

The Dare County Oregon Inlet Advisory
Task Force presents:

Oregon Inlet: A History and Dynamics Lesson



Joint NER Appropriations Committee
March 25 2015

Presentation Segments

- Overview: Increase Public Awareness of Issues Related to Shoaling in Oregon Inlet
- Part 1: Migration of Oregon Inlet
- Part 2: Shoaling in the Channel East of Bridge
- Part 3: Issues Facing Boaters
- Part 4: Plan of Action and Needs

Part 1: Migration of Oregon Inlet

Movie: “30 years at Oregon Inlet: An Aerial Overview”

Part 1: Migration of Oregon Inlet



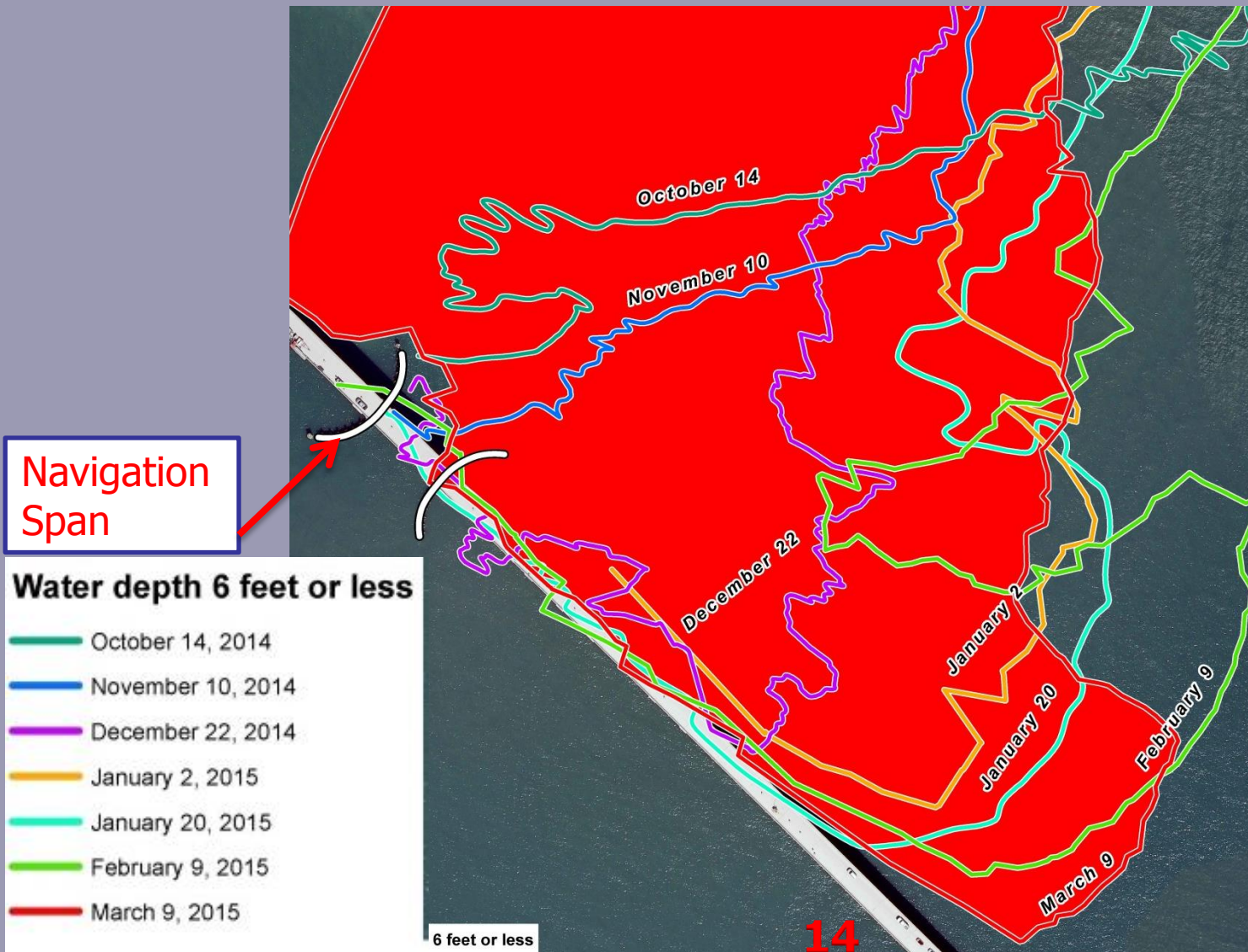
Shoreline Migration Beginning in 1850

Part 1: Migration of Oregon Inlet



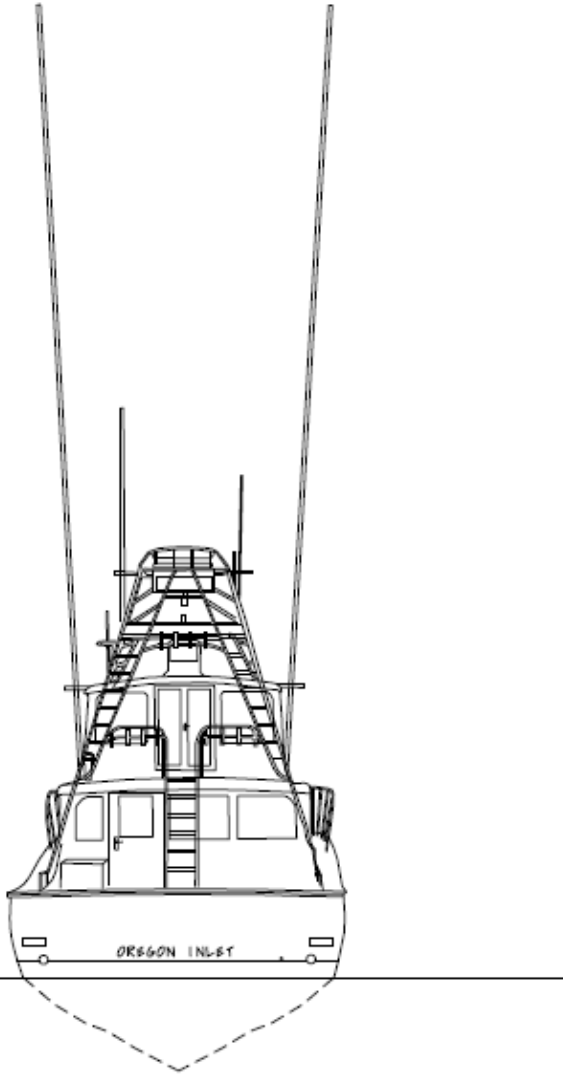
Aerial View of Oregon Inlet
Image Date = March 19, 2009

Part 1: Migration of Oregon Inlet



Progression Map of the 6' Contour Line (Last 5 Months)

Part 2: Issues Facing Boaters



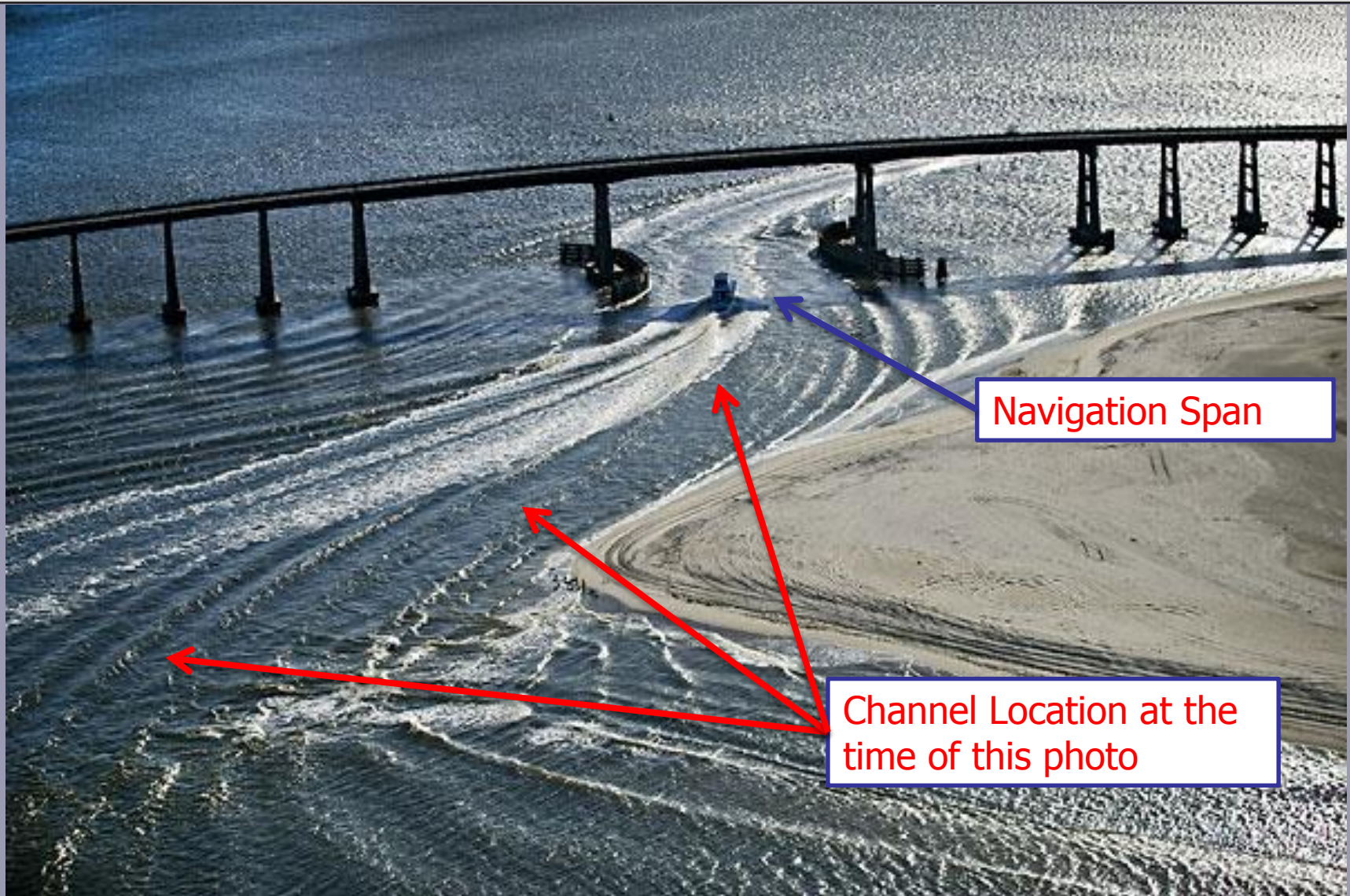
Physical Factors Limiting Boat Access:

