

Claytor Lake  
Aids to Navigation Study Plan  
Work Group Meeting  
August 20, 2008

**I. INTRODUCTION:**

On August 20, 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>
Wes Billings	Virginia Department of Game and Inland Fisheries (VDGIF)
Bill Kittrell	VDGIF
Dean Jackson	Friends of Claytor Lake (FOCL)
Teresa Rogers	American Electric Power (AEP)
Mark McGlothlin	AEP
Katie Pratt	AEP
Liz Parcell	AEP

Liz Parcell welcomed all present and reviewed the purposes of the meeting: 1) Verify that the 1840 is the preferred contour elevation at which to place the lateral marks indicating a defined waterway; 2) Discuss what is to be considered a shoal; and 3) Review the proposed lateral marks. The next steps beyond the meeting at hand are to meet with the United States Coast Guard (USCG) and to have a meeting with all of the stakeholders. A management plan will also be prepared and implemented. Such plan will include seeking approval from Pulaski County and the VDGIF.

**II. Summary**

Liz Parcell noted that the US Coast Guard and VDGIF have an agreement whereby responsibilities for approving navigational aids are delegated to the state. Wes Billings requested a copy of the agreement. (Note: Agreement is on [www.claytorhydro.com](http://www.claytorhydro.com))

There will be an education component included within the Management Plan. Such component will include mapping, signage, work with FOCL, etc.

Work group members began to review the proposed aids to navigation placed at the 1840 foot contour elevation, beginning at the public boat ramp at Allisonia. It was questioned how do you mark the end of the defined waterway? Liz responded that at on Blackwater River on Smith Mountain Lake there is a sign but there are not signs on other Smith Mountain Lake tributaries indicating no further navigation or travel at your own risk. Signage at the public boat ramp with a map of the lake would be beneficial.

It was noted that a field visit will be conducted during the November drawdown to verify the proposed site and to check for unforeseen shoals. The lateral aids/channel markers will be lit, will include numbers and will meet USCG standards.

The normal fluctuation of the lake is 1844-1846.

Methods of marking the New River Train trestle crossing were discussed. Liz indicated that she would further discuss with the USCG. It was noted that there is a slalom course below the New River Train Trestle in shallow water.

Another topic of discussion with the USCG is the need for so many green aids as are proposed in the curve near Little Wytheville and Waterfront Farms. When lateral aids are farther apart, the lighting can be intensified. It was suggested that the lighting be intensified on the two green lights at Old Hurst.

With regards to Lowman's Ferry Bridge, the Virginia Department of Transportation (VDOT) will need to review any proposal that is developed. Discussions ensued with regards to how to slow boaters down at the bridge. It was noted that Buggs Island has some signage on bridges. Other comments included the possibility of indicating low clearance, no wake, adding yellow flashing hazard signs, etc. It was noted that there is a cut out on the store side of the channel that results in higher clearance. It was suggested that Appalachian check with VDOT on the bridge specifications. Wes Billings indicated that he would be on the water the following day and offered to get the clearances. Work group members asked that the USCG bridge standards be forwarded to them and placed on [www.claytorhydro.com](http://www.claytorhydro.com)

It was suggested that Appalachian staff look at the area near McCarthy Road. This area still has questions. This area has docks on one side and deep water on the other.

The following letters were suggested for signage:

N – main channel  
P – Peak Creek  
D – Dublin Hollow  
C – Clapboard Hollow

It was suggested that Appalachian staff check with the USCG to see an additional aid is needed in Clapboard Hollow.

The possibility of docks having reflectors was discussed and Liz Parcell noted that an amber lighting requirement will be incorporated into the Shoreline Management Plan. It was noted that those docks at Four Seasons Road are a problem. It was questioned if there is a local ordinance requiring reflectors / amber lights on docks.

Liz Parcell indicated that they still need to locate the rail car below the dam. Options include removing it, cutting it down, or marking it with an aid.

At Harry Dehaven Park, it was noted that the beach area needs swim buoys instead of pilings.

It was suggested that another green mark be proposed in Dublin Hollow.

It was noted that at the dam, the boat barrier and signs above and below the dam are clearly marked and have been recently replaced.

Modifications to the proposed aids were incorporated into the Geographic Information System (GIS) layer. Work group committee members were in agreement with the lateral aids being placed at the 1840 foot contour elevation. There being no further business, the meeting concluded at 11:30 AM.