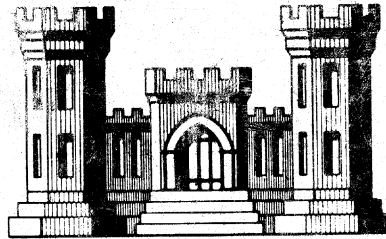


KENTUCKY RIVER

NAVIGATION CHARTS



U. S. ARMY ENGINEER DISTRICT
LOUISVILLE, KY.

JANUARY 1972

PRICE \$1.00

NAVIGATION CHARTS KENTUCKY RIVER LOUISVILLE DISTRICT

GEOTECHNICAL BR.
GEOLOGY Sec.

CORPS OF ENGINEERS, U.S. ARMY
600 FEDERAL PLACE
P.O. BOX 59, LOUISVILLE, KENTUCKY 40201

BRIEF INDEX

GENERAL NOTES AND LEGEND.....	SHEET A
NAVIGATION LOCKS DATA	SHEET B
MAP INDEX TO NAVIGATION CHARTS.....	SHEET C
INFORMATION OF OTHER AUTHORITIES.....	SHEET D
NAVIGATION CHARTS	NOS. 1 TO 37C INCL.

REVISED 1 JAN. 1972

THESE CHARTS INCLUDE KNOWN NAVIGATIONAL FEATURES, AVAILABLE DATA AND INFORMATION AS OF THE DATE SHOWN ABOVE. MAJOR CHANGES WHICH OCCUR WILL BE PUBLISHED IN "NOTICES TO NAVIGATION INTERESTS". REVISION OF THE CHARTS IS ANTICIPATED AT THREE YEAR INTERVALS. ANY INFORMATION CONCERNING CHANGES, CORRECTIONS, OR ADDITIONS TO THIS FOLIO SHOULD BE ADDRESSED TO THE DISTRICT ENGINEER, ATTN: ORLOP-AN.

NAVIGATION CHARTS for the Kentucky River are available from the District Engineer, U.S. Army Engineer District, Louisville. Mail orders may be addressed to the District Engineer, ATTN: ORLAS-GE and should be accompanied by check or money order made payable to the "Treasurer of the United States."












INFORMATION ABOUT THE CHARTS: These navigation charts were developed from U.S. Geological Survey maps current in 1966. However, the width of the river is shown distorted to approximately twice its actual width for convenience in including certain details. Limits of project depth of 6.0 feet are not shown except that approximate limits are shown for known bars and shoals. The indicated sailing list is based on available information. Mile points are shown on the charts at approximately one-mile intervals. Some slight inaccuracies in mileage exist due to a necessary adjustment of the points to agree with those on previous charts, to which many existing records and navigational features are related. Numbers at five-mile intervals designate river mileage above the mouth of the river. Cities and towns on or near the river are only partially shown on the charts. Elevations are referred to Kentucky River datum and require variable corrections for conversion to USC and GS 1929 General Adjustment Elevations. Elevation drawings are shown for bridges over the river from its mouth to Frankfort. Clearance data for other bridges and aerial crossings, included with the identifying footnote for each, are referred to normal pool elevations.

NAVIGATION IMPROVEMENTS: The Kentucky River has been improved for navigation by means of a system of fourteen locks and fixed dams. Maximum flood elevations and basic lock data, including controlling dimensions, are tabulated on Sheet B. Each lock has an operating force of two employees. Pleasure craft lockages are performed only between the hours of 7:00 AM and 8:00 PM, EST (8:00 AM and 9:00 PM, EDST, when in effect). The river is navigable throughout the year except during periods of abnormally high water. Operation of the locks is suspended when the river stage is approximately one foot below the tops of the lock walls. Navigation may pass over the crests of the fixed dams during high water periods when the depths of water over the dam crests permit. The District Office, Lock and Dam Branch, should be contacted for information on navigation conditions during high water periods. Phone: (Area Code 502) 582-5613 4, or 5.

NAVIGABILITY: The Kentucky River Navigation Project provides for a 6.0 foot project depth to the upper limit of the project at mile 254.8. It also results in beneficial slack water extending to the head of the main stream and for a few miles up each of the three forks. The other tributaries have not been improved and no reliable information is available as to their channel conditions. The channel in the Kentucky River is frequently constricted, particularly at or below the mouths of tributary streams. The channel and lock approaches between the mouth and Frankfort are maintained to provide an adequate passage for commercial navigation. Between Frankfort and Beattyville such work is limited to that required for passage of pleasure craft. Although a large number of snags are removed from the river each year, many more cannot be removed from areas outside the channel.

NOTICES TO NAVIGATION INTERESTS containing information concerning hazards, obstructions, construction work, interruptions to navigation such as closing of locks for repairs, etc., are published as occasions demand. Names of interested persons or concerns will be added to the mailing list on written request to the District Engineer, ATTN: ORLOP-AN. Persons aware of unusual hazards or obstructions, or other situations or circumstances appropriate for publication in such a Notice are requested to contact the District Office, Navigation and Projects Branch. Phone (Area Code 502) 582-5607 or 8. Matters of immediate concern should be reported to the Lockmaster or the Lock Operator on duty at the nearest lock and dam.

LEGEND

Waters edge at pool stage	
Bar with less than project depth (6.0') at pool Stage	
(a)  Rock	
(b)  Sand	
Aerial Power Crossing	
Aerial Telephone Crossing	
Submarine Crossing	
Intake	
Discharge	
Terminal or Commercial Dock	
Pleasure Craft Facility (Launching Ramp, Marina, Restaurant, Dock etc.)	

GEOTECHNICAL BR.
GEOLOGY Sec.

GENERAL NOTES AND LEGEND

NAVIGATION CHARTS
KENTUCKY RIVER
LOUISVILLE DISTRICT

U. S. ARMY ENGINEER DISTRICT, LOUISVILLE

	LOCK NO.													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
MILES ABOVE MOUTH	4.0	31.0	42.0	65.0	82.2	96.2	117.0	139.9	157.5	176.4	201.0	220.9	239.9	249.0
LENGTH OF POOL ABOVE DAM (MI.)	27.0	11.0	23.0	17.2	14.0	20.8	22.9	17.6	18.9	24.6	19.9	19.0	9.1	-
DATE BUILT	1836-42	1836-42	1836-42	1836-42	1836-42	1888-91	1896-97	1898-1900	1901-03	1902-05	1904-06	1907-10	1909-15	1911-17
DATE PUT IN OPERATION	1839	1839	1840	1840	1842	1891	1897	1900	1903	1905	1906	1910	1914	1917
DATE RESTORED	1882	1882	1882	1882	1886	-	-	-	¹ 1906	¹ 1906	-	-	-	-
CHAMBER DIMENSIONS (FT.)	<u>38x145</u>	<u>38x145</u>	<u>38x145</u>	<u>38x145</u>	<u>38x145</u>	52x147	52x147	52x146	52x148	52x148	52x148	52x148	52x148	52x148
LOWER SILL, ELEV.	407.00	423.87	437.47	449.75	463.86	478.90	492.42	508.60	526.60	544.60	561.60	579.60	596.60	614.60
NORMAL POOL ELEV., LOWER	421.80	430.03	443.97	457.13	470.35	485.35	449.30	514.60	533.26	550.60	567.60	585.60	602.60	620.60
* LOWER SILL DEPTH (FT.)	14.80	6.16	6.50	7.38	6.49	6.45	6.88	<u>6.00</u>	6.66	<u>6.00</u>	<u>6.00</u>	<u>6.00</u>	<u>6.00</u>	<u>6.00</u>
UPPER SILL, ELEV.	421.80	436.37	448.52	463.95	² 475.35	489.90	505.44	522.60	540.60	558.60	575.60	593.00	611.00	629.00
NORMAL POOL ELEV., UPPER	430.03	443.97	457.13	470.35	485.35	499.30	514.60	533.26	550.60	567.60	585.60	602.60	620.60	637.60
* UPPER SILL DEPTH (FT.)	8.23	7.60	8.61	6.40	³ 10.00	9.40	9.16	10.66	10.00	9.00	10.00	9.60	9.60	8.60
LIFT - NORMAL POOL TO NORMAL POOL (FT.)	8.23	13.94	13.16	13.22	15.00	13.95	15.30	18.66	17.34	17.00	18.00	17.00	18.00	17.00
MAXIMUM HIGH WATER ELEVATION	482.10	493.22	498.32	511.40	522.95	533.20	547.60	563.70	580.70	593.70	614.80	632.25	654.00	664.60
DEPTH (FT.) M.H.W. ABOVE NORMAL UPPER POOL ELEV.	52.07	49.25	41.19	41.05	37.60	33.90	33.00	30.44	30.10	26.10	29.20	29.65	33.40	27.00
DATE OF HIGH WATER	1937	1937	1937	1937	1937	1937	1937	1937	1913	1913	1913	1939	1929	1939

* DEPTH AT NORMAL POOL

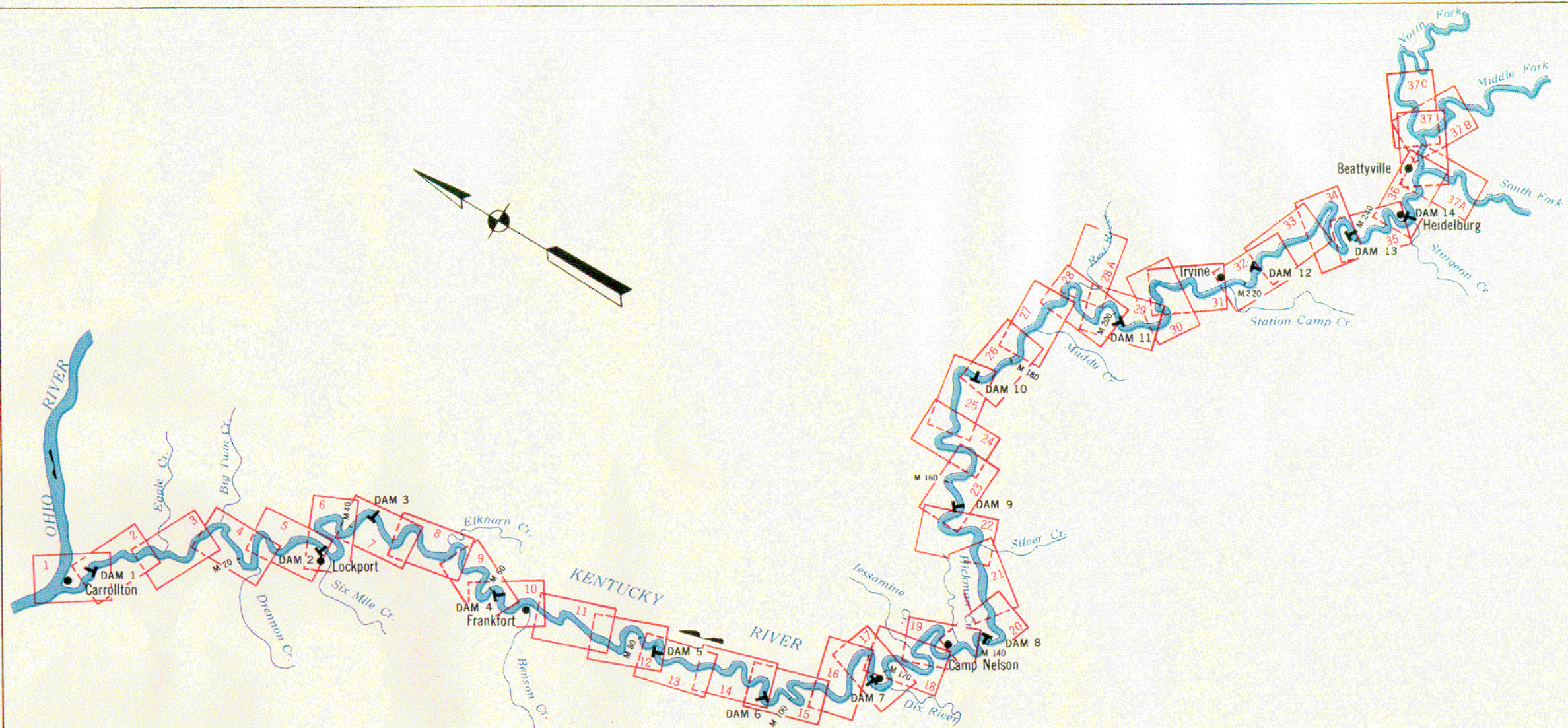
NOTES:

All elevations are referred to Kentucky River Datum and require variable corrections for conversion to U.S.C. & G.S. 1929 General Adjustment Elevations.
Controlling dimensions of Locks are underlined.