- 1) Draft (amount of boat & running gear below the water)
- 2) Vertical Clearance
- 3) Horizontal Clearance



Vessel Issues

Part 2: Issues Facing Boaters

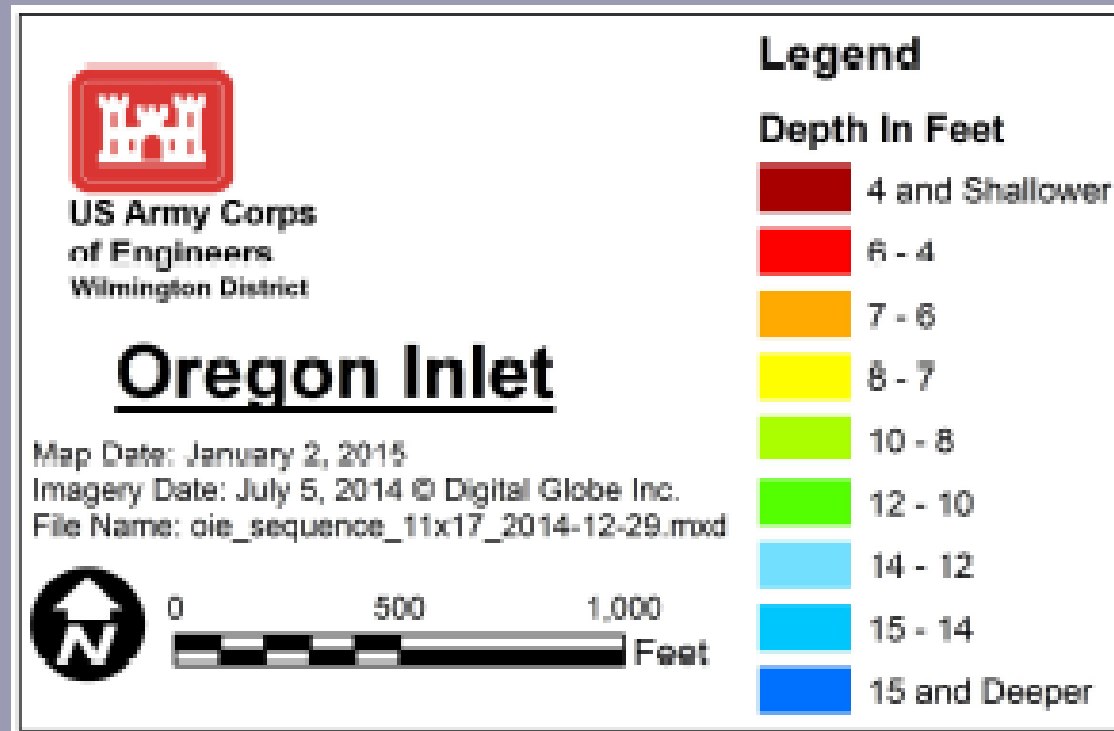


Navigation Span

Channel Location at the time of this photo

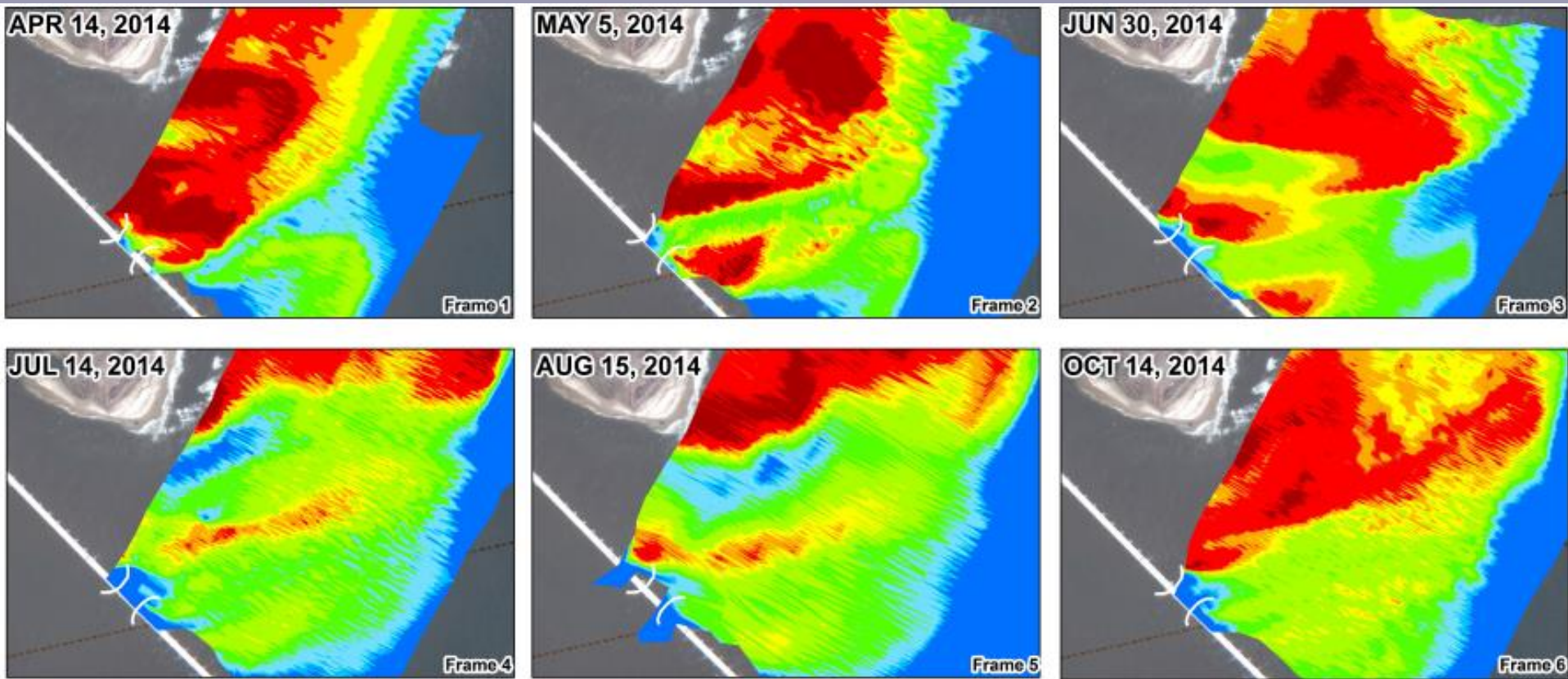
Vessel Issues (sharp turn boaters have to navigate when channel is open)

