



COMPREHENSIVE PLAN

Respecting Our Past—Stepping Into the Future



April 2019

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CHAPTER 1: INTRODUCTION

Historical Background

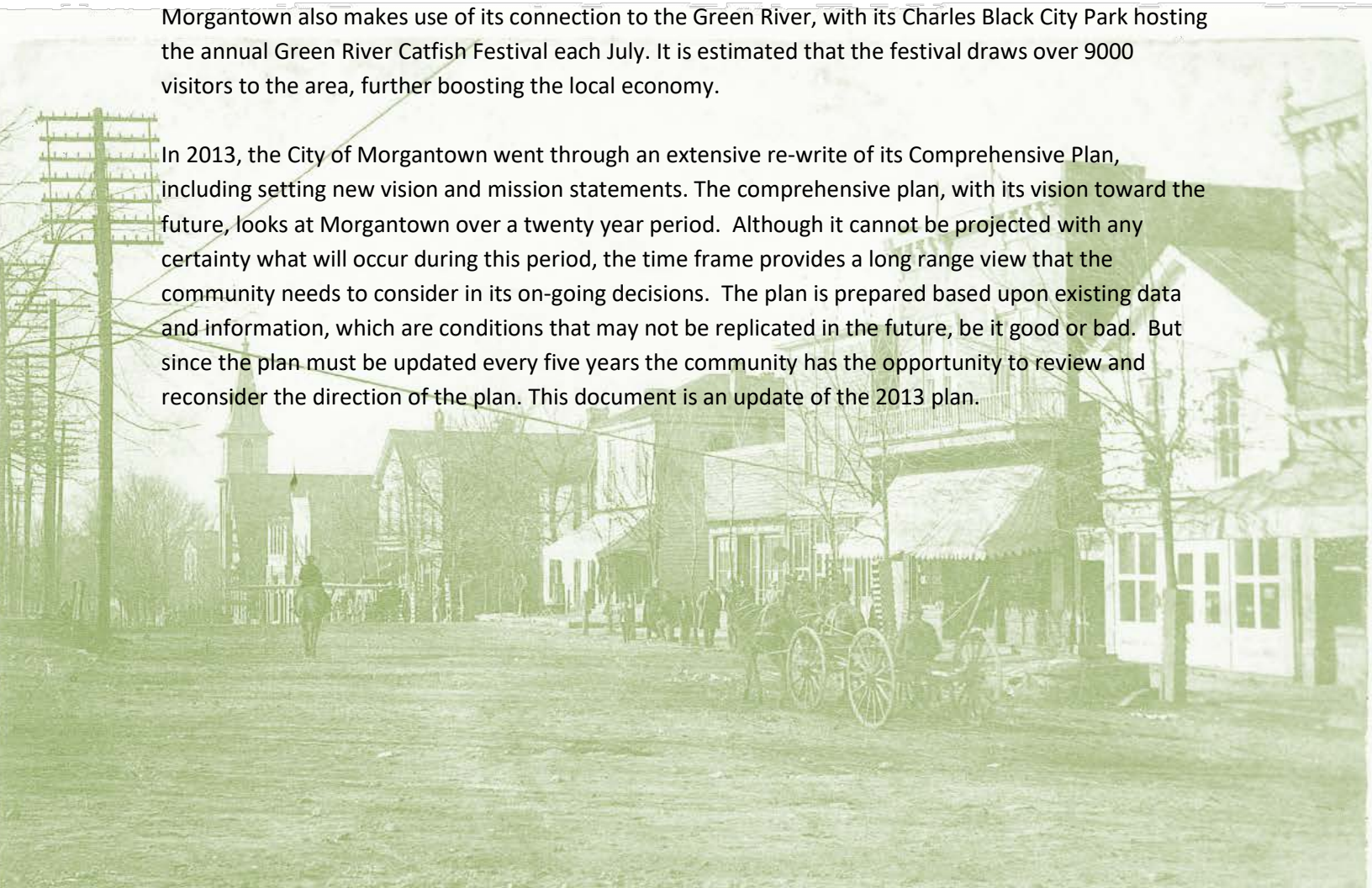
Situated in the heart of Butler County, the City of Morgantown is home to approximately 2394 residents. Geographically, Butler County, located in the south-central portion of Kentucky in the Western Coal Field Region, is bounded on the north by Ohio and Grayson Counties, on the east by Edmonson and Warren Counties, on the south by Logan County, and on the west by Muhlenberg County. Containing a land area of 444 square miles, Butler County is also home to portions of the Barren River and Green River along with their tributaries.

Originally known as Funkhouser's Hill, the City of Morgantown was established on land purchased from Christopher Funkhouser and named the Butler County Seat on December 10, 1810. The city was officially incorporated by the State of Kentucky on January 6, 1813. By 1900, Morgantown had surpassed nearby Rochester as the largest town in the county, with a population of 587.

In its history, Morgantown has been home to numerous manufacturing firms including Kane Industries, Kellwood Company, Morgantown Manufacturing Company, Morgantown Plastics Company, Sumitomo Electric Wiring Systems, Inc., American Rubber Products Corporation, and IMCO Recycling Inc.

Morgantown also makes use of its connection to the Green River, with its Charles Black City Park hosting the annual Green River Catfish Festival each July. It is estimated that the festival draws over 9000 visitors to the area, further boosting the local economy.

In 2013, the City of Morgantown went through an extensive re-write of its Comprehensive Plan, including setting new vision and mission statements. The comprehensive plan, with its vision toward the future, looks at Morgantown over a twenty year period. Although it cannot be projected with any certainty what will occur during this period, the time frame provides a long range view that the community needs to consider in its on-going decisions. The plan is prepared based upon existing data and information, which are conditions that may not be replicated in the future, be it good or bad. But since the plan must be updated every five years the community has the opportunity to review and reconsider the direction of the plan. This document is an update of the 2013 plan.



What is a Comprehensive Plan?

The comprehensive plan is a policy guide for decisions concerning the physical development in Morgantown. It is a vision of what the community wants to look like in the future and provides the framework for orderly growth and development to achieve that vision. The comprehensive plan is general in its guidance, long-range in its timeframe and comprehensive in its approach.

The comprehensive plan is developed based upon community input and discussion identifying the current issues as well as anticipating future problems. This discussion is supplemented by the collection and analysis of data and information and provides a perspective of past and future trends.

This plan is not a technical document that establishes specific criteria for development but provides values, vision, and broad goals and objectives that are used as the basis for future decisions and development activities. Zoning ordinances, subdivision regulations, building codes and other such documents provide the detail for development. However, the comprehensive plan is to be used to guide the preparation of these technical regulations.

The comprehensive plan looks at the community in terms of the various components (transportation, land use, housing, business and industry, community facilities, etc) that are critical for the functioning and the quality of life of its residents. The various systems in the city and their relationships to each other have been examined to determine deficiencies or positive factors that can be corrected or built upon to improve conditions in the city. For instance, the objective of minimizing traffic congestion can be achieved through the proper placement of certain land uses and the limitation of access points that slow traffic flow.

Purpose of the Comprehensive Plan

The Kentucky Revised Statutes, Chapter 100, requires a Planning Commission of each planning unit to prepare and adopt a comprehensive plan. This requirement discourages the arbitrary application of land use regulations (subdivision regulations, zoning ordinances, etc.), encourages local communities to devise a vision of their future, and encourages communities to apply land use regulations as tools to implement those visions. The Comprehensive Plan for the City of Morgantown is predicated on the belief that each community resident should have a suitable living environment that provides each individual with the opportunity to achieve his or her potential. In other words, the Morgantown community must strive to provide the best possible quality of life for all citizens. A significant indicator of quality of life is the form and function of the physical community. The City of Morgantown chose the following as their vision statement, the guiding force for the Morgantown Comprehensive Plan:

The City of Morgantown is a vibrant, thriving community rooted in our heritage, and flourishing in opportunities for citizens of all ages who take pride in themselves and in their community.

The primary purpose of the Comprehensive Plan is to detail the vision described above. To do this, we must look to where the community has been and then determine where the community is heading. We must evaluate the current status of the community and devise plans to correct present inadequacies and prepare for future needs. An important task of comprehensive planning and in the preparation of

plans is determining the amounts and locations of new urban land and public facilities that will be needed in the future.

This evaluation and planning process, which created a detailed vision of the future of Morgantown, is documented in the Comprehensive Plan. The Comprehensive Plan allows local governments and private sector organizations to gain valuable insight and guidance for prospective development. The City of Morgantown may use the guidance of the Comprehensive Plan to choose actions that are more logical and coordinated and that will help the citizens of Morgantown realize the vision of the community's future.

Functions of the Comprehensive Plan

The Comprehensive Plan performs several vital functions:

- Serves as a vision and guide for the community's future;
- Acts as a source of information about the community;
- Identifies community goals and objectives;
- Provides estimates of future development needs;
- Establishes a program of correction for inadequate facilities;
- Serves as a device for coordination of development actions;
- Provides incentive to stimulate public interest and responsibility; and
- Acts as a guide to appropriate ways and means to fulfill the plan.

Because the Comprehensive Plan is intended to serve as a coordinating device for specific development plans, it must be updated and refined periodically. This includes refining zoning and subdivision regulations so that they are consistent with the objectives of the plan. The plan must also maintain flexibility. This is accomplished by keeping the plan general in its content while at the same time providing a stable, reliable basis for determining public and private development policies.

Public Involvement

The Comprehensive Plan is meant to serve as a visioning and planning device for the future. During the planning process, it is necessary to consult the public to ensure that the plan and vision for the future is representative of the citizens of an area. KRS Chapter 100 requires that a public hearing be held before the adoption, amendment, or readopting of any element of the Comprehensive Plan, including the Goals and Objectives.

The Morgantown Comprehensive Plan was developed by the Barren River Area Development District in conjunction with the City of Morgantown and the Morgantown Planning Commission. A series of four public meetings were held to gain input from the citizens of Morgantown and Butler County. In these meetings, participants spoke about Morgantown's current features and the vision for the future of the City. Comments from public meetings and past community surveys were combined with thorough data analysis to produce a Comprehensive Plan for the City of Morgantown that focuses on strategic growth within a framework that allows Morgantown's rural character to thrive. Copies of the Notices and Sign-in Sheets for these meetings can be found in Appendix A.



Photo 1-1: Public Meeting
Morgantown citizens participate in a public meeting for the Comprehensive Plan Update.

Figure 1-1: Summary of Meetings

February 5, 2019

- First Public Hearing held to gather public input on Goals and Objectives element to be included in the Morgantown Comprehensive Plan Update.

February 26, 2019

- Public update of Comprehensive Plan elements. Comments collected on updated goals and objectives, population trends, transportation projects, current and future economic trends, future needs in community facilities, future needs in housing, and future infrastructure needs.

March 12, 2019

- Draft of Morgantown Comprehensive Plan presented to the Morgantown Planning Commission and to the public. Comments accepted and revisions made.

April 2, 2019

- Third and Final Public Hearing held to gather final comments on the Final Draft of the City of Morgantown Comprehensive Plan.

April 9, 2019

- Document submitted to Morgantown Planning Commission and City of Morgantown for adoption.

CHAPTER 2: KRS STATUTES & GOALS/OBJECTIVES

Comprehensive Plan Requirements

Kentucky Revised Statutes, Chapter 100 (KRS 100) outlines the legal requirements that must be met in preparing and adopting the Comprehensive Plan. These include but are not limited to the following:

KRS 100.183 - Comprehensive Plan Required

The planning commission of each unit shall prepare a comprehensive plan, which shall serve as a guide for public and private actions and decisions to assure the development of public and private property in the most appropriate relationships. The elements of the plan may be expressed in words, graphics, or other appropriate forms. They shall be interrelated, and each element shall describe how it relates to each of the other elements.

KRS 100.187 - Contents of Comprehensive Plan

The comprehensive plan shall contain, as a minimum, the following elements:

1. A statement of goals and objectives, which shall serve as a guide for the physical development and economic and social well-being of the planning unit;
2. A land use plan element, which shall show proposals for the most appropriate, economic, desirable and feasible patterns for the general location, character, extent, and interrelationship of the manner in which the community should use its public and private land at specified times as far into the future as is reasonable to foresee. Such land uses may cover, without being limited to, public and private, residential, commercial, industrial, agricultural and recreational land uses;
3. A transportation plan element, which shall show proposals for the most desirable appropriate, economic and feasible pattern for the general location, character, and extent of the channels, routes, and terminals for transportation facilities for the circulation of persons and goods for specified times as far into the future as is reasonable to foresee. Such channels, routes, and terminals may include, without being limited to all classes of highways or streets, railways, airways, waterways; routings for mass transit trucks, etc.; and terminals for people, goods, or vehicles related to highways, airways, waterways, and railways;
4. A community facilities plan element which shall show proposals for the most desirable, appropriate, economic and feasible pattern for the general location, character, and the extent of public and semi-public buildings, land and facilities for specified times as far into the future as is reasonable to foresee. Such facilities may include, without being limited to parks and recreation, schools and other educational or cultural facilities, libraries, churches,

- hospitals, social, welfare and medical facilities, utilities, fire stations, police stations, jails, or other public offices or administrative facilities; and
5. The Comprehensive Plan may include any additional elements such as, without being limited to, community renewal, housing, flood control, pollution, conservation, natural resources, regional impact, historic preservation, and other programs, which in the judgment of the planning commission will further serve the purposes of the comprehensive plan.

KRS 100.191 - Research Requirements for Comprehensive Plan

All elements of the comprehensive plan shall be based upon but not limited to, the following research, analysis, and projections:

1. An analysis of the general distribution and characteristics of past and present population and a forecast of the extent and character of future population as far into the future as is reasonable to foresee;
2. An economic survey and analysis of the major existing public and private business activities, and a forecast of future economic levels, including a forecast of anticipated necessary actions by the community to increase the quality of life of its current and future population through the encouragement of economic development as far into the future as is reasonable to foresee;
3. Research and analysis as to the nature, extent, adequacy, and the needs of the community for the existing land and building use, transportation, and community facilities in terms of their general location, character, and extent, including the identification and mapping of agricultural lands of statewide importance and analysis of the impacts of community land use needs on these lands; and
4. Additional background information for the elements of the comprehensive plan may include any other research analysis, and projections, which, in the judgment of the planning commission, will further serve the purposes of the comprehensive plan.

KRS 100.193 - Statement of Goals and Objectives – Notice – Hearing

1. The planning commission of each planning unit shall prepare and adopt the statement of goals and objectives to act as a guide for the preparation of the remaining elements and the aids to implementing the plans. The statement shall be presented for consideration, amendment, and adoption by each legislative body and fiscal court in the planning unit.
2. Each legislative body and fiscal court in the planning unit may develop goals and objectives for the area within its jurisdiction which the planning commission shall consider when preparing or amending the comprehensive plan. During its preparation and that of the other plan elements, it shall be the duty of the planning commission to consult with public officials and agencies, boards of health, school boards, public and private utility companies, civic, educational, professional, and other organizations, and with citizens.