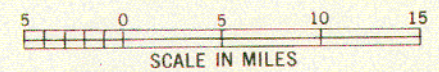
1. BANK WASHED OUT BEHIND LOCKWALL IN MAR. 1905. AUXILIARY DAM ADDED.
2. ZEROES OF ALL GAGES ARE AT SILL ELEVATIONS EXCEPT LOCK 5. ZERO UPPER GAGE = EL. 475.55
3. UPPER GAGE, LOCK 5 READS 9.80' AT NORMAL POOL STAGE.

NAVIGATION LOCKS DATA

NAVIGATION CHARTS
KENTUCKY RIVER
LOUISVILLE DISTRICT
SHEET B



MAP INDEX
NAVIGATION CHARTS
KENTUCKY RIVER
LOUISVILLE DISTRICT



U. S. ARMY ENGINEER DISTRICT, LOUISVILLE

U. S. COAST GUARD INFORMATION:

JURISDICTION: The Officer-In-Charge, Marine Inspection, Louisville, exercises jurisdiction over the Kentucky River and its tributaries to the limits indicated below:

<u>STREAM:</u>	<u>MOUTH AT:</u>	<u>LIMIT ABOVE MOUTH:</u>
Kentucky River	Mile 545.9, Ohio River	Mile 258.6
North Fork, Kentucky River	Mile 258.6, Kentucky River	Mile 3.5
Middle Fork, Kentucky River	Mile 258.6, Kentucky River	Mile 4.7
South Fork, Kentucky River	Mile 254.7, Kentucky River	Mile 4.0
Red River	Mile 190.3, Kentucky River	Mile 5.5

MARINE INSPECTION: Report Of (commercial) Vessel Casualty or Accident, Report of Personal Injury Or Loss Of Life, and Boating Accident Report (involving documented vessel) should be made to:

Officer-In-Charge, Marine Inspection	<u>TELEPHONE:</u> (Area 502) 582-5194
U. S. Coast Guard	Nights, holidays, or weekends, telephone
Room 360-A, Federal Building	C. G. Station, Louisville: 582-5808.
600 Federal Place	
Louisville, Kentucky 40202	

AIDS TO NAVIGATION: The Coast Guard does not maintain any aids to navigation on the Kentucky River nor its tributaries. Navigation lights on bridges are privately maintained by the owners. Outages or irregularities of bridge lights should be reported to the owners, or to either of the following:

Commander, Coast Guard Group Office	Commander, Second Coast Guard District
2nd and River Road	1520 Market Street
Louisville, Kentucky 40202	St. Louis, Missouri 63103
PHONE: (502) 582-5808.	PHONE: (314) 622-4605.

PUBLICATIONS: The following Coast Guard publications of interest to navigators and pleasure craft operators are available as indicated:

RULES OF THE ROAD, WESTERN RIVERS, CG-184; rules and regulations for uninspected vessels, CG-258; available at no cost from Commander, Second Coast Guard District, or from any Officer-In-Charge, Marine Inspection.
OFFICIAL U. S. COAST GUARD RECREATIONAL BOATING GUIDE, CG-340; price 45¢ per copy; available from Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

COMMONWEALTH OF KENTUCKY INFORMATION:

In matters of recreational boating, the Commonwealth of Kentucky exercises concurrent jurisdiction with the U. S. Coast Guard over the “Federal waters” listed above. Kentucky exercises sole jurisdiction over “State waters”.

INFORMATION OF OTHER AUTHORITIES

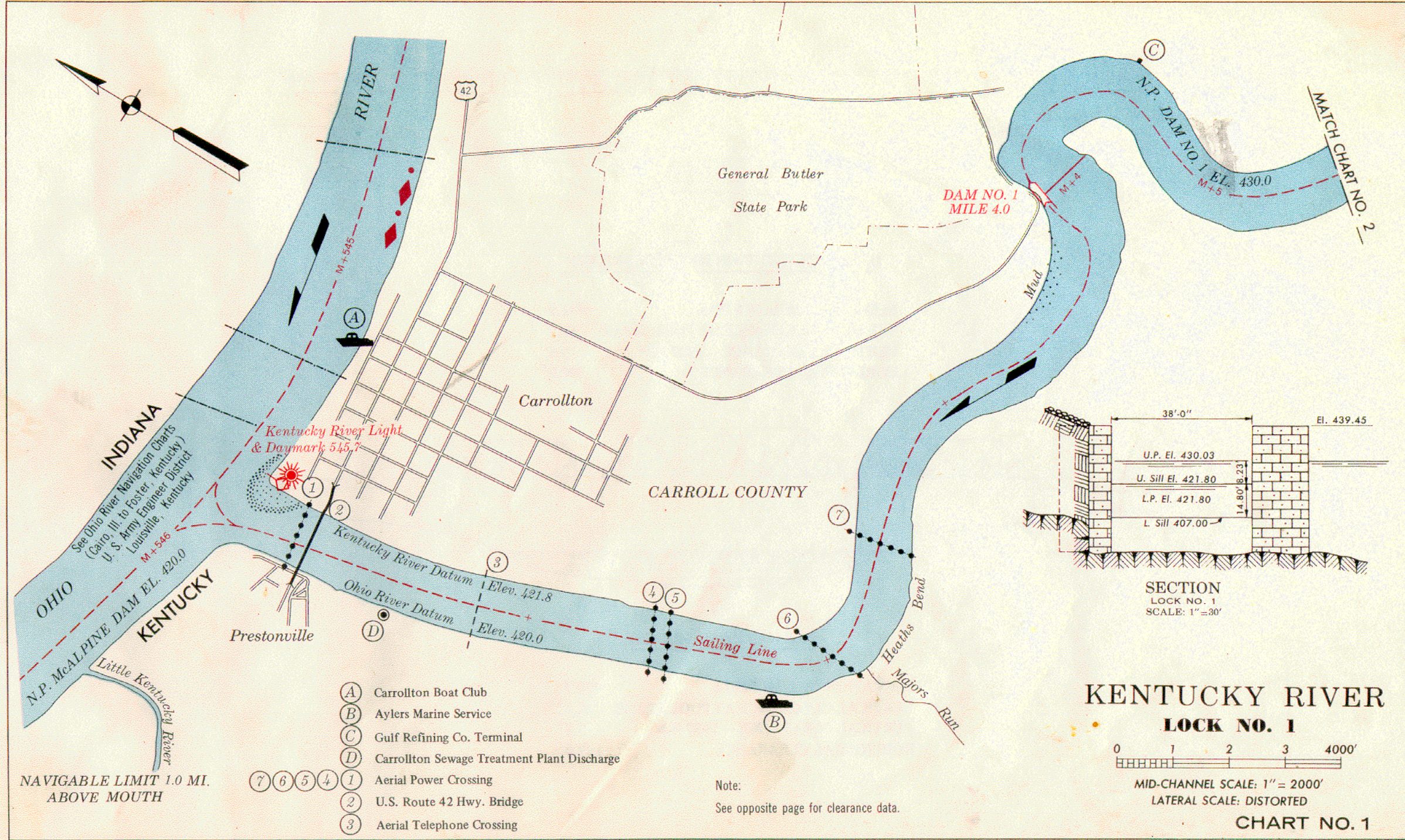
NAVIGATION CHARTS
KENTUCKY RIVER
LOUISVILLE DISTRICT
SHEET D

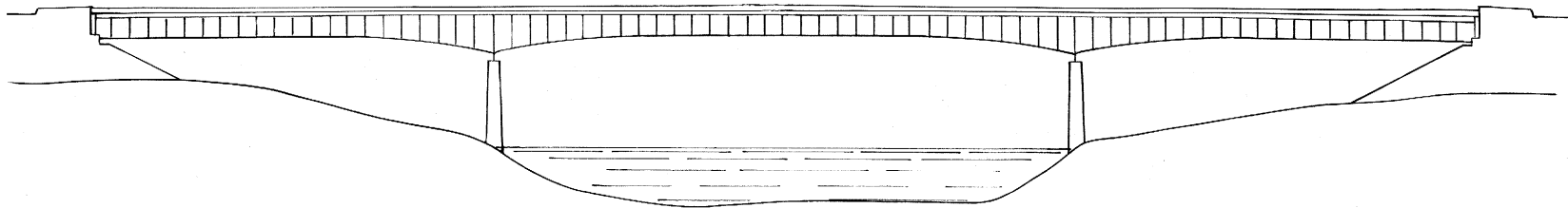


②

U.S. ROUTE 42 HIGHWAY BRIDGE

ELEVATION OF LOW STEEL	490.8
VERTICAL CLEARANCE AT POOL STAGE	69.0'
VERTICAL CLEARANCE – 1937 H.W.	9.3'
HORIZONTAL CLEARANCE	291.0'

