
Research Report
KTC-89-12

EARTHQUAKE HAZARD MITIGATION OF
TRANSPORTATION FACILITIES
FOR DAVIESS COUNTY

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and

Federal Highway Administration
U.S. Department of Transportation

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16. Abstract Concern has grown in recent years over the seismic activity of the New Madrid seismic zone in Western Kentucky. Daviess County, Kentucky is located in this region. To permit emergency medical, supply, and equipment traffic into this area after an earthquake has occurred, the Kentucky Transportation Cabinet is interested in the possibility of keeping selected routes passable. This report lists the routes that have been investigated and recommended as being the routes in Daviess County that should be maintained in a passable condition. The recommended routes, US 231, KY 56, KY 1554, and Audubon Parkway have been visually surveyed and all seismically significant features cataloged. These features are logged by their location on strip maps contained in Appendix A and a detailed listing of all the potentially critical features is given in Appendix B.					
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INTRODUCTION

An awareness of earthquakes and their possible effects upon the nation's infrastructure is critically important to the public, and in particular, to public officials. The nation's highway system is one of the most important components of the infrastructure. After the occurrence of an earthquake, the highway system is the primary mode of transporting emergency supplies and services into an affected area. Thus, it is important to catalog the important components of the highway system and attempt to anticipate the possible damage to these components from an earthquake.

Western Kentucky in general and Daviess County in particular are in a high risk earthquake zone. In 1811-1812, three of the most severe earthquakes in American history shook the country. The location of these quakes was not on the infamous San Andreas fault nor anywhere along the well-known fault laden Pacific coast but was near a small town on the Mississippi River where the states of Kentucky and Missouri share a border (Figure 1). It is this river town, New Madrid, Missouri, that is the namesake of a region now regarded by seismologists and disaster response planners as the most hazardous earthquake zone east of the Rocky Mountains -- the New Madrid seismic zone.

In addition to these three great earthquakes, there are several other well documented factors demonstrating the susceptibility of the New Madrid region to the recurrence of major earthquakes. Through a decade of extensive research, an ancient crustal rift has

been found to underlie the relatively shallow sediments comprising the region's surface. This type of geologic structure is prone to seismic activity. The New Madrid rift has been identified as being of sufficient size to generate major earthquakes. Further evidence of the area's seismicity is the record of over 2,000 earthquakes detected in the zone since 1974. Though most have been of a magnitude below the threshold of human perception, their existence clearly indicates the high level of seismic activity occurring in the zone.

Seismologists have calculated the probabilities of recurrence of sizeable earthquakes in the New Madrid rift zone. The probability of a magnitude 6.3 earthquake (Richter scale) within 50 years is from 86 to 97 percent. The probability (1) of that same earthquake occurring within the next 15 years is from 40 to 63 percent. For comparison, the 1971 San Fernando earthquake (magnitude 6.6) killed 58 people and caused \$480 million worth of damage. The 1988 Armenian earthquake of similar magnitude killed approximately 25,000 to 30,000 people.

The probability of a magnitude 7.6 earthquake occurring within 50 years is from 19 to 29 percent. The probability for this size earthquake occurring within 15 years drops to a range of 5.4 to 8.7 percent. On February 4, 1975, the Haicheng earthquake in China had a magnitude of 7.3 and destroyed or damaged about 90 percent of the structures in a city of 90,000 people.

When comparing historical earthquakes of similar magnitude, one must take into consideration

that death totals and damage estimates will vary greatly due to the geology, population density, types of building, and quality of construction.

For a given earthquake, effects at a given location are described by the Modified Mercalli Intensity (MMI) scale (2) which ranges from I (no damage and felt only by instruments) to XII (total destruction). Details of the MMI scale are given in Table 1. Values of MMI associated with the 1811-1812 earthquakes are shown in Figure 1. The potential for damage and destruction from earthquakes in the region is significant.

In 1982, the Governor's Task Force on Earthquake Hazards and Safety was created to evaluate Kentucky's earthquake risk and to make recommendations for responding to those risks. This task force recommended increased public awareness and education programs, improved emergency response planning and training, improved building codes and seismic restraint designs, evaluation of other mitigation measures, and participation in national and regional earthquake forums and funding programs.

In 1984, Governor Collins created the Governor's Earthquake Hazards and Safety Technical Advisory Panel (GEHSTAP) to analyze scientific and engineering data regarding seismic risks in Kentucky and to make specific recommendations on mitigation, public awareness, response planning, and policy development for public health and safety. The States are dependent on their highway systems for the movement of goods and services. Due

to the possible adverse effects a major earthquake could have on this system, the Earthquake Stability and Transportation Subcommittee (ESTS) of GEHSTAP was formed.

ESTS has encouraged the Kentucky Transportation Cabinet to secure funding for generating and implementing an earthquake hazard mitigation plan in an attempt to safeguard the highway system against catastrophic earthquake failure. As a result, the Cabinet commissioned the Kentucky Transportation Center at the University of Kentucky to analyze and assess the possible effects of an earthquake on highway facilities. The study area includes the 26 western-most counties in Kentucky that are adjacent to the New Madrid seismic zone (Figure 1). To date, one of the results of that study has been the recommendation that over 1,000 miles of highways in the study area be utilized as emergency or "priority" routes. These would be the primary routes used for transporting emergency supplies and personnel after an earthquake. Also, it is anticipated that these would be the first routes repaired after an earthquake.

The initial task in identifying these priority routes was to decide where they should begin; that is, in the event of a major earthquake, the point at which the transport of goods and services would originate. Ideally, the city chosen should possess the following attributes:

1. Sufficient size to contain all necessary personnel, supplies, and facilities to respond quickly to a major emergency;

2. Proximity to the high hazard area to speed the relief effort but not so close as to suffer the same high risk potential;
3. Easy access from other major cities in the State; and
4. Sufficient routes to provide relatively direct access to all 26 high-risk counties.

The city best fitting these criteria is Bowling Green. Located at the eastern edge of the earthquake zone in Warren County, Bowling Green meets both the size criterion (population 40,450) and the accessibility criterion (Louisville and Nashville via I 65 and Lexington via the Bluegrass Parkway). Bowling Green provides access to the 26-county area via US 68/KY 80; this road was chosen as the main east-west artery because it crosses Lake Barkley and Kentucky Lake upstream from the dams impounding those bodies of water.

As a first step towards establishing an overall policy for earthquake hazard mitigation in the highway system, these priority routes have been visually surveyed and all natural and man-made features along these routes that are considered seismically significant were cataloged. With this information, a realistic and cost-effective plan for "hardening" these routes against earthquakes can be established. Such efforts are currently under way.