3. During the preparation of the statement of goals and objectives, and at least fourteen (14) days prior to any public hearing on the adoption, amendment, or re-adoption of any element of the comprehensive plan, the planning commission shall give notice of the preparation of the statement or the hearing to the following public officials in each city and county adjacent to the planning unit:
 - a. If the adjacent city or county is part of a planning unit, the notice shall be sent to the planning commission of that unit; or
 - b. If the adjacent city or county is not part of a planning unit, the notice shall be sent to the chief executive officer of that city or county government.
4. The notice required in subsection (2) of this section, and a copy of the proposed comprehensive plan element, shall also be given to the regional planning council for the area in which the planning unit is located. The council shall coordinate the review and comments of local governments and planning commissions serving planning units affected by the proposal and make recommendations designed to promote coordinated land use in the regional planning council's area of jurisdiction.
5. Any planning commission which is adopting, amending, or readopting any element of the comprehensive plan may conduct a hearing to receive testimony from adjacent planning units, city or county governments, or the regional planning council of the affected area.

KRS 100.197 - Adoption of Plan Elements – Periodic Amendments or Readoption

1. All elements of the comprehensive plan shall be prepared with a view towards carrying out the statement of goals and objectives. The various elements may be adopted as they are completed, or as a whole when all have been completed. The planning commission shall hold a public hearing and adopt the elements. The comprehensive plan elements and their research basis shall be reviewed from time to time in light of social, economic, technical, and physical advancements or changes. At least once every five (5) years, the commission shall amend or readopt the plan elements. It shall not be necessary to conduct a comprehensive review of the research done at the time of the original adoption pursuant to KRS 100.191, when the commission finds that the original research is still valid. The amendment or readoption shall occur only after a public hearing before the planning commission.
2. The elements of the comprehensive plan shall be reviewed by the planning commission at least once every five (5) years and amended if necessary. If the goals and objectives statement is proposed to be amended then the proposed amendments shall be submitted to the legislative bodies and fiscal courts in the planning unit for consideration, amendment, and adoption. If the goals and objectives statement is not proposed to be amended, it shall not be necessary to submit it to the legislative bodies and fiscal courts for action. If the review is not performed, any property owner in the planning unit may file suit in the Circuit

Court. If the Circuit Court finds that the review has not been performed, it shall order the planning commission, or the legislative body in the case of the goals and objectives element, to perform the review, and it may set a schedule or deadline of not less than nine (9) months for the completion of the review. No comprehensive plan shall be declared invalid by the Circuit Court unless the planning commission fails to perform the review according to the court's schedule or deadline. The procedure set forth in this section shall be the exclusive remedy for failure to perform the review.

3. Within thirty (30) days after its adoption, amendment, or readoption by the planning commission, a copy of each element of the comprehensive plan shall be sent to public officials in adjacent cities, counties, and planning units, following the procedures provided in subsection (3) of KRS 100.193.

Mission & Vision Statements

Respecting Our Past – Stepping Into the Future

VISION STATEMENT

The City of Morgantown is a vibrant, thriving community rooted in our heritage, and flourishing in opportunities for citizens of all ages who take pride in themselves and in their community.

MISSION STATEMENT

Our mission for Morgantown includes the following:

- Creating a community where our citizens can find meaningful employment;
- Promoting a healthy, safe, clean, drug-free environment where our quality of life is protected;
- Encouraging all citizens and officials to improve Morgantown’s physical appearance and have well maintained businesses, homes, and property;
- Passionately preserving our culture and heritage while showcasing our resources, talents, and location;
- Providing outstanding educational opportunities that enrich lives and prepare all citizens for a successful transition to their life’s work;
- Encouraging our current and future businesses to provide our citizens with “shop at home” needs while promoting a family-oriented atmosphere; and
- Working in partnership with our county, industries, businesses, churches, schools, and organizations.

Goals & Objectives

The following statement of Goals & Objectives is intended to provide direct guidance for the implementation of decisions made by the Planning Commission and all local government bodies as related to future physical development of the community. The goals are general statements and concepts that express the needs of the community. Objectives are specific and measurable ideas that, when achieved, contribute to meeting a goal. All elements of the Comprehensive Plan have been prepared under the guidance of the Goals & Objectives.

ECONOMIC DEVELOPMENT

Goal 1: Strengthen and diversify the economic base of the City of Morgantown by increasing the per capita income of the City and increasing the number and availability of quality jobs.

1. Create a Strategic Planning/Implementation Committee to review all Goals outlined within this comprehensive plan and determine next steps/action items for each.
2. Attract high quality employment opportunities to the community that can utilize the skills of the available workforce.
3. Revitalize downtown Morgantown to fully realize its commercial potential and to preserve its role as the heart of the County.
4. Promote growth in retail/service sectors by budgeting for Regional and Statewide marketing, imaging, and media advertising (through both social media and traditional media) Morgantown's resources and strengths.
5. Stimulate and expand the agricultural economy through:
 - a. Maintaining or establishing strong agricultural resources (e.g., capitalization, information, and assistance).
 - b. Develop and sustain agricultural markets for the purchase of locally produced crops, including the promotion of a farmer's market.
 - c. Promote and encourage the development of value-added production of local resources, such as timber.
6. Encourage small business development, particularly in the downtown area.
7. Stimulate entrepreneurship through training, technical assistance, and capitalization.
8. Explore hindrances to commercial and residential growth including Fiber/Broadband connectivity, taxes, permit costs, and labor availability.
9. Establish a Businesses Retention and Expansion (BRE) Program to assist existing businesses in Morgantown.

Goal 2: Develop and maintain a skilled workforce.

1. Utilize existing training facilities and equipment to provide programs to meet the needs of residents and expand as necessary to stay abreast of the skills needed for the changing economy.
2. Facilitate and support educational and occupational training opportunities available to low-income citizens in order to encourage self-sufficiency.
3. Ensure the provision of support services (e.g., transportation, childcare) to allow the workforce to take advantage of needed training opportunities.
4. Expand training opportunities through the use of videoconferencing facilities and other technologies.
5. Encourage the exploration of expanded curriculums and alternative methods of education and training the existing and future workforce.
6. Support and encourage school systems to provide adequate educational facilities for youth education as well as continuing adult education. Encourage cooperative planning between the City and the school system to accommodate future growth.
7. Support and encourage school systems to include workforce skills in classroom education.
 - a. Encourage curriculums that incorporate the teaching of “soft skills;” a cluster of social graces, communication, language, personal habits, friendliness, and optimism that enhance an individual’s job performance and career opportunities.
 - b. Promote post-secondary educational opportunities including two and four-year collegiate programs as well as vocational and trade programs.
8. Continue to work with the Workforce Investment Board to identify needed skills within the workforce and respond to staffing and training challenges.
9. Host job fairs to promote local positions and retain citizens.

Goal 3: Diversify economic base through targeted Tourism efforts.

1. Better utilize tourism opportunities, including the promotion of:
 - a. Green River, and potential creation/expansion of River Park with amphitheater
 - b. City Park
 - c. Local restaurants and home cooking
 - d. Deer Hunting
 - e. Turkey Hunting
 - f. Archery Teams
2. Plan consistent community engagement events and festivals including:
 - i. Catfish Festival 4th of July Celebration
 - ii. Harvest Festival
 - iii. Annual Tractor Show
 - iv. Downtown Concert Series
 - v. Trail Town Promotions
 - vi. Labor Day Bass Tournament
3. Work with Ball Leagues to bring in tournaments and other sporting events

TRANSPORTATION

Goal 4: Develop and maintain a transportation system that will provide for the efficient, safe, convenient, and coordinated movement of people and goods within and through the City of Morgantown.

1. Ensure that all new developments and changes in land use have adequate transportation facilities to handle newly generated traffic movement.
2. Ensure that proposed developments do not create traffic volumes that will exceed the current or future capacity of the streets that feed them.
3. Ensure that the capacity and safety of existing roadways is maintained through proper intersection spacing and locating of driveways to ensure adequate sight distances.
4. Preserve the capacity of streets through the provision of available off-street parking.
5. Ensure that the roadway, walkway, and bikeway systems are built to adequate standards based upon the functional class of the facility, adjoining land use, proposed use, existing and anticipated traffic volumes, and the composition of traffic.
6. Undertake transportation improvements in a manner that will maintain or improve efficiencies. Recommended policies are as follows:
 - a. Ensure that streets proposed in new developments are designed in a manner which promotes continuity with the existing street system.
 - b. Weigh continuity of the street system against creating unnecessary through traffic, which is especially relevant when the proposed street will connect a low-density residential area with a high-density residential, commercial, or industrial area.
 - c. Preserve the carrying capacity of streets by encouraging the following practices:
 - i. Align intersections to or near 90° when possible.
 - ii. Limit the grade and curvature of streets to levels which ensure the smooth flow of traffic.
 - iii. Limit the distance between new streets and major intersections.
 - iv. Eliminate off-set street intersections.
 - d. Ensure that all new developments include parking designs which provide for an adequate number of parking spaces and ensure the safe flow of vehicles and pedestrians into and out of parking areas.
7. Ensure that proposed streets allow for extension into surrounding vacant properties where appropriate. New developments should not land-lock adjacent properties.
8. Promote the creation of streets that will help relieve existing streets and intersections which are currently over-loaded or have design problems.
 - a. Encourage the construction of access roadways to create access for development where needed, e.g., the planning and construction of a US231/KY70 connector.

9. Ensure that rights-of-way are dedicated at locations in accordance with standards as established in either the Transportation Element of the Comprehensive Plan or in Subdivision Regulations.
10. Encourage the development and improvement of “gateways” to provide entryways to the City that encourage the goals of the Comprehensive Plan.
11. Develop and maintain transportation alternatives including safe walkways and bike routes
 - a. Continue improvements to sidewalks along Saw Mill Road.

Goal 5: Work with the Kentucky Transportation Cabinet and the Barren River Area Development District in the development of road improvements that will benefit the City of Morgantown.

1. Participate in the development of the Kentucky Transportation Cabinet’s Unscheduled Highway Project Needs List, Statewide Transportation Plan, and the Kentucky Highway Plan.
2. Participate in the statewide transportation planning program by working with the Barren River Area Development District and through active participation on the Regional Transportation Committee.
3. Develop and implement a tourist information and directional signage system in cooperation with the Kentucky Transportation Cabinet and Tourism Development Cabinet to enable visitors to reach tourism and other recreational destinations.

Goal 6: Develop a City Roadway Improvement Plan to identify and prioritize construction and maintenance needs.

1. Create an inventory of city-maintained facilities.
2. Create short and long-term priority lists to dictate the use of Municipal Road Aid and city-directed transportation funding.
3. Review the Roadway Improvement Plan annually for consistency with all components of the Comprehensive Plan. Update the Comprehensive Plan or Roadway Improvement Plan as inconsistencies are found.

INFRASTRUCTURE

Goal 7: Provide infrastructure facilities that will accommodate the growth of Morgantown, protect the environment, and enable economic development.

1. Provide adequate infrastructure for the proper location of commercial land use in new developments and through the re-development of existing commercial properties.
2. Construct, maintain, improve, and expand water systems in order to provide potable water and fire protection to all citizens of the community and to ensure the capacity to accommodate economic development and growth in the community.
3. Construct, maintain, improve, and expand the wastewater systems in order to provide service to all residents, protect the environment, and to accommodate development and growth in the community.

4. Construct, maintain, improve and expand the storm water facilities to protect the environment, maintain quality of life, reduce interruptions to the transportation system, and to accommodate development and growth in the community.
5. Construct, maintain, improve, and expand the natural gas system in order to provide an alternative source of fuel and accommodate the development and growth of the community.
6. Encourage the development of telecommunication and digital information systems in the community.
 - a. Work with community service providers to ensure the extension and development of modern telecommunication facilities to include high-speed internet links, videoconferencing systems, cellular services, and multimedia services.
 - b. Require cellular telecommunication service providers to co-locate or share towers/facilities with other providers in order to minimize the proliferation of towers/facilities.
 - c. Provide fiber/broadband connection options to businesses
 - d. Maintain online resources and a strong internet presence
7. Encourage the installation of buried utility lines when possible in new development.

HOUSING

Goal 8: Encourage the development of a diversified supply of safe, decent, and affordable standard housing.

1. Reduce or eliminate sub-standard or dilapidated housing and seek funds for the revitalization of deteriorating neighborhoods through redevelopment projects and other government grant programs.
2. Encourage the development of more single and multi-unit rental properties suitable for renting at varying pricing structures.
3. Promote home ownership and community pride through awards, cash incentives, city-wide cleanup days and beautification projects.
4. Seek additional housing opportunities for the increasing elderly population, especially through the development of assisted living facilities and transitional independent/assisted living complexes.
5. Encourage the orderly development of the housing supply to meet future needs of the population by encouraging a variety of residential densities and types to suit varying age groups, household structures, and income levels.
6. Develop or better-utilize existing support services (e.g., homeowner counseling, special financing) for low-to-moderate income families and those with special needs such as the disabled, elderly, and homeless and for single-parent families.
7. Research governmental controls to limit the number of unrelated residents sharing housing units.

8. Encourage residential development in areas where infrastructure (e.g., water, sewer, storm water drainage) and public services exist and have available capacity.
9. Better advertise and promote the benefits of living in Morgantown including commercial/traditional and social media outlets.
10. Encourage redevelopment through the creation of an incentive program for developers to include grants, loans, and tax credits (contingent upon agreement by Morgantown City Council).

COMMUNITY FACILITIES AND PUBLIC SAFETY

Goal 9: Ensure that residents, businesses, industries, and new developments have adequate access to emergency medical services, police protection, and fire suppression services and facilities.

1. Provide adequate and stable funding sources for emergency medical services, volunteer fire departments, and law enforcement agencies to ensure proper operation and protection of residents.
2. Enhance Animal Control, and explore methods for the humane control of feral cat populations
3. Require that new developments be served by adequate access to emergency medical services, police protection, and fire suppression services and facilities.
4. Require that new developments install fire hydrants and waterlines of adequate size to provide pressure to meet minimum fire protection standards.
5. Upgrade existing undersized waterlines to meet minimum fire protection standards.
6. Install fire hydrants in areas of need to meet minimum fire protection standards.

Goal 10: Maintain a coordinated and responsive emergency services system.

1. Develop and maintain a Hazard Mitigation Plan to minimize the impact of disasters on human life and property.
2. Establish a citywide emergency warning system to ensure all residents are alerted of impending disasters.
3. Continue to plan and develop Homeland Security procedures in conjunction with local emergency services, law enforcement agencies, fire departments, and applicable federal agencies.

Goal 11: Maintain and improve recreational opportunities.

1. Develop a well-rounded recreation program and facilities that serve all ages and income levels within the community.
2. Establish an Open Space and Green Space Plan to identify current park and recreation programs and facilities and to identify opportunities for the expansion of recreation offerings.
3. Work in conjunction with the City of Morgantown to research the feasibility of staffing a full-time Parks and Recreation position.