Part 2: Issues Facing Boaters



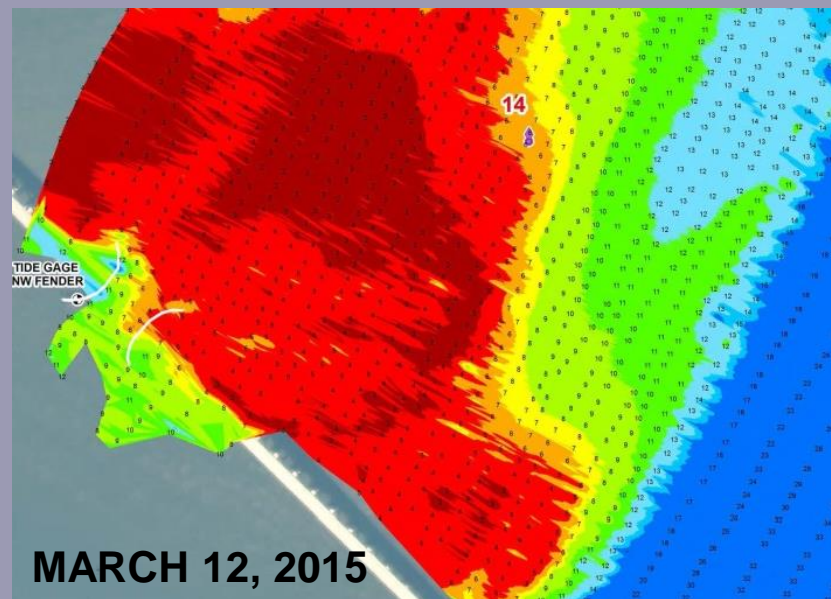
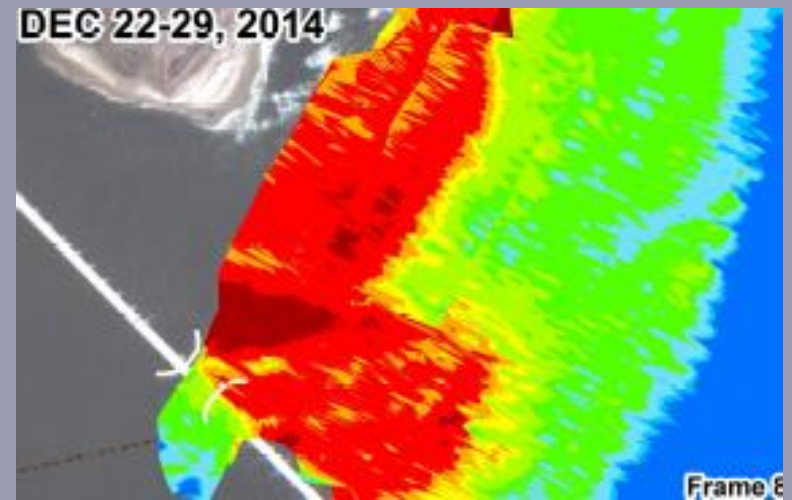
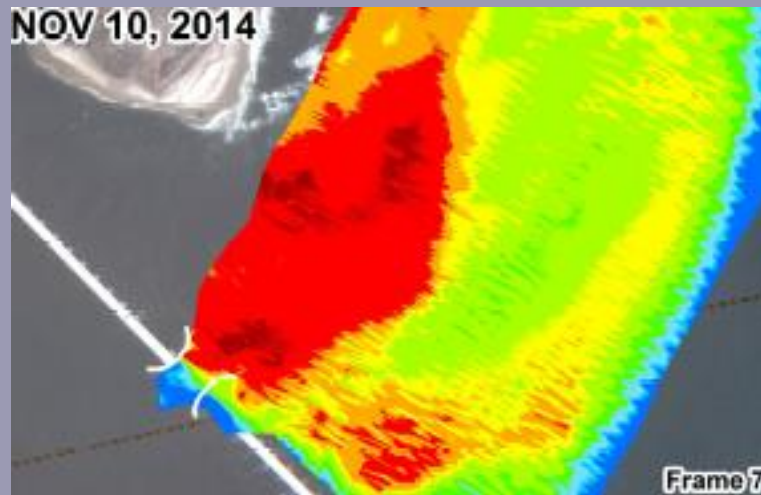
Sequence Map from USACE