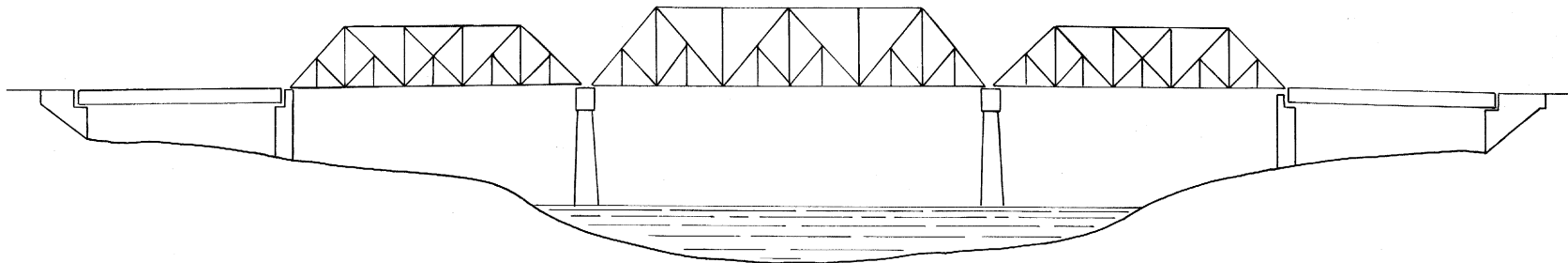




②

U.S. ROUTE I-71 TWIN HIGHWAY BRIDGES

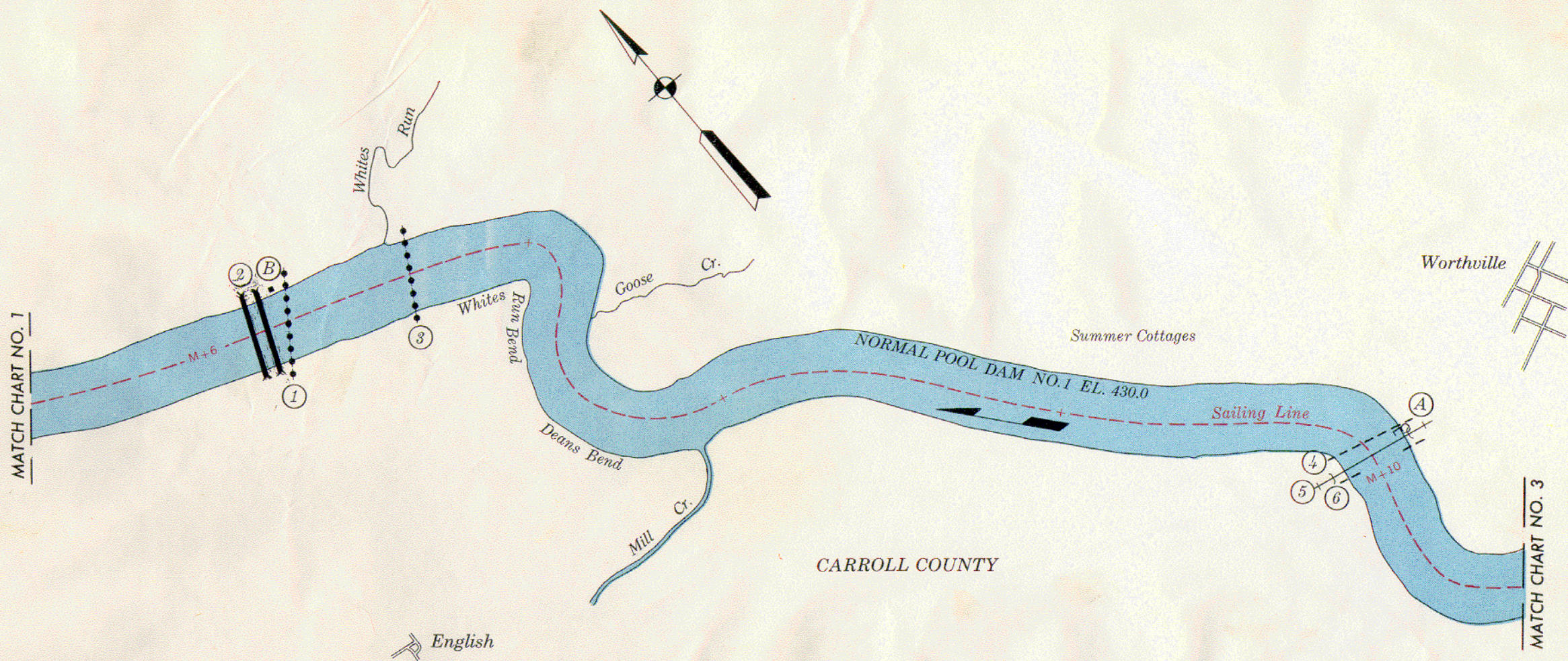
ELEVATION OF LOW STEEL	491.9
VERTICAL CLEARANCE AT POOL STAGE	61.9'
VERTICAL CLEARANCE – 1937 H.W.	9.5'
HORIZONTAL CLEARANCE	300.0'



⑤

L&N RAILROAD BRIDGE

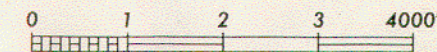
ELEVATION OF LOW STEEL	490.9
VERTICAL CLEARANCE AT POOL STAGE	60.9'
VERTICAL CLEARANCE – 1937 H.W.	7.1'
HORIZONTAL CLEARANCE	197.0'



KENTUCKY RIVER

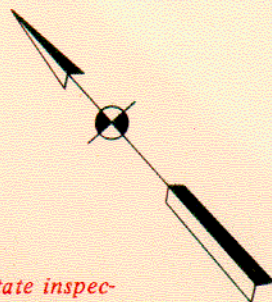
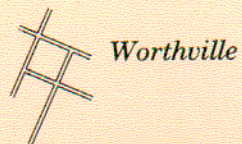
- (A) L&N R.R. Co. Intake
- (B) Geoghegan & Mathis, Inc.

- (3) (1) Aerial Power Crossing
- (2) U.S. Route I-71 Hwy. Bridges - 2
- (6) (4) Aerial Telephone Crossing
- (5) L&N R.R. Co. Bridge



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

CHART NO. 2

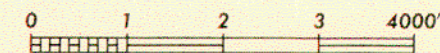


2 In 1802 an official state inspection station was established at mouth of Eagle Creek for tobacco, hemp, flour, and goods shipped by flatboat from its upper reaches.

OWEN COUNTY

1 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.

KENTUCKY RIVER

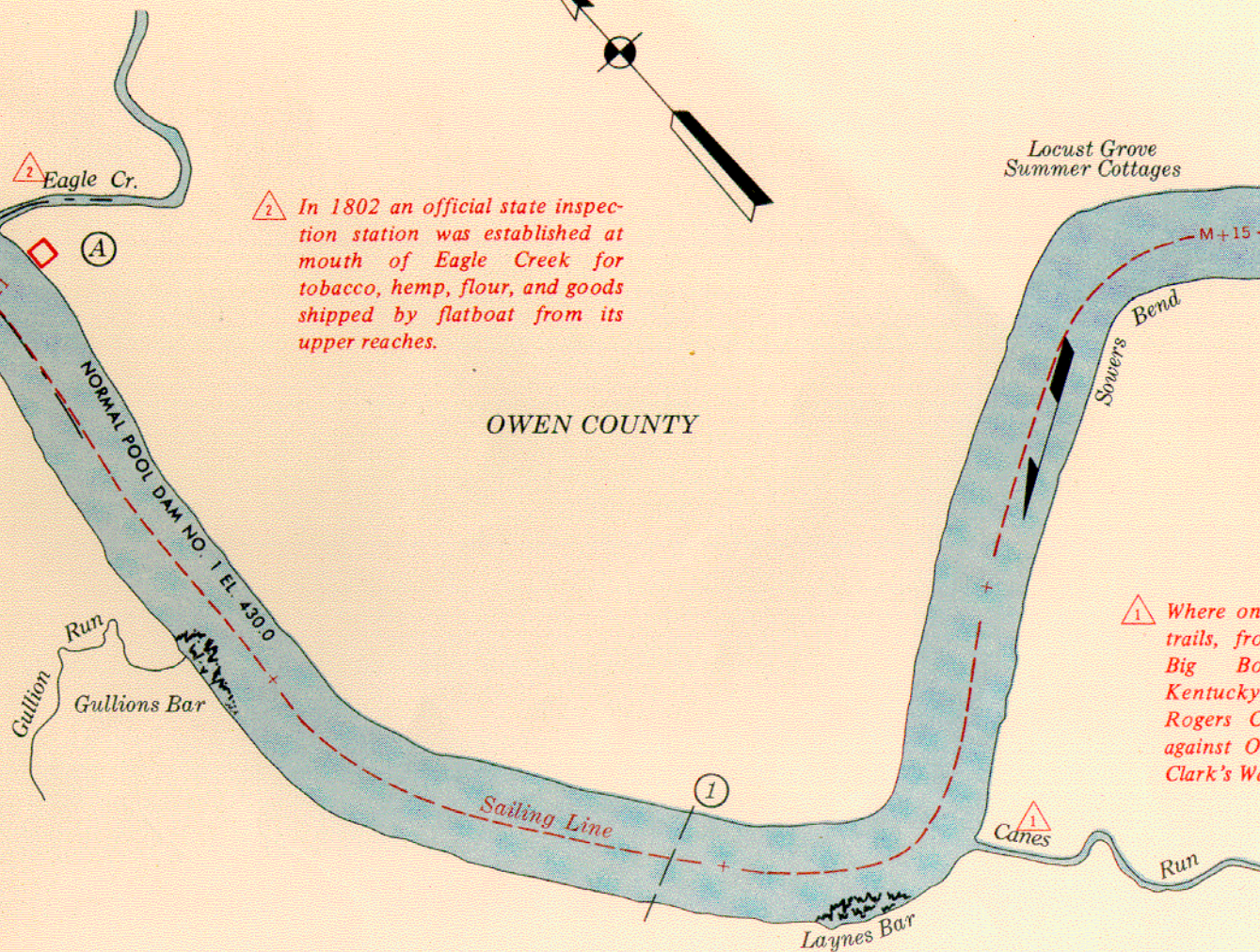


MID-CHANNEL SCALE: 1" = 2000'
LATERAL SCALE: DISTORTED

CHART NO. 3

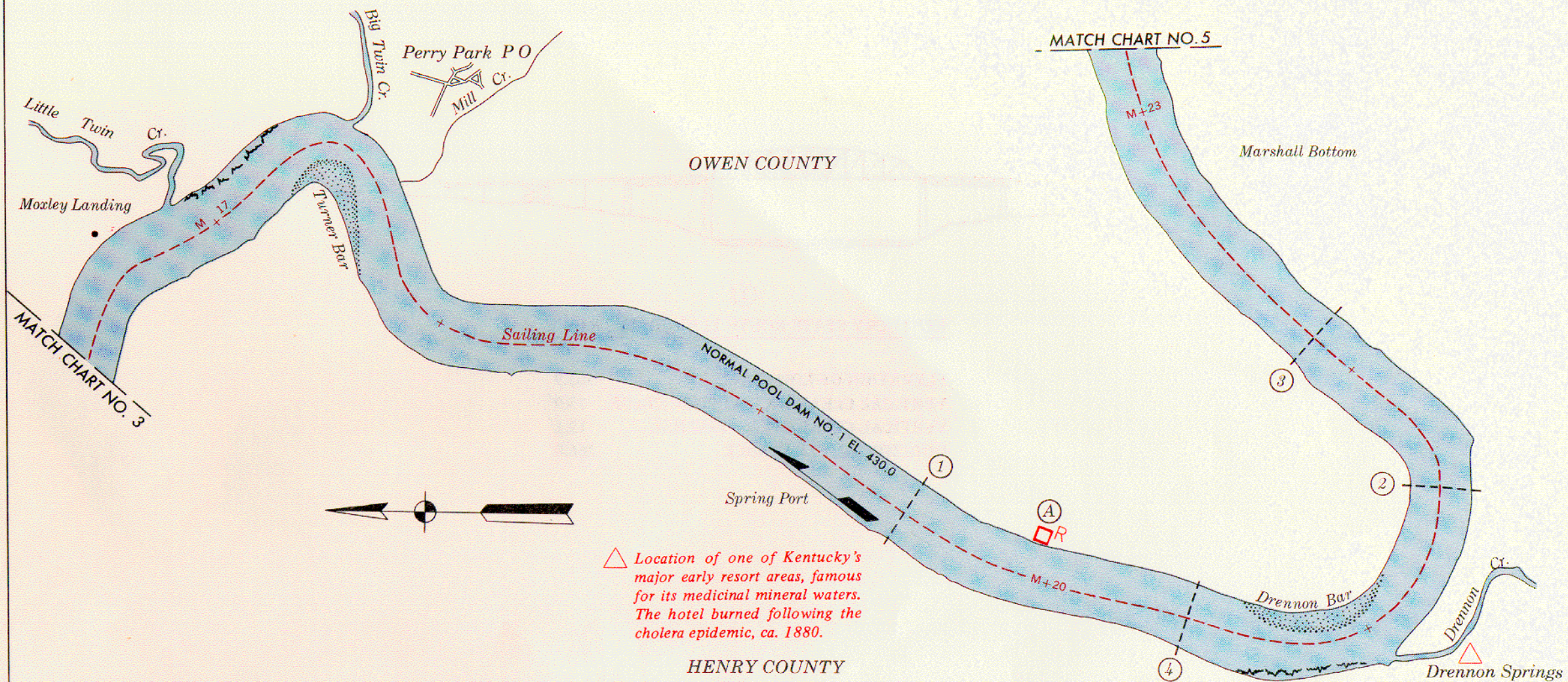
MATCH CHART NO. 2

MATCH CHART NO. 4



HENRY COUNTY

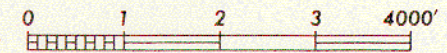
CARROLL COUNTY



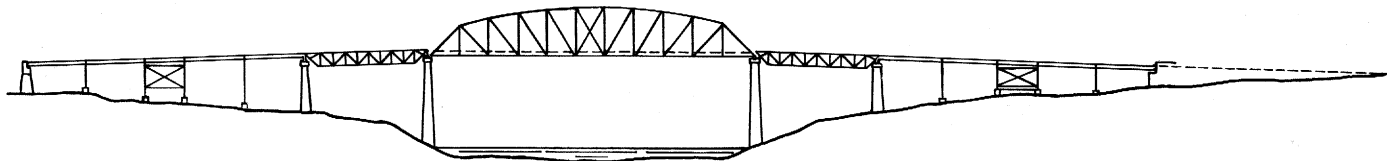
△ Location of one of Kentucky's major early resort areas, famous for its medicinal mineral waters. The hotel burned following the cholera epidemic, ca. 1880.

