



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.**
- **Rollinson Channel, Silver Lake Harbor, WW Connecting Pamlico & Beaufort Harbor and Channel from Back Sound to Look Bight received FY 2023 funding for maintenance dredging.**



CONGRESSIONAL DISTRICT: NC 3, 7

DATE: 10 MARCH 2023

1. AUTHORIZATION:

Avon Harbor, NC: 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.

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: 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:

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

Avon Harbor, NC, 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, NC, 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, NC, 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, NC, 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

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

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 2022 & FY2023 FEDERAL FUNDING ALLOCATIONS and FY 2024 PRESIDENT’S BUDGET:**

Project Name	FY 2022 Total Allocation (\$000)	FY 2023 Total Allocation (\$000)	FY 2024 President’s Budget (\$000)
Avon Harbor	\$1,603 ¹	\$0	\$0
Rollinson Channel	\$3,130 ^{1,2}	\$3,665 ²	\$1,820
Silver Lake Harbor	\$5,490 ¹	\$1,090	\$910
Beaufort Harbor	\$520 ¹	\$0	\$0
WW Connecting Pamlico Sound and Beaufort Harbor	\$75 ¹	\$2,615 ²	\$0
Channel from Back Sound to Lookout Bight	\$0	\$1,923	\$0
Channel from Pamlico Sound to Rodanthe	\$0	\$0	\$0
Shalotte River	\$0	\$0	\$0
Total	\$10,818	\$9,293	\$2,730

1/ Bipartisan Infrastructure Bill

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

4. **FY 2024 PRESIDENT’S BUDGET:** \$2,730,000.

Rollinson Channel, NC: \$1,820,000 These funds will be used at Rollinson Channel to perform hydrographic surveys and 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 \$5,253,000 could be used to perform additional maintenance dredging and hydrographic surveys.

Silver Lake Harbor, NC: \$910,000. These funds will be used for hydrographic condition surveys and perform maintenance dredging of Big Foot Slough and Teaches Hole channels. Additional

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

funds in the amount of \$2,898,000 could be used to perform additional maintenance dredging of Big Foot Slough and Teaches Hole channels.

Beaufort Harbor, NC: \$0. Funds in the amount of \$630,000 could be used hydrographic condition surveys and to perform maintenance dredging within Bulkhead and Gallants Channels.

Channel from Back Sound to Lookout Bight, NC: \$0. Funds in the amount of \$5,200,000 could be used to perform maintenance dredging.

Channel from Pamlico Sound to Rodanthe, NC: \$0. Funds in the amount of \$1,610,000 could be used for hydrographic condition surveys and to perform maintenance dredging in the Rodanthe entrance channel.

Shalotte River, NC: \$0. Funds in the amount of \$535,000 could be used for hydrographic condition surveys and to perform maintenance dredging.

5. **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 continental US
- Commercial fishing vessels and recreational vessels
- U.S. Coast Guard search & rescue and Homeland Security operations

6. **OTHER INFORMATION:** USACE completed the process to realign a portion of Rollinson Channel which includes the channels previously funded by Dare County and NC DOT for fishing vessels and the state ferries use to transit to the ocean and between Hatteras and Ocracoke, respectively. There is a need for additional disposal areas in the proximity of Rollinson Channel. Dare County, as the local sponsor, has a responsibility to provide real estate for these disposal areas and USACE is currently working with them to locate sites for new disposal areas.

Please refer to the Rollinson Channel Ocean Bar Study factsheet for information about the WDRA 2022 Section 8201 (b) (10) authorization to conduct a feasibility study for project modifications to Rollinson Channel and Hatteras Inlet to Hatteras, NC.

Please refer to the Channel from Back Sound to Lookout Bight, NC, factsheet for more detailed information about the current issues and status of this project.