

## APPENDIX

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### JURISDICTIONAL MEMBERS

City of Cave City  
City of Glasgow  
City of Park City  
County of Barren

### PLANNING COMMISSION MEMBERS

Tommy Gumm, Chairperson  
Lewis Bauer, Vice-Chairperson  
Sarah Smila, Secretary-Treasurer  
Eddie Atnip  
Brad Bailey  
Rondal Brooks  
Freddie Button  
Joan Norris  
David Rutherford  
Janis Turner  
Bobby White  
Joel Wilson  
Forrest Wise

### PLANNING COMMISSION STAFF

Kevin Myatt, Planning Director  
Thom Kendall, Planning Administrator  
Wanda Kinslow, Recording Secretary

### TEN THINGS YOU CAN DO RIGHT NOW TO IMPROVE YOUR COMMUNITY

- 1. Get Involved:** Become active in your community by either joining something going on or starting something. Volunteer for a municipal board or committee; create a neighborhood vision committee; attend planning commission meetings and local governmental meetings. Do not wait for others – get involved NOW in shaping your community's future!
- 2. Get others involved:** Make sure everyone in your community has a voice in shaping its future, especially youth. Sponsor a town or neighborhood meeting; actively promote efforts to improve your community.
- 3. Inventory Your Community:** Join with your friends and neighbors and write down the things that make your community special. Identify both the good and the bad. Collect old photos showing the changes that have occurred over time in your community.
- 4. Understand the Trends Affecting Your Community:** Collect and analyze data on economic and demographic trends affecting your area. Develop three scenarios for the future of your community. Ask residents, business leaders, youth groups, and others what they think of these future scenarios.
- 5. Develop a Vision:** With as much participation as possible, write down a statement on what your community should look like and function like in ten years. Specify what you would like to see changed and what you want to see preserved.

6. **Plan for the Future:** Using the Vision statement, develop a concrete action plan. Identify tasks, assign responsibilities, and develop a time frame for achieving results.
7. **Encourage Regional Cooperation:** Help your elected officials see issues in a broader regional context, such as transportation, tourism, economic development, land use planning, water quality, and parks and recreation.
8. **Promote Home-Grown Leaders:** Do not wait for the state or federal governments. Develop local solutions to local and regional issues. Involve young people by giving them responsibility.
9. **Celebrate Successes:** Have fun! Celebrate your community's past and future by organizing events such as street fairs and community awards.
10. **Take Action:** Change has and will continue to occur; it is up to the community to guide that change. Work with community leaders and you local planning commission to ensure that the future of your community will benefit everyone.

**Table A.1:  
Glasgow Municipal Airport Evaluation of Facilities  
Level III, Business Airport of Regional Impact, 2014**

Minimum Level of Facility	Recommended Standards	Current Facilities	Facilities Needed to Meet Level III Standards
Runway Length	5,000 Feet	5,301 Feet	None
Runway Width	100 Feet	100 Feet	None
Taxi Way	Full parallel for primary runway	Full parallel to primary runway	None
Navigational Aids (NAVAIDS)	As appropriate for an improved non-precision straight-in approach (Localizer, NDB). Omni Directional Approach Lighting System (ODALS) are recommended to provide reduced visibility minimums.	SDF, NDB, and VOR Approach of Bowling Green. GPS Approach System.	None
Visual Aids	Precision approach slope indicators (PAPI)		PAPI
Lighting Systems	Minimum acceptable system is medium intensity runway lights (MIRL)	MIRL REIL	None
Hangar Aircraft Storage	70 percent of based aircraft	34 spaces	None
Apron Parking / Storage	30 percent of total based aircraft plus transient aircraft	12 spaces	12 spaces
Terminal	Minimum 2,000 sq. ft. building	2,500 sq. ft. building	None
	Terminal should have conference room and public rest rooms	Conference room and public rest rooms	None
	Terminal should have telephone service available 24 hours a day	Public telephone 24 hour service	None
Auto Parking	Minimum of 35 spaces	25 spaces	10 spaces
Weather Data Sources	Automated surface observing system (ASOS) or automated weather observing system (AWOS)	AWOS	None
Services	FBO	FBO	None
	Fuel	Fuel	None
	Maintenance	Light Maintenance	None
	Rental Cars	Rental Car Available	None

Source: Glasgow Airport, 2009

## AIR

Listed below are improvements for the Glasgow Municipal Airport. These projects are not listed in order of importance or given a time frame other than they will be needed within the time frame work of this plan.

### Short-range projects:

- Future approach system on end of runways consisting of two more precision approach path indicator (PAPI).
- Create object free area from centerline of runway to 400 feet. Relocate 5 existing enclosed hangers to accommodate this object free area.
- Develop active program to protect the airport from urban land use encroachments.

- Seal coat and re-strip runway and taxi-way
- Clear obstructions

Long range projects:

- Development of left turning lane on KY 90.
- Expand apron parking/storage area to accommodate at least 12 aircraft.
- Expand automobile parking area to accommodate additional 10 parking spaces.
- Build a new terminal building and construct "T" hangars

**Table A.2:**  
**Barren County Short-range Highway Projects**

By Functional Classification and Date  
Biennial Highway Construction Plan Plan 2014 - 2016

MAP ITEM NUMBER	COUNTY	ROUTE OR HIGHWAY NUMBER	Beginning and Ending Mile Points	STATE LRP CONTROL NUMBER	PROJECT DESCRIPTION	LENGTH IN MILES	FY 14	FY 15	FY 16	TOTAL ESTIMATED COST (ALL PHASES)
<b>INTERSTATE AND PARKWAY</b>										
<b>URBAN PRINCIPAL ARTERIAL</b>										
1	BARREN	US 31-E	12.6 (New Route)	8705	Connect US 31-E to Old Calvary Drive at Trojan Trail	N/A	230,000.00	550,000		780,000
<b>RURAL MINOR ARTERIAL</b>										
2	BARREN	KY 90	N/A	108.5	Reconstruct KY 90 from 839 intersection to Metcalfe County line	3.9	10,010,000			10,010,000
3	BARREN	KY 90	N/A	8819	Major widening from Sanders Street in Cave City to US 68 (Glasgow Outer Loop)	8.4	2,500,000	6,000,000	3,500,000	12,000,000
<b>RURAL MAJOR COLLECTOR</b>										
4	BARREN	US 68	3.971 to Int	9005	Intersection Re-alignment at 255 Intersection	N/A	250,000			250,000
<b>RURAL MINOR COLLECTOR</b>										
5	BARREN	KY 1297	N/A	8821	Major Widening from Donnelley Drive to US 31-E & widen Donnelley Drive	1.5			1,000,000	1,000,000