4. Seek state and federal funding sources to construct and improve new and existing recreational fields.
5. Encourage the preservation of green space in the downtown district.
6. Ensure adequate accessibility and parking facilities for new and existing park and recreation facilities.
7. Explore state and federal funding to create sidewalk/bike trails throughout Morgantown and establish a River Trail for enhanced recreational opportunities.

Goal 12: Ensure the availability of adequate programs and facilities to provide for the youth in the community.

1. Encourage the provision of affordable daycare centers and before/after school programs.
2. Develop programs and facilities that will provide youth the opportunities for recreation, physical fitness, mentoring, and other activities to stimulate their social, physical, and mental needs.
3. Develop or expand programs and activities for teenagers and young adults, including the expansion of community events and partnerships with ball leagues.

Goal 13: Develop and maintain a solid waste management system.

1. Continue to work in conjunction with the Butler County Solid Waste Manager and the BRADD to ensure that proper planning continues through the Butler County Solid Waste Plan.
2. Encourage and increase recycling efforts and facilities within the City.
3. Maintain a solid waste education program that will inform residents concerning the benefits of solid waste collection and recycling and identifying the negative effects of littering and roadside/sinkhole dumping.
4. Explore opportunities to combine solid waste/trash pick-up with recycling pick-up.
5. Regulate vendor on trash/trash-pick up requirements through the update of the Morgantown City Ordinances to reflect more specific guidelines for Vendor Requirements (e.g. vehicle upkeep, appearance, operational noise level, etc.).

Goal 14: Increase the facilities and services to allow the elderly and disabled populations to remain in independent living arrangements and to prevent premature institutionalization.

1. Encourage the expansion of in-home services to those elderly determined to be of highest priority.
2. Improve the availability and affordability of public transportation services for the elderly and disabled.
3. Promote daily participation in social and recreational activities.
 - a. Support the construction of a new senior services center in the City of Morgantown.
 - b. Support the expansion of social and recreational programs, health promotion activities, and nutrition programs available to the elderly and disabled.

4. Support community education regarding the impact that the aging population will have on the community.
5. Promote the development of assisted living and adult day care opportunities.

GOVERNANCE AND CIVIC ORGANIZATIONS

Goal 15: Utilize existing resources to improve the standard of living for Morgantown residents.

1. Continue to develop and expand the leadership base in the community.
2. Increase the number of volunteers and active participants in the effort to improve the City of Morgantown.
3. Seek and utilize the involvement of all sectors of the community in the decision making and policy development activities of civic and government bodies.
4. Improve communications between governments, agencies, and civic organizations within Morgantown to encourage cooperation, prevent duplication of efforts, and to maximize the use of limited financial and human resources.

QUALITY OF LIFE AND COMMUNITY CHARACTER

Goal 16: Maintain the “hometown character” and improve the quality of life of Morgantown while accommodating growth and development.

1. Implement growth management tools that help preserve the values and character of Morgantown.
2. Promote and Maintain Historical Heritage through the:
 - a. Identification, maintenance, and protection of significant historic buildings, structures, fences and other features through education and designation of local historic districts and places.
 - b. Support of historically related organizations in their efforts to seek funding for operations and project development activities related to historic preservation.
 - c. Seek federal and state assistance in the revitalization of the downtown district and all historic sites throughout the City.
3. Promote the development of streetscapes such as walkways, lighting, and vehicular parking lots in historic preservation areas that are easily accessible and compatible with the surrounding buildings and landscape.
4. Promote the creation of local neighborhood associations to preserve and protect new and existing neighborhoods.
5. Promote the creation of programs and facilities that promote the cultural segments of Morgantown’s rich heritage and provide for the establishment and location of specialized centers for community activities. Special consideration should be given to Morgantown’s cultural history, promoting the work of local musicians, acting groups, and artisans.
6. Increase retail opportunities within the community.

7. Provide facilities in the downtown area, including benches, tables, and drinking fountains, that encourage residents to congregate.

Goal 17: Create a pristine and clean community for improved image and presentation by removing dumpsites, abandoned cars, dilapidated buildings, and other blighted conditions and by preventing future eyesores.

1. Establish a beautification committee to focus on downtown beautification and revitalization in the City of Morgantown utilizing programs that encourage and assist redevelopment such as Renaissance Kentucky and Main Street.
2. Work with local civic organizations to form partnerships for shared responsibility in downtown beautification efforts.
3. Make entrances to Morgantown more attractive and inviting.
4. Protect the historic and natural resource values by encouraging a “built environment” that is harmonious with the natural beauty of Morgantown.
 - a. Encourage the protection of trees, vegetation, and natural features during development.
 - b. Encourage the reuse of existing structures, especially those of historic value.
 - c. Examine the possibility of design specifications in downtown areas
 - d. Continue to enforce the sign ordinance in Morgantown’s downtown, residential, and commercial areas.
 - i. Review and update the current signage ordinance to increase effectiveness.
 - ii. Research and review billboard policies in cities of similar size to determine best practices.
 - e. Encourage the installation of underground utilities for new development.
5. Examine the feasibility of implementing code enforcement to protect, promote, and improve the health, safety, and welfare of residents.

LAND USE AND DEVELOPMENT

Goal 18: Encourage the location and development of different land uses in the most appropriate manner.

1. Study, develop, and implement land use regulations in the City where fast growth has and will continue to negatively impact surrounding land uses.
2. Provide sufficient land area for the various types of land uses needed to meet current and future needs.
3. Promote planned development to ensure the best possible utilization of land within the City limits of Morgantown.
4. Direct growth to areas where infrastructure (e.g., water, sewer, storm water drainage) and public services exist and have available capacity.
5. Ensure that all land uses are developed in a manner compatible with surrounding land uses.

6. Implement open space and landscape buffers between residential and commercial or industrial land uses.
7. Promote aesthetically pleasing commercial development with appropriate access, signage, and landscaping, while exploring an ordinance to enforce development standards.
8. Encourage redevelopment of vacant facilities and buildings.
9. Prohibit the development in the boundaries of flood plains of 100 years frequency or less unless adequate preventative measures are taken.
10. Require that all development or redevelopment provides adequate drainage facilities.
11. Facilitate appropriate transitions between land uses of varying types and densities.
12. Promote contiguous and in-fill development in the interest of providing community services and public facilities to new developments in the most cost effective manner.
13. Discourage urban sprawl and encourage development of vacant tracts which are adjacent to developed areas.
14. Preserve neighborhoods and housing.
15. Utilize existing community facilities to the greatest possible degree.
16. Encourage land development decisions which preserve open space, woodlands, historic features, and prime agricultural sites.

Goal 19: Encourage the establishment of industrial support sites in cooperation with community-based organizations.

1. Review existing industrial support sites for suitability and conformity with land-use practices.
2. Recommend annexation for areas dependent upon and affecting zoning, access, and traffic control.
3. Establish a working relationship with all agencies and companies with a vested interest in Morgantown to promote the retention and expansion of local business and the establishment of new business. (e.g. encourage attendance at the local utility managers monthly meetings and other pre-existing stakeholder meetings).

Goal 20: Utilize regulations and policies to ensure fairness, standardization, consistency, and the availability of services in the growth management process.

1. Implement, administer, and enforce all regulations in Morgantown in a manner that is fair and equitable to all citizens.
2. Maintain viable subdivision regulations.

CHAPTER 3: POPULATION

Summary

- Morgantown saw steady population growth between 1970 and 2000, but between 2000 and 2010 the population declined by 5.9%. During this same period, the population of Butler County declined by 2.5%.
- Butler County's population is projected to decrease by roughly 150 persons by 2020.
- 18.9% of the residents of Butler County live within the city limits of Morgantown.
- The 2010 Census revealed females comprised 49.9% of the population of Butler County.
- The 2010 Census revealed 36.1% of Butler County residents were over the age of fifty. By 2020, this number is projected to grow to 41.3%. This will affect the community in terms of available workforce, service needs, housing, and development patterns.
- The City of Morgantown is predominantly white, with 90.7% of the population reporting to be white in the 2010 Census.
- The largest minority in Morgantown is self-identified as "Other", with 6.1% of the population classified as a race not generally included in the Census or as having a multi-racial background.
- The Hispanic population is a rapidly growing group in Morgantown with a 60.5% increase in the Hispanic population over the last seven years.
- 228 of the 322 Hispanic persons living in Butler County reside within the city limits of Morgantown.

Historical and Current Population

Table 3-1: Population Trends

Population Trends 1970-2020		
Year	Butler County	Morgantown
1970	9,723	1,394
1980	11,064	2,000
1990	11,245	2,322
2000	13,010	2,544
2010	12,690	2,394
2020	12,720	2,450

Source: US Census Bureau & KY State Data Center

Over the last forty years, Butler County and the City of Morgantown have each seen moderate fluctuations in population. According to the 2010 US Census, the City of Morgantown is comprised of a population of 2,394 citizens, which is a slight decrease from the 2000 Census. Table 3-1 outlines how the populations of both the City of Morgantown and Butler County grew until the 2010 census, which has shown a decline in population. Between 1970 and 2010, the City of Morgantown saw an increase of 1,000. Over the same period, Butler County grew from 9,723 citizens to 12,690. During the past forty years, both areas saw the

largest growth between the years of 1970 and 1980. Looking at projections, both areas are also expected to see a slight increase in population by 2020.

The City of Morgantown has seen unique population changes since 1970. Table 3-3 compares the population percent changes over the last forty years for Morgantown and Butler County as compared to the BRADD and Kentucky. As seen in earlier tables, the City of Morgantown experienced explosive growth between 1970 and 1980. This is followed by twenty years of steady growth, exceeding the state of Kentucky between 1980 and 1990. Between 2000 and 2010, the City experienced a slight population decrease, comparable to Butler County.

Table 3-2: Population Percent Change

Population Percent Change 1970-2010					
	1970-1980	1980-1990	1990-2000	2000-2010	1970-2010
City of Morgantown	30%	14%	9%	-6%	42%
Butler County	13.8%	1.6%	15.7%	-2.5%	28.6%
BRADD	16.5%	2.2%	15.1%	11.4%	45.2%
Kentucky	13.7%	.7%	9.7%	7.4%	31.5%

Source: US Census Bureau & KY State Data Center

Place of Residence

Citizens of Butler County reside primarily outside the city limits of Morgantown. That being said, nearly 1 in 5 reside within the boundaries of the City of Morgantown. Table 3-2 displays the percent of Butler County residents living within the

Table 3-3: Location of Residency

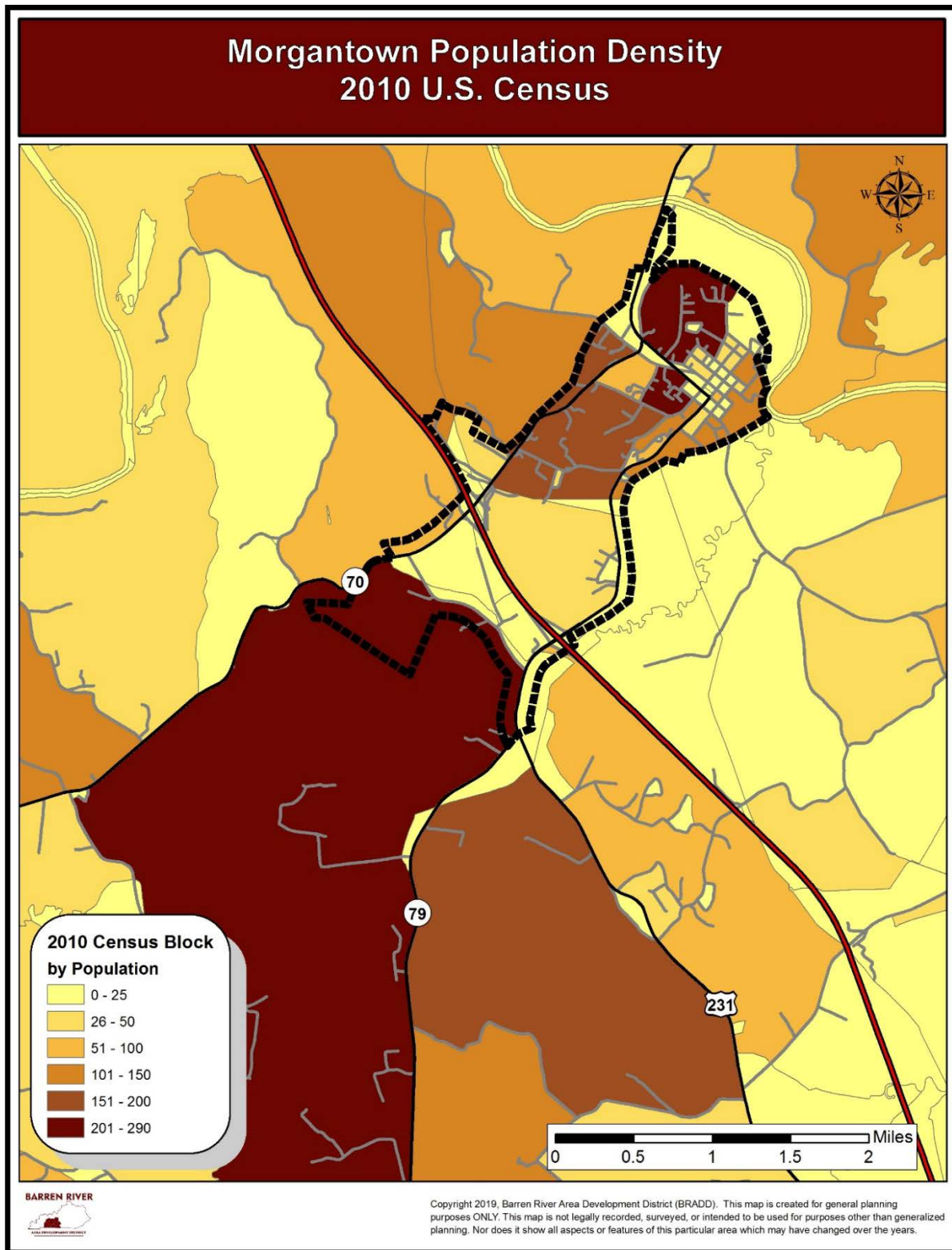
Location of Residency 1970-2020					
Population				Percentage	
Year	Butler County	Morgantown	Total Population	Butler County	Morgantown
1970	8,329	1,394	9,723	85.7%	14.3%
1980	9,064	2,000	11,064	81.9%	18.1%
1990	8,923	2,322	11,245	79.4%	20.6%
2000	10,466	2,544	13,010	80.4%	19.6%
2010	10,296	2,394	12,690	81.1%	18.9%
2020	10,270	2,450	12,720	80.7%	19.3%

Source: US Census Bureau & KY State Data Center

city limits of Morgantown over the last forty years, and projects percentage to 2020. In addition to the City of Morgantown, Butler County holds two additional incorporated areas, the City of Rochester and the City of Woodbury. Factoring in the urban populations of Woodbury and Rochester, Butler County remains primarily non-incorporated. According to the most recent Census, 2,394 (19%) of Butler County residents live within the city limits of Morgantown. In 1970, 14.3% of all Butler County residents lived in the City of Morgantown. The 1980 census revealed this percentage had jumped up to 18%. In 1990, this growth peaked with Morgantown containing 20.6% of all Butler County residents. From 1990 to 2010, even though the population of Morgantown continued to grow, its percentage of Butler County's population declined. This is likely due to increased development outside of the City limits. However, projections indicate that by 2020, the percentage may begin to grow once again.

