

Claytor Lake  
Aids to Navigation Study Plan  
Work Group Meeting  
June 4, 2008 9 AM

**I. INTRODUCTION:**

On June 4, 2008 the work group involved in the development of the Aids to Navigation Study Plan related to the relicensing of the Claytor Project met at American Electric Power's Pulaski County Service Center in Dublin, Virginia. The purpose of the meeting was to provide an update on study progress, review VDGIF recommendations and discuss future related activities. The meeting began at 9 AM and adjourned at approximately 11:30 AM.

Meeting participants included the following:

<u>Name</u>	<u>Representing</u>
Rolland Cox	Virginia Department of Game and Inland Fisheries (VDGIF)
Wes Billings	VDGIF
Clark Greene	VDGIF
Bill Kittrell	VDGIF
Dean Jackson	US Coast Guard Auxiliary
Teresa Rogers	American Electric Power (AEP)
Mark McGlothlin	AEP
Liz Parcell	AEP

Teresa Rogers welcomed all present and participants introduced themselves. Following introductions the group proceeded to discuss the status of unfinished elements of the Working Draft of the Study Report, taking into consideration recommendations from the VDGIF.

**II. Summary**

With regards to Section 5.1, Inventory of existing shoal/rock markers on Claytor reservoir and develop GIS mapping, the representatives from the VDGIF indicated that if the aids were not on the list given to Appalachian, then the non-lateral aids are unapproved and have most likely washed away from an approved site.

Regarding Section 5.2, Develop a set of guidelines for determining the conditions under which additional navigational markers on Claytor reservoir should be approved, for

lateral marks, Appalachian proposed, for the purpose of discussion, marking “good water” or a defined waterway at the 1836 contour elevation from the dam to the public boat ramp at Allisonia and Peaks Creek to Conrad Brothers. All aids would meet United States Coast Guard standards. The group discussed the VDGIF recommendation of placing a lateral aid on the first point inside the cove of Clapboard Hollow. The issue is marking a shallow area off a point versus narrowing the channel at the same point and deciding which is safer. It was noted that the standard depth at the end of boat ramps is six feet. Regarding Peak Creek, it was suggested that the last mark be located between Rock House and Conrad Brothers. It was suggested that the addition of two marks in Dublin Hollow would assist

Regarding Section 5.3 ,Using information obtained from the bathymetry survey, knowledge of the reservoir, knowledge of how future minimum flow requirements may impact water levels and the guidelines that have been developed, determine the need and location for additional navigational markers on Claytor reservoir. The work group reviewed elements of the DRAFT map for lateral marks at the 1836 contour elevation.

Following discussion it was suggested that draft maps be developed for a system at the 1840 contour elevation. Upon development of such a map, the group will review the shoals/dangers/hazards that VDGIF recommended be marked and identify the water depth that should be utilized to define a shoal.

VDGIF recommended that Appalachian investigate the railroad car below the Claytor Dam. Appalachian representatives agreed to do so.

Regarding Section 5.4, Identify processes to address safety related issues on Claytor Lake, including the process for the approval, installation, and maintenance of navigational markers, the group identified the safety issues as being the dam, Lowman’s Ferry Bridge, the New River Trail trestle, skiing on Peak Creek and Clapboard Hollow and long docks that need amber lighting. At the dam, VDGIF recommended that the areas below Claytor dam be clearly identified “No Boats” by replacing and adding signs/marks; the existing signs have faded. Above the dam, the situation should be assessed to add or more lights and add bigger signs. Teresa indicated that she would get with the new supervisor to discuss improvements and in fact they may have already been implemented.

Discussion ensued regarding VDGIF’s recommendation to place lights on Lowman’s Ferry Bridge (LFB) and designating the area above and below as “No Wake” An alternative to lights below the bridge would be street lights above the bridge. Adding marks to indicate water levels at the bridge would also be extremely helpful Likewise, VDGIF recommended that the New River Trail trestle be improved with reflective markings or lights.

Clark Greene emphasized the need to make Peaks Creek a no ski zone. Dean Jackson noted that he skis there daily. Philpott Lake has no ski coves. However, Philpott is an

Army Corps of Engineers lake. Another cove of concern is Clapboard Hollow. Appalachian will research the public process required to implement such a measure.

Regarding the process for the approval, installation and maintenance of navigational markers, it was noted that the plan for lateral aids would be submitted to Pulaski County and VDGIF. Upon approval, Appalachian would issue a Request For Proposals, specifying the time period in which the marks would be installed. During installation, Appalachian would provide oversight, taking global positioning points for each mark. Following installation, verification of installation including GPS points would be filed with VDGIF. Locations would be shared with entities who produce Claytor Lake maps. Regarding maintenance of the system, Appalachian would be responsible for maintenance but would consider cooperative agreements with other entities for maintenance, development of an Adopt a Light program and recipient of phone calls from the public. At a minimum, an annual spring inspection would be conducted. Liz Parcell requested a copy of the Friends of Claytor Lake's charter. Dean suggested that she contact Darla Tucker for a copy of the document.

A draft on criteria Non-Lateral Aids was distributed. Liz reviewed the suggestions and the group agreed to study them prior to the next meeting.

Regarding the last section, verify and update information related to the heights of lines crossing Claytor Lake and evaluate need for modifications, it was noted that new information will be incorporated into GIS/working document. None of the new crossings are over water.

A discussion on sea planes ensued. It was recommended that the wardens contact the owner and verbally express their concerns.

Regarding the next steps, Appalachian committed to developing a draft system based at the 1840 contour elevation with aids being appropriately colored by the end of June so that comments can be made to the FERC by July 16. Upon review of the information, the group can then determine the criteria for a shoal. The proposal would then be ground truthed during the Fall drawdown. Upon consensus, a meeting will be held with a larger group of stakeholders to consult on the proposed system.

There being no further business, the meeting concluded at 11:30.