PRIORITY ROUTE IN DAVIESS COUNTY

Daviess County is located approximately 135 miles northeast of the center of the New Madrid

Seismic Zone. Figure 1 indicates that Daviess County is located in the IX and the VIII bands of the MMI scale. Approximately 98 percent of Daviess County is located within the IX band. This indicates considerable damage could occur in Daviess County in the event of a major earthquake.

US 231, KY 56, KY 1554, and the Audubon Parkway have been designated as the priority routes for Daviess County. US 231 starts at the Daviess County-Ohio County line and continues north for 11.30 miles, ending in the City of Owensboro. KY 56 starts at the junction of KY 81 and travels west for 4.0 miles, ending at the junction of KY 1554. KY 1554 starts at the junction of KY 56 and travels north for 1.42 miles, ending at the Audubon Parkway. The Audubon Parkway starts at the junction of KY 1554 and travels west for 1.87 miles, ending at the Daviess County-Henderson County line.

A number of features along the priority routes could potentially hamper rescue and relief efforts. These features included bridges, soil fills, gas pipelines, power lines, large trees, underground mines, and faults. These features are logged by their location on strip maps contained in Appendix A and a detailed listing of all potentially critical features is given in Appendix B.

BRIDGES

Bridges are the most significant and important features on the priority route. With few exceptions, existing highway bridges in the study area have not been designed to resist motions and forces that may be generated by earthquakes. Bridges

located within the seismic zone could possibly be damaged, thus reducing their load-carrying ability. In some cases, damage could be sufficiently great to cause complete collapse. Several types of damage could occur:

1. A bridge could fail at the bearing which supports the main spans, causing the spans to fall from the bearings and possibly from the piers or abutments.
2. Failure could occur in the columns, piers, or footings which would reduce the load-carrying capacity of the bridge, if the bridge was still in place.
3. An abutment could tilt allowing the entire span to fall.
4. Soil movement or slumping could affect the bridge approach fills, damaging the abutments or piers, or making the bridge inaccessible.

There are ten bridges on US 231, and one bridge on KY 1554 in Daviess County. The bridges are located over:

US 231

1. Branch of Panther Creek,
2. South Fork of Panther Creek,
3. Branch of Panther Creek,
4. Branch of Panther Creek,
5. Branch of Panther Creek,
6. North Fork of Panther Creek,
7. Relief Structure,

8. Relief Structure,
9. Two bridges over Owensboro Beltline (northbound and southbound bridge).

KY 1554

1. Audubon Parkway.

Research is currently under way studying the effects that an earthquake could have on these bridges and their approach fills.

FILLS

Highway fills are particularly important because of their tendency to fail from seismically induced motions. Fills fail in one of two major modes. The first is a generalized circular or wedge-shaped failure resulting in one or both traffic lanes moving down and out. If both lanes failed, this would certainly render the route impassable and immediate repairs would be necessary. The second mode of failure is a general slumping or settling of the embankment. The roadway would probably remain passable if settlement or slumping were not severe but reduced speed limits would be required for safety.

Large fills on priority routes in Daviess County are located as follows:

US 231

1. Approach fills for the ten bridges on US 231.

KY 1554

1. Approach fills for the bridge over the Audubon Parkway.

Audubon Parkway

1. Approach fill for the Green River bridge,
2. 1.10 miles east of the Green River.

GAS PIPELINES

Pipelines cross under the priority routes at two locations on US 231, three locations on KY 56, and one location on KY 1554. It is possible that pipelines could fail under or near a priority route causing a temporary closure. If a pipeline failed, an explosion might destroy a section of the priority route. Repair could be delayed by further gas leaks, fire, and/or additional explosions.

It appears that most of the pipelines in Daviess County were constructed with little or no seismic considerations. Gas pipelines cross under US 231, KY 56, and KY 1554 at the following locations:

US 231

1. 1.80 miles north of junction of KY 140 (heading southwest) and US 231,
2. 1.30 miles south of junction of KY 298 (north) and US 231.

KY 56

1. 0.90, 0.80, and 0.60 mile west of junction of KY 81 (heading south) and KY 56.

KY 1554

1. 0.10 mile north of the junction of KY 56 and KY 1554.

POWER LINES

High voltage power lines also were cataloged during the route surveys. The heights of the lines above the roadway were estimated visually. Power company officials speculated that a number of breaks along each power line would occur during a major earthquake. In most cases, fallen lines would not be transmitting power because power would be automatically cut off within a few seconds in the event of a break.

Additionally, power line support towers could potentially fall across a priority route.

Power lines cross at the following locations on US 231 and Audubon Parkway.

US 231

1. 0.60 mile north of junction of KY 140 (heading southwest) and US 231,
2. 1.60 miles south of junction of KY 298 (heading north) and US 231,
3. 0.30 mile north of junction of KY 298 (heading north) and US 231,
4. 1.20 miles south of junction of US 60 and US 231.

Audubon Parkway

1. 0.67 and 0.47 mile west of junction of KY 1554 and the Audubon Parkway.

MINES

There are several types of mining-

related activities in Daviess County that could affect priority routes during a major earthquake. A large earthquake could collapse pillars in underground mines and cause rapid subsidence at the surface. Other potential hazards exist. Strip mines might have large spoil banks and possible impoundments. An abandoned mine is located 1.29 miles north of the Daviess County-Ohio County line.

GEOLOGIC FAULTS

There are numerous geologic faults (breaks in the bedrock where movement has occurred in the past) in the study area. The faults are seismically significant since a large earthquake could trigger additional movement along one or more old slip planes. There are no precautionary measures that can be taken to reduce hazards from faults except that construction of bridges and other facilities over or near such faults requires special consideration. The faults are included for informational purposes only. Faults which cross under the priority routes in Daviess County are listed below:

US 231

1. 3.42 miles north of the Daviess County-Ohio County line,
2. 0.01 mile north of the bridge over the South Fork of Panther Creek.

KY 56

1. 0.13 mile east of junction of KY 279 (heading south) and KY 56.

Audubon Parkway

1. 0.53 mile west of the junction of KY 1554 and Audubon Parkway.

TREES

The behavior of trees during an earthquake depends upon many factors including their condition, type, height, and size. Local soil conditions, geometry of the ground surface, and characteristics of the earthquake can also be important. Violent ground motions accompanied by surface rupture and perhaps permanent displacement of the soil surface produce sudden surface accelerations of the ground which can snap and uproot large trees (3).

Trees are so numerous that, if many of them fell, the priority routes in Daviess County could effectively be blocked for several hours or days before emergency crews could clear the debris. Groups of large trees are located near the road at the following sites:

US 231

1. 0.90 and 3.60 miles north of the Daviess County-Ohio County line.

