



THE HISTORY AND CHALLENGES OF ROLLINSON CHANNEL HATTERAS INLET OUTER BANKS, NC



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ROLLINSON CHANNEL



- Rollinson Channel is a federally authorized channel that runs both from Hatteras Island basin to “water of the same depth in Pamlico Sound” and to the “inner gorge” of Hatteras Inlet

1930-1936 THE ORIGINAL ROLLINSON CHANNEL

The first federal Rollinson Channel was authorized to be surveyed by the Harbor & River Act of 1930

The ACOE recommended a channel 6 foot deep by 100 foot wide in 1932

It was authorized as a federal shallow draft channel & dredged in 1935/36

Locals dredged a channel 700 foot long by 80 foot wide connecting to a “bulkheaded berthage space”





1939-1951 ORIGINAL CHANNEL

- Before 1939, residents of Hatteras requested improvements to these channels to provide a depth of 10 feet from deep water in Pamlico Sound to an inner basin 12 feet deep protected by timber jetties.
- The ACOE recommended a channel 6 foot deep by 100 foot wide extending from that depth in Pamlico Sound to and including a basin of the same depth in front of the wharves of Hatteras.
- This project was 43% complete in 1951.

1955 - 1964

ORIGINAL CHANNEL



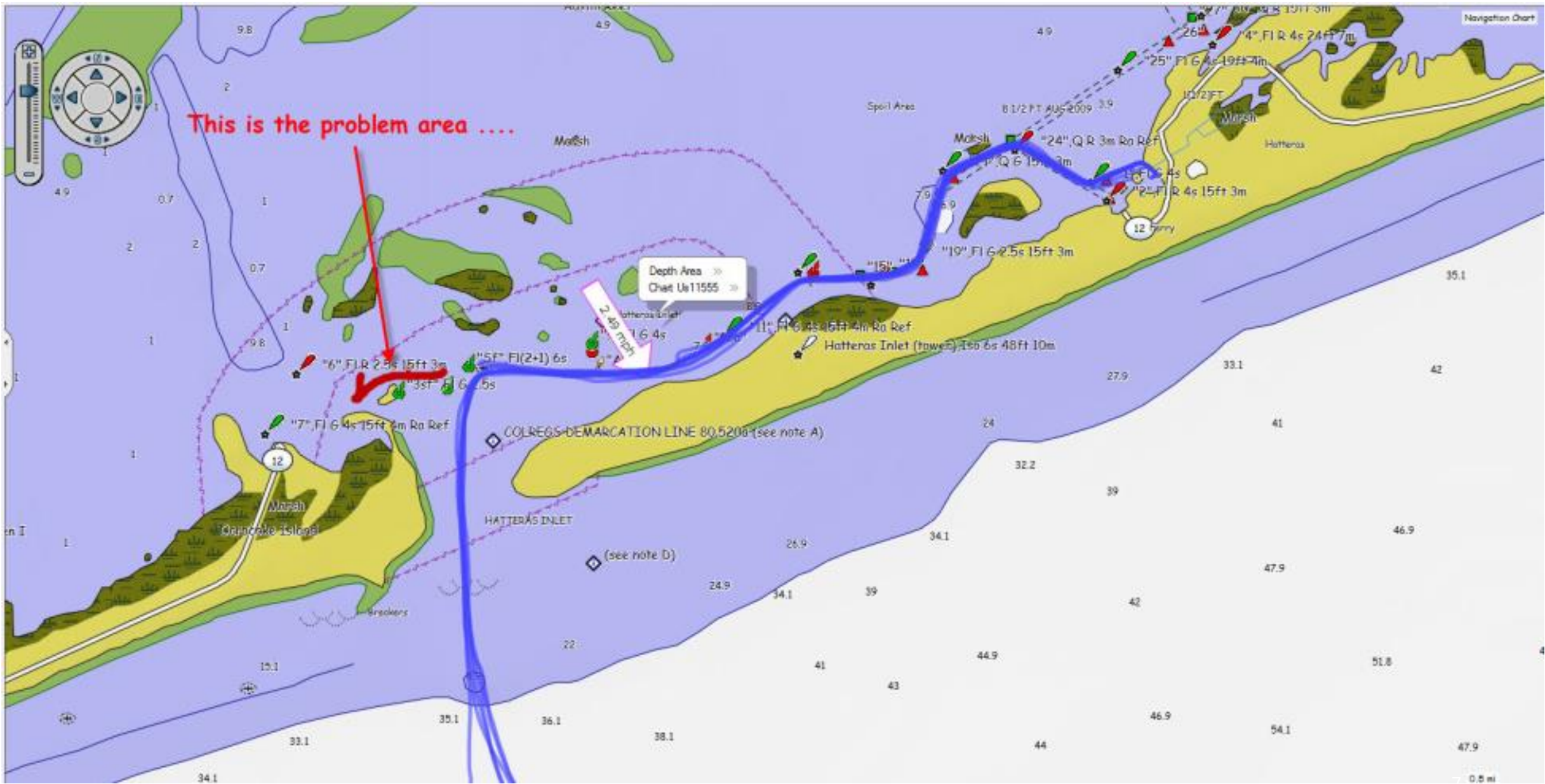
- In 1955, 1957, and 1958 Congress requested a reconsideration of the advisability of a channel from Hatteras Inlet to Hatteras
- The District Engineer recommended a channel 10 foot deep by 100 foot wide by the direct route from that depth in Hatteras Inlet Gorge to Rollinson Channel.
- The Rivers and Harbors Act of 1962 subsequently authorized Rollinson Channel and a channel from Hatteras Inlet to Hatteras as recommended by the Chief Engineer.
- Therefore there is currently authorization for a channel 10 foot deep by 100 foot wide **by the direct route** from that depth in Hatteras Inlet Gorge to the existing Rollinson Channel at that time (1962).