Population density varies within the City of Morgantown, as shown in Map 3-1 on the following page. The north-east and south-west portions of the City tend to be the most populous, with lower areas of population through the downtown area. As community facilities are located, special care should be taken to serve areas with greater population densities.

Map 3-1: Morgantown Population Density



Natural Gain and Migration

Tables 3-4 and 3-5 examine recent and projected population changes and the nature of change, based upon the 2000 and 2010 Census and the findings of the Kentucky State Data Center. Between the years of 1990-1999, Butler County experienced a large in-migration. According to the US Census Bureau, 669 people moved to the area during this time, likely due to an increase in manufacturing in the Butler County area. A down economy is a contributing factor leading the Kentucky State Data Center to predict out-migration between the years of 2010-2020. During this time, it is predicted that around 305 people will leave Butler County. The greatest impediment to population growth in Butler County is the low natural increases recently experienced in Butler County. According to the U.S. Census Bureau's Population Division publication of Estimates of the Components of Residential Population Change, between the years of 1990 and 2017, only 645 more births were experienced in the County than deaths. This low natural increase is common amongst Kentucky and rural America. Further, this trend is projected to continue on through 2040.

Table 3-4: Current Population and Projections

Current Populations and Future Projections 1990-2040		
Year	Butler County	Morgantown
1990	11,245	2,322
2000	13,010	2,544
2010	12,690	2,394
2020	12,720*	2,450*
2030	12,068*	2,324*
2040	11,269*	2,170*

Source: US Census Bureau & *Kentucky State Data Center

Table 3-5: Components of Population Change

Components of Population Change Butler County 1990-2040					
	1990- 1999	2000- 2009	2010- 2020	2020- 2030	2030- 2040
Live Births	1480	1683	1567	1461	1369
Deaths	1314	1297	1413	1668	1851
Natural Increase	166	386	154	-207	-482
Net Migration	669	88	-305	-278	-269

Source: US Census Bureau & Kentucky State Data Center

Population Projections

The population projections for Butler County for the years 2020-2040 were obtained from the Kentucky State Data Center. The Data Center has projected Butler County to continue to see a trend of slightly positive population growth between 2010 and 2020. Butler County is projected to have 30 more citizen in 2020 than in 2010. Historically, the City of Morgantown has experienced population fluctuations similar to that of Butler County. This trend is expected to continue over the next few decades.

Population Characteristics

Population pyramids are visual representations that illustrate differences in age and gender among a certain population. When several pyramids are used for the past, present, and future decades, it is easier to understand change within cohorts. This knowledge assists planners in preparing for future needs of the community. In the age pyramid shown in Figure 3-1, the pyramid is stratified by both age and gender. Age ranges begin at birth to four years of age and conclude with those eighty-five and greater. Current and past population compositions are imperative to understanding current population changes, and are an important tool in planning necessary changes for all elements of the community.

Among the population data for Butler County, the variation of age is most significant. Over the next 10-20 years, Butler County will become an older County as Baby Boomers continue to reach retirement age and beyond. This could potentially become an issue for Butler County as there is not a wide base of youth to support the aging population. The population pyramid in Figure 3-1 shows that in the year 2010, the greatest percentage of the population for both males and females fell between the ages of 45-49, followed by those between 15 and 19 years of age. It is important to note that projections show that by the year 2020, the greatest percentage of the population for males is projected to be between the ages of 45-49 and 55-59 for females. Projections for the year 2030 show a lower percentage of residents below the age of 49 and a greater percentage of those over the age of 50. It is also important to note as the population ages, a greater number of the elderly population are projected to require housing in group quarters, particularly among females over the age of 75 and males over the age of 70.

Gender Characteristics

Butler County has, over the last forty years, enjoyed a near fifty-fifty split between males and females. During the 80s, 90s, and 2000s, there have been slightly more females than males in Butler County, as shown in Table 3-6. The 2010 Census revealed there were 26 more males than females in Butler County and the projected values for 2020 show females will overtake males by 94 persons reversing the trend from the 2010 Census.

Table 3-6: Butler County Population by Gender

Butler County Population by Gender					
1970-2020					
Year	Male	% Total	Female	% Total	Total
1970	4,859	49.9%	4,864	50.1%	9,723
1980	5,502	49.7%	5,562	50.3%	11,064
1990	5,569	49.5%	5,676	50.5%	11,245
2000	6,472	49.7%	6,538	50.3%	13,010
2010	6,358	50.1%	6,332	49.9%	12,690
2020	6,313	49.7%	6,407	50.3%	12,720

Source: US Census Bureau & KY State Data Center

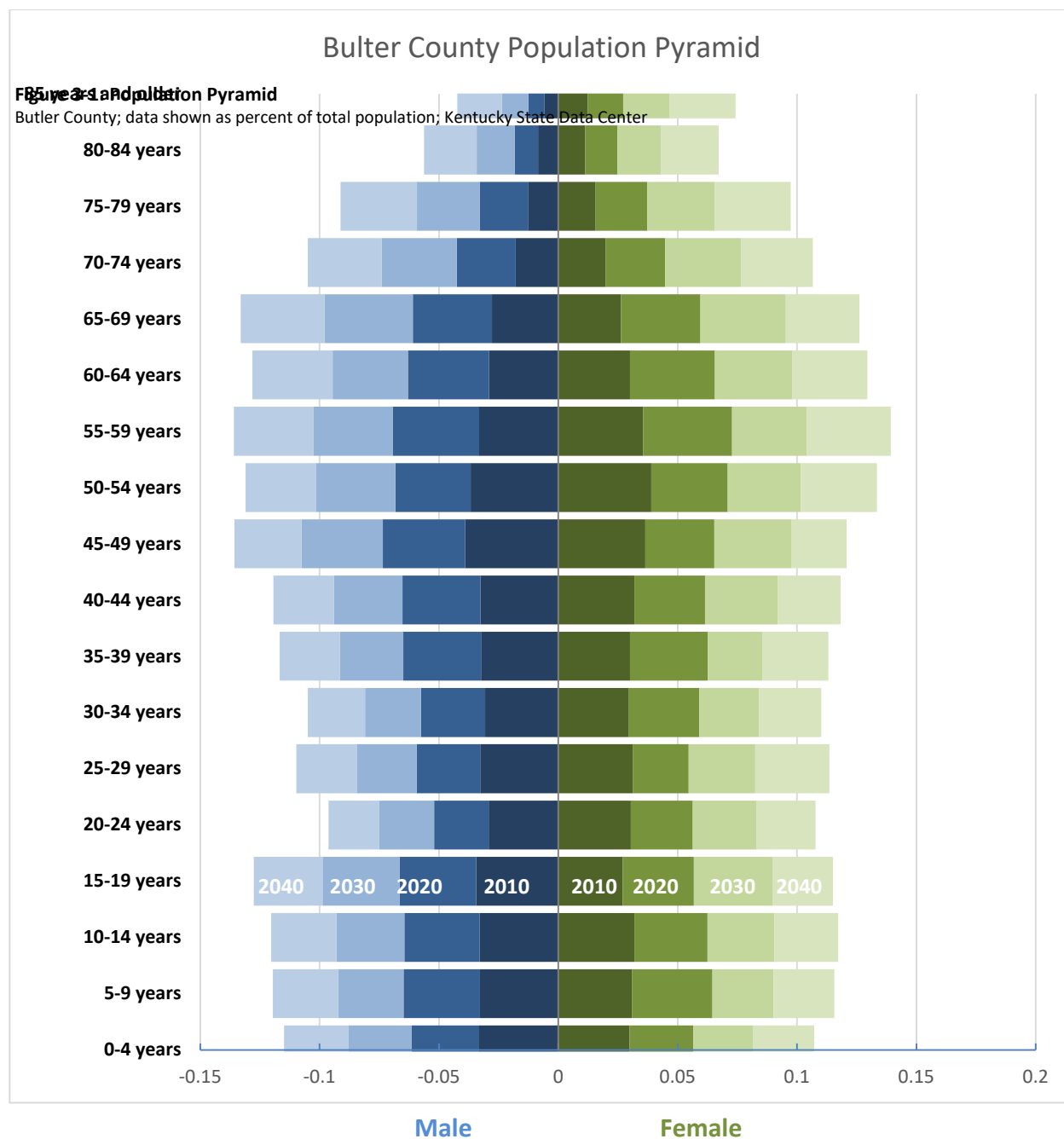
Age Characteristics

Table 3-7 displays the population of Butler County from 1980 through the projected values of 2020 broken down by age groups. There is a noticeable decline in the percentage of the population under 30 over this period. In 1980 there were 5,370 citizens under the age of 30 or 48.5% of the population in Butler County. By 2020 those numbers will have dropped to 4,342, or 34.4% of the population. This is the segment of the population Butler County that will need to rely on moving toward the future.

Table 3-7: Population by Age

1990	1,547	13.8	1,718	15.3	1,568	14.0	1,661	14.8	1,498	13.3	1,085	9.7	498	4.4	1,658	14.8
2000	1,680	12.9	1,990	15.3	1,700	13.1	1,937	14.9	1,924	14.8	1,520	11.7	588	4.5	1,671	12.8
2010	1,607	12.7	1,600	12.6	1,566	12.3	1,556	12.3	1,475	12.0	1,331	11.4	750	5.9	2,005	15.8
2020	1,536	12.1	1,579	12.4	1,257	9.9%	1,545	12.1	1,598	12.6	1,745	13.8	1,726	13.6	1,734	13.6

Source: US Census Bureau, Kentucky State Data Center



As outlined, there is a clear trend showing the population of Butler County is getting older. This will be compounded by a large number of residents leaving the workforce over the next

decade, and a dwindling youth population to replenish the workforce. According to the U.S. Census Bureau, 41% of the population in Butler County will be 50 or older by the year 2020.

By 2020, it is projected that 13.6% of the population will be over the age of 65, and over 40% of the population will be over the age of 50. To provide for the aging senior population, it is important to locate facilities to serve the aging in areas where seniors are most likely to reside. Map 3-2 shows the number of residents aged 62 and over living in the City of Morgantown. Map 3-3 gives a more clear view of the density of the aging population, showing the percent of residents aged 62 and over as a percent of the total population of Morgantown.

Characteristics of Race

The 2017 US Census Bureau's American Community Survey estimates show Morgantown to be a predominantly white community with 2,366 persons (90.7%) reporting as Caucasian. This represented a 7.9% decrease from the 2,193 persons classified as White or Caucasian in the 2010 Census. The Black/African American population of Morgantown has increased slightly since the 2010 Census from 15 to 19, but the American Indian/Native Alaskan population has shrunk from 14 to 0 over the same period (Table 3-8). The second largest population group in Morgantown, as of the 2010 Census, was the 'Other' category which consists of racial profiles not recorded by the Census as well as those reporting to have a multi-racial background. As of 2017, this segment of the population makes up 6.1% of Morgantown's population with 160 persons. This is an increase of 14.3% over the 140 persons reporting under the 'Other' category in 2010. The 2017 American Community Survey estimates reveal that Morgantown is more racially diverse than Butler County, in that Butler County is 96.9% White or Caucasian, while only 90.7% of Morgantown is classified as White.

Characteristics of Ethnicity

The greatest change in the makeup of the population of Morgantown can be found in the increase in the Hispanic population. The 2010 Census showed there were 228 persons in Morgantown that were Hispanic. According to the 2017 ACS estimates, there were 366 Hispanic persons living in the City of Morgantown. This represented a growth of 60.5% in the seven-year period. Fourteen percent (14.0%) of Morgantown's population was Hispanic in 2017, according to the estimates of the 2017 American Community Survey. Table 3-9 shows that during the 2010 and 2017 period, the majority of the Hispanic population of Butler County resided within the city limits of Morgantown.

Table 3-8: Population by Race

**Racial Composition of Butler County and Morgantown
2010 - 2017**

	2010	% of Total Population	2017	% of Total Population	% Change 2010-2017
White					
Butler County	12,303	97.0%	12,334	96.9%	0.3%
Morgantown	2,193	91.6%	2,366	90.7%	7.9%
African American / Black					
Butler County	48	0.4%	47	0.4%	-2.1%
Morgantown	15	0.6%	19	0.7%	26.7%
American Indian / Native Alaskan					
Butler County	36	0.3%	23	0.2%	-36.1%
Morgantown	14	0.6%	0	0.0%	-100.0%
Asian / Pacific Islander					
Butler County	20	0.2%	18	0.1%	-10.0%
Morgantown	7	0.3%	0	0.0%	-100.0%
Other					
Butler County	168	1.3%	164	1.3%	-2.4%
Morgantown	140	5.8%	160	6.1%	14.3%