ALLUVIUM

Soil maps for Daviess County indicate that there are large amounts of alluvium present throughout the county. Alluvium is a loose, fine-grain soil which is deposited by flowing water such as creeks and rivers. Due to the nature of the alluvium, ground motions at the surface of the soil can be many times greater than those within the underlying bedrock and temporary

liquefaction can occur (Figure 2). An alluvium map for Daviess County is shown in Figure 3.

CONCLUSIONS

In 1984, ESTS developed a fivefold plan of action for formulating and implementing a seismic mitigation policy for the western Kentucky seismic zone. To date, the Kentucky Transportation Center has established priority routes for all 26 counties in the western Kentucky seismic zone and developed seismic risk maps of all natural and man-made features that are susceptible to earthquake damage that could jeopardize the priority routes.

Current work is being conducted to analyze these features and make recommendations for hardening them against earthquake damage.

Future work involves training key personnel in the Transportation Cabinet in hazard mitigation and seismic safety; which includes bridge inspectors, district engineers, construction inspectors, designers, and maintenance personnel.

Following the education of key personnel, the mitigation plan proposed by the Kentucky Transportation Center will be reviewed by the Kentucky Transportation Cabinet and a program will be established for implementation. The final step involves the use of relevant seismic codes for all new construction, repair, and maintenance.

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Mississippi Valley Area," Proceedings, A Regional Seminar on Earthquake Fundamentals for the Mississippi Valley, Earthquake Engineering Research Institute, Memphis, Tennessee, October 29, 1985.

2. Green, N. B., "Earthquake Resistant Building Design and Construction," Third Edition, Elsevier, 1987, Page No. 179-180.

3. Keller, Edward A., "Environmental Geology," Charles E. Merrill Publishing Company, A Bell and Howell Company, 1979, Page No. 157.

Additional Information

The Commonwealth of Kentucky has prepared a State Emergency Operations Procedures (State EOP) manual that is produced by the Division of Disaster and Emergency Services (DES), Department of Military Affairs, Frankfort, 40601. Annexes H. on Transportation and DD on Earthquakes give additional information on disaster preparedness and response.

A copy of the State EOP and information on local hazard mitigation activities and response preparedness are available from the AREA 3 Office of DES which is located in Owensboro. The phone numbers at this office are (502) 564-8603 and (502) 683-6254.

Additional information about the study discussed in this report should be directed to David L. Allen, Project Director, at the Kentucky Transportation Center, (606) 257-4513. Requests to be placed on the mailing list for updated information should be submitted on your company or agency letterhead to the Kentucky Transportation Center at the University of Kentucky, Lexington Kentucky 40506-0043.



MMI SCALE REGIONAL INTENSITY
BOUNDARY ZONES



NEW MADRID SEISMIC
ZONE

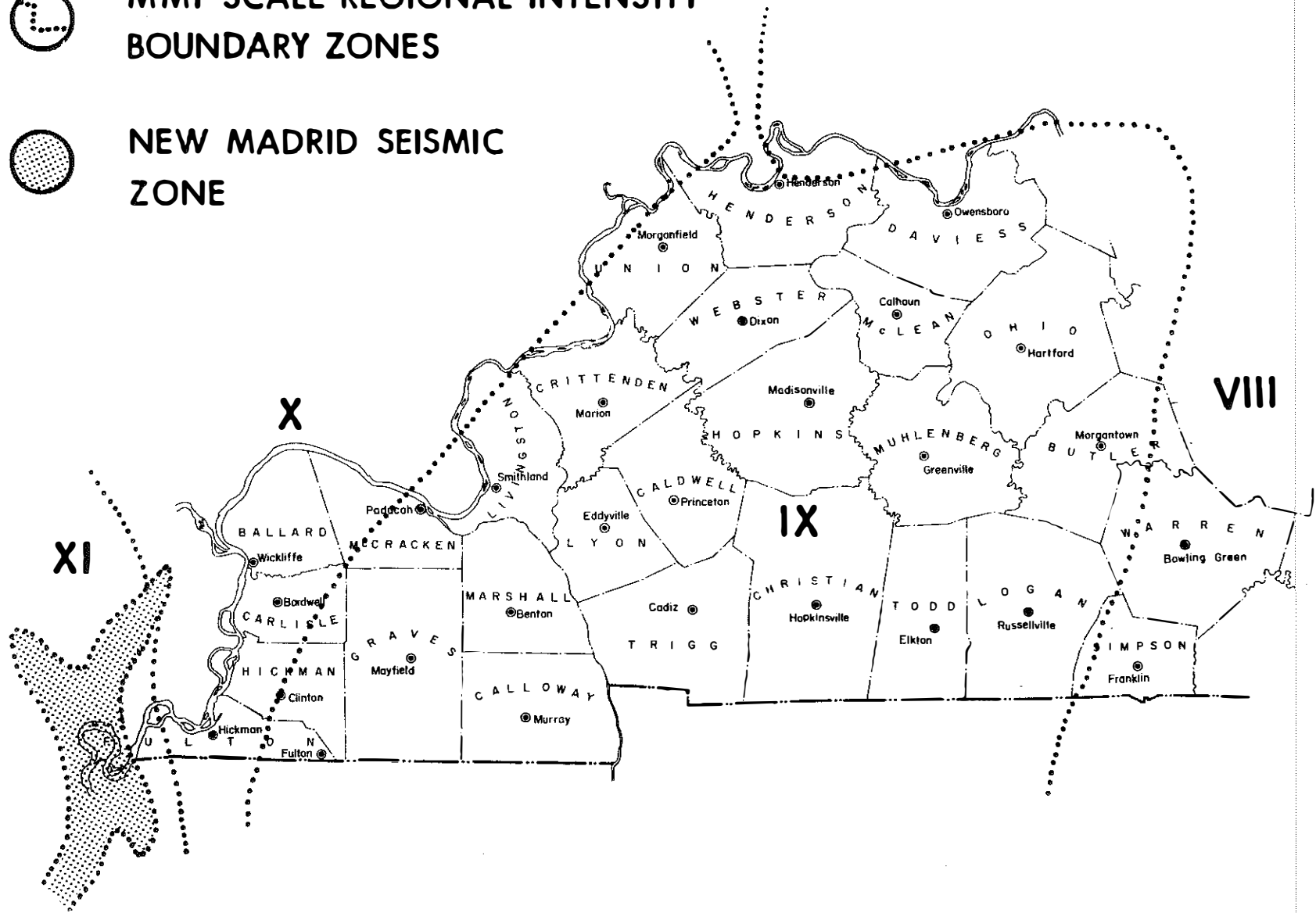


Figure 1: The twenty-six counties included in this study area.