- (3) (1) Aerial Telephone Crossing
- (4) (2) Aerial Power Crossing
- (A) Perry Park Resort

KENTUCKY RIVER



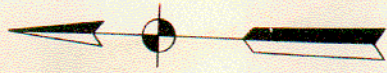
MID-CHANNEL SCALE: 1" = 2000'
LATERAL SCALE: DISTORTED



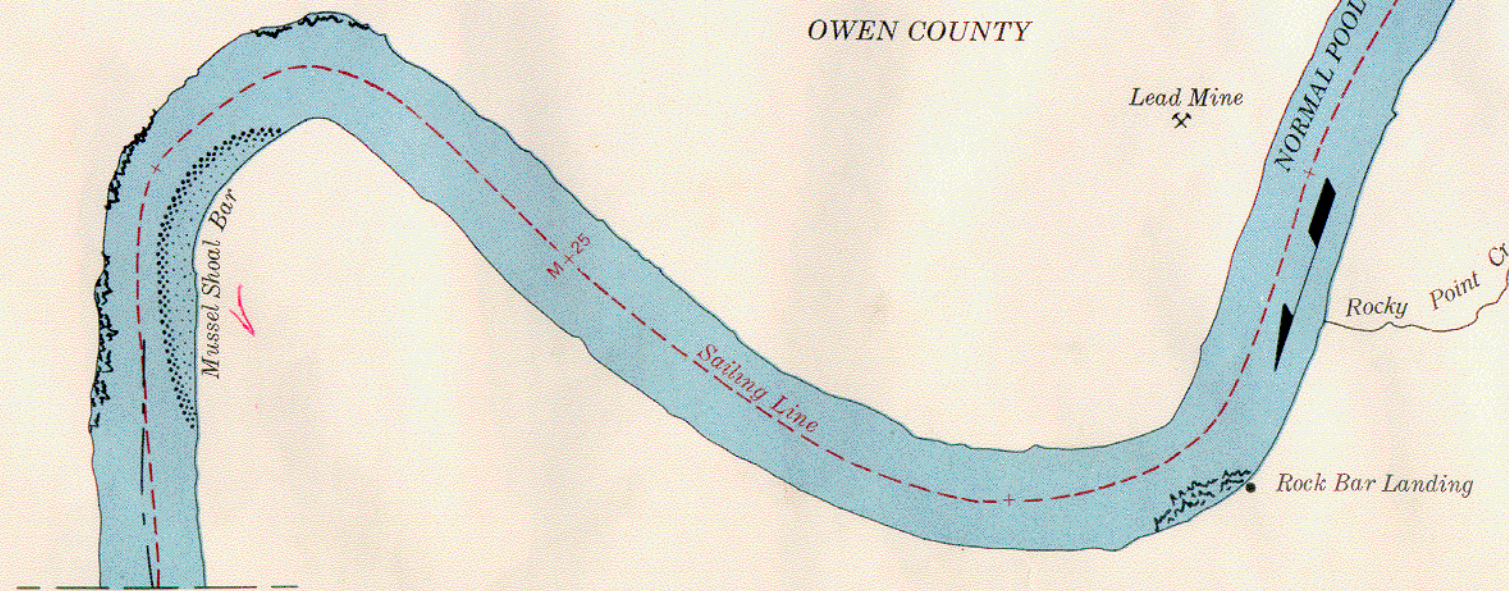
①

KENTUCKY STATE ROUTE 22 HIGHWAY BRIDGE

ELEVATION OF LOW STEEL	503.9
VERTICAL CLEARANCE AT POOL STAGE	73.9'
VERTICAL CLEARANCE — 1937 H.W.	12.1'
HORIZONTAL CLEARANCE	266.0'



MATCH CHART NO. 6



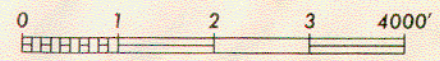
OWEN COUNTY

HENRY COUNTY

Note:
See opposite page for clearance data.