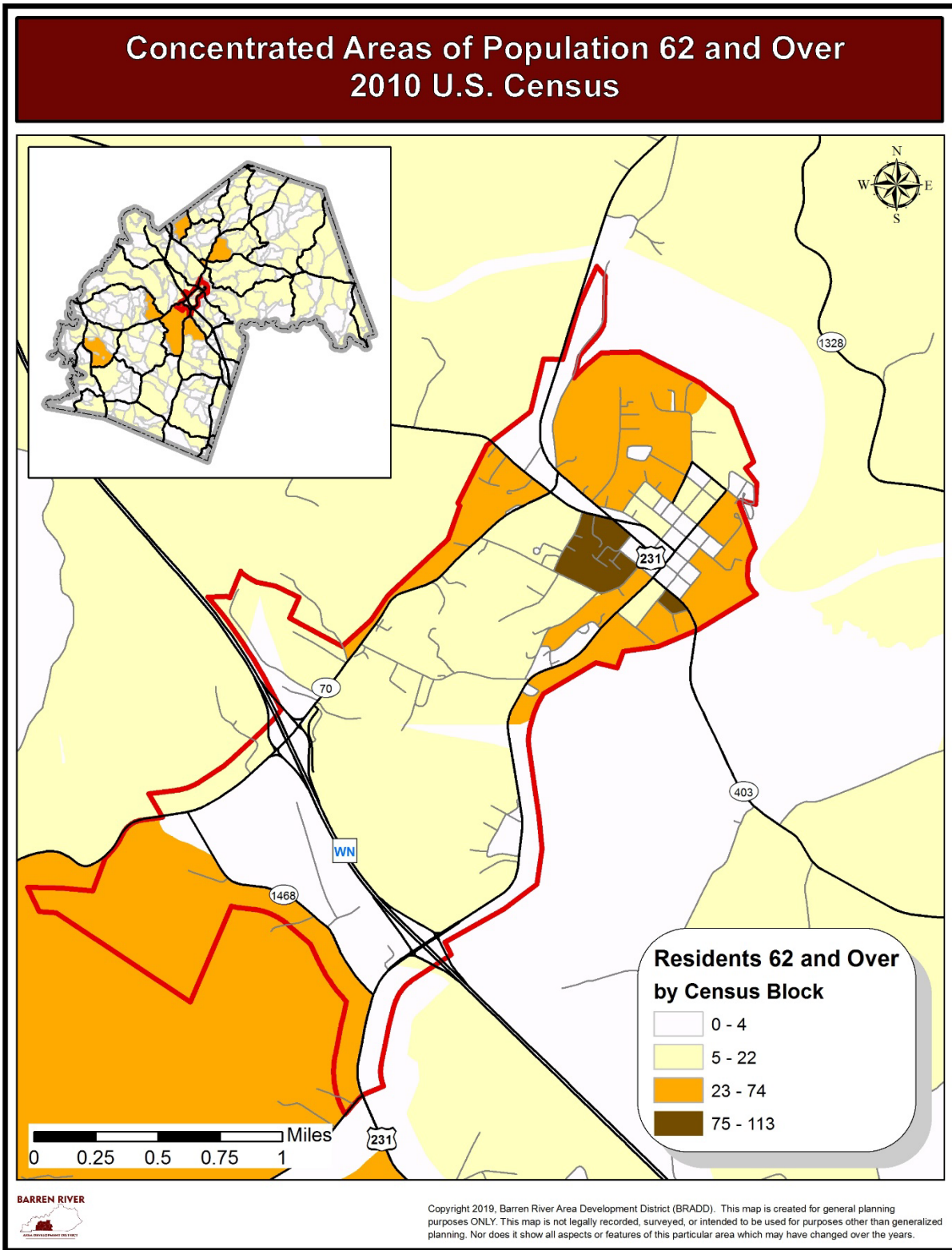
Source: US Census Bureau, Kentucky State Data Center,
American Community Survey 5-Year Estimates, 2017

Table 3-9: Hispanic Population

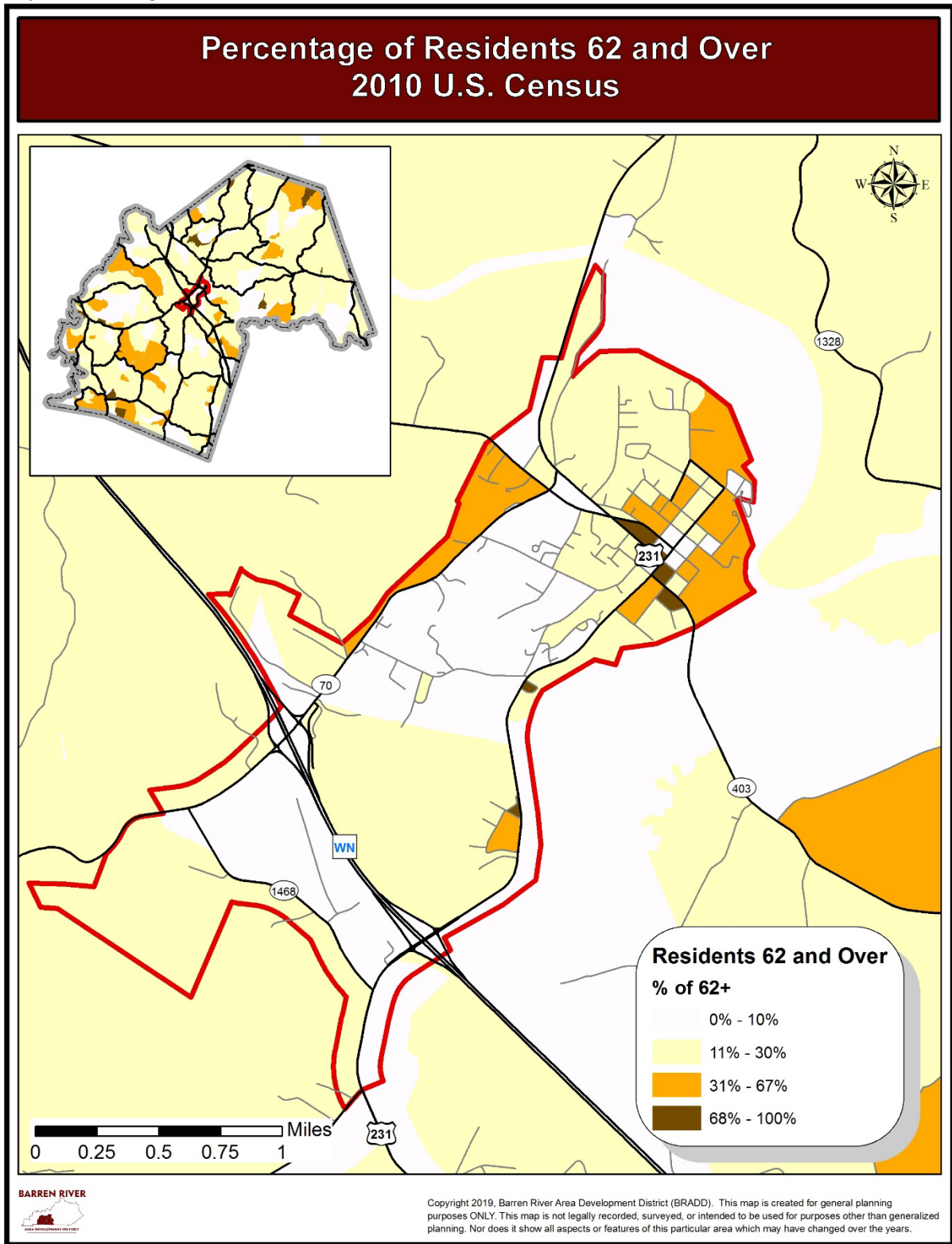
Hispanic Population of Butler County and Morgantown 2010 - 2017					
	2010	% of Total Population	2017	% of Total Population	% Change 2010 - 2017
Hispanic					
Butler County	322	2.5%	399	3.1%	23.9%
Morgantown	228	9.5%	366	14.0%	60.5%
Non-Hispanic					
Butler County	12,368	97.5%	12,336	96.9%	-0.25%
Morgantown	2,462	96.8%	2,242	86.0%	-8.94%

Source: US Census Bureau, Kentucky State Data Center,
American Community Survey 5-Year Estimates, 2017

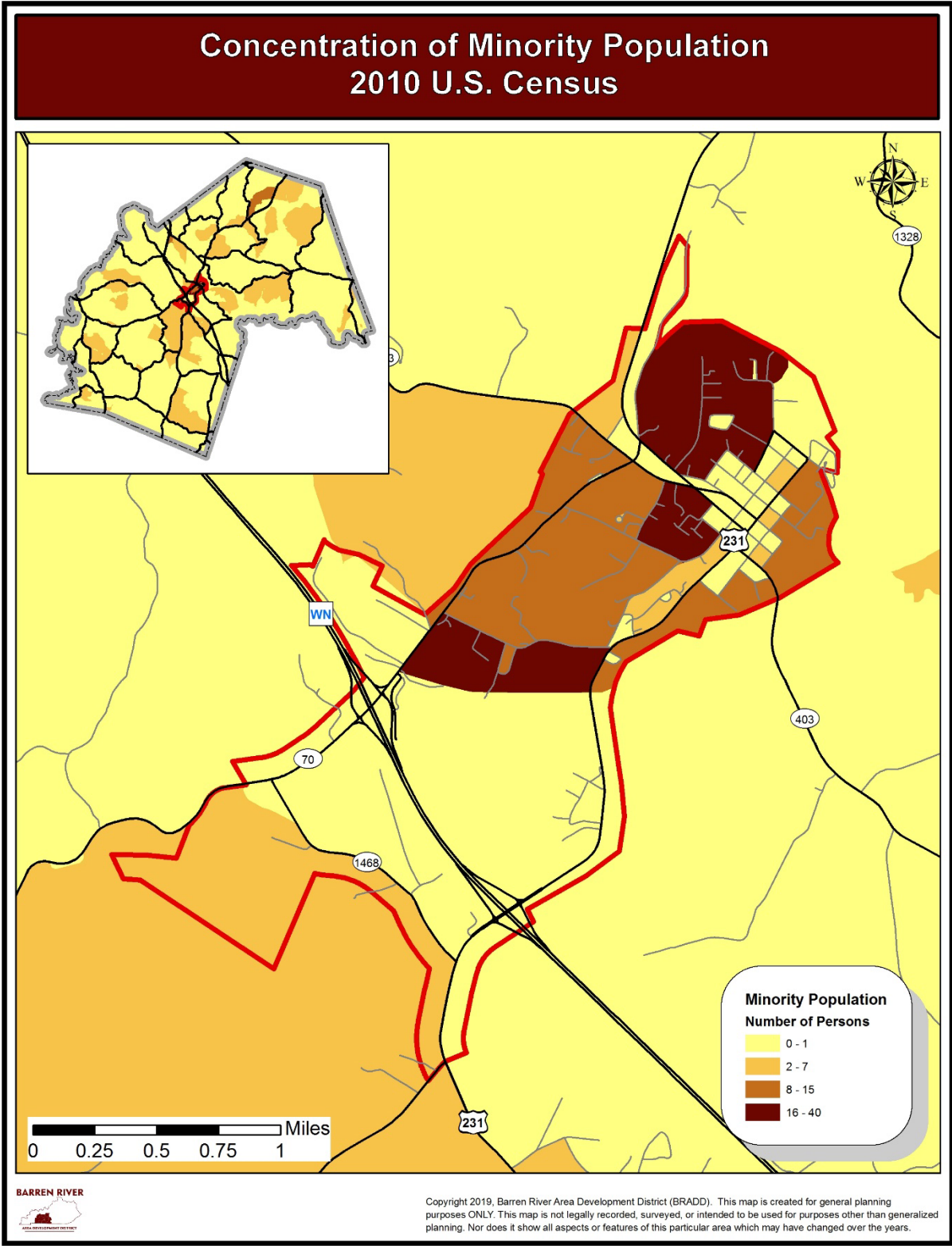
Map 3-2: Concentrated Areas of Population 62+



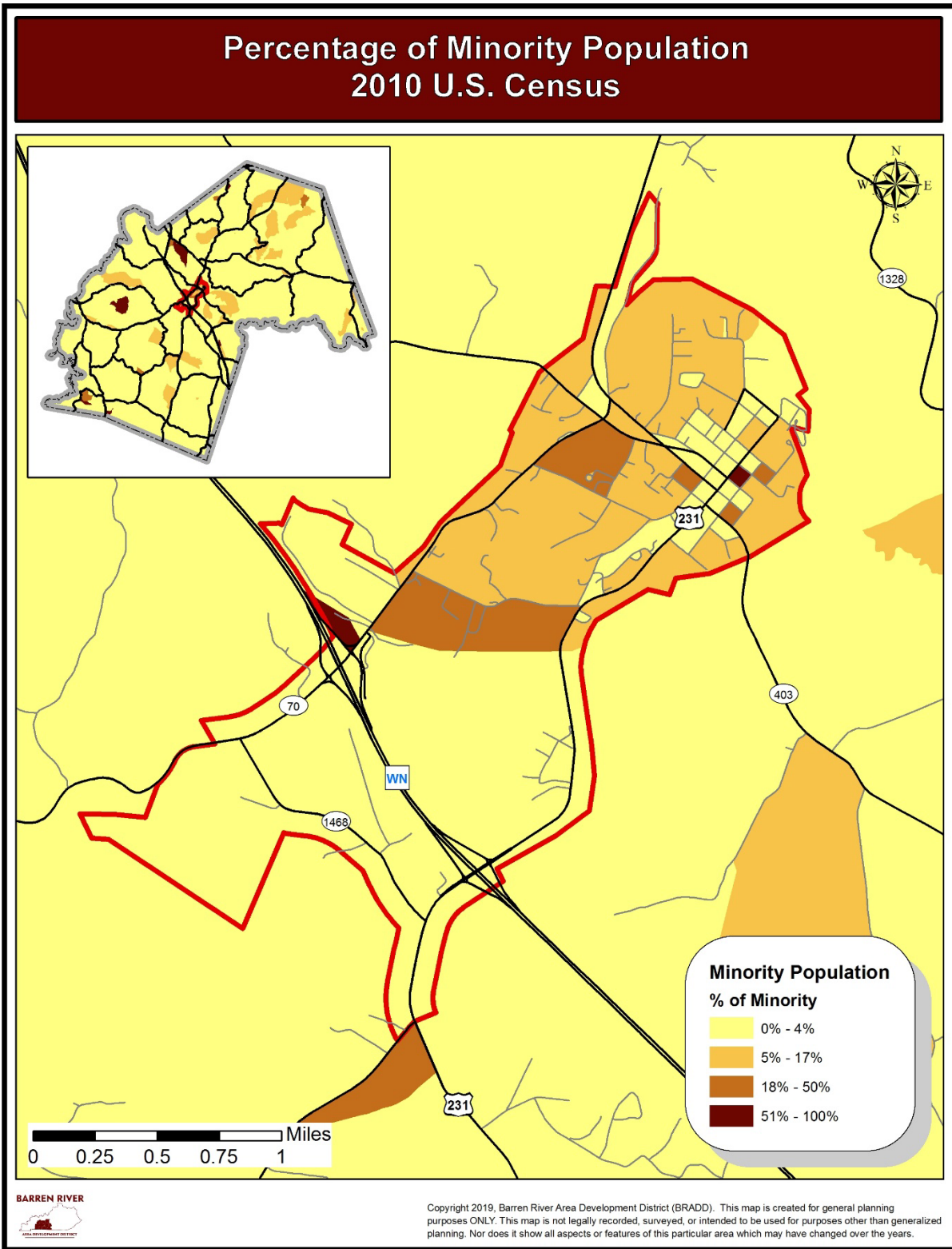
Map 3-3: Percentage of Residents 62+



Map 3-4: Concentration of Minority Population



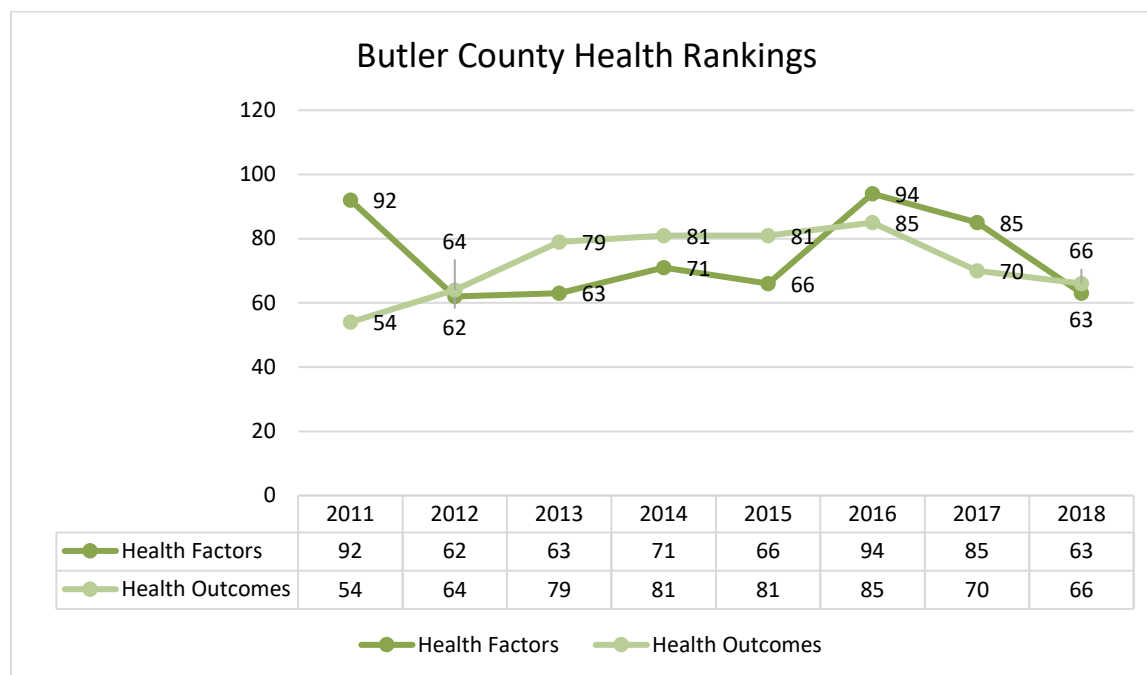
Map 3-5: Percentage of Minority Population



Vital Statistics

According to the 2018 Kentucky Health Rankings Report, Butler County is currently ranked 66 out of the 120 Kentucky counties in health outcomes, and 63 in health factors. Health outcomes measure quality of life and mortality rates. Health factors measures factors that influence health outcomes, like tobacco use, diabetes rates, diet and exercise, obesity, and teen births. Because this is a rank from 1 to 120, the lower the number, the healthier the county, according to the factors. In both of these sectors, Butler County falls in the middle of the state. Since 2011, both Butler County's health outcomes and health factors have dropped to 66th and 63rd in the state.