1964 - 2012 ORIGINAL CHANNEL

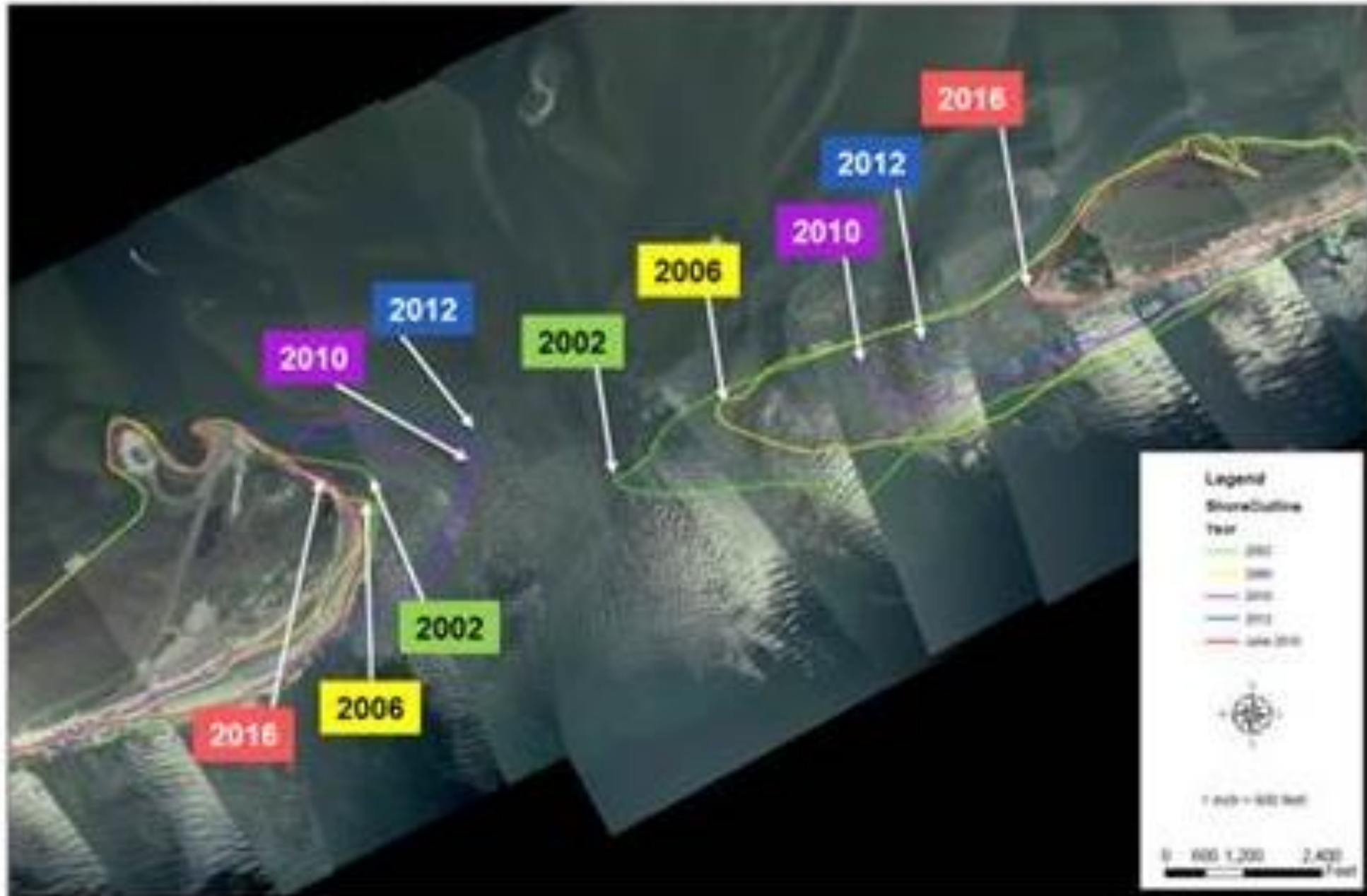


- The dredging work was completed in 1966 & 67.

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- Shortly thereafter, the State of North Carolina began dredging from the north end of Ocracoke to the Hatteras Inlet Gorge, connecting to the new portion of Rollinson Channel and establishing the ferry “short route”.
 - This 4.3 mile (35-45 minute) ferry short route consisting of the federally maintained Rollinson Channel and a state-maintained