- ① Kentucky State Route 22 Hwy. Bridge
- ② Aerial Telephone Crossing

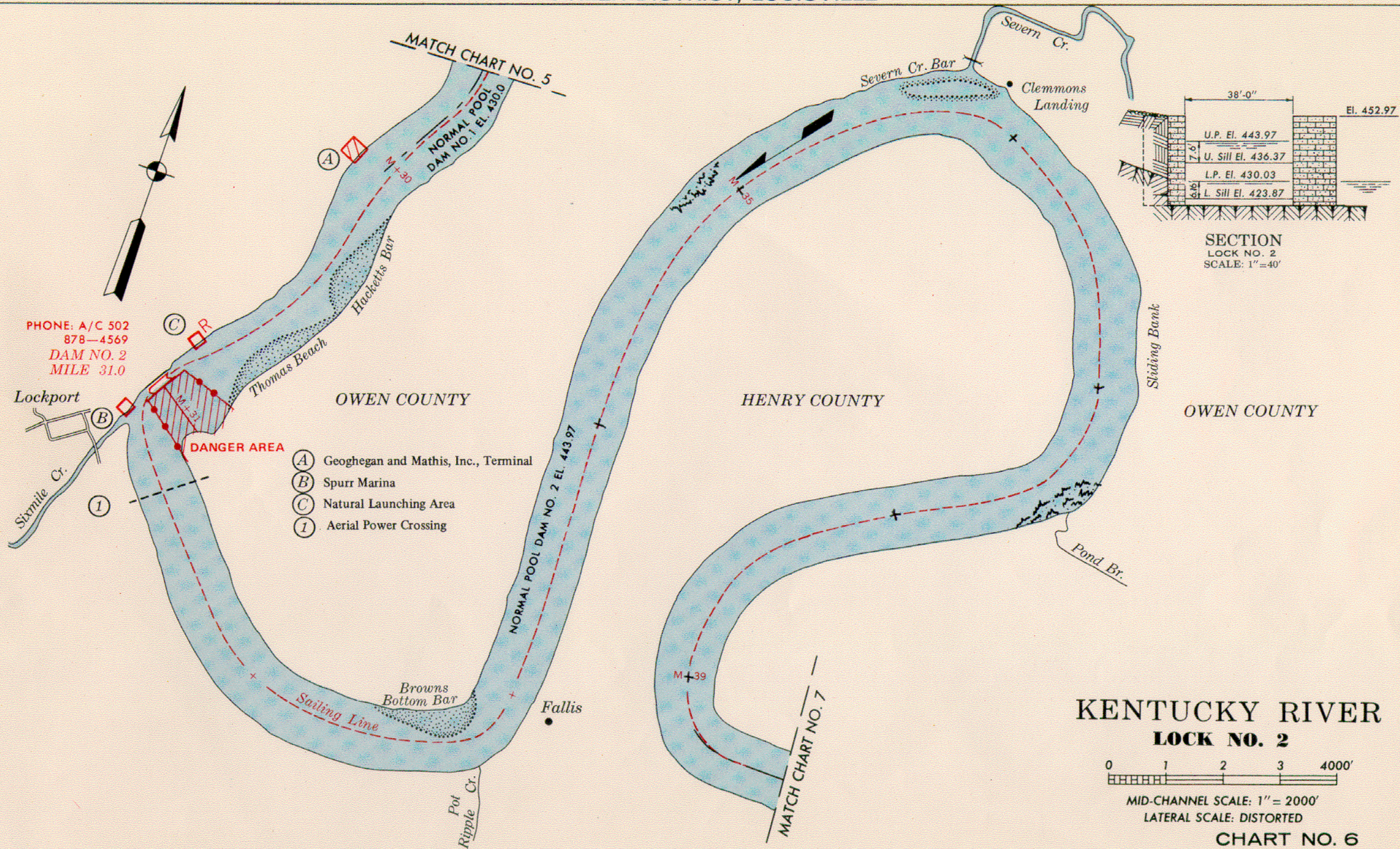
KENTUCKY RIVER

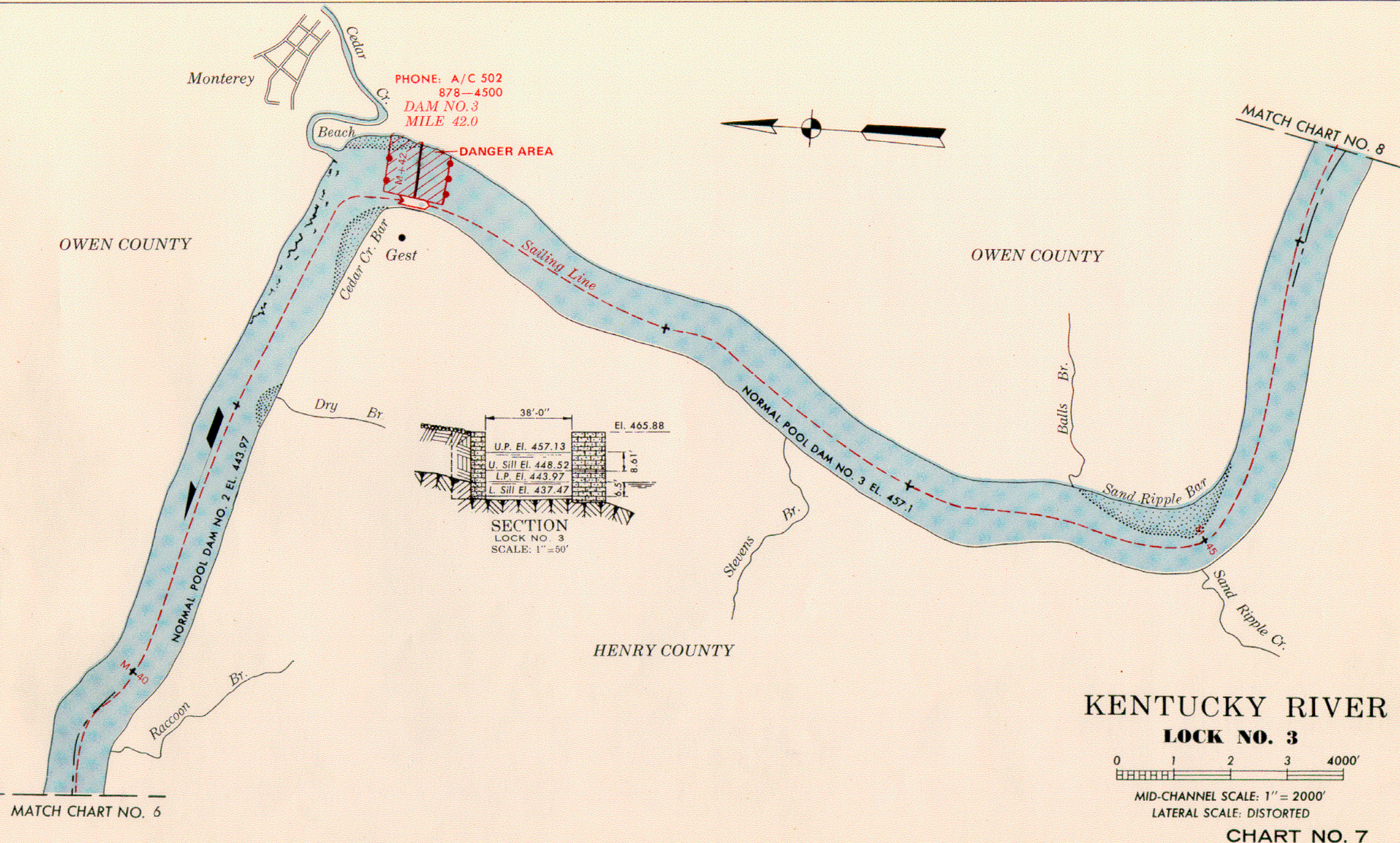


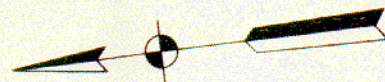
MID-CHANNEL SCALE: 1" = 2000'
LATERAL SCALE: DISTORTED

CHART NO. 5

MATCH CHART NO. 4







OWEN COUNTY

FRANKLIN COUNTY

(A) Strohmeir Fish Camp

(1) Aerial Telephone Crossing

Webbs Bend

MATCH CHART NO. 7

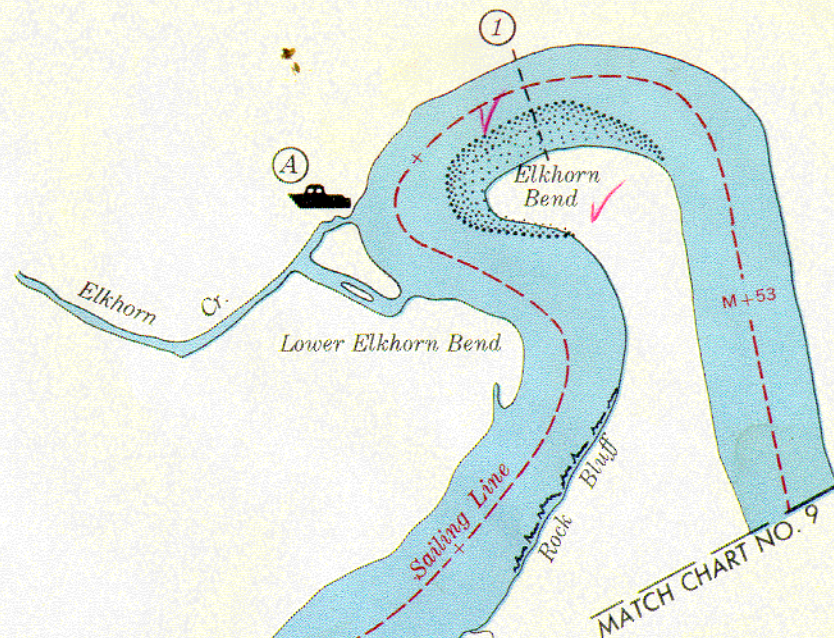
Payton Bend

NORMAL POOL DAM NO. 3 EL. 457.1

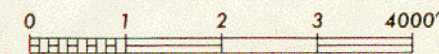
Polsgrove

Flat Cr.

HENRY COUNTY

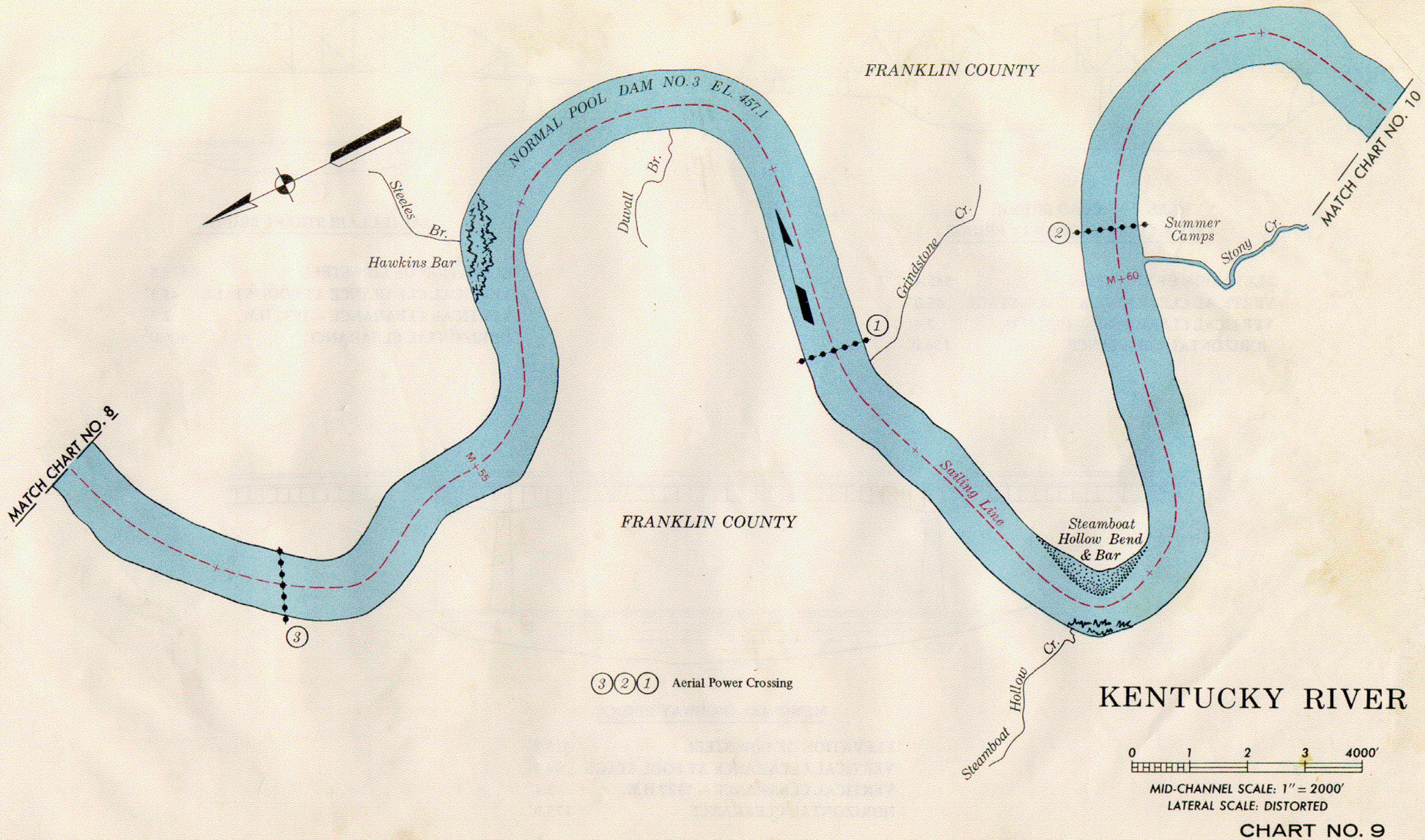


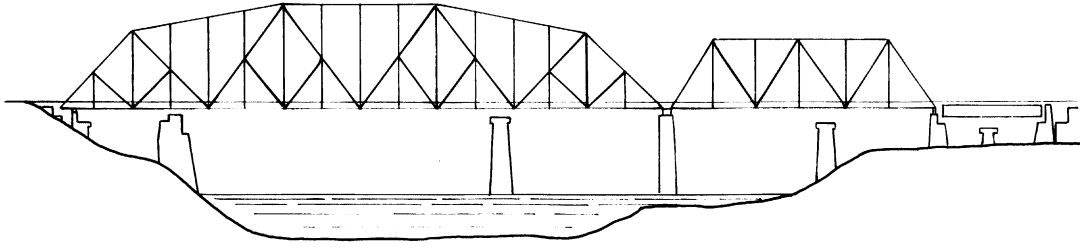
KENTUCKY RIVER



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

CHART NO. 8

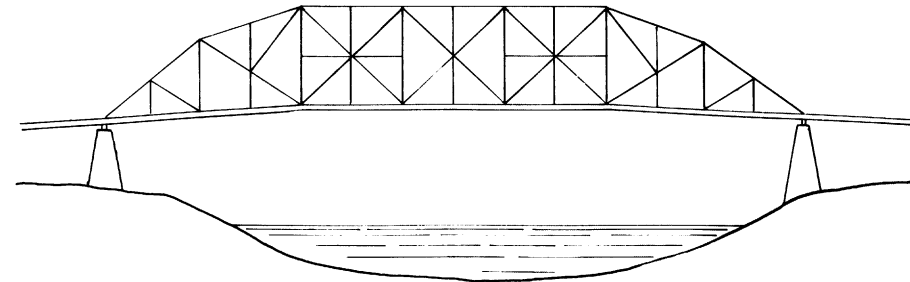




① ②

L&N RAILROAD BRIDGE
CITY & COUNTY HIGHWAY BRIDGE

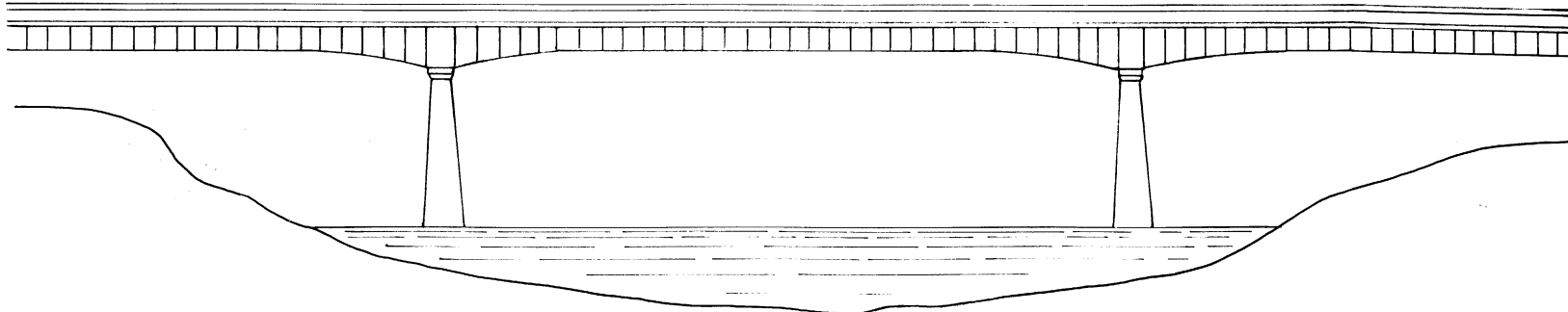
ELEVATION OF LOW STEEL	515.4
VERTICAL CLEARANCE AT POOL STAGE	45.0'
VERTICAL CLEARANCE – 1937 H.W.	2.6'
HORIZONTAL CLEARANCE	156.0'