Table 1: MODIFIED MERCALLI INTENSITY SCALE

Modified Mercalli Intensity Scale, 1956 Version

The following comments by Dr. Richter precede the published statement of the intensity scale:

...Each effect is named at the level of intensity at which it first appears frequently and characteristically. Each effect may be found less strongly, or in fewer instances, at the next lower grade of intensity; more strongly or more often at the next higher grade. A few effects are named at two successive levels to indicate a more gradual increase.

Masonry A, B, C, D. To avoid ambiguity of language, the quality of masonry, brick or otherwise, is specified by the following lettering.

Masonry A. Good workmanship, mortar, and design; reinforced, especially laterally, and bound together by using steel, concrete, etc.; designed to resist lateral forces.

Masonry B. Good workmanship and mortar, reinforced by not designed in detail to resist lateral forces.

Masonry C. Ordinary workmanship and mortar; no extreme weakness like failing to tie corners, but neither reinforced nor designed against horizontal forces.

Masonry D. Weak materials, such as adobe; poor mortar; low standards of workmanship; weak horizontally.

The following list represents the twelve grades of the scale.

- I. Not felt. Marginal and long-period effects of large earthquakes.
- II. Felt by persons at rest, on upper floors, or favorable placed.
- III. Felt indoors, Hanging objects swing. Vibration like passing of light trucks. Duration estimated. May not be recognized as an earthquake.
- IV. Hanging objects swing. Vibration like passing of heavy trucks; or sensation of a jolt like a heavy ball striking the walls. Standing motor cars rock. Windows, dishes, doors rattle. Glasses clink. Crockery clashes. In the upper range of IV wooden walls and frame creak.
- V. Felt outdoors; direction estimated. Sleepers awakened. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Doors swing, close, open. Shutters, pictures move. Pendulum clocks stop, start, change rate.
- VI. Felt by all. Many frightened and run outdoors. Persons walk unsteadily. Windows, dishes, glassware broken, Knickknacks, books, etc., off shelves. Pictures off walls. Furniture moved or overturned. Weak plaster and masonry D cracked. Small bells ring (church, school). Trees, bushes shaken.
- VII. Difficult to stand. Noticed by drivers of motor cars. Hanging objects quiver. Furniture broken. Damage to masonry D, including cracks. Weak chimneys broken at roof line. Fall of plaster, loose bricks, stones, tiles, cornices. Same cracks in masonry C. Waves on ponds; water turbid with mud. Small slides and caving in sand and gravel banks. Large bells ring. Concrete irrigation ditches damaged.
- VIII. Steering of motor cars affected. Damage to masonry C; partial collapse. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls. Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundation if not bolted down; loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes.
- IX. General panic. Masonry D destroyed; masonry C heavily damaged, sometimes with complete collapse; masonry B seriously damaged. Frame structures, if not bolted, shifted off foundations. Frames cracked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground. In alluviated areas sand and mud ejected, earthquake fountains, sand crater.
- X. Most masonry and frame structures destroyed with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large land slides. Water thrown on banks of canals, river, lakes, etc. Sand and mud shifted horizontally on beaches and flat lands. Rails bent slightly.
- XI. Rails bent greatly. Underground pipelines completely out of service.
- XII. Damage nearly total. Large rock masses displaced. Lines of sight and level distorted. Objects thrown in the air.