Figure 3-2: Rank of Butler County Health Statistics out of 120 Counties



Source: countyhealthrankings.org

Personal Income

One variable that can signal degrees of a region's prosperity is income, and measures such as per-capita income, changes in total income, and poverty rates can give insight into regional income status.

Per-capita personal income is calculated as the total personal income of the residents of an area divided by the population of the area. Personal income is the sum of wage and salary disbursements, supplements to wages and salaries, proprietors' income with inventory valuation and capital consumption adjustments, rental income of persons with capital consumption adjustment, personal dividend income, personal interest income, and personal current transfer receipts, less contributions from government social insurance. Per-capita income is presented as a 20-year time series in Figure 3-3. In 2010, Butler County maintained a per- capita income of \$25,019, which is lower than any of the other aggregate levels. From 1990 to 2010, Butler County's per capita income remained significantly lower

than the state and national rate. Although the county's growth rate of the per capita income has increased in recent years, it is growing comparatively slow. As of 1990, the gap between the average Butler County per-capita income and that of the state was \$4,642. By 2010, that gap has grown to \$5,279. Likewise, the gap between the City of Morgantown per-capita income and the State of Kentucky's per-capita income has increased to \$10,128 in 2017.

Figure 3-3: Per Capita Income

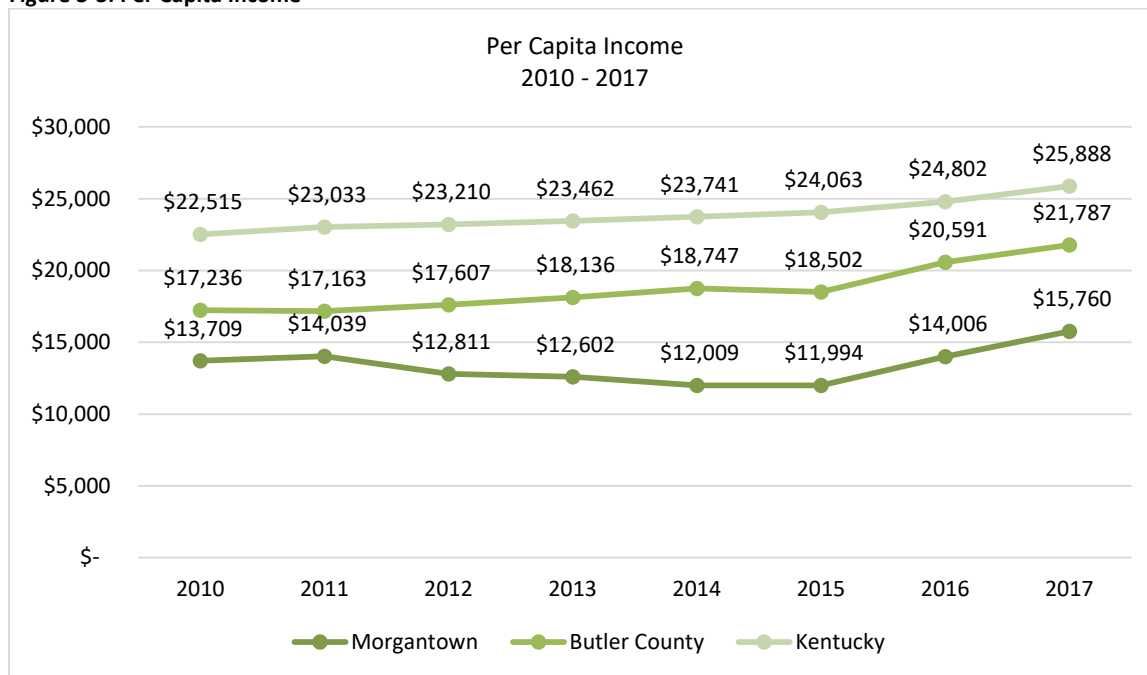
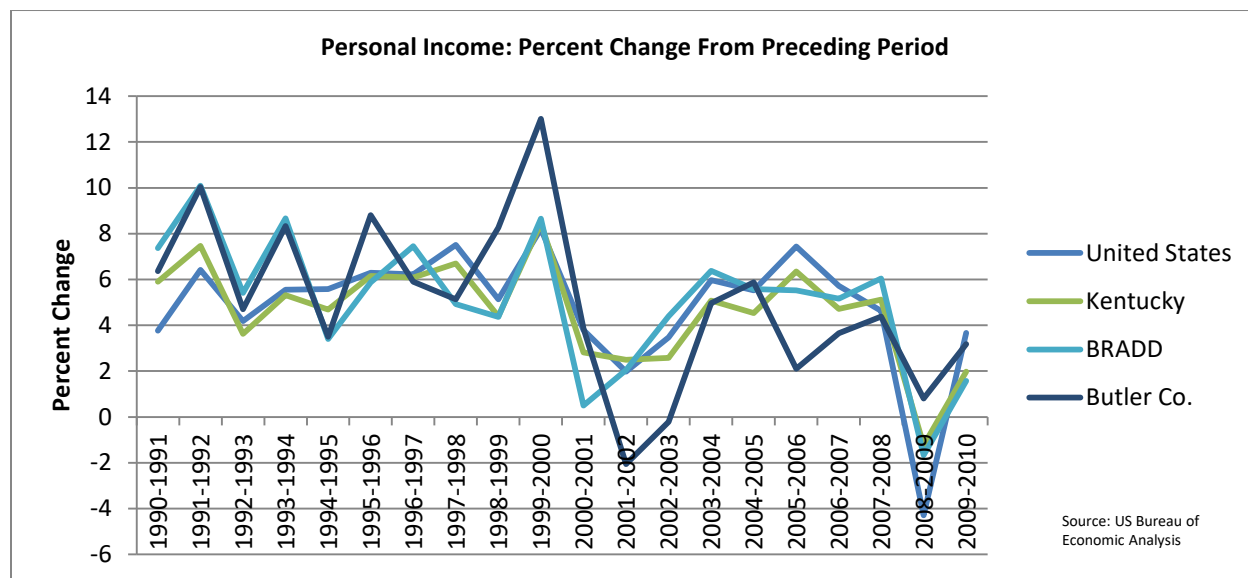


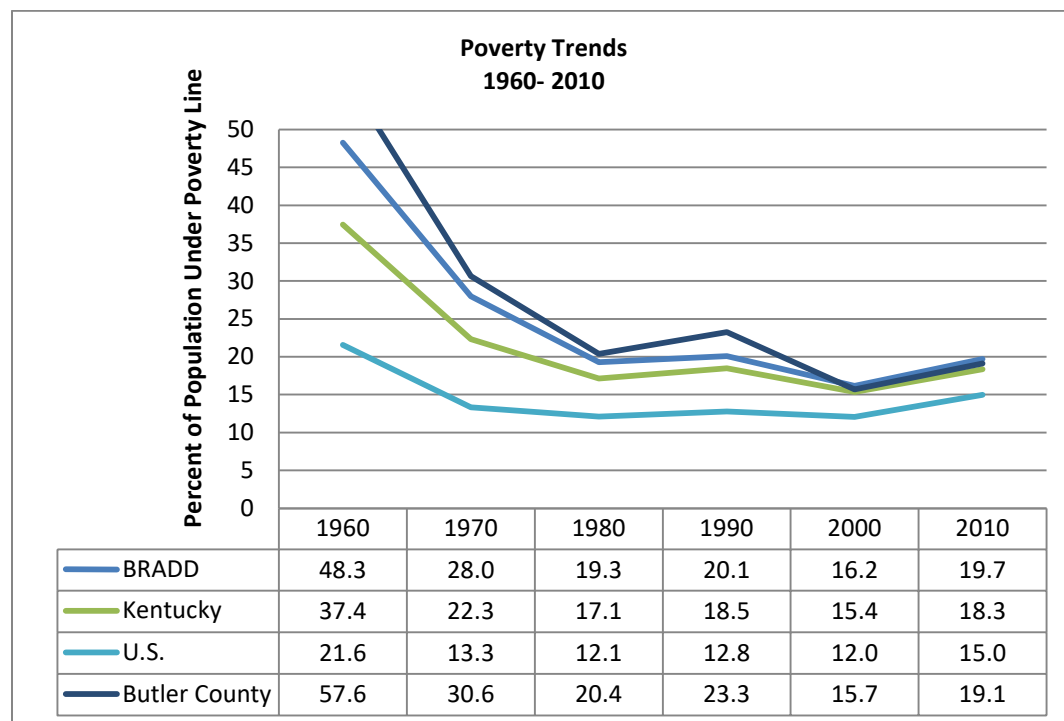
Figure 3-4 displays the annual changes of total personal income from 1990 to 2010. Between 1990 and 2000, Butler County experienced continual growth in total income with the greatest change occurring between the years of 1999 and 2000 at 13%. However, after a 2001- 2002 negative percentage growth, the county's personal income growth has consistently trended below state and national rates with the exception of 2008-2009.

Figure 3-4: Personal Income, Percent Change



In Figure 3-5, a 40- year time series displays the poverty rates of Butler County, the BRADD, Kentucky, and the United States. Since 1960, Butler County has made significant progress in decreasing its impoverished population composition. With a drop of nearly 40 percentage points, Butler County's poverty rate is now comparable with BRADD, State, and National rates. It should be noted that the poverty rate is not an absolute threshold since family size and composition determine which threshold an individual must meet to be considered 'out of poverty'.

Figure 3-5: Poverty Trends



Another way to measure the economic strength of an area is through median household income. The income of households is measured by the US Census Bureau to include the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income. Map 3-6 shows household income by census block groups. This geographic comparison shows that lower income families are mostly located in the south-western and central portions of Butler County. The Morgantown city limits fall mostly into the lowest household income level, those households earn between \$25,128 and \$31,404 annually.

Map 3-6: Median Household Income by Census Block

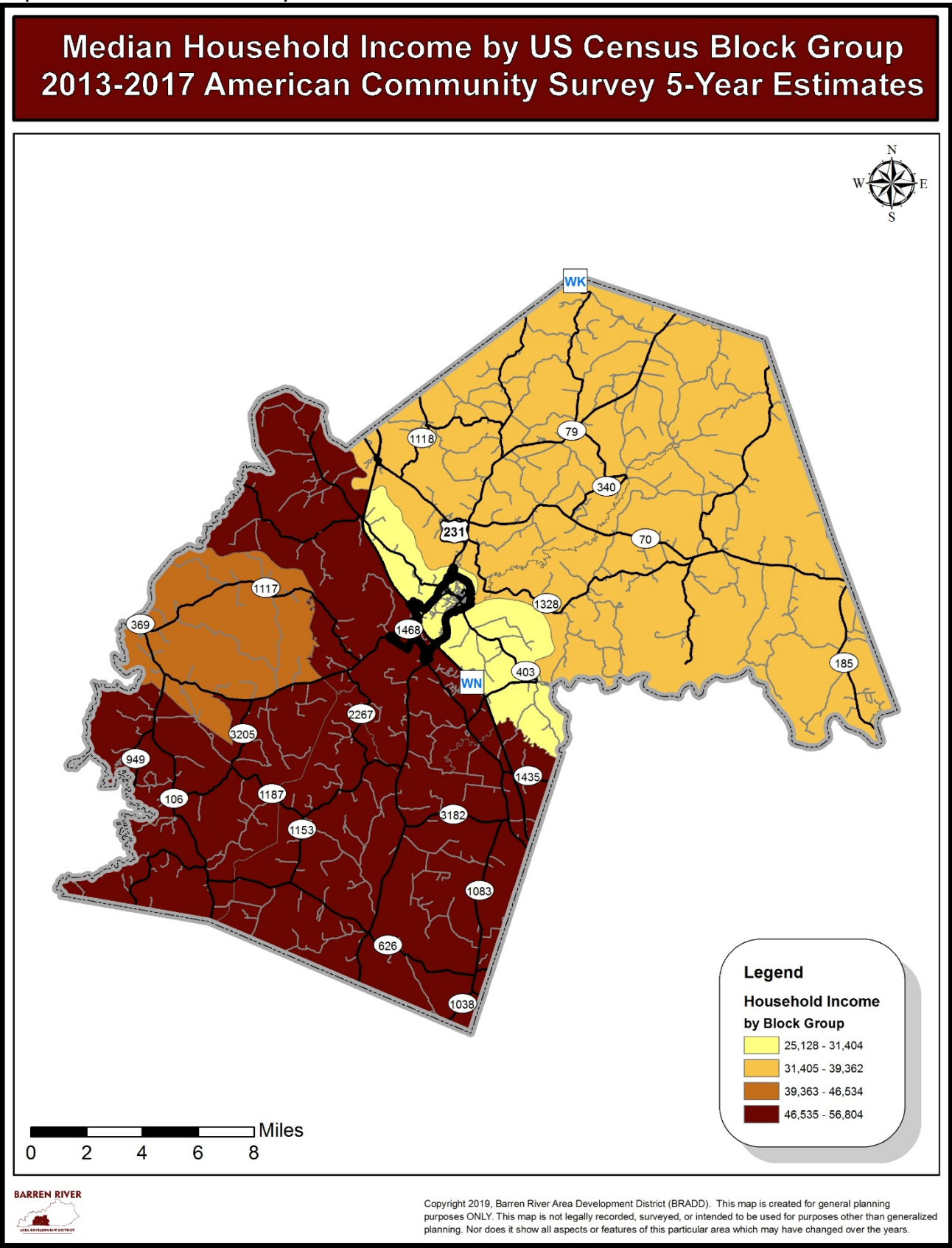


Table 3-10 displays the current transfer receipts of individuals from the government from 2013 to 2017. The table also shows how these receipts relate to the personal income of the county. Social security and Medicare are the largest government transfers of income, and together they equal 18.55% of Butler County's total personal income for 2017. This is a decrease from both 2015 and 2016. Even so, these two categories will likely grow as the population increases in age. While the programs outlined in the table accounted for 57.22% of total personal income in 2013, only five years later the percentage has increased to 62.15%