Part 2: Issues Facing Boaters



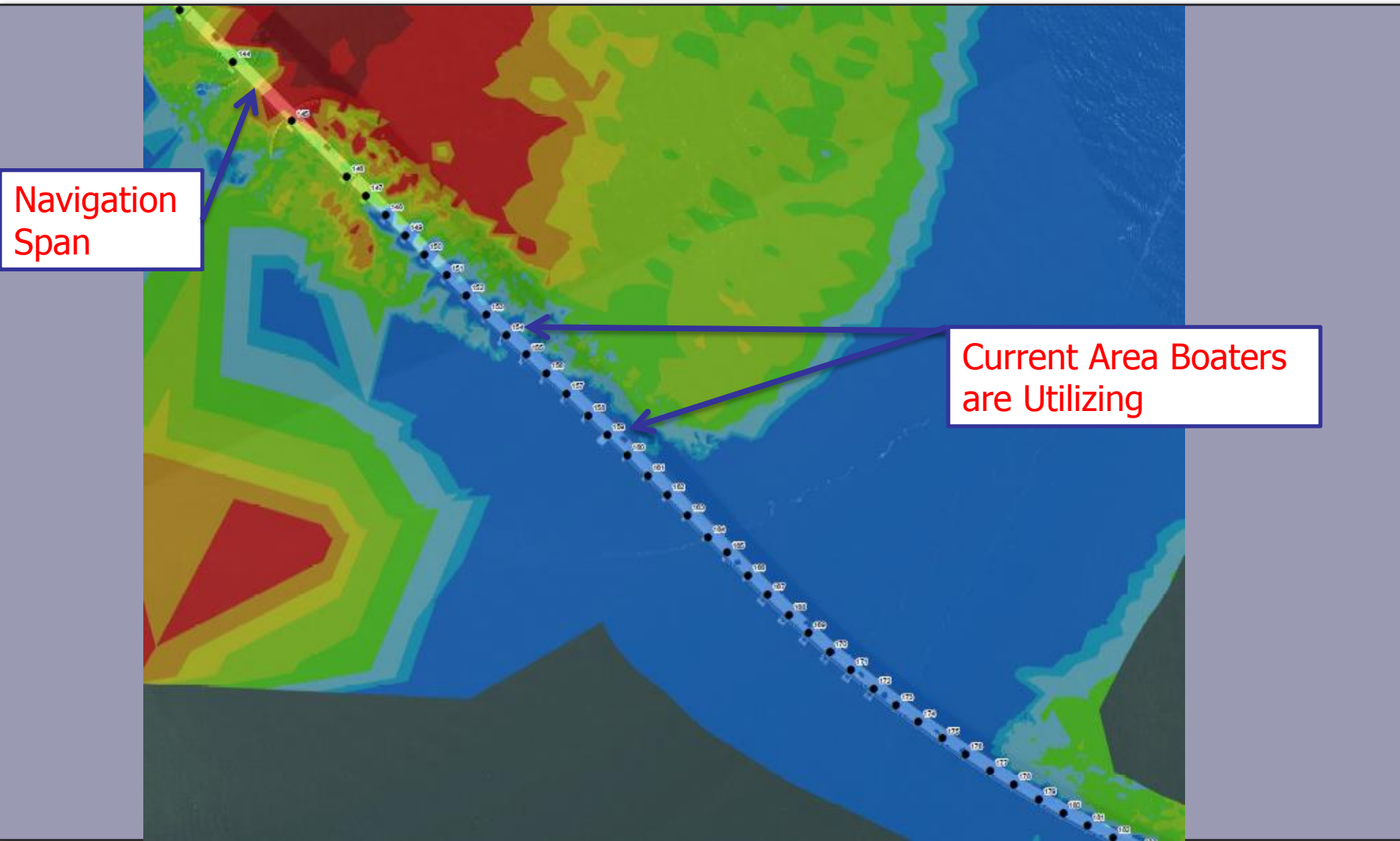
Sequence Map from USACE

Part 2: Issues Facing Boaters