channel from the Hatteras Inlet Gorge to Ocracoke was maintained and operated in until 2012



Hatteras Inlet Shoreline Erosion 2002-2016





EXPLORE YOUR WORLD

SEARCH FOR A LOCATION BELOW

HATTERAS INLET



SHARE THIS VIEW



1 km
2500 ft



1984

Fast

1984

Google



2016



Hatteras
Tideland EMU Substation

Outer Green Island

Green Island

Cockrel Green Island

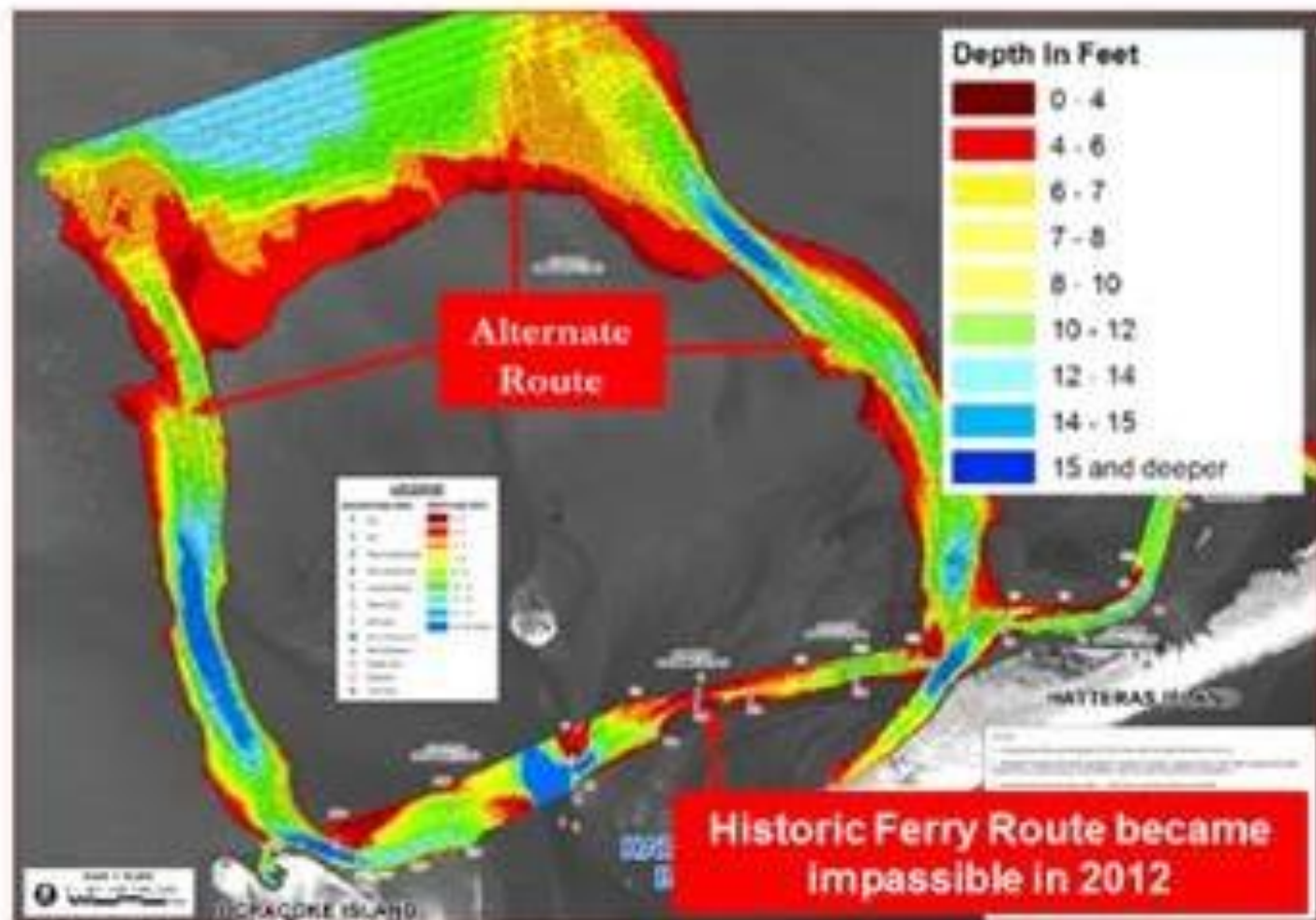
© 2015 Google
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Data S.O. NOAA, U.S. Navy, NGA, GEBCO