⑤

SAINT CLAIR STREET BRIDGE

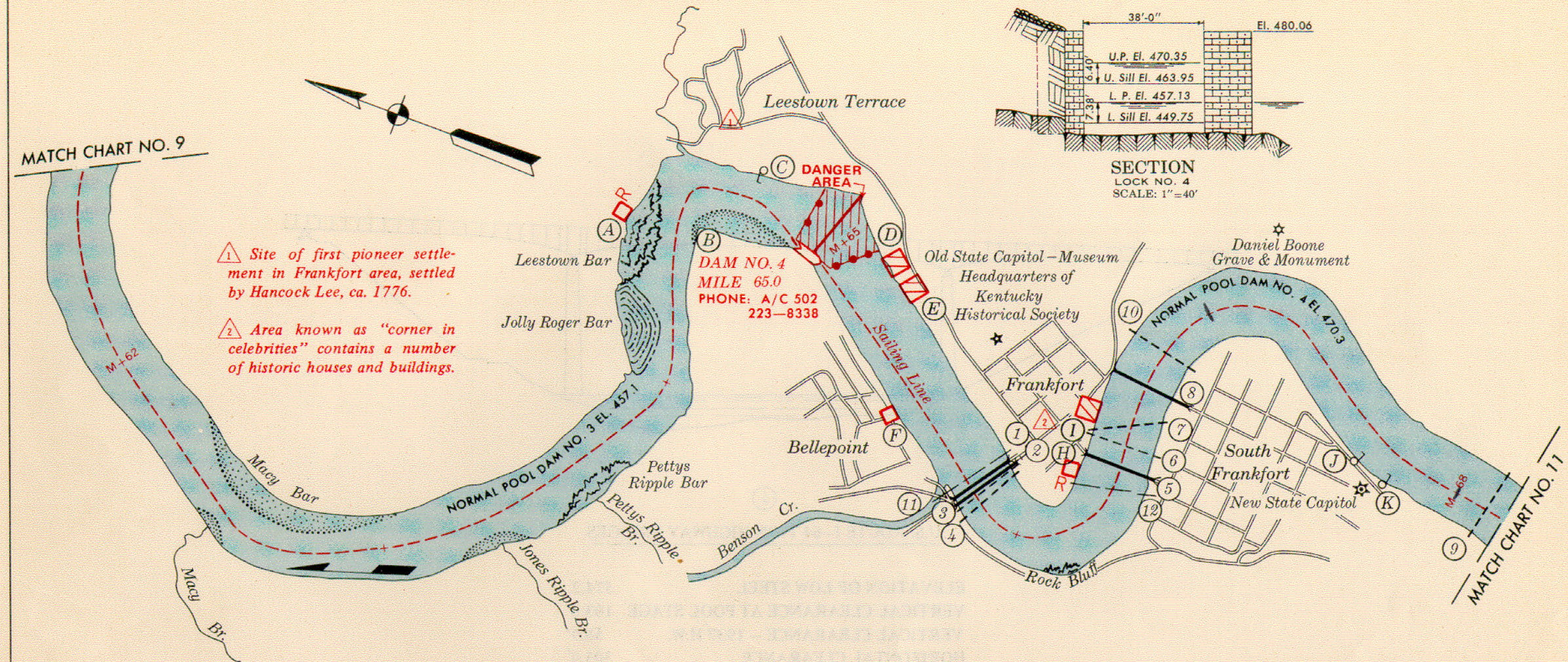
ELEVATION OF LOW STEEL	515.5
VERTICAL CLEARANCE AT POOL STAGE	45.1'
VERTICAL CLEARANCE – 1937 H.W.	2.3'
HORIZONTAL CLEARANCE	406.0'



⑧

MEMORIAL HIGHWAY BRIDGE

ELEVATION OF LOW STEEL	515.3
VERTICAL CLEARANCE AT POOL STAGE	44.9'
VERTICAL CLEARANCE – 1937 H.W.	2.1'
HORIZONTAL CLEARANCE	175.0'



1 Site of first pioneer settlement in Frankfort area, settled by Hancock Lee, ca. 1776.

2 Area known as "corner in celebrities" contains a number of historic houses and buildings.

DAM NO. 4
MILE 65.0
PHONE: A/C 502
223-8338

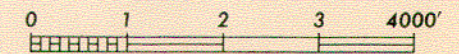
- (A) Launching Ramp
- (B) Frankfort Sewer Treatment Plant Discharge
- (C) Geo. T. Stagg Dist. Inc. Industrial Intake
- (D) Gulf Refining Co. Terminal
- (E) Dreyer Whitehead & Goedecke, Inc.
- (F) Bellepoint Boat Dock

- (H) Frankfort Boat Club, Inc. and City Launching Ramp
- (I) Blanton Wharf
- (J) State Air Condition System Intake
- (K) Frankfort Electric & Water Co.

Note:
See opposite page for clearance data.

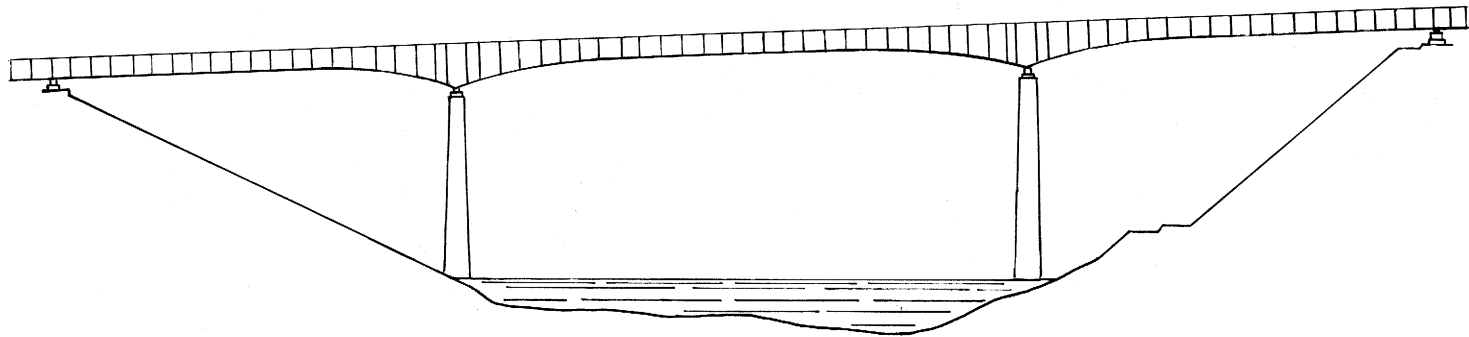
- 1 City & County Hwy. Bridge
- 2 L&N R.R. Co. Bridge
- 3 Aerial Telephone Crossing
- 4 Aerial Power Crossing
- 5 St. Clair Street Bridge
- 6 Memorial Hwy. Bridge
- 7 Submarine Crossing
- 8
- 9
- 10
- 11
- 12

KENTUCKY RIVER
LOCK NO. 4



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

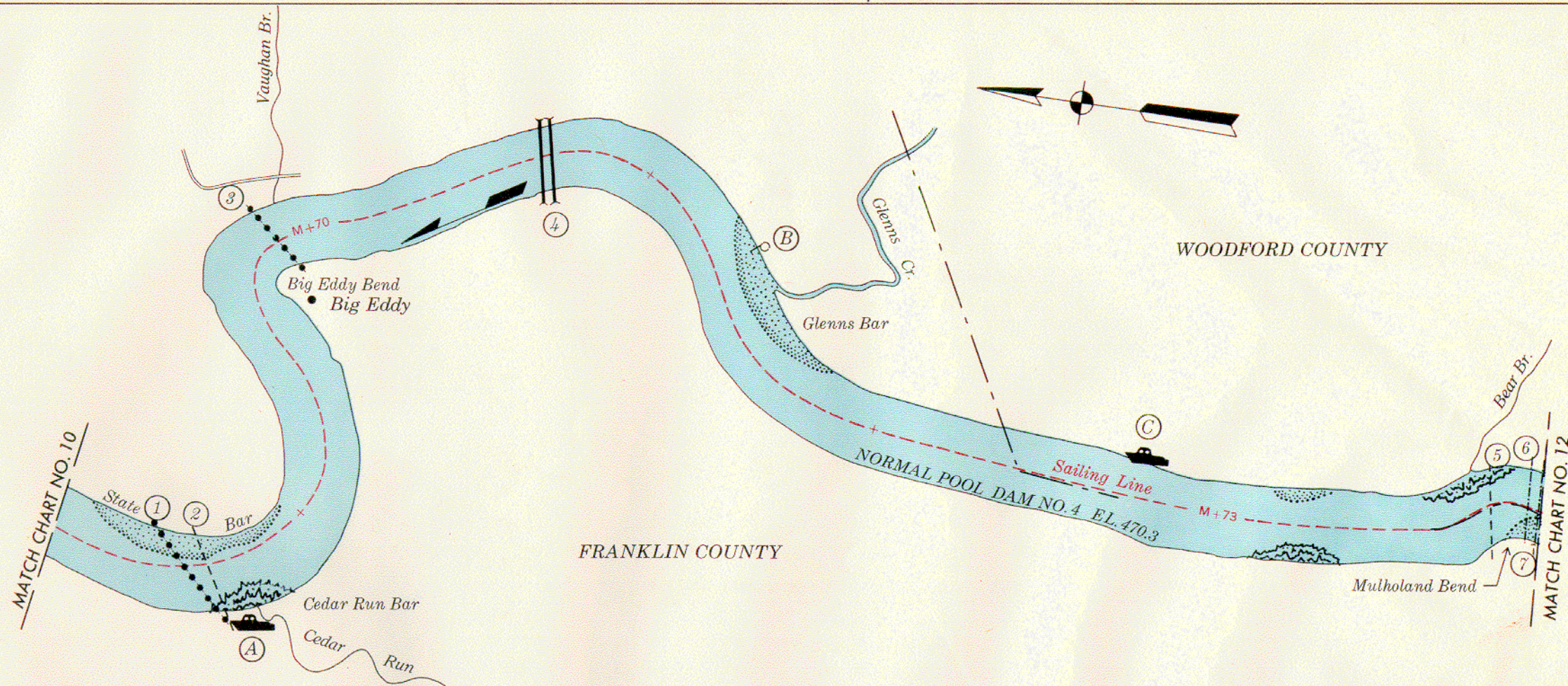
CHART NO. 10



④

U.S. ROUTE I-64 TWIN HIGHWAY BRIDGES

ELEVATION OF LOW STEEL	574.2
VERTICAL CLEARANCE AT POOL STAGE	103.8'
VERTICAL CLEARANCE - 1937 H.W.	58.9'
HORIZONTAL CLEARANCE	305.0'

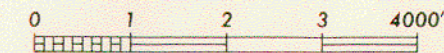


- (A) Lees Boat Dock
- (B) National Distributors Products Corp. Intake
- (C) Shore-Acres Dock & Launching Ramp

- (3)(1) Aerial Power Crossing
- (5)(2) Aerial Telephone Crossing
- (4) U.S. Route I-64 Hwy. Bridges - 2
- (7)(6) Submarine Crossing