## G.A.T.E. Plan APPENDIX

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### Glossary of Terms

#### **2009 & 2014 Comprehensive Plans**

Plan developed by Joint City-County Planning Commission for all of Barren County that encompasses all aspects of transportation, industry, population and economics.

#### **Accessible**

Elements of greenway space that can be used, entered, reached.

#### **Best Management Practices (BMP)**

Erosion and sediment control guidelines adopted by the City of Glasgow.

#### **Boundary Corridor**

Outer trail that encompasses the majority of Glasgow.

#### **City Council**

City of Glasgow's governing body.

#### **Connector**

For the purposes of this plan; a means of conveyance from one greenway corridor to another.

#### **Corridor**

A belt of land between two other areas, typically having a particular feature or giving access to a particular area

#### **Easement**

A right of use over the property of another.

#### **FEMA**

Federal Emergency Management Agency

#### **Flood Hazard Area**

Area prone to flooding as designated FEMA Flood Insurance Rate Maps (FIRM).

#### **G.A.T.E.**

Glasgow Alternative Transportation Endeavour

#### **Gateway Corridor**

A corridor utilizing one of the main entrances into the City of Glasgow.

**Glasgow Landscaping Ordinance**

Portion of Glasgow Zoning Ordinance that dictates landscape uses and regulations.

**Greenbelt**

A network of greenspaces and greenways that encircle or infiltrate a community.

**Greenway**

A linear greenspace along a natural or man made corridor.

**Greenspace**

An open space such as a park, wildlife refuge, or undeveloped flood plain.

**Infrastructure**

Basic facilities, services, and installations needed for the functioning of the G.A.T.E. Master Plan

**Landscape Buffer Area**

Area provided for the purpose of minimizing conflict between commercial and industrial developments adjoining residential areas.

**Master Plan**

An adopted plan that serves as a guide for development of conservation corridors and trail corridors that will provide physical and functional linkages between greenspaces, habitats, recreational areas, neighborhoods, cultural and historic resources and workplaces.

**Natural Surface**

Any surface appearing in the natural surroundings that is not man-made.

**Shoulder**

A reserved area by the verge of a road or motorway.

**Subdivision Regulations**

Regulations adopted by Barren County and enforced by the Joint City-County Planning Commission to dictate land division and right-of-way development.

**Topography**

For the purpose of this plan topography specifically involves the recording of relief or terrain.

**Trail**

For the purpose of this plan a trail is a means of conveyance from one location to another.

**USDA**

United States Department of Agriculture



## **Summary of Meetings and Public Involvement**

The G.A.T.E. (Glasgow Alternative Transportation Endeavour) came to be after concerned citizens approached the City about the need for greenspace development. After careful consideration members of the Glasgow City Council, the Joint City-County Planning Commission, City department managers and private citizens were asked to form a steering committee which would devise proposed plans, getting public involvement, and meeting the pedestrian transportation needs of the community.

Several meetings were held with the aforementioned entities and one of the most agreed upon aspects of the plan was the need for public involvement. First, the committee decided to offer an online survey that would help them gain insight into what the people of Glasgow wanted to see in a greenway Master Plan. A link to the online survey was listed on the City's home page. The local newspaper also conducted an interview with the Planning Commission's Planning Director to give the public an understanding of what greenway development was and what the Master Plan hoped to achieve. A link to the survey was also mentioned in the printed interview.

In addition to the survey an initial public meeting was held on August 2nd, 2012 to give the committee the ability to hear testimony directly from concerned citizens. The survey was also given out during this meeting. Several greenway trail areas were mentioned and general concerns about implementing the plan were discussed.

The survey is listed on the next page with the results on the following pages, including responses. Forty two people took the survey; the majority responses are highlighted in yellow.