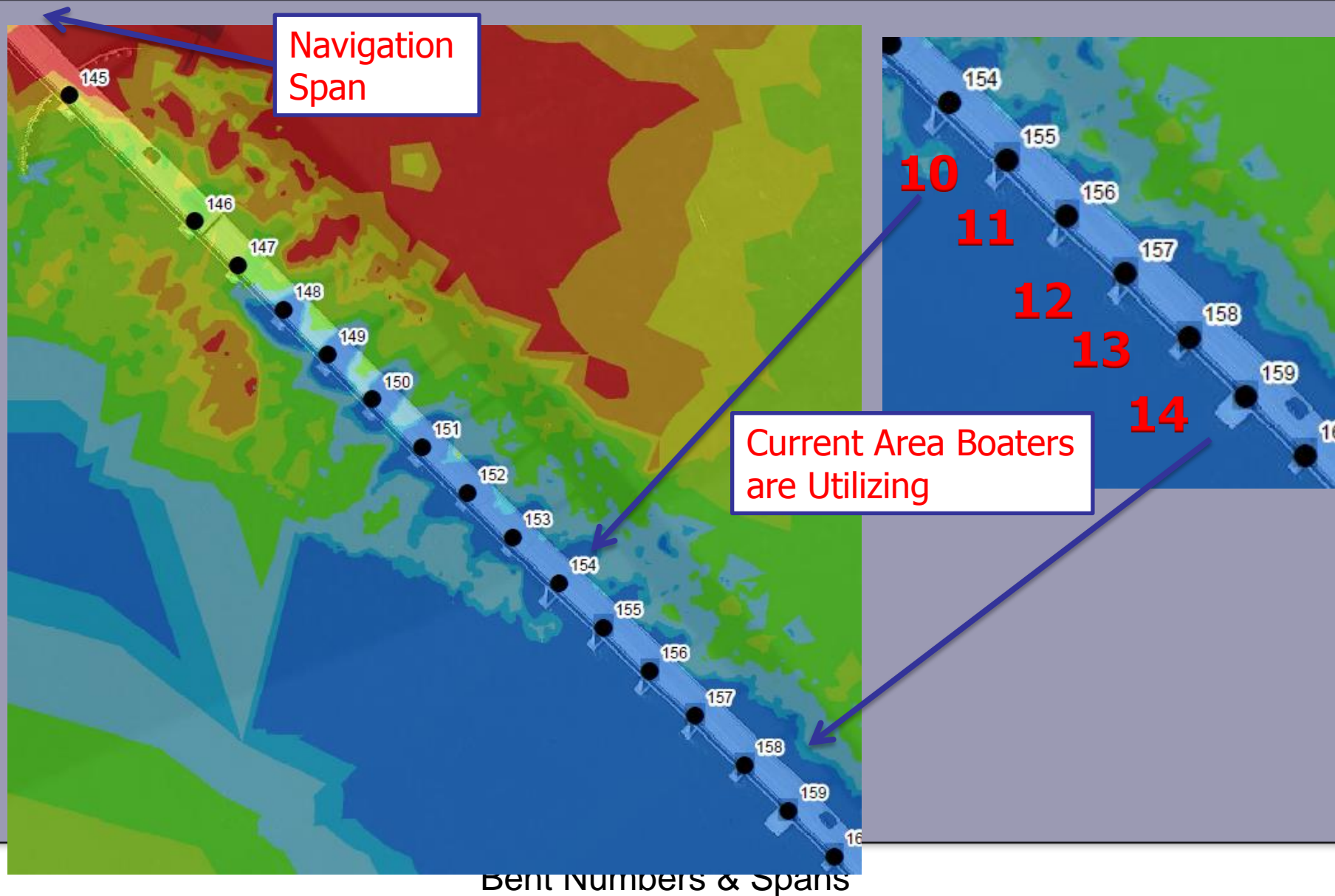
Sequence Map from USACE

Part 2: Issues Facing Boaters



Bent Numbers & Spans

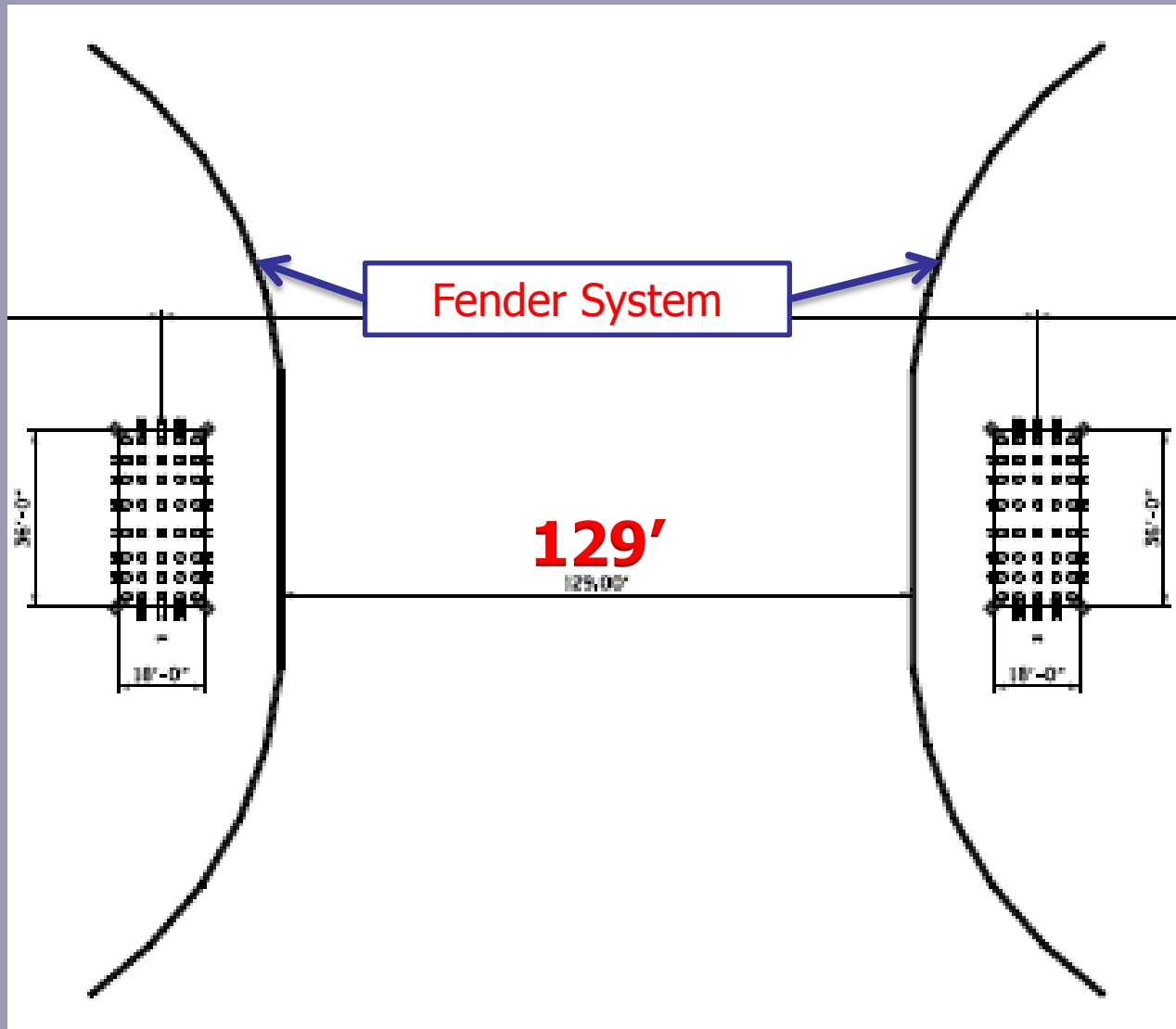