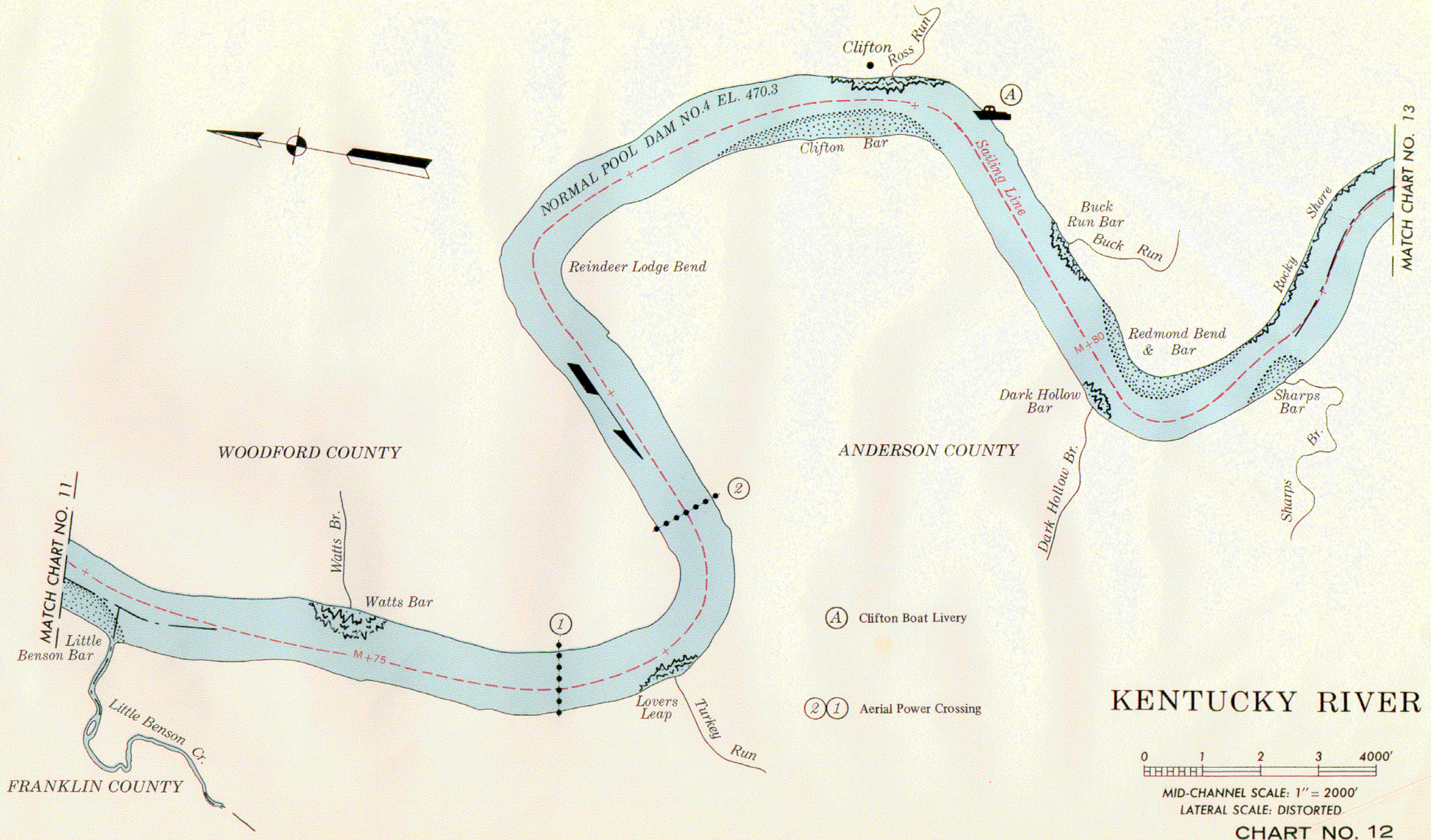
Note:
See opposite page for clearance data.

KENTUCKY RIVER



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

CHART NO. 11



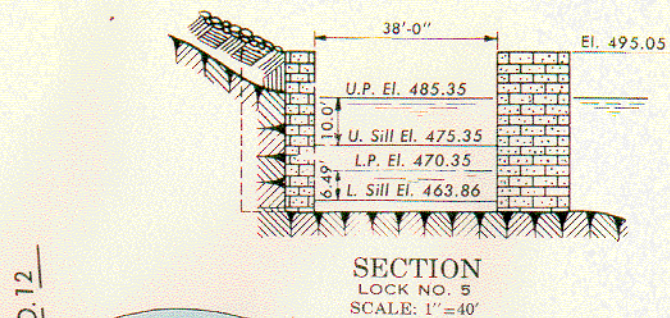
KENTUCKY RIVER

0 1 2 3 4000'

MID-CHANNEL SCALE: 1" = 2000'

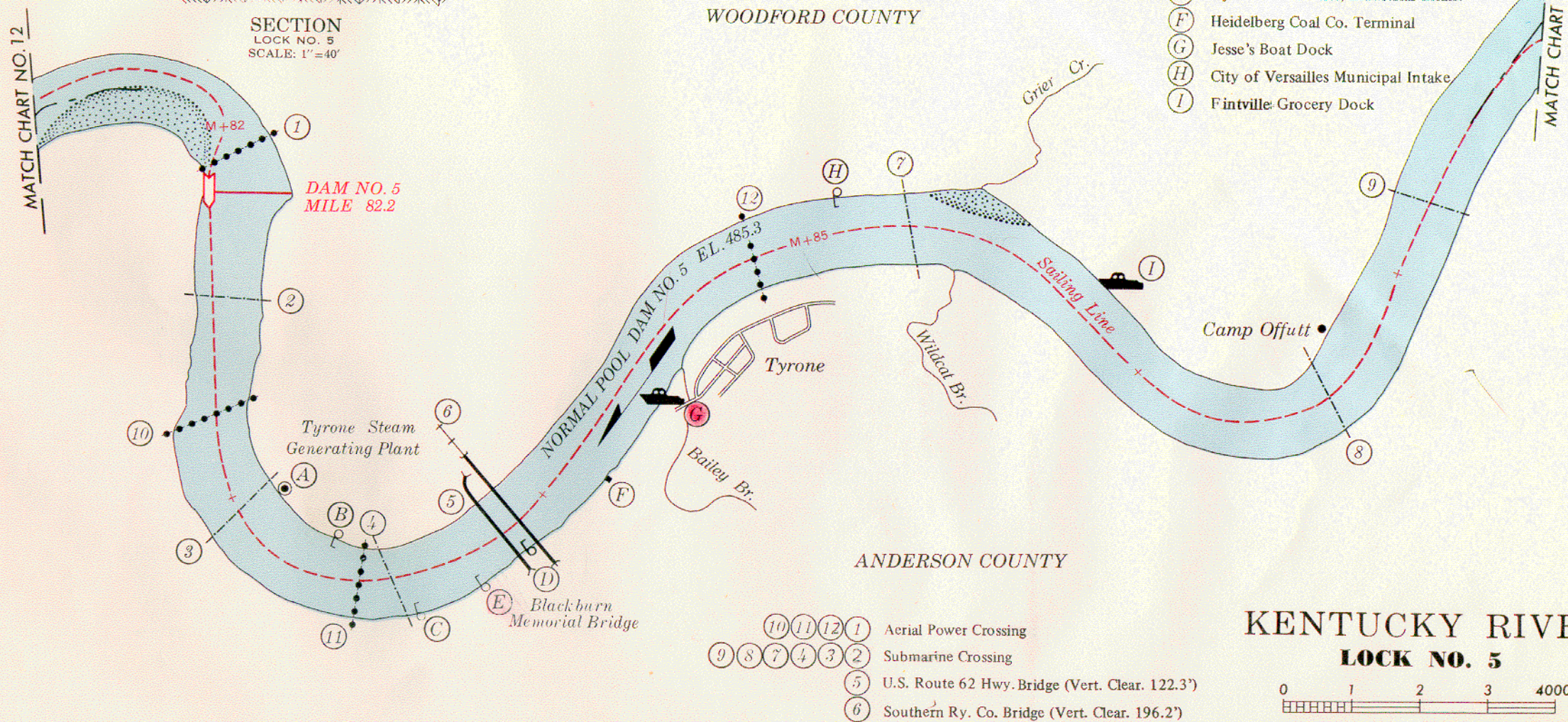
LATERAL SCALE: DISTORTED

CHART NO. 12



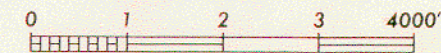
WOODFORD COUNTY

- (A) Ky. Utility Co. Discharge
- (B) Ky. Utility Co. Industrial Intake
- (C) City of Lawrenceburg Municipal Intake
- (D) J. T. S. Brown Distillery Intake
- (E) Ky. Stone Co. Inc., Industrial Intake
- (F) Heidelberg Coal Co. Terminal
- (G) Jesse's Boat Dock
- (H) City of Versailles Municipal Intake
- (I) Fintville Grocery Dock