## Public Survey

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**Age:**

12-18  19-24  25-30  30-40  40-50  50-60  60-70  Over 70

**How often do you walk/jog or bike to commute to your destination?**

Never  Often  Occasionally  Not very often

**Roughly, how much does your household spend on fuel purchases per month?**

\_\_\_\_\_

**How often do you use public parks?**

Often  Occasionally  Not very often

**Would you be more likely to use public parks if you did not have to drive to them?**

Yes  No  Would make no difference

**Would you be more likely to use pedestrian / bike paths if they connected to your commuting destinations?**

Yes  No  Would make no difference

**I would use pedestrian / bike paths for (Select all that apply):**

Recreation  Exercise  Commuting  I would not use pedestrian trails

**Do you think the current pedestrian / bike path conditions and environment in Glasgow are dangerous?**

Yes  No  No Opinion

**Would you be more likely to commute using pedestrian / bike paths if a Greenway system was in place?**

Yes  No  Would make no difference

**Where, if anywhere, would you like to see pedestrian / bike paths constructed?**

**Any suggestions?**

**Results:**

**Age:**

0 12-18 0 19-24 3 25-30 16 30-40 6 40-50 8 50-60 8 60-70 1 Over 70

**How often do you walk/jog or bike to commute to your destination?**

12 Never 8 Often 6 Occasionally 19 Not very often

**Roughly, how much does your household spend on fuel purchases per month?**

\$400 on average

**How often do you use public parks?**

16 Often 15 Occasionally 11 Not very often

**Would you be more likely to use public parks if you did not have to drive to them?**

25 Yes 9 No 8 Would make no difference

**Would you be more likely to use pedestrian / bike paths if they connected to your commuting destinations?**

27 Yes 9 No 6 Would make no difference

**I would use pedestrian / bike paths for (Select all that apply):**

30 Recreation 27 Exercise 15 Commuting 8 I would not use pedestrian trails

**Do you think the current pedestrian / bike path conditions and environment in Glasgow are dangerous?**

25 Yes 7 No 10 No Opinion

**Would you be more likely to commute using pedestrian / bike paths if a Greenway system was in place?**

26 Yes 9 No 7 Would make no difference

**Where, if anywhere, would you like to see pedestrian / bike paths constructed?**

**Any suggestions?**

See next page

- 1) Through country side, around town center; connecting shopping & entertainment
- 2) South Green Street, Main Street, North Race
- 3) Along Trojan Trail
- 4) Connecting parks, Barren River Park, Nearby Cities
- 5) Main roads
- 6) Main roads and creeks
- 7) Throughout the City, connecting schools, commerce, parks, food & business
- 8) Happy Valley Road & S.L. Rogers Wells Blvd.
- 9) Along Beaver Creek
- 10) Around square, connecting parks and schools
- 11) Trojan Trail
- 12) Around parks
- 13) Along scenic areas normally missed by people who only use cars for transportation
- 14) Beverly Hills Drive going into town. There is no way I could walk or ride a bike into town at this moment due to the high volume of traffic and crazy drivers
- 15) Downtown to the bypass. It would also be helpful if the bypass shoulder was kept clean for cyclist!
- 16) Main thoroughfares like North Race and South Green, as well as connecting Beaver Trail and Weldon Park, also Happy Valley Road
- 17) Throughout the country
- 18) Around the perimeter of Glasgow
- 19) Around the perimeter of Glasgow
- 20) The new outer loop is a place I used for biking; Hwy 252 in Haywood has been my main area for biking
- 21) Along the Outer Loop and connecting various spots in the downtown area
- 22) Some way to link all areas of town, not just the nicer places
- 23) South side of town
- 24) Along major roadways and in park like settings
- 25) To all schools, retain and government offices
- 26) Don't need to spend any money for this, much greater needs exists
- 27) On the north end of town. I would like to ride my bike to work. I am only 07 of a mile from my work, but it is all on the bypass. I would have to go through the Happy Valley Rd intersection and it is a dangerous one.
- 28) Connect Glasgow, Barren River and Mammoth Cave
- 29) We don't need any paths. I'm in favor of healthy living but with the state of our economy there is no way that we can justify building bike paths using any government money
- 30) I have no interest, nor do I think it is a project that tax payers should fund during a recession
- 31) Waste of money
- 32) Beyond sidewalks on bypass (north)
- 33) Waste of taxpayer dollars
- 34) I find it insulting that this is even a consideration during one of the worst economic recessions since the great depression
- 35) BIG FAT WASTE OF TIME AND MONEY
- 36) No specific locations are obvious to me
- 37) None
- 38) I do not think we need nor can afford one at this time. The City does not need another expense.

After comments were considered and more steering committee meetings were held the Planning Commission developed maps that showed many different trail options and included right-of-way projects that would include the proposed trails. On September 20<sup>th</sup>, 2012 a second public meeting was held to unveil the proposed mapping to the community. The maps, show in Chapter 5, show the combined efforts of the citizens present at the meeting, survey results and ideas presented by the G.A.T.E. steering committee.

## **City of Glasgow Departments**

The development of the Greenway Master Plan is only the first element of what will hopefully be an ongoing venture for the City of Glasgow. Aside from developing this plan procuring available funds through grants or other means will be a daunting task in itself. The City will have to be very vigilant in its efforts to keep a good working relationship with the Department of Transportation in order to secure that the intent of this plan is carried out.

Should the City of Glasgow be fortunate enough to receive funds or approval from the State to develop within their right-of-way the job of maintaining the greenway trails or corridors will be an ever present chore.

The following entities will be tasked with acquiring any available funds, preserving a relationship with the State and in the end, maintaining the system as it is put into place.

### **Glasgow City Council**

First and foremost the Glasgow City Council will be responsible for approving any application for funds, appointing departments or privately contracting to develop any trails and governing any department or entity tasked to sustain the system.

The City Council and the Mayor will also be the representatives that work the closest with the Department of Transportation and who would approve any proposed greenway infrastructure within existing City owned right-of-way. City Council members asked to sit on the steering committee for the Master Plan have relayed their interest in this endeavor and support of any future development.

### **Joint City-County Planning Commission**

When this venture began the Joint City-County Planning Commission was asked to write the Master Plan, conduct public meetings and facilitate the G.A.T.E. steering committee meetings. The Planning Commission staff was also in charge of developing the mapping that the committee agreed upon.

The Planning Commission is also responsible for updating the Comprehensive Plan and making sure it is in accordance with the Kentucky Revised Statutes by keeping it up to date at least every five years. Since the Master Plan is to be an ever changing document the Planning Commission will at the very least be called upon every five years to make sure that the Master Plan reflects the intentions of the G.A.T.E. Committee.

In addition to this the Joint City-County Planning Commission will be involved with aiding the Grant Writer with proposals to acquire funding for greenway projects as they become available. By altering mapping or tailoring a proposal for a specific element of

the plan the Planning Commission staff will work closely with the City to ensure that the original objectives of the plan are maintained and instituted.

### **Glasgow Public Works**

The Glasgow Public Works department will play a very important role in the success of this venture. The superintendent sat on the steering committee for the G.A.T.E. Master Plan. Currently the Public Works department maintains and repairs City street right-of-way, is in charge of solid waste disposal, storm water systems, recycling, sidewalk maintenance and expansion, and public transit. Undoubtedly their expertise will be a much needed addition to the greenway system objective.

