NOTES ABOUT THE USE OF THESE CHARTS AND THE INFORMATION PRESENTED:

These charts were originally developed in 1966 by the U.S. Army Corps of Engineers as freehand drawings based on U.S. Geological Survey maps current at that time. Since the charts are no longer available through the Corps of Engineers, the Kentucky River Authority contracted the U.S. Geological Survey in 2001 to reproduce these charts in a form which could be edited. Most of the features of the charts show the same information as the last update by the Corps of Engineers in 1988. The Kentucky River Authority has updated features important to boaters such as: locations of ramps, docks and other points of recreational interest. The edits were not based on detailed field survey and the Authority welcomes any corrections or additions of information on these charts. The width of the river is distorted to approximately twice its scale size in order to show the detail of features. The depth of the channel along the sail line is estimated to be no less than 6 feet, however water conditions continually change the bottom contours of the river. Therefore the Kentucky River Authority therefore does not warrant the actual depth of the channel at any location and warns boaters to be alert to shallow areas and other navigational hazards. Historically known hazards such as shoals and bars are shown based on best available information. These hazards change shape and location over time but generally exist near any stream confluence and boaters should be on alert when approaching these areas. Mile points are numbered consecutively traveling upstream from the mouth of the Kentucky River near Carrollton. Some inaccuracies exist in mile-points to agree with historic locations of well known features on the river. Features are denoted as being on the left or right hand bank when facing downstream.

Boaters should use extreme caution while boating near the Locks and Dams. Restricted areas and Danger areas are marked on these navigation charts and these areas are marked with "Keep Out" and "Danger Dam" buoys. The buoys are subject to shifting during high water, so boaters should observe the restricted area limits when buoys are not present.

The dams on the Kentucky River are classified as "low-head dams" which inherently present a greater danger to boaters. Upstream of these dams, it is difficult to determine the dam's existence, since it blends with the horizon. Because there is constant overflow, the velocity of flow increases as you approach the dam, and can pull a boat over the dam quickly.

Downstream of the dams, the overflow creates a powerful circular hydraulic which can continuously pull a boat underwater and trap it.

Boaters are also asked to stay out of the approach area to the locks unless intending to lock through. During operation of the locks a rush of water could capsize a small craft.

To report a spill of hazardous material or other pollution concern please call the Kentucky Division of Water hot line at 800-928-2380 or 502-564-2380.

To report an accident, drowning, missing person or fish & wildlife violation, please call the Fish and Wildlife Hot Line at 800-252-5378.

To report a navigational hazard, please call the U.S. Coast Guard at 502-582-6439 or the Corps of Engineers at 502-315-6692.

For any of the above situations call the Kentucky River Authority at 502-564-2866 during weekday hours.

The Kentucky River Authority wishes everyone safe and enjoyable recreational use of the Kentucky River.
<table>
<thead>
<tr>
<th>LOCK NO.</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
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<th>11</th>
<th>12</th>
<th>13</th>
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<td>MILES ABOVE MOUTH</td>
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<td>31.0</td>
<td>42.0</td>
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<td>96.2</td>
<td>117.0</td>
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<td>17.2</td>
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<td>18.9</td>
<td>24.6</td>
<td>19.9</td>
<td>19.0</td>
<td>9.1</td>
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<td>DATE BUILT</td>
<td>1836-42</td>
<td>1836-42</td>
<td>1836-42</td>
<td>1836-42</td>
<td>1888-91</td>
<td>1896-97</td>
<td>1898-00</td>
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<td>1904-06</td>
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<td>1839</td>
<td>1839</td>
<td>1840</td>
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<td>38x145</td>
<td>38x145</td>
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<td>LOWER SILL, ELEV.</td>
<td>404.64</td>
<td>420.90</td>
<td>434.67</td>
<td>447.95</td>
<td>462.05</td>
<td>476.80</td>
<td>490.89</td>
<td>506.60</td>
<td>524.60</td>
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<td>559.05</td>
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<td>497.20</td>
<td>513.07</td>
<td>531.26</td>
<td>548.60</td>
<td>565.70</td>
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<td>445.72</td>
<td>462.15</td>
<td>473.54</td>
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<td>520.60</td>
<td>538.60</td>
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<td>441.00</td>
<td>454.33</td>
<td>468.55</td>
<td>483.54</td>
<td>497.20</td>
<td>513.07</td>
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<td>548.60</td>
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<td>600.10</td>
<td>617.90</td>
<td>634.40</td>
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<td>UPPER SILL DEPTH (FT) AT NORMAL POOL (i.e. STAGE AT NORMAL POOL)</td>
<td>8.23</td>
<td>7.60</td>
<td>8.61</td>
<td>6.40</td>
<td>10.00</td>
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<td>LIFT-NORMAL POOL TO NORMAL POOL (FT)</td>
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<td>13.33</td>
<td>13.33</td>
<td>14.22</td>
<td>14.99</td>
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<td>18.19</td>
<td>17.34</td>
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<td>MAXIMUM HIGH WATER ELEV.³</td>
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<td>490.25</td>
<td>495.52</td>
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<td>523.59</td>
<td>536.84</td>
<td>555.67</td>
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<td>596.85</td>
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<td>DEPTH (FT) M.H.W. ABOVE NORMAL UPPER POOL ELEV.</td>
<td>52.07</td>
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<td>31.15</td>
<td>29.4</td>
<td>29.65</td>
<td>33.4</td>
<td>27.00</td>
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NOTES