Part 2: Issues Facing Boaters



Part 2: Issues Facing Boaters

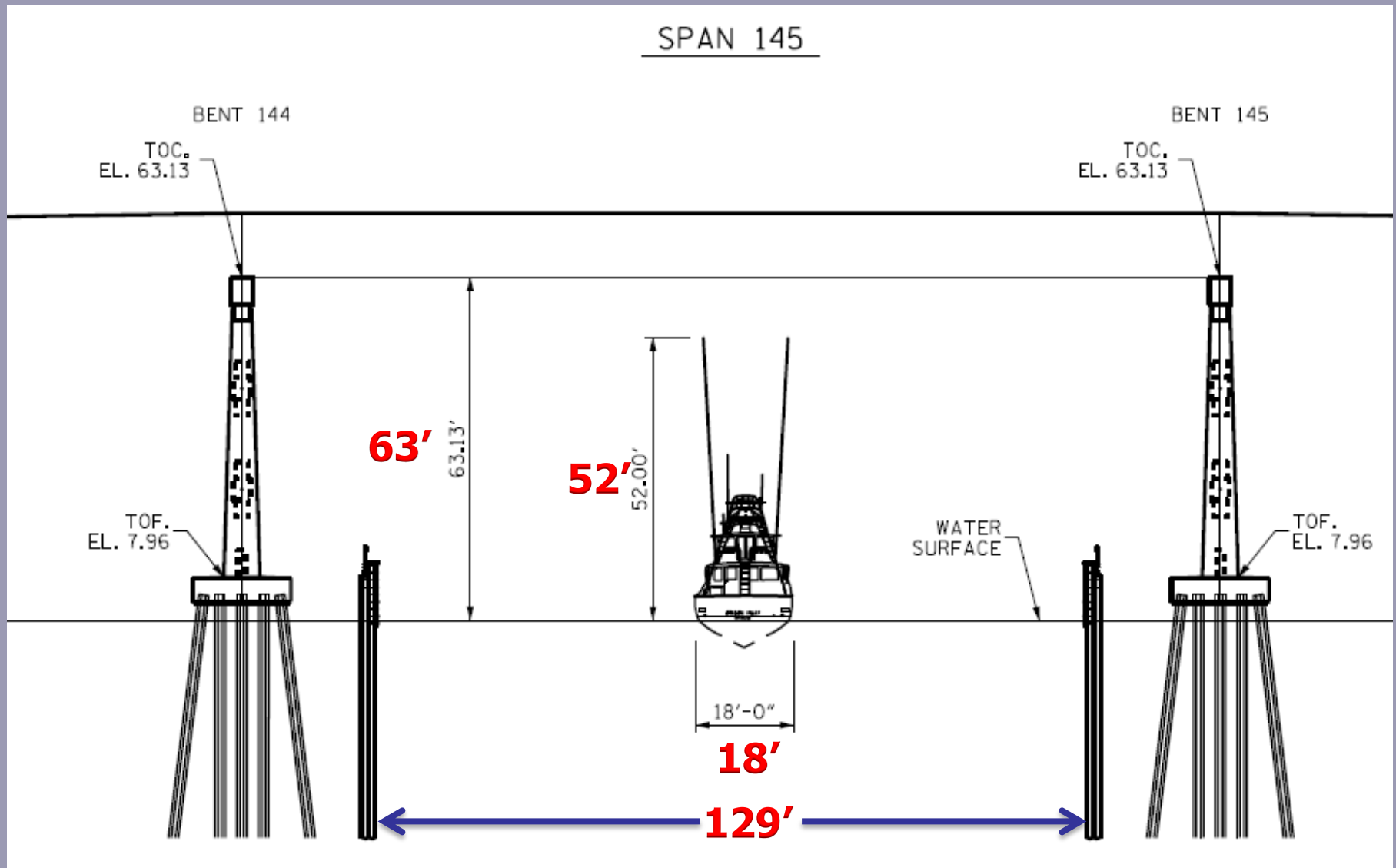
Channel Survey based on Dec. 22, 2014 Survey