Even before preservation of the system becomes an issue the Public Works Department will be approached during any planning stages of proposed greenway infrastructure to explore the projects feasibility and give an understanding of the impact that any proposed construction or additional network will be on the City's existing system.

After construction of any proposed greenway system or network involving City maintained right-of-way the Public Works Department will be responsible for maintaining the additional infrastructure. The Public Works Department will also inherit the job of maintaining at least some of the trail areas that venture onto currently privately owned lands that will be incorporated into the system. Hopefully, the department will receive aid from other city entities as well as other interested parties (utility companies, private organizations, etc.).

### **Glasgow Parks and Recreation**

As with the Public Works Department the Parks and Recreation Department has been heavily involved in the development of the G.A.T.E. Master Plan. Parks and Recreation maintains the five parks within the City of Glasgow, as well as public interest locations like the public pool and other City owned facilities. Like, Public Works the Department Head for Parks and Recreation offered valuable insight by sitting on the steering committee for the Master Plan.

Since one of the key goals of the greenway system is to join parks this department will be heavily involved in the construction process of an trails that travel through or near the parks to ensure that the objective of joining them takes place. It is not the intent of this plan to impede the normal operation of the public parks what-so-ever but instead aspires to expand the borders of the parks system.

Parks and Recreation will be responsible for maintaining any aspect of the trails that come in contact with the City parks. They may called on to aid with up keep of some of the other trails and corridors that run parallel or adjacent with the existing park system as well.

## **Grant Writer**

Given the limited funds available in any local government considering the fragile state of the economy the job of the Grant Writer is one of the most important. The Grant Writer will inherit the chore of looking for possible funding sources. It will require diligence and shrewdness because many funds for ventures such as this may be a combination of grants, or involve nature preservation. Procuring funds for this type of development will definitely involve being creative with the available amenities.

Fortunately the Grant Writer will not be working on this alone. The Glasgow City Council will be responsible for guidance on the feasibility of projects as well as the Public Works Department and Parks and Recreation.

As previously mentioned the Joint City-County Planning Commission staff will be available to alter mapping if required and aid in tailoring a plan for specific grants or other funding options.

## **G.A.T.E. Committee**

The G.A.T.E. (Glasgow Alternative Transportation Endeavour) Committee currently consists of the steering committee formed by a joint effort of private citizens, the Glasgow City Council, the Joint City-County Planning Commission and the Mayor of Glasgow.

After adoption the committee should continue to exist in some capacity, be it with the same members or different ones, and continue to seek out different avenues of seeing the Master Plan realized. The G.A.T.E. Committee shall be consulted each time that the Master Plan is updated in concurrence with the Comprehensive Plan. When the arises to alter portions of the plan to better fit a specific funding opportunity the Committee shall be called upon to aid in the alteration of the plan.

## **Estimated Facility Costs**

When the greenway system development process first began the project that the steering committee envisioned beginning first was the southern portion of the Southern Schools Route. It was agreed that this was the area that required the most immediate attention in regards to pedestrian travel and safety.

Glasgow is fortunate enough to have a local engineering firm that works closely with the community. American Engineers, Inc. agreed to aid the city in this endeavor by supplying preliminary construction costs for the trail which would connect Red Cross Elementary School and the intersection of South Lewis Street (HWY 249) and Bunche Avenue, encompassing Trojan Trail along its path.

The plan that the estimate is based on assumes that the connection of US 31-E and Old Cavalry Drive has occurred. The trail in the proposal is a ten foot wide asphalt trail that runs adjacent to the roadway.

The cost estimate provided does not take into consideration the cost of extending Old Cavalry Drive. This construction project would also include the relocation of several utilities; the cost estimate does not take those numbers into account, but it does provide a solid number to begin the preliminary construction estimation process.

The aforementioned plan and cost estimate is included at the end of this section of the Appendix.

## **Possible Funding Sources**

Attaining funding is the main function of the Master Plan. With limited local resources that can currently be devoted to this type of development exploring every possible funding source is a necessity. Listed below are possible options; obviously any additional funds, grants or private donation would also be pursued by the City to aid in the greenway development effort.

### **Moving Ahead for Progress in the 21<sup>st</sup> Century (Map-21) Act**

In 1998 a Federal funding source for greenway development was initiated known as the TEA-21 (Transportation Equity Act for the 21<sup>st</sup> Century). Though the act has seen several changes throughout the past fourteen years and has been renamed and retooled several times it is still in existence. It was passed by Congress on June 29<sup>th</sup>, 2012 and President Barack Obama signed it on July 6<sup>th</sup>. Although the budget for bike and pedestrian transportation opportunities was diminished there are still some available funds that States have access to encourage environmentally friendly development.



## **U.S. Department of Housing and Urban Development (HUD)**

Though most HUD grants are limited to metropolitan areas with populations over 50,000 there are some grants available for neighborhood revitalization and community connectivity available for urban areas. These formula grants change often and would be a valuable asset for the Master Plan, specifically developing the residential connector trail through qualifying areas designated in Chapter 5.

## **United States Department of Agriculture (USDA) Service Watershed Protection and Flood Prevention Grants**

The Watershed and Flood Prevention Operations (WFPO) Program (Watershed Operations) includes the Flood Prevention Operations Program authorized by the Flood Control Act of 1944 (P.L. 78-534) and the provisions of the Watershed Protection and Flood Prevention Act of 1954 (P.L. 83-566). The Flood Control Act originally authorizes the Secretary of Agriculture to install watershed improvement measures in 11 watersheds, also known as pilot watersheds, to reduce flood, sedimentation, and erosion damage; improve the conservation, development, utilization, and disposal of water; and advance the conservation and proper utilization of land. The Watershed Protection and Flood Prevention Act provides for cooperation between the Federal government and the States and their political subdivisions in a program to prevent erosion, floodwater, and sediment damage; to further the conservation, development, utilization, and disposal of water; and to further the conservation and proper utilization of land in authorized watersheds.\*

\*Provided by USDA

As noted in Chapter 5 of the G.A.T.E. Master Plan there are several trail options along the existing flood hazard area. By taking advantage of these types of grants not only would the goal of trail construction be available but preventative measures for erosion control would be put into place.