1. Zeros of all gages are at sill elevations.
2. To view recent stage readings, go to website: http://waterdata.usgs.gov/ky/nwis/current/?type=flow
3. Maximum high water elevations at Locks 5, 7, 8, 9 and 11 are based on profile data.
<table>
<thead>
<tr>
<th>Pool</th>
<th>Ramp Name</th>
<th>Phone No.</th>
<th>County</th>
<th>Type</th>
<th>Facilities Other</th>
<th>Driving Directions</th>
<th>Notes</th>
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<td>Ohio River</td>
<td>Liberty of Carrolton</td>
<td>502-223-8996</td>
<td>Franklin</td>
<td>B</td>
<td>No</td>
<td>US 42 S of Frankfort, confluence of Ky and Ohio Rivers</td>
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<td></td>
<td>Point Ramp</td>
<td>502-227-2465</td>
<td>Estill</td>
<td>B</td>
<td>No</td>
<td>Ky River Campground, Lounsford Rd to river</td>
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<tr>
<td></td>
<td>Points Ramp</td>
<td></td>
<td>Estill</td>
<td>A</td>
<td>No</td>
<td>Ky River to Paint Lick, Paint Lick Ridge to river</td>
<td></td>
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<td></td>
<td>Grass Ramp</td>
<td>502-227-8338</td>
<td>Estill</td>
<td>C</td>
<td>Ky 22 W of Owenton to Gratz; N on Ky 355 is just north of Ferry Park at Big Twin Creek</td>
<td>US 412 N of New Castle; right on Ky 202, right on Hwy 389 to Lockport, left on Lock Rd</td>
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<td></td>
<td>Six Mile Creek Ramp</td>
<td>502-227-9481</td>
<td>Franklin</td>
<td>A</td>
<td>Ky 355 to Gratz, KY</td>
<td>US 412 N of Frankfort, R on KY661. R on Lecompte Bottom, L on Bally Lane</td>
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<tr>
<td></td>
<td>Sand Ripple Fish &amp; Wildlife VPA</td>
<td>502-227-8338</td>
<td>Estill</td>
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<td>No</td>
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<td></td>
<td>Still Waters Ramp</td>
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<td>Carroll</td>
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<td>Holier Branch Ramp</td>
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<td>No</td>
<td>US 412 N of Frankfort, R on KY661. R on Lecompte Bottom, L on Bally Lane</td>
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<tr>
<td></td>
<td>Lock 4</td>
<td>502-227-2465</td>
<td>Estill</td>
<td>A</td>
<td>No</td>
<td>US 412 N of Frankfort, R on KY661. R on Lecompte Bottom, L on Bally Lane</td>
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<td>Lock 5</td>
<td>502-227-9481</td>
<td>Franklin</td>
<td>A</td>
<td>Ky 355 to Gratz, KY</td>
<td>US 412 N of Frankfort, R on KY661. R on Lecompte Bottom, L on Bally Lane</td>
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<tr>
<td></td>
<td>Lock 7</td>
<td>502-227-8338</td>
<td>Estill</td>
<td>C</td>
<td>Ky 22 W of Owenton to Gratz; N on Ky 355 is just north of Ferry Park at Big Twin Creek</td>
<td>US 412 N of New Castle; right on Ky 202, right on Hwy 389 to Lockport, left on Lock Rd</td>
<td></td>
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<td></td>
<td>Lock 8</td>
<td>502-227-9481</td>
<td>Franklin</td>
<td>A</td>
<td>Ky 355 to Gratz, KY</td>
<td>US 412 N of Frankfort, R on KY661. R on Lecompte Bottom, L on Bally Lane</td>
<td></td>
</tr>
</tbody>
</table>
The New Orleans, first steamboat on the western rivers, was built at Pittsburgh for Nicholas Roosevelt and passed down the Ohio River in 1811.

1794 - Port William Incorporated. Later renamed Carrollton.

1794 - Date and initials of James McBride carved on a tree near the mouth of Kentucky River.