Table 3-10: Transfer Receipts of Individuals from Government by Program, 2013-2017

Current Transfer of Receipts of Individuals in Butler County from Government by Program 2013-2017 (Amounts are in thousands of dollars)										
Description	2013		2014		2015		2016		2017	
	Amount	% of Total Personal Income	Amount	% of Total Personal Income	Amount	% of Total Personal Income	Amount	% of Total Personal Income	Amount	% of Total Personal Income
Personal Current Transfer Receipts	117,088	29.88%	126,312	31.95%	135,253	33.24%	134,391	33.02%	138,742	32.22%
Social Security	39,559	10.10%	39,773	10.06%	42,720	10.50%	42,805	10.52%	43,946	10.20%
Medicare	31,547	8.05%	32,000	8.09%	33,331	8.19%	34,559	8.49%	35,952	8.35%
Medicaid	22,574	5.76%	32,479	8.21%	36,888	9.06%	34,938	8.58%	37,165	8.63%
SSI	3,396	0.87%	3,108	0.79%	3,353	0.82%	3,099	0.76%	2,800	0.65%
Veterans' Benefits	3,239	0.83%	3,468	0.88%	4,026	0.99%	4,158	1.02%	4,262	0.99%
Supplemental Nutrition Assistance Program (SNAP)	4,185	1.07%	3,706	0.94%	3,440	0.85%	3,106	0.76%	2,975	0.69%
Unemployment Insurance	2,309	0.59%	1,144	0.29%	884	0.22%	999	0.25%	870	0.20%
Other	278	0.07%	702	0.18%	811	0.20%	819	0.20%	930	0.22%
Total Personal Income	391,801		395,382		406,948		406,999		430,638	

Source: US Bureau of Economic Analysis, GDP and Personal Income

CHAPTER 4: ECONOMIC BASE ANALYSIS

Summary

- The Butler County civilian labor force has continued a slow increase from 2015-2017 with an estimated 5,257 workers in 2017.
- Since 2013, unemployment rates in Butler County have subsided from a high 9.2%. County rates have consistently fallen above state and national rates. Butler County's employment rate rested at 5.5% in 2017.
- Although education levels have improved, high school graduation rates and higher education attainment continue to be slightly lower than BRADD, state, and national rates.
- In 2015, 68.3% of Butler County's workforce commuted outside the county for employment, with an average commute time of 26 minutes.
- Average weekly wages have improved for employees in Butler County, but they are still lower than the state's average weekly wages for respective industrial sectors.
- County wages are highest for manufacturing jobs. These jobs averaged a weekly wage of \$800 in 2017.
- Compared to the BRADD and the state, wages have been lower for Butler County employees.
- For every 3 basic jobs created, 1.34 non-basic jobs are created.
- Manufacturing is the major economic sector of Butler County in terms of employment and total wages. Further, the number of manufacturing jobs has increased from 544 in 2010 to 1,054 in 2017.
- From 2010 to 2015, Butler County gained six business establishments, primarily in the manufacturing and healthcare and social assistance sectors.
- With festivals like the annual Catfish Festival and numerous historical attractions, Morgantown and Butler County have increased their travel expenditures at a greater percentage rate than the BRADD or State rate.
- In 2017, Butler County experienced an 11% growth in travel expenditures, further supporting local tourism efforts.

Butler County Economic Base

In this chapter, the economy of Butler County and the City of Morgantown will be explored in terms of its workforce, economic sectors, wages and income, and industrial infrastructure. The economy will be analyzed over a period of time so as to determine future indicators for growth and development. The most critical aspect of a local economy is the communities' workforce and the skills of those residents. Unlike previous years in which a community could market itself as having workers who would work for low wages, that is no longer the key requirement. Although there is still such employment, the increasing requirement is for an available skilled workforce with key technical abilities. These jobs are higher paying with much of the previous lower paying jobs having been relocated to other countries.

Workforce

The Kentucky Deskbook of Economic Statistics defines labor force as "employed and unemployed persons sixteen years of age and older, excluding armed forces personnel and persons in penal and mental institutions, sanitariums, and homes for the aged, infirmed and needy. Persons 'not in the labor force' are those not classified as employed or unemployed and include persons retired, those engaged in their own housework, those not working while attending school, those unable to work because of long-term illness, those discouraged from seeking work because of personal or job market factors, and those who are voluntarily idle" (Kentucky Deskbook of Economic Statistics, 2006).

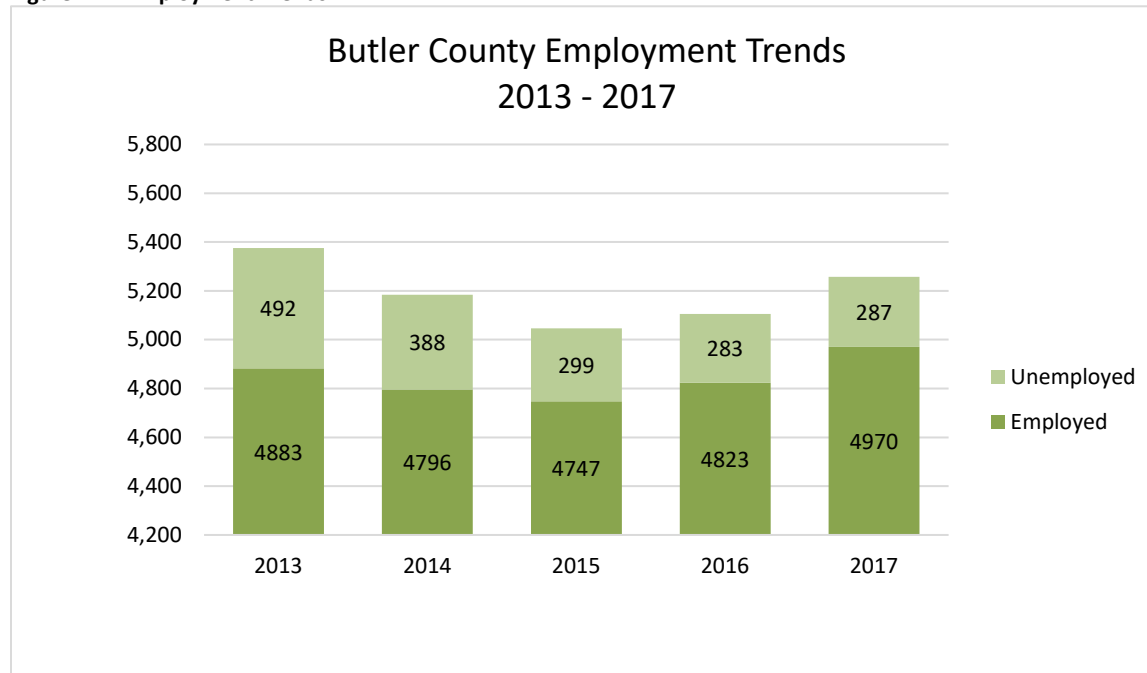
Butler County labor force statistics from 2013 to 2017 are displayed in Table 4-1. The county had a civilian labor force of 5,375 in 2013. This labor force has fluctuated in the years succeeding, and dropped slightly to 5,257 in 2017. The unemployment percentage has steadily dropped in Butler County, even while the labor force size decreased. In the past five years, the unemployment rate has lowered from 8% in 2013 to just 5.5% in 2017. The U-shaped graph in Figure 4-1 demonstrates a high unemployment rate coupled with a larger workforce, then a drop in both unemployment and workforce around 2015, then a significant increase in employment in 2016 and 2017.

Table 4-1: Butler County Labor Force Estimates

Butler County Labor Force Estimates: 2013 - 2017					
	2013	2014	2015	2016	2017
Civilian Labor Force	5375	5187	5046	5106	5257
Ag Employment	692	695	703	686	693
Non-Ag Employment	3997	3972	4146	4432	4396
Employment	4883	4796	4747	4823	4970
Unemployment	492	388	299	283	287
Unemployment Rate (%)	9.2	7.5	5.9	5.5	5.5

Source: Kentucky Department for Workforce Investment; Federal Bureau of Economic Analysis, Bureau of Labor Statistics

Figure 4-1: Employment Trends

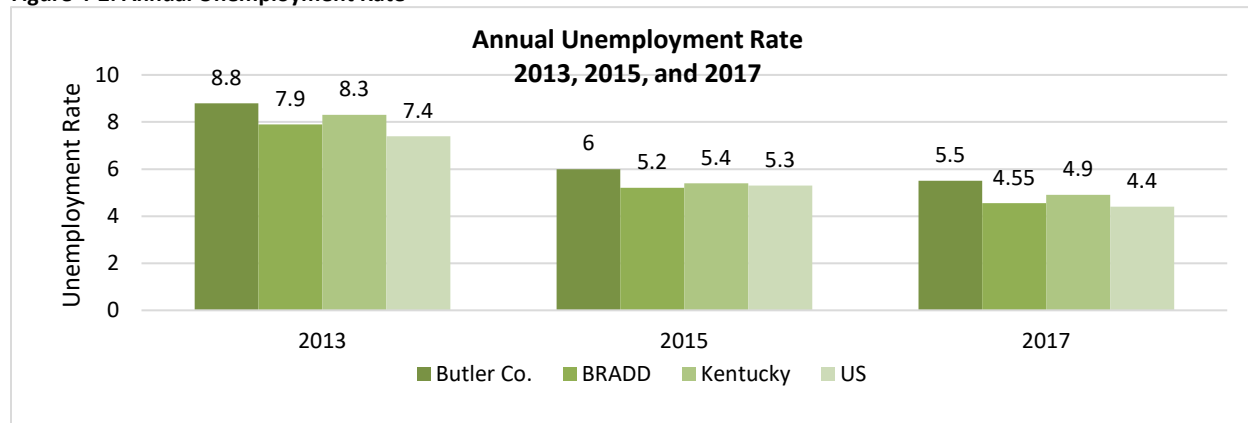


Source: Kentucky Department for Workforce Investment; Federal Bureau of Economic Analysis

Unemployment

Figure 4-2 presents annual unemployment rates for Butler County, the BRADD, Kentucky, and the United States from 2013 to 2017. Following the beginning of the 2008 recession, nearly all regions experienced a spike in unemployment rates. Although Kentucky counties were not immune from increasing unemployment rates, Butler County experienced significant unemployment that exceeded regional, state, and national rates. In 2013, Butler County's unemployment rate peaked at 8.8%. Since 2013, unemployment rates have receded, and Butler County rates have fallen to within one point of other area rates. In 2017, that number had dropped to 5.5%. While still high, this is only slightly higher than the BRADD, State, and National rates.

Figure 4-2: Annual Unemployment Rate



Source: Kentucky Department for Workforce Investment; Federal Bureau of Economic Analysis

Education

As the economy becomes more global, maintaining an educated workforce is becoming more necessary to sustain a competitive advantage in attracting, expanding, and maintaining employers and jobs. With increasing technological advances and requirements for employment, the availability of a skilled workforce is a major factor in the location of manufacturers, especially those paying higher wages. Products that do not require higher skills to produce will gravitate to communities or counties that have an abundance of labor willing to work for lower wages, while production of those products requiring computer, analytical, or creative ability will be located in areas of higher educational levels (high school, technical school, and college graduates). The need for all sectors of the population, from those in elementary schools to those in the workforce, to obtain an education or upgrade their skills is critical.

Education levels of Butler County residents are comparatively low when compared to regional, state, and national levels. Table 4-3 contains 2017 comprehensive data regarding educational attainment within the BRADD, while Table 4-2 displays the upward trend of educational attainment throughout the BRADD, Kentucky, and the United States from 2000 to 2017.

In 2017, 77.8% of Butler County residents 25 years or older were high school graduates and 11.7% of residents held a bachelor's degree or higher. These percentages are much lower than the state's averages of 85% and 23% respectively. Among counties in the BRADD, Butler County has the fourth lowest percentage of high school graduates and graduates of higher education. Despite these comparative deficiencies, it should be noted that the county has increased its percentage of high school graduates by 16.8% over the last 17 years, which is greater than the increase in state and national rates (Figure 4-3). Although high school graduation rates have increased, a lack of employment opportunity for higher skilled individuals has resulted in a stale rate of residing college graduates during this same period.