## **Conservation Reserves Program**

Considering there is small portion, specifically along the Beaver Creek Flood Hazard Area, that exist in an agricultural zoning there are available USDA funds for soil conservation in those areas. Even though this is a small area available funding for even a fraction of a trail would be of great benefit.

The Conservation Reserve Program (CRP) is a voluntary program for agricultural landowners. Through CRP, you can receive annual rental payments and cost-share assistance to establish long-term, resource conserving covers on eligible farmland.

The Commodity Credit Corporation (CCC) makes annual rental payments based on the agriculture rental value of the land, and it provides cost-share assistance for up to 50 percent of the participant's costs in establishing approved conservation practices. Participants enroll in CRP contracts for 10 to 15 years.\*

\*Provided by USDA

## **Natural Resources Conservation Service**

The Wetlands Reserve Program (WRP) is a voluntary program offering landowners the opportunity to protect, restore, and enhance wetlands on their property. The USDA Natural Resources Conservation Service (NRCS) provides technical and financial support to help landowners with their wetland restoration efforts. The NRCS goal is to achieve the greatest wetland functions and values, along with optimum wildlife habitat, on every acre enrolled in the program. This program offers landowners an opportunity to establish long-term conservation and wildlife practices and protection.

Lands eligible for WRP are wetlands farmed under natural conditions; farmed wetlands; prior converted cropland; farmed wetland pasture; certain lands that have the potential to become a wetland as a result of flooding; rangeland, pasture, or forest production lands where the hydrology has been significantly degraded and can be restored; riparian areas which link protected wetlands; lands adjacent to protected wetlands that contribute significantly to wetland functions and values; and wetlands previously restored under a local, State, or Federal Program that need long-term protection.\*

\*Provided by USDA

## **Wildlife Habitat Incentives Program**

The Food, Conservation, and Energy Act of 2008 reauthorized WHIP as a voluntary approach to improving wildlife habitat in our Nation. The Natural Resources Conservation Service administers WHIP to provide both technical assistance and up to 75 percent cost-share assistance to establish and improve fish and wildlife habitat.\*

\*Provided by USDA

Much of the proposed greenway development represented in the Master Plan takes place in or near FEMA designated flood hazard areas. Fortunately FEMA offers some financial assistance for development in these areas.

## **FEMA (Federal Emergency Management Agency)**

### *Hazard Mitigation Grant Program*

The purpose of mitigation planning is to identify policies and actions that can be implemented over the long term to reduce risk and future losses. Mitigation Plans form the foundation for a community's long-term strategy to reduce disaster losses and break the cycle of disaster damage, reconstruction, and repeated damage. The planning process is as important as the plan itself. It creates a framework for risk-based decision making to reduce damages to lives, property, and the economy from future disasters.\*

\*Provided by FEMA

### *Flood Mitigation Assistance*

The Flood Mitigation Assistance (FMA) program was created as part of the National Flood Insurance Reform Act (NFIRA) of 1994 (42 U.S.C. 4101) with the goal of reducing or eliminating claims under the National Flood Insurance Program (NFIP). The Federal Emergency Management Agency (FEMA) provides FMA funds to assist States and communities implement measures that reduce or eliminate the long-term risk of flood damage to buildings, manufactured homes, and other structures insured under the National Flood Insurance Program.\*

\*Provided by FEMA

### **The Kentucky Heritage Land Conservation Fund**

Established in 1994, KHLCF provides funding for preserving and conserving natural areas that possess unique features such as:

- Areas that are a habitat for rare and endangered species.
- Areas important to migratory birds.
- Areas that perform important natural functions that are subject to alteration or loss.
- Areas to be preserved in their natural state for public use, outdoor recreation and education.

The Heritage Land Conservation Fund Board gives special consideration to funding agencies working together to meet these goals.

### **National Park Service Rivers, Trails and Conservation Assistance Program (RTCA)**

RTCA works collaboratively, by invitation, with partners on a wide variety of conservation and recreation projects.

RTCA often acts as a catalyst to help assemble the necessary pieces to achieve on-the-ground conservation success, helping identify resources, navigate the planning process, and convert ideas into actions. Program staff often provide technical assistance in conceptual planning, organizational development, and capacity building. Specific goals of the RTCA include:

The Rivers, Trails, and Conservation Assistance Program will:

- Collaborate with community partners in every state to help create public access to parks, protected waterways, and a network of trails, greenways, and conserved open space.

- Extend the benefits of the National Park Service throughout the country, connecting Americans to their land and water resources through conservation and outdoor recreation projects.
- Strengthen the community-based initiatives by connecting communities to their national parks, engaging youth partners, and promoting healthy recreation.\*

\*Provided by RTCA

### **Safe Routes to School National Partnership**

Safe Routes to School is a national and international movement to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools. The program has been designed to reverse the decline in children walking and bicycling to schools. Safe Routes to School can also play a critical role in reversing the alarming nationwide trend toward childhood obesity and inactivity.

Safe Routes to School programs are built on collaborative partnerships among many stakeholders that should include educators, parent, students, elected officials, engineers, city planners and engineers, business and community leaders, health officials, and bicycle and pedestrian advocates.

Listed above are only a few possible avenues that the City can explore in hopes of attaining greenway development funds. In addition to these government tax generated funds there is also the possibility of private funding through an individual or organization interested in greenspace development.