Elevations are referred to 1929NGVD Datum
In 1802 an official state inspection station was established at the mouth of Eagle Creek for tobacco, hemp, flour, and goods shipped by flatboat from its upper reaches.

Where one of the major buffalo trails, from Drennon's Lick to Big Bone Lick, crossed Kentucky River. Used by George Rogers Clark in his campaign against Ohio Indians and called Clark's War Road.
Location of one of Kentucky's major early resort areas, famous for its medicinal mineral waters. The hotel burned following the cholera epidemic, ca. 1880.
Limestone ledges known as the Palisades begin near Gratz and extend thru pool 9. Known as Kentucky River Marble or Birdseye Marble, this stone was used as a building material for many central Kentucky homes.
Site of early nineteenth century steamboat construction yard.
Site of the first pioneer settlement in Frankfort area, settled by Hancock Lee, ca. 1776

Area known as "corner in celebrities" contains a number of historic houses and buildings.
Site of Shryock’s Ferry, used to transport troops of Confederate General John Hunt Morgan on raids in central Kentucky.
Where James Harrod's party landed their canoes in 1774 en route to establish settlement at Harrodsburg.
Site of early ferry. Later, a shipping point for fluorspar and calcite from nearby mines.
Early nineteenth century point of shipment by flatboat of agricultural commodities produced in upper reaches of Dix River.

Once the world’s highest railroad bridge over a navigable stream; built 1876.

Pleasant Hill, restored Shaker community.

From this point the Shakers shipped produce and manufactures to points south.
Ferry established at mouth of Hickman Creek in 1785. First steamboat built on the Kentucky River at mouth of Hickman Creek in 1816.

Site of Union fortifications built in 1863.
Site of Swiss Colony established in 1797 for purpose of cultivating a grape vineyard. The venture failed, but was to succeed after migration of Swiss to Vevay, Indiana.
Valley View Ferry is the oldest continuously operating in business in Kentucky, established in 1785, and now the only remaining ferry on the Kentucky River.
Pioneer, Green Clay, operated a ferry here before 1800. He was father of Cassius M. Clay, American statesman, politician, abolitionist. The ancestral home, White Hall, is located in nearby Madison County.
The first ferry chartered to operate on the Kentucky River was established at Boonesborough in 1779.

FORT BOONESBOROUGH
Original Fort
Rebuilt 1974

PHONE:
A/C 859 527-3356

DAM NO. 10
MILE 176.4

MATCH CHART NO. 25

KENTUCKY RIVER
LOCK NO. 10

MID-CHANNEL SCALE: 1" = 2000' 
LATERAL SCALE: DISTORTED

CHART NO. 25
Probable Site of Original Stockade of Boonesborough

AERIAL TELEPHONE CROSSING
AERIAL POWER CROSSING
L&N R.R. CO. BRIDGE (VERT. CLEAR 47.0')
L&N R.R. CO. BRIDGE (VERT. CLEAR 49.8')
SUBMARINE CROSSING-2 EACH
R.E.A. PLANT COAL TERMINAL (INACTIVE)
R.E.A. STEAM GEN. PLANT INTAKE
OLD HABITS BOAT DOCK, RAMP AND BAR

KENTUCKY RIVER

MATCH CHART NO. 25
MATCH CHART NO. 26
MATCH CHART NO. 27

CLARK COUNTY

MADISON COUNTY

NORMAL POOL DAM NO. 16 EL. 565.7
0 1 2 3 4000'
Iron products from the Red River Iron District in Estill, Powell, and Lee Counties were hauled overland by wagon, then down Red River to the Kentucky River for barge transportation. Several iron furnaces still exist.
MATCH CHART NO. 29

ESTILL COUNTY

AERIAL POWER CROSSING

KENTUCKY RIVER PARK & REC CENTER (UNDER DEVELOPMENT)

CHART NO. 30

MID-CHANNEL SCALE: 1" = 2000'
LATERAL SCALE: DISTORTED

KENTUCKY RIVER
The Indians’ north-south “Warriors’ Path” crossed the Kentucky River near the mouth of Station Camp Creek. Dr. Thomas Walker, who discovered and named Cumberland Gap, camped at Station Camp Creek in 1750.
NOTE: The Lock No. 13 boat ramp is operated by the Lee County Fiscal Court under contract with the Kentucky River Authority.
Beattyville, located at the "Three Forks Area" was the center of early logging industry when logs were rafted down river to mills at Frankfort.
During the early nineteenth century, extensive use of the south fork and its major tributaries was made by salt manufacturers who shipped salt by flatboat to ports downstream on the Kentucky and on the Ohio River.
An extensive commercial traffic in loose floating saw logs and log rafts descended the Middle Fork to downstream mills from mid-19th century to as late as 1912.
In the early 19th century flatboat shipments of salt and coal, as well as loose and rafted logs were made from the upper reaches of the North Fork.