Google earth
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Imagery Date: 5/24/2014 35°12'18.13" N 75°45'13.82" W elev: -177 ft April 18, 1944

Hatteras-Ocracoke Shoaling Issue

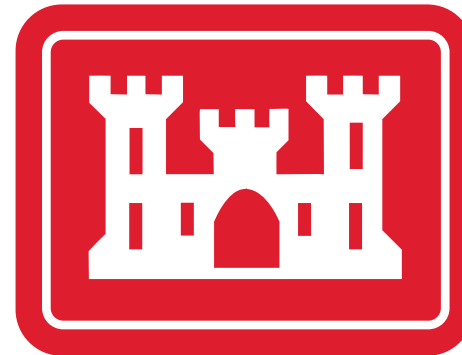
- **Historic Hatteras Ferry Channel Route – 4.3 miles**
 - Emergency area Federally maintained
 - Constant dredging
 - Up to 52 departures/day
- **Alternate Route – 9.5 miles**
 - Natural deep water channel
 - Longer route cost additional \$1.34M in labor/fuel in 2018
 - Up to 42 departures/day





Restore the Short Route or Shorten the Long Route?

- It appears the only way to possibly restore the original short route is to couple it with a beach nourishment effort to restore some part of the south end of Hatteras Island
- Alternatively, an effort to dredge an area to shorten the current long route by 10 minutes
- A typical dredging project goes through several phases, and data is collected during each: Project planning, advertising, bidding, contract award, contractor, dredge equipment, dredging, placement, inspection, timekeeping, project completion, and payment.
- Either approach requires convening a stakeholders meeting of all necessary NC and Federal agencies...





CONTEXT

- Rollinson Channel is one of 9 coastal inlets maintained by the Wilmington District of the USACE.
- Wilmington District is responsible for:
 - 1,500 miles of navigation channels in NC,
 - 300 miles of AIWW in NC,
 - 7 Shallow draft inlets - Oregon Inlet, Bogue Inlet, New River Inlet, New Topsail Inlet, Masonboro Inlet, Carolina Beach Inlet, and Lockwoods Folly Inlet, and
 - 2 Major Ports - Wilmington and Morehead City
- Nationwide, the ACOE is responsible for:
 - maintaining and improving nearly 12,000 miles of shallow-draft (9'-14') inland and intracoastal waterways,
 - 13,000 miles of deep-draft (14' and greater) coastal channels,
 - and 400 ports, harbors, and turning basins.



OCRACOKE WATERWAYS COMMISSION



- OWC will be requesting the convening of an ALL-HANDS (Federal, State, Local) Working Group to explore restoring the short route or shortening the long route
- OTHER OWC EFFORTS
- Assisted with adoption of abandoned vessel ordinance by Hyde County for Silver Lake
- Working to secure state permission to develop an overall ordinance for Silver Lake
- Working with Ocracoke Planning Board to develop such ordinance
- Addressing other channel dredging issues on mainland ferry routes



QUESTIONS?

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