### **Land Acquisition**

As previously noted in the Master Plan most of the proposed greenway trails and corridors are intended to take place along existing street right-of-way. However, there are some instances where private properties would need to be involved to join corridors or extend a proposed corridor to an access point. A good example of this would be along the FEMA flood hazard areas noted on Map 5-3. If using privately owned property is the only option available the following is a list of suggestions to be considered:

### **Easements**

An easement is a nonpossessory interest in another's land that entitles the holder only the right to use such land in the specified manner. The purpose of an easement is to establish a legally binding contract for a mutual understanding of the specific use, treatment and protection that a greenway will receive. Property owners who grant easements retain all rights to the property except those that have been granted by the easement. The property owner is responsible for all taxes associated with the property, less the value of the easement granted. Easements are generally restricted to certain portions of property; although in certain cases, an easement can be applied to an entire parcel of land. Three types of greenway easements are:

### *Conservation Easements*

This type of easement generally establishes permanent limits on the use and development of land to protect the natural resources of that land. Dedicated conservation easements can qualify for both federal income tax deductions and state tax credits. Tax deductions are allowed by the Federal government for donations of certain conservation easements. The donations may reduce the donor's taxable income.

### *Preservation Easements*

A Preservation Easement is intended to protect the historical integrity of a structure or important elements of the landscape by sound management practices. Preservation easements may qualify for the same federal income tax deductions and state tax credits as conservation easements.

### *Public Access Easements*

Right of public access easements provide the general public with the right to access and use a specific parcel of property. Both conservation easements and preservation easements may contain clauses for the right of public access and still be eligible for tax incentives.

## **Purchasing Property**

There are some instances when easement procurement will not be an option and the property must be owned by the City. The following options are suggested in those scenarios:

### *Fee Simple Purchase*

A Fee Simple Purchase is a common method of acquisition where a local government agency or private greenway manager purchases property outright. Fee simple ownership conveys full title to the land and all of the property rights.

### *Easement Purchase*

This mechanism is the fee simple purchase of an easement. Full title to the land is not purchased, only those rights granted in the easement agreement. Therefore, the easement purchase price is less than full title value.

### *Purchase/Lease Back*

A local government agency or private greenway organization can purchase a piece of land and then lease it back to the seller for a specified period of time. The lease may contain restrictions regarding the use and development of the property.

## **Development Practices**

One way of garnering support for greenway development is to include proposed trails and corridors into developments.

Currently the Glasgow Landscaping Ordinance has a mechanism which requires individuals developing within a commercial or industrial zoned district to provide a “Landscape Buffer Area” for developments adjacent to residential areas. Depending upon which commercial designation a property receives the landscape buffer area could range from ten feet to twenty five feet. In an industrial zone the landscape buffer could range from thirty five to fifty feet depending on the industrial designation. There are provisions that require trees and other plantings be located within the buffer; however, trails could also be located inside the buffer area. This may not be feasible for every situation where a landscape buffer would be required but in some instances these areas could be used to bridge between trails.

## **Joint Projects**

In some instances it may be possible for a developer and the City or some other entity to work together while construction is occurring, be it development, utility, etc., in which the two entities could work together.

Situations such as this could be advantageous to both parties because neither would be responsible for incurring all construction costs of the greenway. Both would also benefit because the greenway area would be in place and the property itself would be more attractive for the property owner which would make it more marketable.

## **Design Guidelines**

Fortunately when it comes to greenway design there is no shortage for viable options when it comes to materials, location, and construction methods. The purpose of the is chapter of the G.A.T.E. Master Plan is to provide guidelines for organizations and agencies in developing greenway facilities that remain true to the overall goals and objectives of the Master Plan.

These guidelines are not a substitute for landscape architects or engineers in respects to design. More thorough investigation and research would need to be done by both parties concerning project management. This chapter provides guidelines to be used as a generalized guide towards establishing minimum standards for greenway development.

The guidelines presented are in no way intended to supersede any zoning requirement, best management practice, or other development guidelines enforced by the City of

Glasgow. Any contradiction between these guidelines and any other government entity shall be settled by the appropriate governing body (City, State, etc.).

## **Sidewalk**

Sidewalks are the most critical component of the G.A.T.E. Master Plan. Either along proposed or existing right-of-way or within a development sidewalks encourage walking and provide a safe means of travel for pedestrians. When proposing sidewalks the following criteria should be kept in mind:

### *Traffic*

Motor vehicle traffic creates potentially dangerous and uncomfortable conditions for pedestrians. Separation between pedestrians and automobile traffic can be achieved by a variety of methods, such as a grass strip, vertical barrier, bike lanes or on-street parking. Areas with very dense automobile traffic such as 31-E South (S.L. Rogers Wells Boulevard) may require more drastic measures like a concrete barrier or some type of fencing to ensure safe passage.

### *Clearances*

There should be a vertical clearance above any proposed sidewalk of ten feet for landscaping, trees, signs, awnings, or other obstructions that would hinder pedestrian travel. Large shrubbery along any proposed sidewalk should be discouraged because of safety concerns.

### *ADA Requirements*

The American with Disabilities Act requirements should be consulted before any construction or design takes place. Ensuring that any facilities be readily accessible for anyone should be the prime concern when initial designing takes place.

### *Obstacles*

Obstacles such as benches, trees or utility poles are a deterrent to pedestrians. There should be a minimum clearance of three feet between these obstacles and the passage that a pedestrian may use. This is also in compliance with the ADA standard for wheelchair passage.

### *Pavement Design*

Sidewalks shall be designed in conformance with the adopted Subdivision Regulations for Barren County as the bare minimum. The Subdivision Regulations require four feet

wide sidewalks consisting of four inch concrete for residential development and concrete sidewalks that are six feet wide and also four inches thick for commercial development.

### **Flood Hazard Areas**

Several locations in the Master Plan have provisions for developing greenway trails for areas within flood prone areas. A trail should be designed to fit the natural contours of the land as much as possible but still provide safe passage for pedestrian traffic.

The biggest obstacle when developing trails within a flood prone area is the realization that the property will flood. That is why the trail is located there to begin with. These trails need to be engineered properly to withstand the damage that will inevitably come with frequent flooding.

Surface materials most apt to perform under these circumstances are concrete and asphalt. Underlayment like geotextile fabric must also be utilized during construction to ensure that the base of the trails remains intact.

Trails installed in these areas should not be constructed in any way to retain water from draining away from the area as quickly as flooding patterns will allow. This will reduce the amount of damage that will occur over time.