Part 2: Issues Facing Boaters



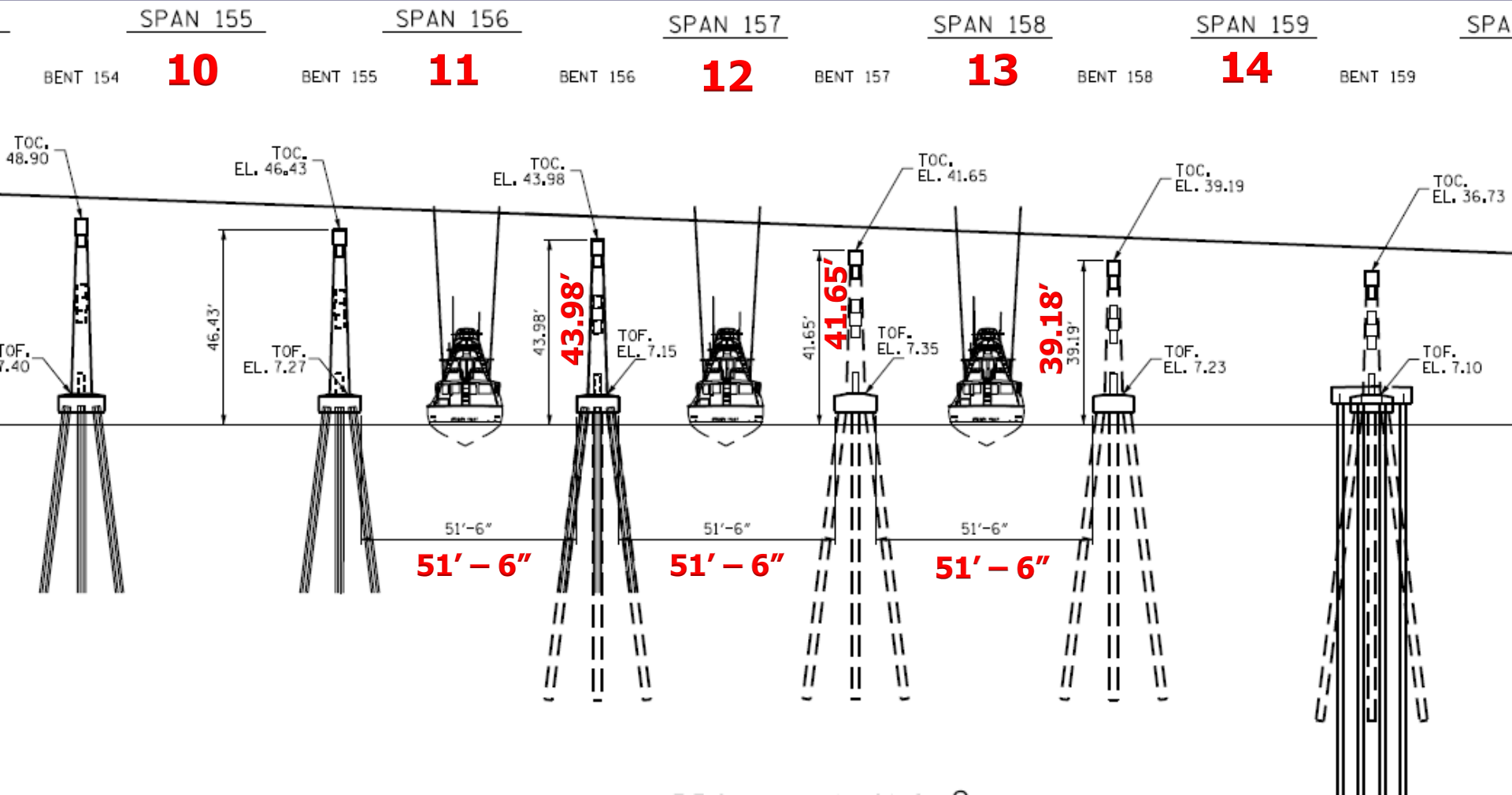
Horizontal Clearance At the Navigation Span

Part 2: Issues Facing Boaters



Horizontal & Vertical Clearances At the Navigation Span

Part 2: Issues Facing Boaters



Horizontal & Vertical Clearances at Spans 156 - 158

Part 2: Issues Facing Boaters



Movie: Coming through the Bridge in a Boat

Part 3: Plan of Action & Needs

Plan of Action:

- 1) Short Term: Secure Funding for **Dredging** (Federal, State, and Local Funds)
- 2) Intermediate Term: Secure Funding for continuous **Proactive Maintenance Dredging** (Federal, State, and Local Funds)
- 3) Long Term: The State needs to finalize the land ownership issues
 - Work with State & Local Officials to fund an analysis to determine the best preferred alternative for long term sand management at Oregon Inlet. This analysis should include updated modelling, design, environmental work and permitting.
 - Expedite the replacement of Bonner Bridge.

Part 3: Plan of Action & Needs



IMMEDIATE PROACTIVE DREDGING IS THE KEY IN THE NEAR TERM
!!

Part 3: Plan of Action & Needs



A Major Concern for
All Stakeholders is
SAFETY!!

A small sample of
boats that were
damaged at Oregon
Inlet.

Safety Improvements

Part 3: Plan of Action & Needs



In 2013 the Economic Impacts Associated with Oregon Inlet was estimated to total \$548.4 Million

If Oregon Inlet is restored and maintained to it's permitted 14' depth 75-100% then the Prospective Economic Impact is could be \$1.59 Billion.

Economic Generator

Part 3: Plan of Action & Needs



Home Safe & Sound