AMPLIFICATION OF SHAKING AND DAMAGE DUE TO SHAKING

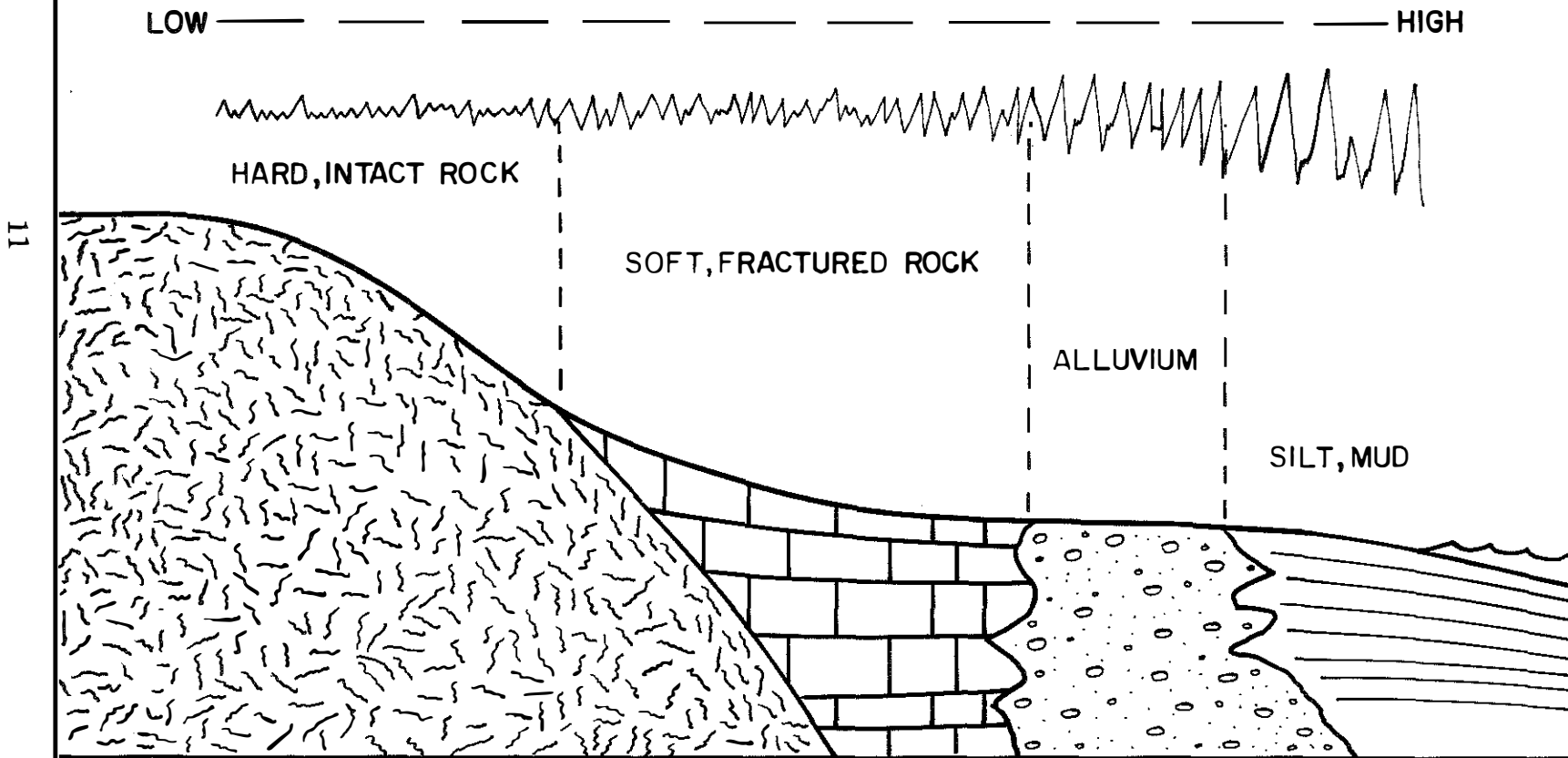
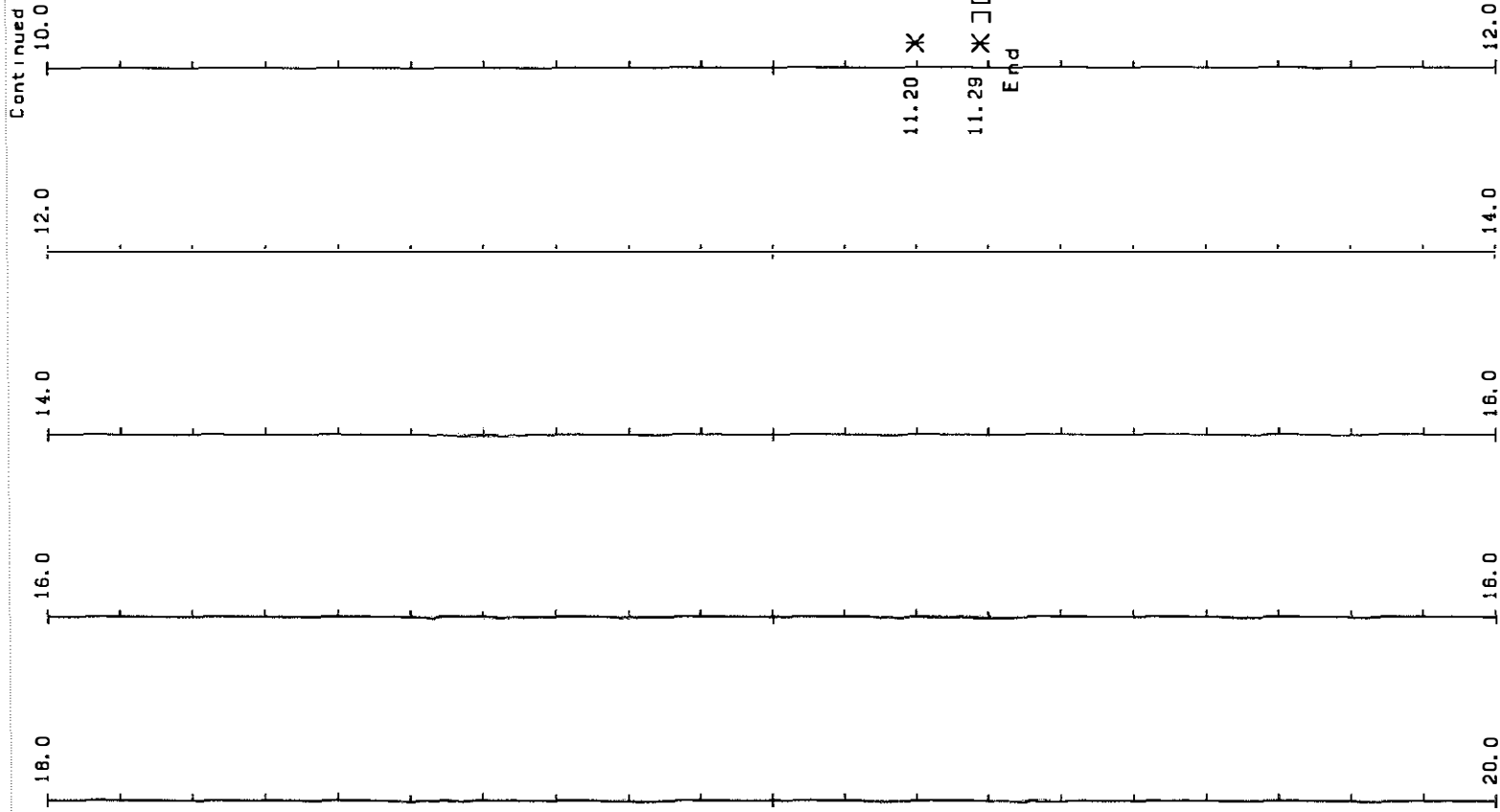


Figure 2 : Amplification of shaking in softer rock & soil during an earthquake.