### **Wood Surface Trails**

Wood surface trails are best utilized in areas where they cross wetlands or poorly drained areas. Considering the slick nature of wood when wet these type of trails may not be suitable for biking or other wheeled conveyance.

Wood surface trails may be composed of wooden planks, or lumber that forms the top layer of a bridge, boardwalk or deck. Synthetic wood is also a viable option that will not splinter, warp or discolor.

The most common used woods in this type of application are pine, redwood, fir, larch, cedar, and spruce. Wood is a preferred surface type for special applications because of its strength and comparative weight and its aesthetic appeal.

### **Low Impact Trails**

Obviously the most cost effective trails is one that proposes no ground disturbance or material application of any kind. A natural surface trail makes use of dirt, rock, soil, mulch and other natural occurring materials for the trail surface. Preparation for this type of trail ranges from mowing to clearing with machinery to simply make the trail worn by use.



This is the most appropriate alternative for trails proposed within ecologically sensitive areas and greenways with the main intent of natural preservation. While these trails are convenient for walkers, joggers, or even equestrian use they may present more of a challenge for bikers. However, a challenge may be what some cyclist are looking for.

### **Natural Surface Trails**

With cost effectiveness in mind natural surface trails could be an attractive alternative. Materials used in this type of trail development include soil, graded aggregate stone, shredded wood fiber or mulch. These materials are very compatible with the environment but they don't always accommodate all users, such as roller bladders, skateboarders, or disabled persons.

While initially less expensive to install, unpaved trails have higher maintenance costs than hard surface trails and depending on the area can require more frequent repairs. Careful consideration should be given to the amount of traffic the specific trail will generate, as these surfaces tend to deteriorate with excessive use.

This type of trail is attractive for equestrian use but that can cause excessive damage that biking, walking, and jogging will not.

Usually this type of walking surface will need to be held in place by some sort of wood or metal edging since it is loose and sometimes encompassed. This is one of the more favorable types of trail surfacing for because when compacted it is very compatible with the natural environment. Wood fiber is also typically used in this type of construction but will rapidly decay and need periodic replacement.

### **Hard Surface Trails**

Hard surface trails differ from typical sidewalks because unlike traditional sidewalks they are not located in close proximity to a roadway. These trails are typically composed of concrete or asphalt and should be designed in accordance with typical sidewalk construction practices. Unlike regular sidewalk design these paths should be constructed to be wider, ten to twelve feet, to accommodate shared uses such as walking or biking at the same time. Flood prone areas should utilize concrete construction because of its high durability.

Installation of geotextile fabric beneath the subsurface of proposed trails is recommended to prevent the deterioration of trail edges. This applies mostly to asphalt construction.

Centerline strips should be considered for paths that generate substantial amounts of pedestrian traffic. Possible conflicts between user groups must be considered during the design phase, as cyclists often travel at a faster speed than other users.

### **Wide Curb Lane Construction**

Wide curb lanes are wider than traditional twelve foot driving lanes and provide more space for cyclists and a space for motorists to pass cyclists. In most cases a wide curb lane of fourteen feet gives ample room for automobiles and bicycles to coexist.

Wide curb lanes are better suited for advanced cyclists as these riders are more comfortable operating directly in traffic. A width greater than sixteen feet is not recommended because of additional costs and maintenance.

Possible scenarios to achieve the fourteen foot lane include widening a lane or re-striping a lane to accommodate bicycle traffic. Any re-striping proposals should be reviewed by the City of Glasgow Superintendent of Public Works or the Kentucky Department of Transportation, depending on the jurisdiction.

These lanes do not include signage or specific striping that indicates bicycle use.

### **Bicycle Lanes**

Unlike Wide Curb Lanes, which do not include striping, Bike Lanes are defined by their striping. Bicycle lanes serve the needs of both experienced and inexperienced cyclists by providing them with their own lane.

Bicycle Lanes should be a minimum of four feet in width and be striped on both sides of the roadway to ensure proper cyclists use. For safety purposes bicycle lanes should be a minimum of five feet wide along streets that offer parallel parking lanes.

Bicycle shaped pavement symbols and directional arrows should be placed in the bicycle lane to clarify its use. Symbols should be installed at regular intervals, immediately after street intersections, and at locations where bicycle lanes begin.

### **Paved Shoulders**

Paved shoulders provide a means of travel that work great for motorists and pedestrians alike. Paved shoulders have the added advantage of eliminating problems caused when the pavement edge begins to deteriorate, thus extending the life of the road surface and requiring less maintenance.

The shoulders should be a minimum width of four feet. "Share the Road" signs should be used liberally in these locations to raise awareness for motorists. As with bicycle lanes or wide curb lanes shoulders should have the same pavement thickness as the adjacent roadway and should be regularly swept and kept free of potholes.

Paved shoulders are utilized heavily in the G.A.T.E. Master Plan because the plan relies so heavily on the use of the Veterans Outer Loop which does provide ten foot paved shoulders.

By implementing this plan it is the hopes of the G.A.T.E. Committee to gain more aid in maintaining these shoulders.

### **Pedestrian Crossings**

One of the biggest concerns of this greenway system is pedestrian crossings. There are two common types of trail/sidewalk and roadway conflicts: at roadway intersections and at mid-block crossings. Safety is of utmost importance when designing roadway crossings. Considerations for trail/sidewalk crossings of roads include the following:

- Use MUTCD sign standards to clearly mark the trail and road.
- Design the crossing so that trail/sidewalk users are visible and predictable to the vehicular traffic (and vice versa).
- Design with consistency throughout the greenway system.
- Design intersection and mid-block trail/sidewalks to cross at a curb cut, be at a 90-degree angle, and with no compound grade changes or curves. It is best to raise the roadway to the level of the trail so that the trail user doesn't have to contend with grade changes at the intersection.
- Catch storm water before it crosses the trail/sidewalk to avoid slick conditions for cyclists and pedestrians.
- Stripe the pavement at intersections to indicate the crosswalk. At mid-block crossings, (depending upon the volume of traffic) striping the trail crossing may also be advisable.
- Design other traffic calming devices, such as pavement texture changes, a median, bump-out or signalized light where necessary for safety purposes.
- Include signage that identifies the greenway, since intersections are also access points.
- Use bollards or a Y-shaped planting median on a trail to keep unwanted vehicles off of the trail.