KENTUCKY RIVER

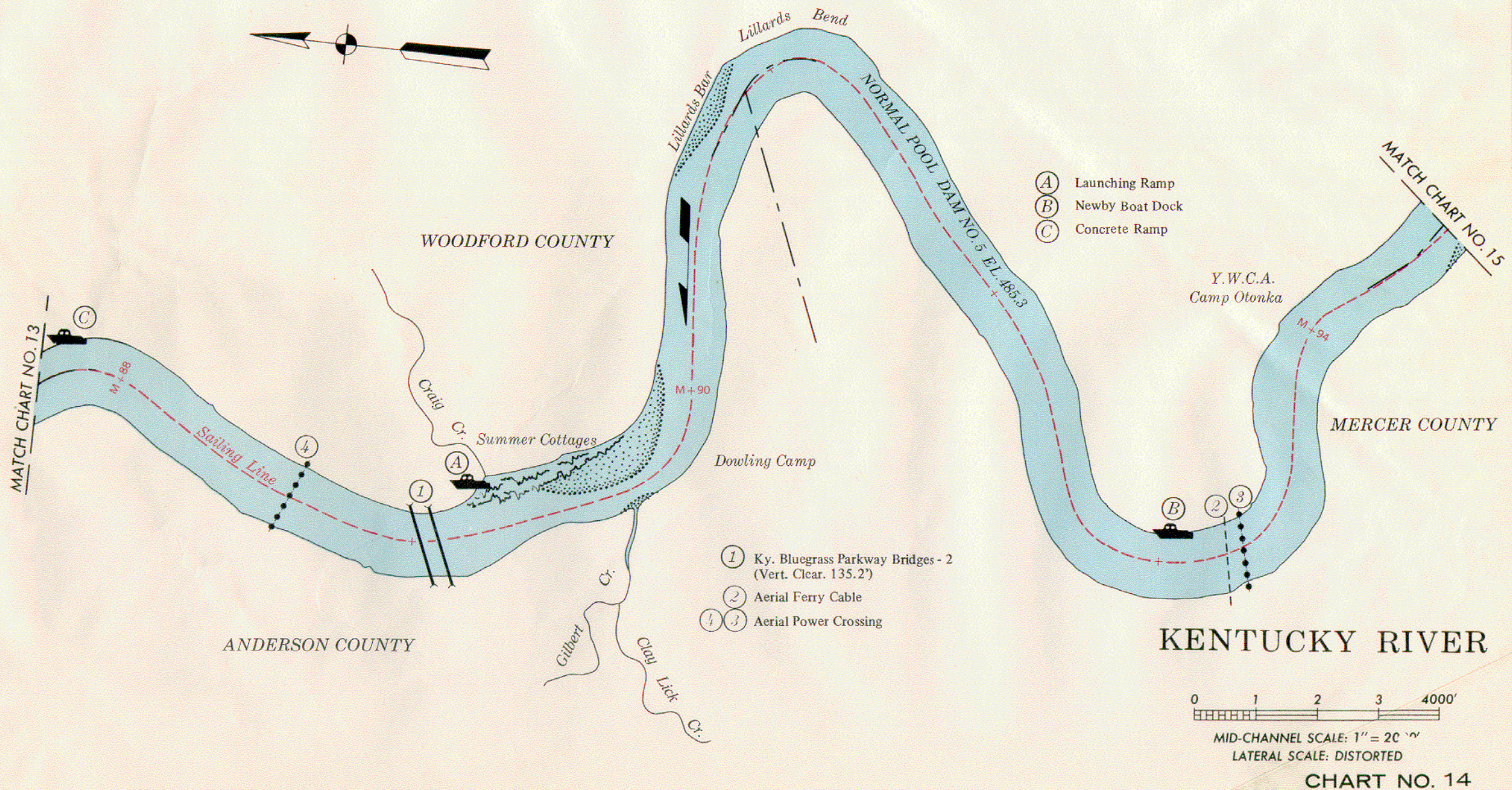
LOCK NO. 5

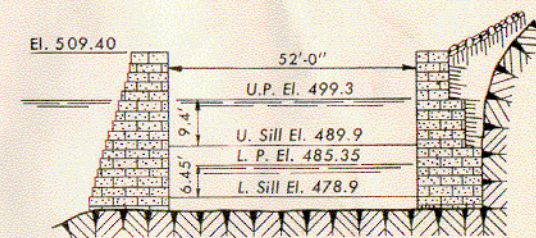
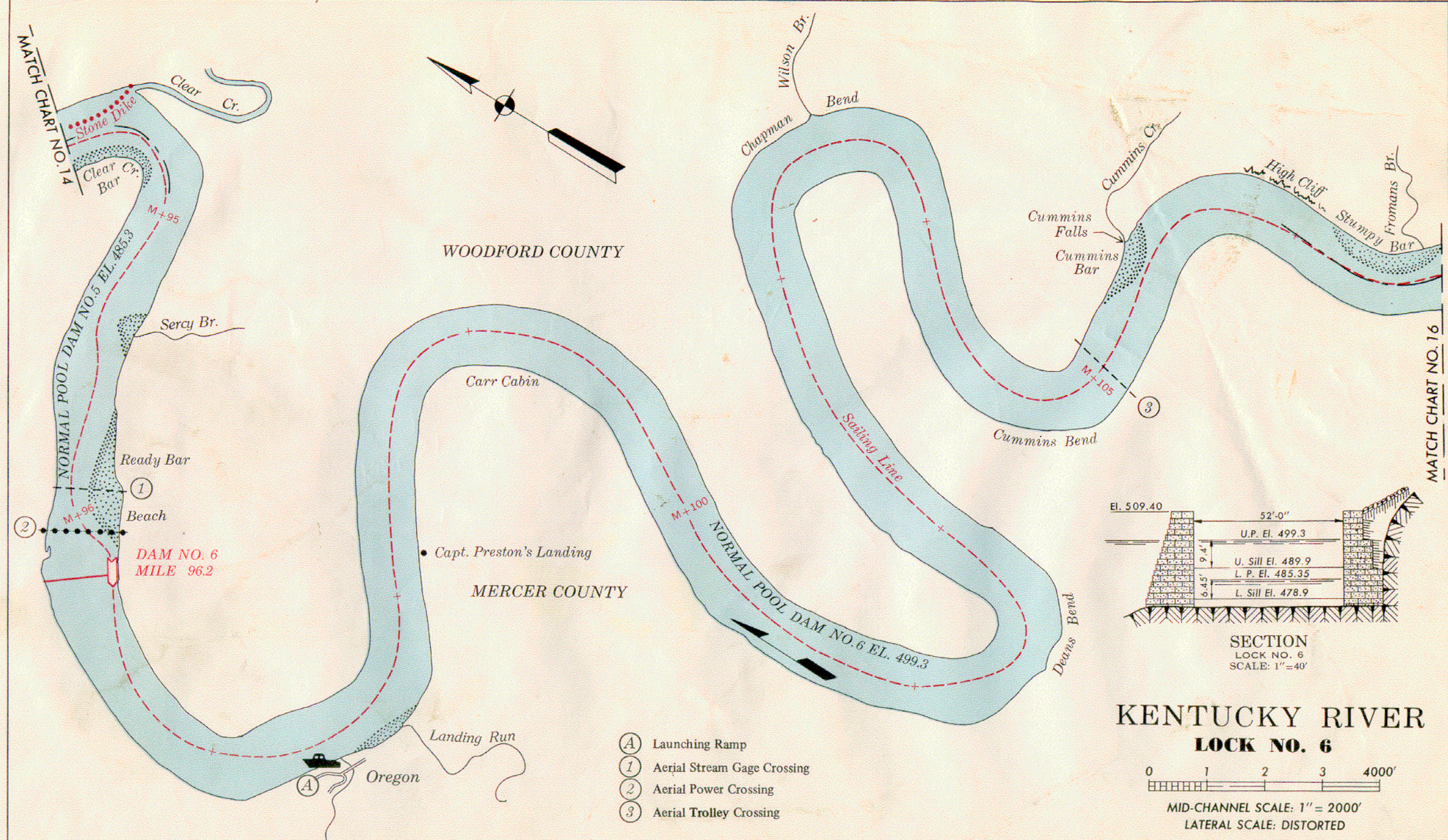


MID-CHANNEL SCALE: 1" = 2000'

LATERAL SCALE: DISTORTED

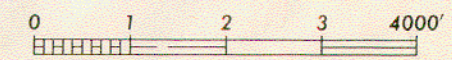
CHART NO. 13





SECTION
LOCK NO. 6
SCALE: 1" = 40'

KENTUCKY RIVER LOCK NO. 6



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

MATCH CHART NO. 15

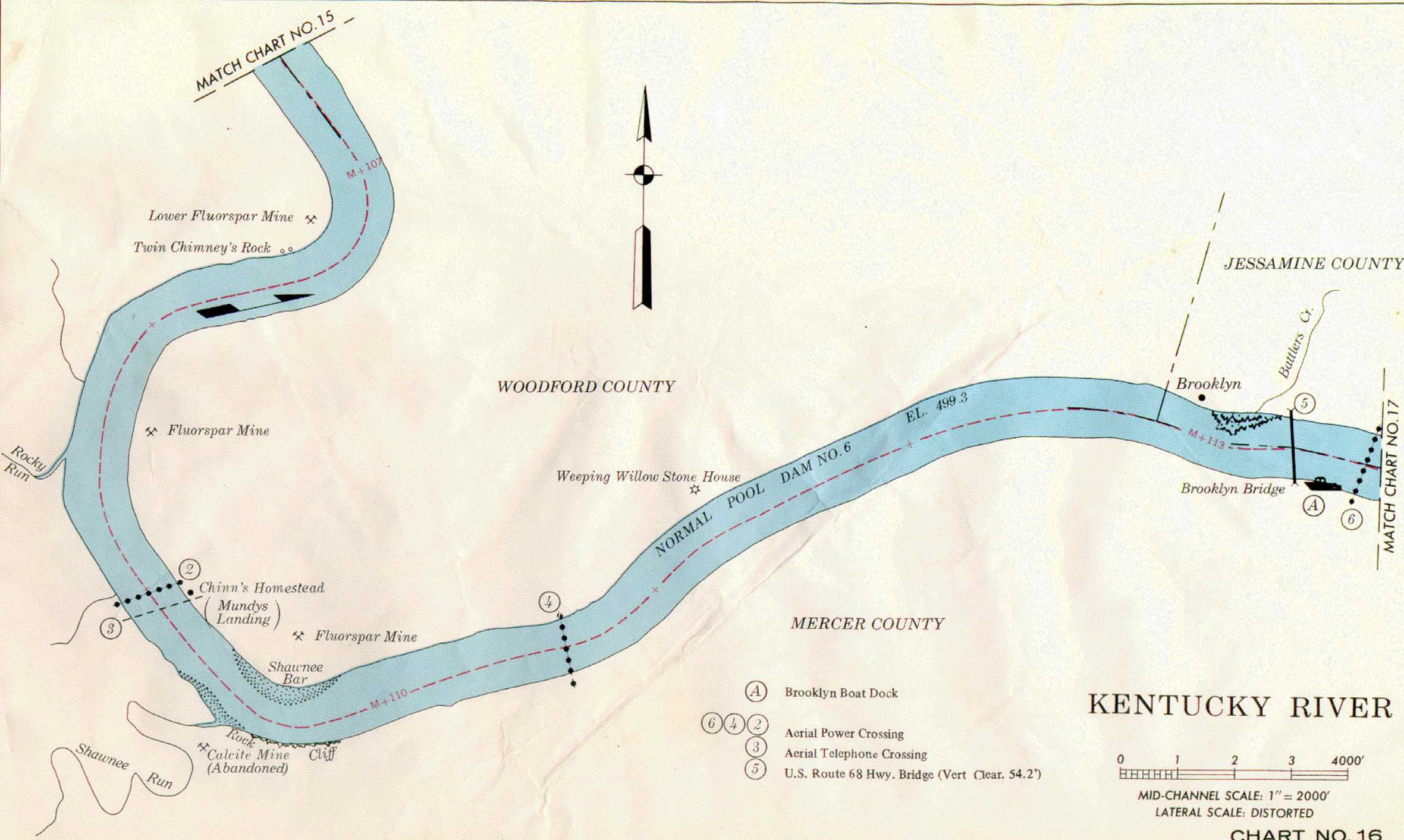


WOODFORD COUNTY

JESSAMINE COUNTY

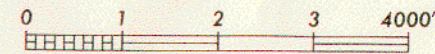
MERCER COUNTY

MATCH CHART NO. 17



- (A) Brooklyn Boat Dock
- (6) (4) (2) Aerial Power Crossing
- (3) Aerial Telephone Crossing
- (5) U.S. Route 68 Hwy. Bridge (Vert. Clear. 54.2')

KENTUCKY RIVER



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

CHART NO. 16

MATCH CHART NO. 18

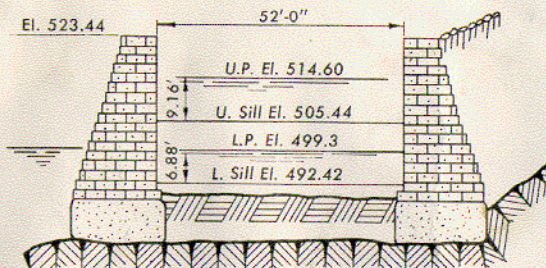
- (A) P. & S. Barge Co. Terminal
- (B) Wilmore (and Ashbury College)
- (C) Harrodsburg Municipal Intake
- (D) Launching Ramp
- (E) Launching Ramp

- (6) (4) (2) (1) Aerial Power Crossing
- (3) Aerial Telephone Crossing
- (5) Cincinnati Southern Ry. Co. Bridge
(Vert. Clear 160.7')

JESSAMINE COUNTY

GARRARD COUNTY

MERCER COUNTY



SECTION
LOCK NO. 7
SCALE: 1" = 40'

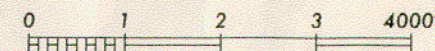
High Bridge

Shaker Landing

Shakertown
(Restoration)

KENTUCKY RIVER

LOCK NO. 7



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

CHART NO. 17