APPENDIX A
STRIP MAP FOR DAVIESS COUNTY
US 231, KY 56, KY 1554, AND AUDUBON PARKWAY

US231

DAVISS
















LEGEND OF FEATURES

BRIDGE	CUT SLOPE	BUILDING	FILL	OTHER
TREE	POWER LINE	SIGN	FAULT	
PIPELINE	MINE	TANK	DAM	

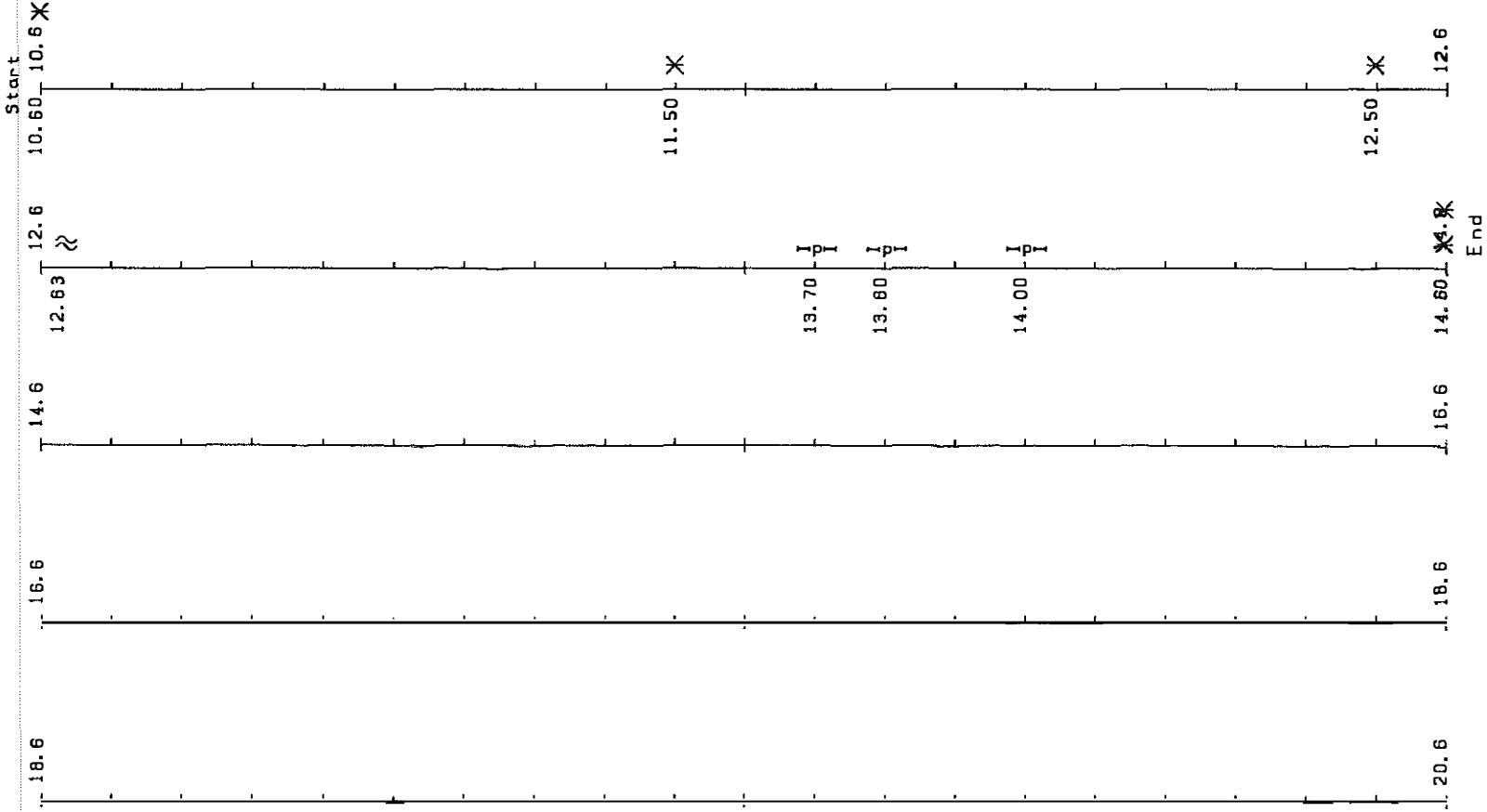
SEE REPORT FOR DESCRIPTIONS OF OTHER

KY56 DAVIESS

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












 BRIDGE	 CUT SLOPE	 BUILDING	 FILL	 OTHER
 TREE	 POWER LINE	 SIGN	 FAULT	
 PIPELINE	 MINE	 TANK	 DAM	

SEE REPORT FOR DESCRIPTIONS OF OTHER

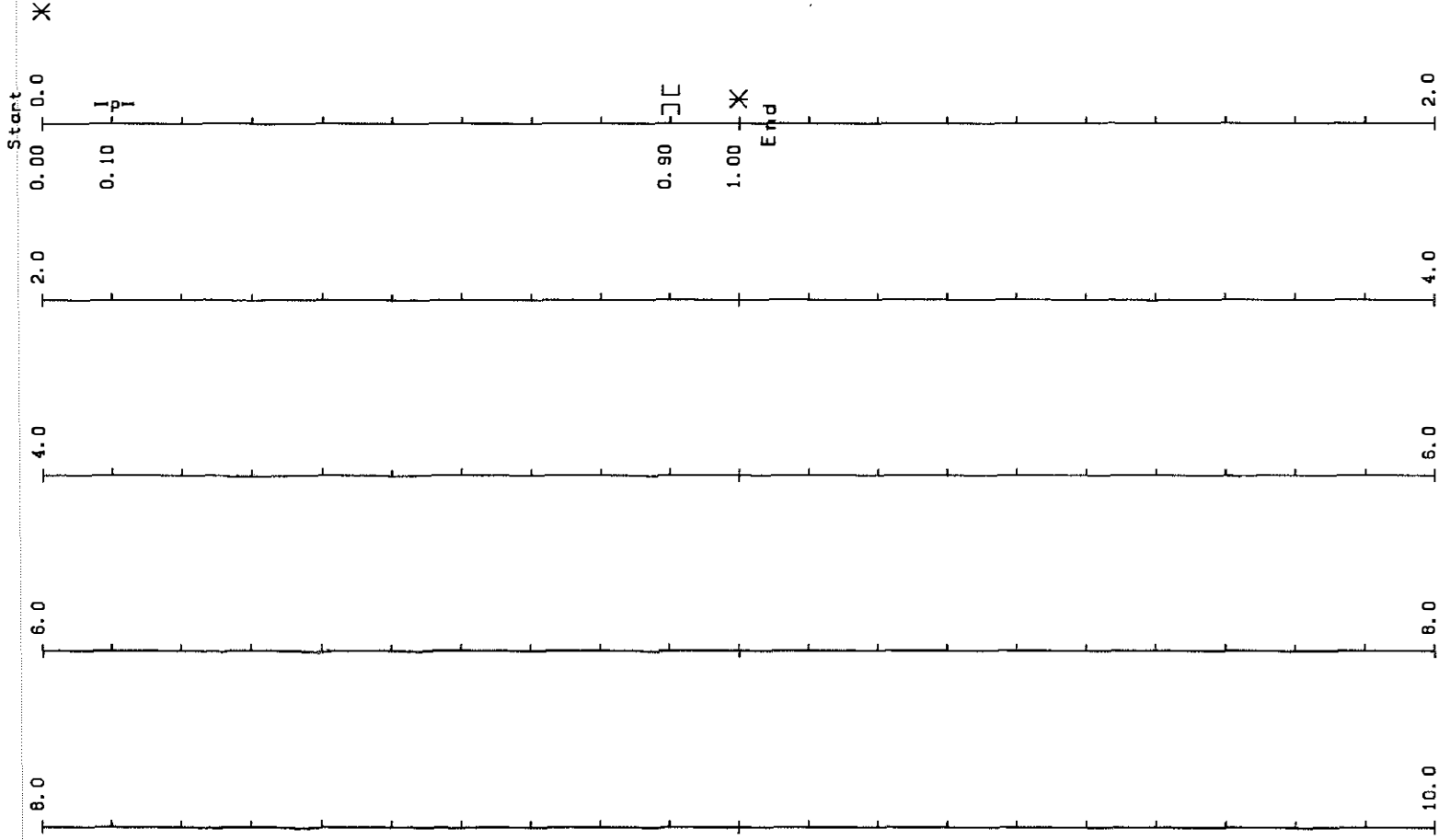


KY 1554 DAVIESS

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












	BRIDGE		CUT SLOPE		BUILDING		FILL		OTHER
	TREE		POWER LINE		SIGN		FAULT		
	PIPELINE		MINE		TANK		DAM		

SEE REPORT FOR DESCRIPTIONS OF OTHER

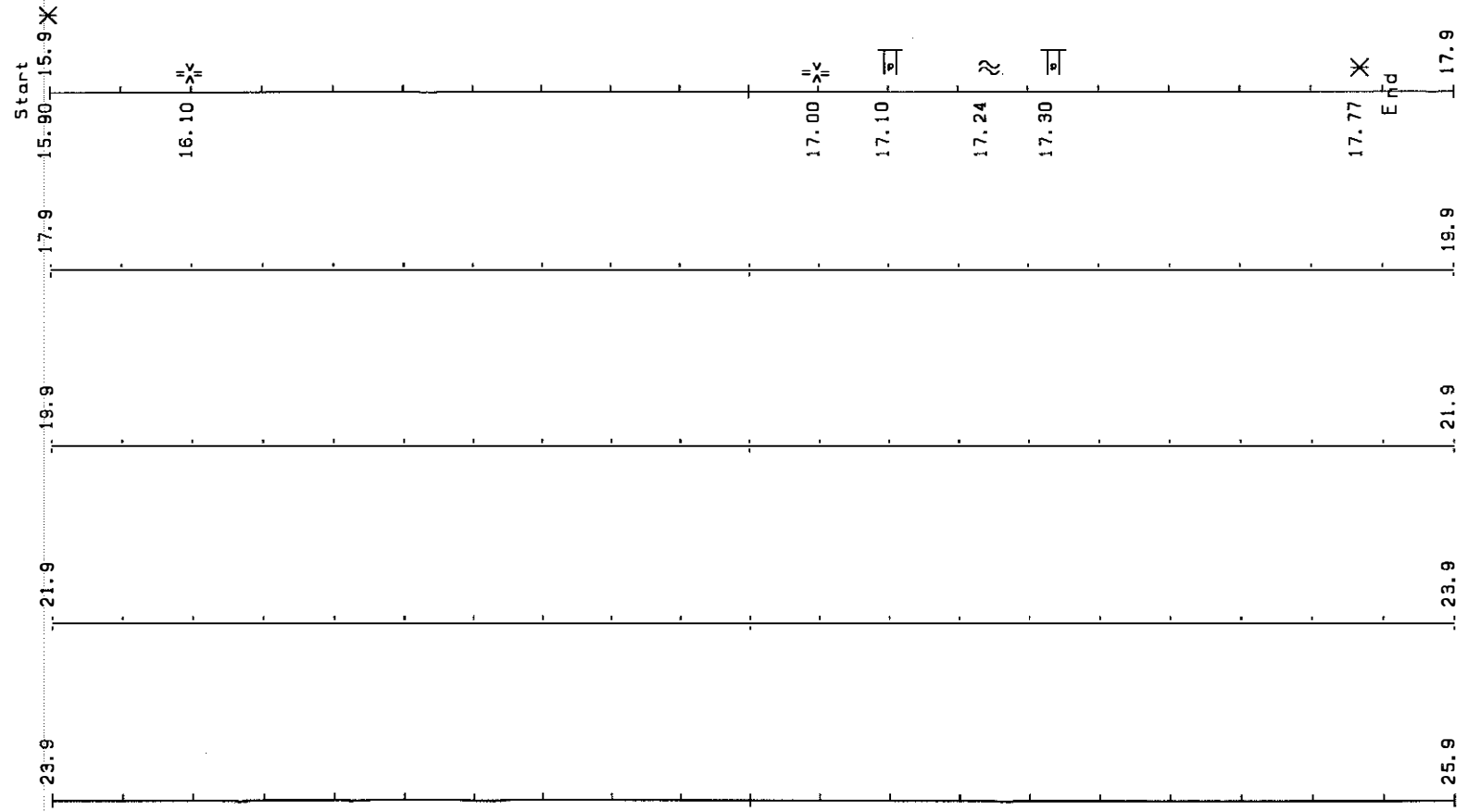


A-PKY DAVIESS

LEGEND OF FEATURES

 BRIDGE	 CUT SLOPE	 BUILDING	 FILL	 OTHER
 TREE	 POWER LINE	 SIGN	 FAULT	
 PIPELINE	 MINE	 TANK	 DAM	

SEE REPORT FOR DESCRIPTIONS OF OTHER



APPENDIX B
SEISMICALLY SIGNIFICANT FEATURES

Report by County and Milepoint
for Daviess County - Kentucky
US 231

Milepoint	Feature	Data
0.00	Other	Daviess Co - Ohio Co Boundary Road Surface Type - Flexible
0.90	Trees	Number of Trees 50 Height 40 feet Diameter 18 in. Ending Milepoint 1.10 Distance From Road 10 feet Road Surface Type - Flexible
1.25	Other	Junction KY 764 Heading East Road Surface Type - Flexible
1.29	Other	Caved Mine Adit Road Surface Type - Flexible
1.40	Other	Junction KY 140 Heading Southwest Road Surface Type - Flexible
2.00	Power Line	Electrical Power Line 6 Lines Height 40 feet Wood Support Structure Unknown Volts Road Surface Type - Flexible
3.20	Pipeline	Pipeline Type - Gas Road Surface Type - Flexible
