

2013 Fact Sheet

Willoughby Spit Coastal Storm Damage Reduction Project

PROJECT NAME AND STAT

Vicinity of Willoughby Spit, Norfolk, Virginia

AUTHORIZATION

Section 501 of the Water Resources Development Act 1986 (PL 99-662), as amended.

LOCATION AND DESCRIPTION

The project area is located in the city of Norfolk, Virginia, and consists of 7.3 miles of southern Chesapeake Bay extending from the tip of Willoughby Spit near the Hampton Roads Bridge-Tunnel to the Federal navigation project at Little Creek Inlet. The project authorized by the WRDA of 1986 consisted of the construction and periodic nourishment of a 60-foot wide beach berm, at an elevation of 5.0 feet above mean low water, for the entire 7.3-mile shoreline. With the assistance of the Commonwealth of Virginia, the city constructed a series of breakwaters along the Willoughby Spit-Ocean View shoreline in the late 1990's. State funding was discontinued before beach nourishment behind the breakwaters could be accomplished, leaving the project area with a reduced level of protection. In 2003, Hurricane Isabel destroyed the protective beach berm, nearly three quarters of the protective sand dune, and several dwellings. The 7.3 miles of residential area sits virtually unprotected and shoreline recession continues to be a major problem. The city supported a restart of the Preconstruction Engineering and Design investigations to include the conduct of a reevaluation study to determine continued Federal interest in the authorized project or a reformulated project.

The reevaluation study reexamined various alternative plans formulated for coastal storm damage reduction and concluded that the previously Authorized Project remains economically viable and environmentally feasible and is supported by the City of Norfolk for implementation. The Authorized Project is, therefore, designated the Locally Preferred Plan and, after further evaluation, is also designated the Tentatively Selected Plan. The Tentatively Selected Plan would require the placement of approximately 1,200,000 cubic yards of initial fill and the subsequent periodic nourishment of 445,100 cubic yards of fill every nine years thereafter dredged from the Thimble Shoal Auxiliary Channel, the designated borrow area. The total initial construction cost is currently estimated to be \$18,400,000, which is to be shared between the Federal Government and the City of Norfolk. Within the past year, the Willoughby Project has been included as "an authorized, but unconstructed" project under the Hurricane Sandy Initiative. It is anticipated that construction might be initiated as early as calendar year 2015.

CONGRESSIONAL INTEREST

Senators Warner and Kaine, and Representative Rigell.

PROJECT MANAGER

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