatteras and Ocracoke. The main requirement for this realignment is an updated Environmental Assessment, which is underway. Once USACE has received approval for this re-alignment, no additional work MOAs will be needed to perform this dredging for the state and county as it will be the official federal channel and we can accept funds through the existing Shallow Draft Long Term MOA.

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