3.42	Fault	Fault Road Surface Type - Flexible
3.60	Trees	Number of Trees 15 Height 35 feet Diameter 16 in. Ending Milepoint 3.66 Distance From Road 12 feet Road Surface Type - Flexible
3.76	Bridge	Number of Spans 5 Overpass Concrete T-Beam End 1 Fixed Pier 1 Fixed Pier 2 Fixed Pier 3 Fixed Pier 4 Fixed End 2 Fixed Deck Type - Concrete Length 165 feet Width 24 feet Pier Type - Open SPC Rating - B Surface Type - Flexible Expansion Type - Other End 1 Substructure - Stub End 2 Substructure - Stub Foundation Type - Unknown

Report by County and Milepoint
for Daviess County - Kentucky

US 231

Milepoint	Feature	Data
3.91	Bridge	Number of Spans 5 Over Stream Concrete T-Beam End 1 Fixed Pier 1 Fixed Pier 2 Fixed Pier 3 Fixed Pier 4 Fixed End 2 Fixed Deck Type - Concrete Length 185 feet Width 24 feet Pier Type - Open SPC Rating - B Surface Type - Flexible Expansion Type - Other End 1 Substructure - Stub End 2 Substructure - Stub Foundation Type - Unknown
3.92	Fault	Fault Road Surface Type - Flexible
4.03	Bridge	Number of Spans 5 Over Stream Concrete T-Beam End 1 Fixed Pier 1 Fixed Pier 2 Fixed Pier 3 Fixed Pier 4 Fixed End 2 Fixed Deck Type - Concrete Length 165 feet Width 24 feet Pier Type - Open SPC Rating - B Surface Type - Flexible Expansion Type - Other End 1 Substructure - Stub End 2 Substructure - Stub Foundation Type - Unknown
4.18	Bridge	Number of Spans 5 Over Stream Concrete T-Beam End 1 Fixed Pier 1 Fixed Pier 2 Fixed Pier 3 Fixed Pier 4 Fixed End 2 Fixed Deck Type - Concrete Length 165 feet Width 24 feet Pier Type - Open SPC Rating - B Surface Type - Flexible Expansion Type - Other End 1 Substructure - Stub End 2 Substructure - Stub Foundation Type - Unknown

