

**Improvements to Recreational Boating
on Lake Barkley
Project Development Team**

Subcommittee:

Lake Access and Infrastructure

Subcommittee Members:

Mike Looney

Corps of Engineers
PO Box 218, Grand Rivers, KY 42045
(270) 362-4236
Michael.Looney@lrn02.usace.army.mil

Jimmy Campbell

Lyon Co. Judge Executive
508 Magnolia Dr, Kuttawa, KY 42055
270-388-9356
bustercampbell@bellsouth.net

Tammy Warner

Realtor, Cadiz, KY
92 Natchez Trace, Cadiz, KY 42211
270-339-4487
tammywarner@mchsi.com

Bob Dyer

Dock Builder, Princeton, KY
501 Bell St, Princeton, KY 42445
270-625-2285
no email

Paul Rister

KY Fish & Wildlife
30 Scenic Acres, Murray, KY 42071
270-753-3886
paul.rister@ky.gov

Brian Beisel

USFS
100 Van Morgan Dr, Golden Pond, KY
270-924-2023
bbeisel@fs.fed.us

Original Goals and Objectives:

1. Launching ramps need to be longer and flatter to accommodate larger boats at lower water levels. Some ramps are too steep to launch large boats.
2. Mark courtesy docks as "No Swimming/Fishing".
3. Improve and add infrastructure (ramps, courtesy docks, parking lots, conference centers, restrooms, pavilions, and tournament weigh-in areas.).
4. Courtesy docks need to have more bumper pads to prevent damage to boats.
5. Courtesy docks need to be farther from ramps to prevent congestion and facilitate better use.
6. Need additional parking, ramps, and facilities (inadequate during fishing tournaments).

7 Marinas & resorts need to upgrade/perform housekeeping to attract more business.

8. Look for opportunities for agencies to partner with local governments, civic groups, or businesses to establish access or recreation areas.

9. Extend walkways of private docks to allow for extended use into the fall and winter months.

10. Allocate more of Lake Barkley as "Limited Development - Open to Docks".

Accomplishments:

Objective 1. The committee discussed existing ramps and the challenges associated with launching larger boats. Longer ramps certainly improve launching during low water periods but flatter ramps are not necessarily advantageous. The flatter a ramp is the farther you must back out into the water to reach water depths necessary to launch the boat. Many tow vehicle/boat trailer combinations are not long enough to do this. Pouring a new ramp or extending an existing ramp is tricky at best. Results from these attempts have been mediocre at best largely due to the fact that this work has to be done "in the wet". Long ramps are desirable and should be considered should water levels fall to a point where a quality ramp could be constructed. Funding will be a constraint without significant support from partners.

Objective. 2. All courtesy floats have been designated as "No Swimming or Fishing". The notification is posted via a warning message painted on the surface of the floats.

Objective 3. New courtesy floats have been installed at five boat ramps. The majority of all boat ramps managed by the Corps now have courtesy floats. Conference centers and fishing tournament weigh in areas are possible but not without the help of partners. The Corps will continue to pursue opportunities for partnerships when feasible and government funds are available. The popularity of tournament fishing and its associated economic impact to local economies is a public benefit in which the Corps supports. The Corps is eager to enter into partnerships that would facilitate this type of activity.

Objective 4. Significant changes were made to the way bumper material is placed on courtesy floats as a result of this comment. A contract was issued by the Corps in September of 2006 to increase the protection of boats from the metal framing on the floats. The changes have been very well received by recreational boaters. The Corps plans to continue with the improvements on the remaining docks as funding allows.

Objective 5. How close a courtesy float should be to the ramp seems to depend upon who you ask. A float farther away from a ramp can lead to less congestion in a situation where there are two or more people launching a boat. But if there is only one person launching, and they have to leave the tow vehicle sitting on the ramp while they drive their boat to the courtesy float, it increases the wait time for other boaters to launch. Locating courtesy floats farther away from the ramp at a tournament ramp facility would be advisable and should be considered the next time one is constructed.

Objective 6. There is no question that existing parking and boat launching facilities are becoming inadequate during the peak summer usage months. Funding restraints will prohibit the Corps from constructing any new ramps without significant support from partners. The Corps considers partnerships to be the way of the future and eagerly seeks opportunities for partnerships provided they are in the best interest of the public and are permissible by regulation.

Objective 7. The committee agrees that housekeeping is important and makes a place of business more desirable to patronize.

Objective 8. As stated in Objective 6, the Corps views partnerships as a way of the future. With limited funds and tight budgets we must learn to work together in order to meet customer demands. The Corps will always stand ready to seek partnership opportunities when permissible and in the best interest of the public.

Objective 9. & 10. Issues regarding private docks and private use of the shoreline are governed by the Lake Barkley Shoreline Management Plan. Corps regulations do not permit changes to this plan without soliciting public comments. This is accomplished through a series of public meetings. These meetings are scheduled for the year 2009.

Six comments were received from the general public as a result of the articles submitted to newspapers requesting input.

- Three comments requested boat ramps to accommodate launching of large sailboats.
- One of the commenter's was contacted and directed to an existing ramp thought to accommodate sailboat launching.
- Another comment requested lines be painted on the boat ramps and continuing up into the parking lot to help boaters line up their trailer when backing down the ramp; as of July 12, 2007, yellow lines have been painted on all Lake Barkley ramps under management of the Corps of Engineers.
- The next comment requested a courtesy float be placed at Nickel Branch and Demumbers Bay on the LBL side of Lake Barkley. Currently LBL is planning installation of a float at Nickel Branch.
- The last comment did not request any improvement but expressed an opinion that Lake Barkley had been mismanaged.

Pending Actions:

Continued improvements to boat protection of metal portion of courtesy floats.

Future Considerations:

1. Partnership opportunities with other federal, state and local governments.
2. Water level conditions that support launching ramp maintenance.
3. Consider private dock walkway extensions and increase area "open" to private docks in the 2009 Shoreline Management Plan review.