## **Acknowledgements**

The Glasgow Alternative Transportation Endeavour (G.A.T.E.) Master Plan is the product of the combined efforts of the G.A.T.E. steering committee, comprised of the City of Glasgow City Council, Joint City-County Planning Commission, Glasgow Department of Public Works, Glasgow Parks and Recreation, Glasgow Electric Plant Board and several private citizens who devoted their time and efforts to make this plan a reality.

The G.A.T.E. steering committee would like to express their gratitude and sincere thanks to any citizen who took the time to fill out a survey, answer our questions, and give their opinions regarding this venture to make Glasgow a healthier, more tranquil, more connected community.

### **Steering Committee Members**

Dick Doty, Local Landscaper & Business Owner  
Kurt Frey, Dept. of Public Works Superintendent  
Eddie Furlong, Parks and Recreation Director  
Wendell Honeycutt, City Council Member  
Leigh Lessenberry, Local Business Owner  
Thom Kendall, Planning Administrator  
Kevin Myatt, Planning Director  
James Neal, City Council Member  
Joan Norris, Planning Commission Member  
William Ray, Glasgow Electric Plant Board Superintendent  
Rhonda Trautman, City of Glasgow Mayor  
Joel Wilson, Planning Commission Member

### **Consultants**

American Engineers, Incorporated

American Engineers, Inc. is a locally owned engineering firm specializing in site development, highway construction, geotechnical engineering, and airport development. Thanks to AEI the G.A.T.E. steering committee was able to get some insight into the costs of various projects within the Master Plan and those costs are reflected in the estimated facility costs section (A-4).

B.I.T.S.  
Barrens Information Technology Systems, Inc.

Without the mapping provided to the committee from the B.I.T.S. office none of the proposed trails or greenspace area maps would have been possible. The B.I.T.S. is responsible for G.I.S. mapping all existing roads, structures, contours, etc. for the 499 square mile area of Barren County. Their efforts make the visual representation of any

proposed project a reality by relaying a better understanding of projects feasibility early on in the process.

### Glasgow Water Company (GWC)

The Glasgow Water Company is in the process of expanding their infrastructure through numerous water and sewer projects, specifically in the southern half of Glasgow. The G.A.T.E. committee saw this is an opportunity to take advantage of projects already undergoing construction and possibly include greenway construction projects in conjunction with them. By utilizing these projects the costs for excavation is already taken care of for the most part and the area is stripped and ready for trails and other greenspace areas to be implemented.

### **Government Bodies and City Departments**

Glasgow City Council

Glasgow Electric Plant Board

Glasgow Parks and Recreation

Glasgow Public Works

Joint City-County Planning Commission of Barren County



**Glasgow Shared Use Path  
CONSTRUCTION SITE ITEMS COST ESTIMATE**

Date: 04-16-12

<u>ITEM</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
<b>Earthwork</b>					
	Mobilization/Demo. (3%)	1	L.S.	\$13,509.15	\$13,509.15
	Staking (1.5%)	1	L.S.	\$6,754.58	\$6,754.58
	Topsoil Removal	4300	yd <sup>3</sup>	\$2.50	\$10,750.00
	Earthwork (on-site)	13000	yd <sup>3</sup>	\$4.25	\$55,250.00
<b>Paving / Curbing</b>					
	Replace Topsoil & FG	2100	yd <sup>3</sup>	\$2.50	\$5,250.00
	Asphalt Surface	537	Ton	\$80.00	\$42,960.00
	DGA	4,934	Ton	\$19.00	\$93,746.00
	Pavement Striping (4")	14,200	L.F.	\$0.22	\$3,124.00
	Detectable Warning Strip	320	S.F.	\$20.00	\$6,400.00
<b>Miscellaneous</b>					
	Handicapped Ramps	16	Each	\$575.00	\$9,200.00
	Handrail (Type A-2)	380	L.F.	\$70.00	\$26,600.00
	Creek Crossing	2	Each	\$30,000.00	\$60,000.00
<b>Drainage Structures</b>					
	18" Pipe	215	L.F.	\$30.00	\$6,450.00
	24" Pipe	75	L.F.	\$35.00	\$2,625.00
	36" Pipe	130	L.F.	\$55.00	\$7,150.00
	48" Pipe	25	Each	\$120.00	\$3,000.00
	54" Pipe	25	Each	\$130.00	\$3,250.00
	18" S&F Hdwl.	11	Each	\$800.00	\$8,800.00
	24" S&F Hdwl.	3	Each	\$850.00	\$2,550.00
	36" Pipe Culv.Hdwl.	8	Each	\$1,000.00	\$8,000.00
	Final Seeding	4	Acre	\$3,500.00	\$14,000.00
<b>Erosion Control</b>					
	Silt Fence	28400	L.F.	\$2.00	\$56,800.00
	Clearing & Grubbing	8	Acre	\$1,500.00	\$12,000.00
	Temporary Seeding	4	Acre	\$2,000.00	\$8,000.00
	Class III Channel Lining	200	Ton	\$22.00	\$4,400.00
	Subtotal				\$470,568.73
	10% Engineering				\$47,056.87
	<b>TOTAL</b>				<b>\$517,625.60</b>

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Tri County Electric, 405 College St., Lafayette, TN 37083, 615-666-2111, [www.tcemc.org](http://www.tcemc.org)

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Western Kentucky University, 1 Big Red Way, Bowling Green, KY 42101, 270-745-0111, [www.wku.edu](http://www.wku.edu)

Western Kentucky University – Glasgow Regional Center, 500 Hilltopper Way, Glasgow, KY 42141,  
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