Report by County and Milepoint
for Daviess County - Kentucky

US 231

Milepoint	Feature	Data
4.29	Bridge	Number of Spans 5 Over Stream Concrete T-Beam End 1 Fixed Pier 1 Fixed Pier 2 Fixed Pier 3 Fixed Pier 4 Fixed End 2 Fixed Deck Type - Concrete Length 165 feet Width 24 feet Pier Type - Open SPC Rating - B Surface Type - Flexible Expansion Type - Other End 1 Substructure - Stub End 2 Substructure - Stub Foundation Type - Unknown
4.90	Other	Junction KY 142 Heading North Road Surface Type - Flexible
6.80	Power Line	Electrical Power Line 3 Lines Height 35 feet Wood Support Structure Unknown Volts Road Surface Type - Flexible
7.10	Pipeline	Pipeline Type - Gas Road Surface Type - Flexible
8.40	Other	Junction KY 298 Heading North Road Surface Type - Flexible
8.70	Power Line	Electrical Power Line 3 Lines Height 30 feet Wood Support Structure Unknown Volts Road Surface Type - Flexible
8.84	Bridge	Number of Spans 3 Over Stream Concrete T-Beam End 1 Fixed Pier 1 Fixed Pier 2 Fixed End 2 Fixed Deck Type - Concrete Length 159 feet Width 26 feet Pier Type - Solid SPC Rating - B Surface Type - Flexible Expansion Type - Other End 1 Substructure - Stub End 2 Substructure - Stub Foundation Type - Unknown

Report by County and Milepoint
for Daviess County - Kentucky
US 231

Milepoint	Feature	Data
8.94	Bridge	Number of Spans 7 Over Stream Concrete T-Beam End 1 Fixed Pier 1 Fixed Pier 2 Fixed Pier 3 Fixed Pier 4 Fixed Pier 5 Fixed Pier 6 Fixed End 2 Fixed Deck Type - Concrete Length 231 feet Width 26 feet Pier Type - Open SPC Rating - B Surface Type - Flexible Expansion Type - Other End 1 Substructure - Stub End 2 Substructure - Stub Foundation Type - Unknown
9.22	Bridge	Number of Spans 4 Over Stream Concrete T-Beam End 1 Fixed Pier 1 Fixed Pier 2 Fixed Pier 3 Fixed End 2 Fixed Deck Type - Concrete Length 132 feet Width 26 feet Pier Type - Open SPC Rating - B Surface Type - Flexible Expansion Type - Other End 1 Substructure - Stub End 2 Substructure - Stub Foundation Type - Unknown
10.00	Power Line	Electrical Power Line 3 Lines Height 40 feet Wood Support Structure Unknown Volts Road Surface Type - Flexible
11.20	Other	Junction US 60 Heading Northeast-West Road Surface Type - Flexible
11.29	Other	Two Identical Bridges - Owensboro Beltline Road Surface Type - Flexible
11.29	Bridge	Number of Spans 4 Overpass Concrete T-Beam End 1 Fixed Pier 1 Fixed Pier 2 Fixed Pier 3 Fixed End 2 Fixed Deck Type - Concrete Length 183 feet Width 30 feet Pier Type - Open SPC Rating - B Surface Type - Flexible Expansion Type - Poured Compression End 1 Substructure - Stub End 2 Substructure - Stub Foundation Type - Unknown

Report by County and Milepoint
for Daviess County - Kentucky
KY 56

Milepoint	Feature	Data
10.60	Other	Begin KY 56 - End KY 1554 Heading North Road Surface Type - Flexible
11.50	Other	Junction KY 279 Heading North Road Surface Type - Flexible
12.50	Other	Junction KY 279 Heading South Road Surface Type - Flexible
12.63	Fault	Fault Road Surface Type - Flexible
13.70	Pipeline	Pipeline Type - Gas Road Surface Type - Flexible
13.80	Pipeline	Pipeline Type - Gas Road Surface Type - Flexible
14.00	Pipeline	Pipeline Type - Gas Road Surface Type - Flexible
14.60	Other	Junction KY 81 Heading South Road Surface Type - Flexible
14.60	Other	End KY 56 Quake Study in Daviess Co Road Surface Type - Flexible

Report by County and Milepoint
for Daviess County - Kentucky
KY 1554

Milepoint	Feature	Data
0.00	Other	End of KY 56 - Begin KY 1554 Road Surface Type - Flexible
0.10	Pipeline	Pipeline Type - Gas Road Surface Type - Flexible
0.90	Bridge	Number of Spans 2 Overpass Concrete I-Beam End 1 Rocker Pier 1 Rocker End 2 Rocker Deck Type - Concrete Length 100 feet Width 25 feet Pier Type - Unknown SPC Rating - B Surface Type - Flexible Expansion Type - Other End 1 Substructure - Full End 2 Substructure - Full Foundation Type - Unknown
1.00	Other	End of KY 1554 - Begin Audubon Parkway Road Surface Type - Flexible

Report by Road and Milepoint
for Daviess County - Kentucky
Audubon Parkway

Milepoint	Feature	Data
15.90	Other	Cross Green River Road Surface Type - Rigid
16.10	Fill	Material Type - Soil Height 30 feet Side slope 2:1 Length 200 feet Crest 30 feet Type Fill - Side Hill Road Surface Type - Rigid
17.00	Fill	Material Type - Soil Height 25 feet Side slope 2:1 Length 200 feet Crest 80 feet Type Fill - Other Road Surface Type - Flexible
17.10	Power Line	Electrical Power Line 3 Lines Height 40 feet Wood Support Structure Unknown Volts Road Surface Type - Flexible
17.24	Fault	Fault - Curdsville Fault Road Surface Type - Flexible
17.30	Power Line	Electrical Power Line 3 Lines Height 35 feet Wood Support Structure Unknown Volts Road Surface Type - Flexible
17.77	Other	End Audubon Parkway at Junction KY 1554 Road Surface Type - Flexible