Table 4-2: Educational Attainment for BRADD Counties

EDUCATIONAL ATTAINMENT FOR BRADD COUNTIES (PERSONS 25+)						
Shown as % of Persons Age 25+						
	2000		2010		2017	
County	High school graduates	Bachelor's degree or higher	High school graduates	Bachelor's degree or higher	High school graduates	Bachelor's degree or higher
Allen	65	9	74	11	79.5	14.4
Barren	70	11	77	15	82.2	16.2
Butler	61	6	73	8	77.8	11.7
Edmonson	62	5	76	7	79.2	11.1
Hart	58	7	68	9	74.9	12.6
Logan	69	10	74	10	82.3	14.8
Metcalfe	58	7	68	7	77.2	12.1
Monroe	58	8	75	12	76.6	14.8
Simpson	74	12	81	16	84.8	15.1
Warren	80	25	85	28	88.2	30.4
BRADD	65	10	75	12	80.3	15.3
State	74	17	81	20	85.2	23.2
U.S.	80	24	85	28	87.3	30.9

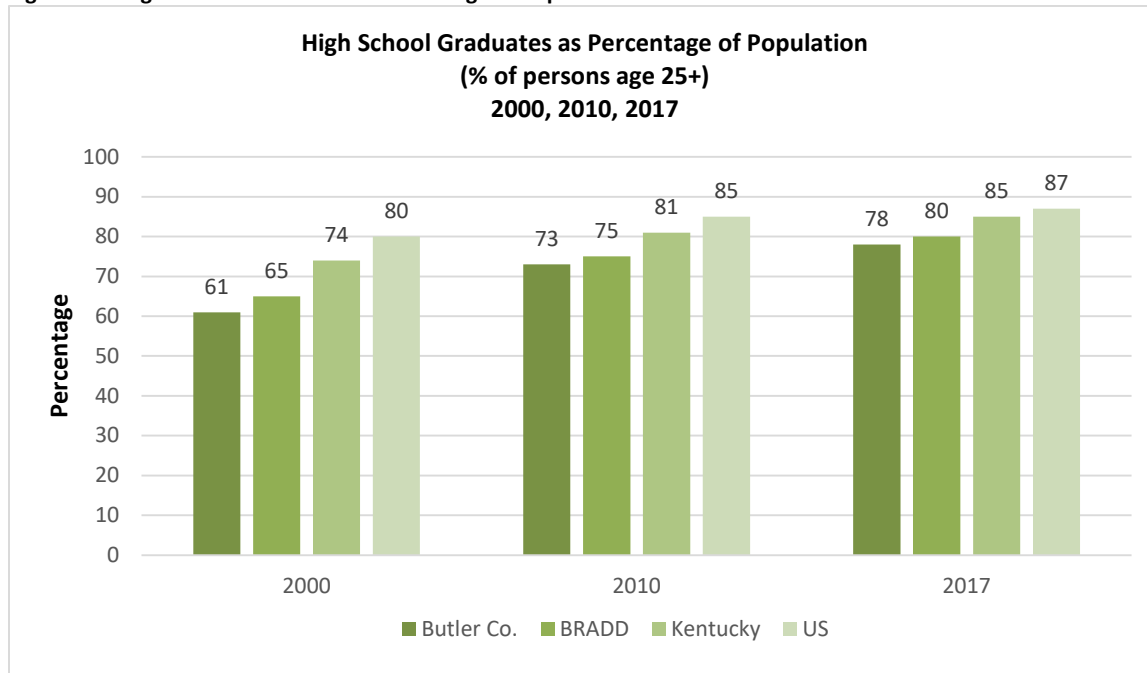
Source: 2017 ACS US Census Bureau

Table 4-3: Educational Attainment for BRADD Counties

2017 Educational Attainment for BRADD Counties (Population 25 years and older)															
County	Total	Less Than 9th Grade	% Total	9th to 12th Grade, No Diploma	% Total	High School Graduate or GED	% Total	Some College, No Degree	% Total	Associate's Degree	% Total	Bachelor's Degree	% Total	Graduate or Prof. Degree	% Total
Allen	14,073	1390	9.9	1488	10.6	5491	39	2488	17.7	1193	8.5	1274	9.1	749	5.3
Barren	29,531	2490	8.4	2772	9.4	11960	40.5	5495	18.6	2018	6.8	2904	9.8	1892	6.4
Butler	8,971	929	10.4	1066	11.9	3752	41.8	1392	15.5	780	8.7	610	6.8	442	4.9
Edmonson	8,612	805	9.3	989	11.5	3591	41.7	1610	18.7	658	7.6	540	6.3	419	4.9
Hart	12,494	1449	11.6	1691	13.5	4997	40	2697	44.4	794	6.4	889	7.1	681	5.5
Logan	18,311	1493	8.2	1748	9.5	7428	40.6	3541	19.3	1393	7.6	1863	10.2	845	4.6
Metcalfe	6,925	952	13.7	626	9	2729	39.4	1378	19.9	401	5.8	391	5.6	448	6.5
Monroe	7,414	1030	13.9	704	9.5	3022	40.8	1034	13.9	530	7.1	592	8	502	6.8
Simpson	12,102	642	5.3	1197	9.9	5061	41.8	2437	20.1	932	7.7	1176	9.7	657	5.4
Warren	74,913	4030	5.4	4841	6.5	22026	29.4	15333	20.5	5916	7.9	13718	18.3	9049	12.1
BRADD	181,738	1521	9.61	1712.2	10.13	7005.7	39.5	3740.5	20.86	1461.5	7.41	2395.7	9.09	1568.4	6.24

Source: 2017 ACS US Census Bureau

Figure 4-3: High School Graduates as Percentage of Population



Source: US Census Bureau

Commuting Patterns

The most recent data on commuting patterns is based on the 2017 U.S. Census Bureau's American Community Survey and the Kentucky Cabinet for Economic Development's data and is presented in Tables 4-4 and 4-5 and Figure 4-7. Of the total workforce residing in the county, 31.7% lived and worked in the county while 68.3% commuted outside the county. The most prevalent destination for those commuting for employment was Warren County, Kentucky. The origin of the majority of those working within the county was primarily local residents, with 53% of the workers living within the county. Information is also available from the Census Bureau regarding commuting times. The average commute time for Butler County workers was 26 minutes. This is slightly higher than the state average of 23.1 minutes.

Table 4-4: Butler County Commuting Patterns, 2015

Butler County Commuting Patterns: 2015		
Residents of Butler County	2015	Percent
Working and Residing in County	1,439	31.7
Commuting Out of County	3,107	68.3
Total Residents	4,546	100
Employees in Butler County		
Working and Residing in County	1,439	53
Commuting into County	1,276	47
Total Employees	2,715	100

Source: Kentucky Cabinet for Economic Development

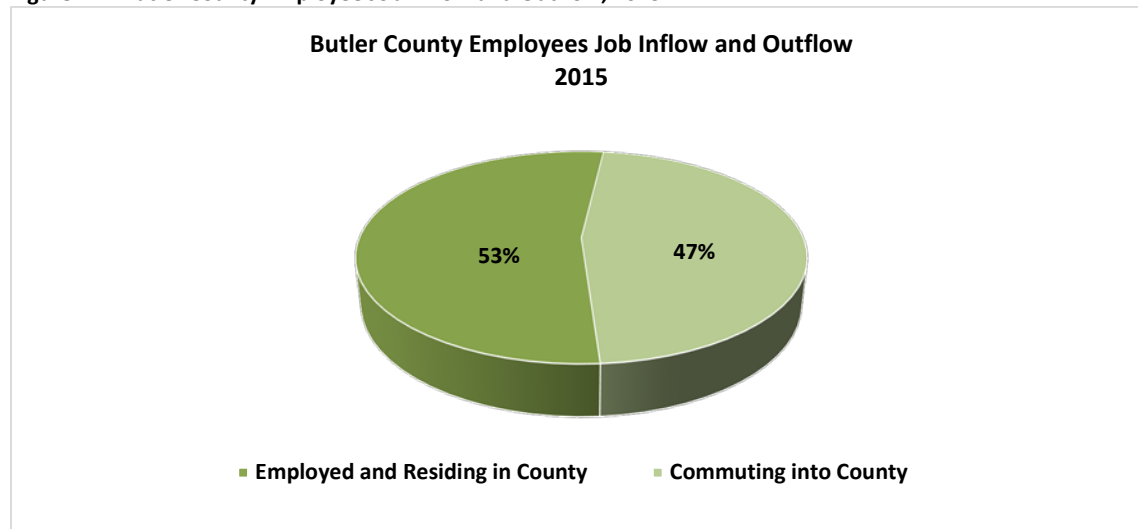
Table 4-5: Morgantown Commuting Patterns, 2017

Morgantown Commuting Patterns 2017	
Residents of Morgantown	Percent
Work in State of Residence	100
Work in County of Residence	60.1
Work Outside County of Residence	39.8

Source: 2017 ACS Estimates

The 2017 American Community Survey estimates 805 Morgantown workers above the age of 16. Of these 805, 60.1% work within Butler County, while 39.9% work outside the county. As presented in Chapter 7: Transportation, commuters traveling to Butler County for employment primarily reside in Ohio and Muhlenberg counties, with Warren County coming in third. Average commute time for Morgantown residents was 17.8 minutes, slightly shorter than that of Butler County residents, as well as the state average.

Figure 4-4: Butler County Employee Job Inflow and Outflow, 2015



Source: Kentucky Cabinet for Economic Development

Wages

Weekly Average and Total Wages

Another way to measure the prosperity of a county is to compare the average weekly industrial wage of that county to the entire state. Over the last 10 years, Butler County's industrial wages have trailed Kentucky's, as shown in Table 4-6. In 2001, Butler County's average weekly wage of \$433 was 75% of Kentucky's \$577. This difference declined over 10 years with Butler County's 2011 weekly wage of \$597 equaling 78.3% of Kentucky's \$762. In 2017, Butler County's average weekly wage was \$606, and the surrounding labor market's average weekly wage was \$754. As displayed in Table 4-7 and Figure 4-5, changes in wages show a growth in total wages in Butler County between 2007 and 2017. Butler County has been on pace with other BRADD counties and Kentucky as whole in growth of total wages.

Table 4-6: Average Weekly Wage of Industries

Average Weekly Wage of Industries in Butler County and Kentucky						
Butler County	2001	% of KY	2006	% of KY	2017	% of KY
All Industries	\$433	75.00%	\$506	74.70%	\$606	69.0%
Natural Resources and Mining	\$436	57.70%	\$277	29.50%	\$728	53.8%
Construction	\$535	84.90%	\$570	79.40%	\$620	59.3%
Manufacturing	\$505	69.00%	\$723	82.70%	\$800	71.3%
Trade, Transportation, and Utilities	\$369	68.50%	\$464	74.50%	\$632	78.0%
Information	\$247	36.60%	\$447	57.50%	\$190	17.4%
Financial Activities	\$481	69.30%	\$503	57.20%	\$767	60.4%
Professional and Business Services	\$253	42.20%	\$297	42.00%	\$486	*
Education and Health Services	\$366	62.80%	\$452	65.60%	\$501	*
Leisure and Hospitality	\$141	60.80%	\$174	68.20%	\$327	*
Other Services	\$443	108.80%	\$421	87.30%	\$626	*
Kentucky	2001		2006		2017	
All Industries	\$577		\$677		\$871	
Natural Resources and Mining	\$755		\$938		\$1,352	
Construction	\$630		\$718		\$1,046	
Manufacturing	\$732		\$874		\$1,122	
Trade, Transportation, and Utilities	\$539		\$623		\$807	
Information	\$675		\$778		\$1,090	
Financial Activities	\$694		\$879		\$1,269	
Services	\$599		\$707		\$750	
State and Local Government	\$583		\$689		\$830	
Agriculture and Unclassified	\$232		\$255		\$740	

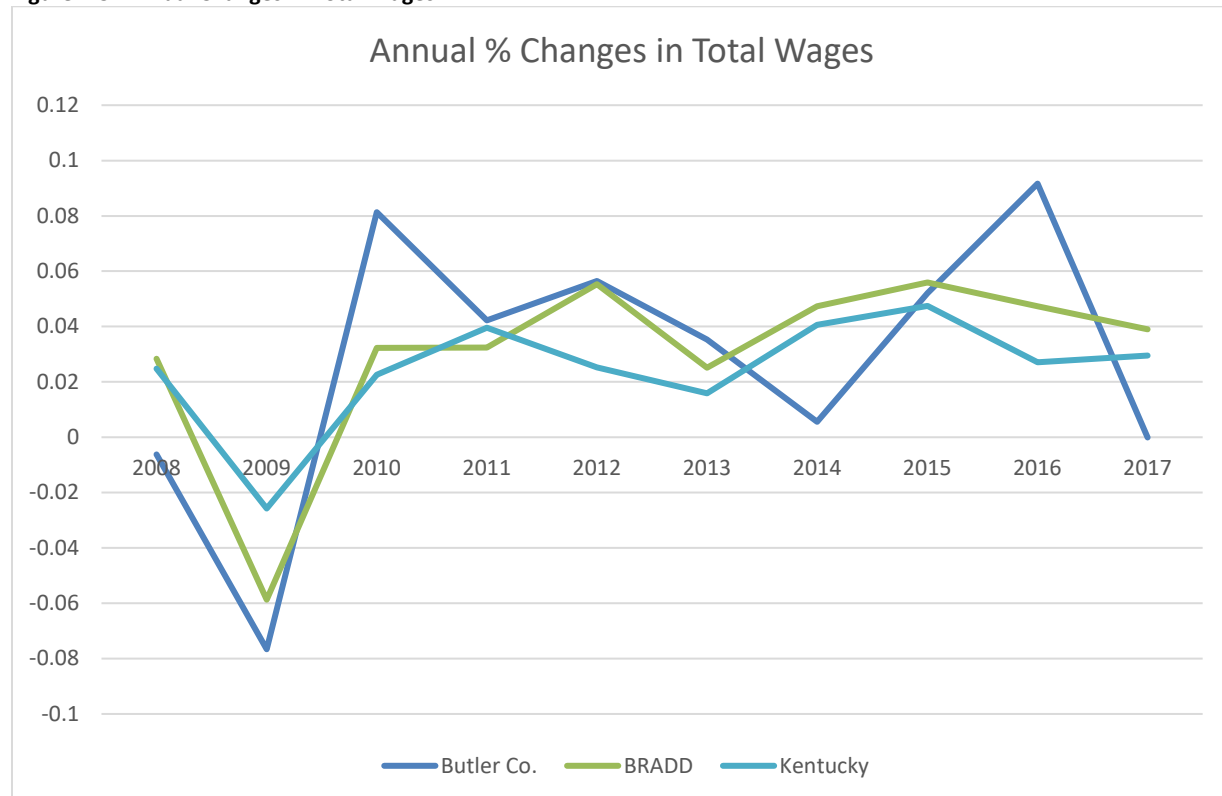
Source: US Bureau of Labor Statistics, Kentucky Center for Statistics

Table 4-7: Total Wages

Total Wages for Kentucky, the BRADD, and Butler County: 2007 - 2017											
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Kentucky	\$70,808,801	\$72,566,174	\$70,697,179	\$72,294,398	\$75,160,297	\$77,058,334	\$78,279,762	\$81,458,011	\$85,324,268	\$87,639,023	\$90,230,068
BRADD	\$3,728,815	\$3,834,404	\$3,609,299	\$3,725,712	\$3,846,583	\$4,059,345	\$4,161,391	\$4,358,534	\$4,602,338	\$4,820,254	\$5,008,212
Butler Co.	\$84,689	\$84,159	\$77,711	\$84,029	\$87,582	\$92,531	\$95,800	\$96,337	\$101,353	\$110,643	\$110,632

Source: US Bureau of Economic Analysis

Figure 4-5: Annual Changes in Total Wages



Source: US Bureau of Economic Analysis

Basic/Non-Basic Employment

Economic base analysis distinguishes between basic or primary and non-basic or secondary economic activity. Basic economic activity is that which generates new income or the export of goods. Agriculture, manufacturing, and mining/quarrying are examples of basic economic activity because they typically bring new money into the community from the outside. Non-basic economic activity provides goods and services to support the basic activity. Much of wholesale trade, retail trade, transportation and utilities, construction, government, finance-insurance-real estate, and services are non-basic industries because they generally serve the local community and circulate existing money and cash generated from basic activities. According to the economic base theory, most non-basic jobs could not continue to exist without basic jobs. The application of this theory serves to show how many non-basic jobs are created or sustained for every basic job that exists.

Table 4-8: Basic/Non-Basic Employment Ratio

Butler County Employment Basic/Non-Basic Ratio			
	Basic	Non-Basic	Ratio
2008	1316	2431	1.85
2009	1178	2142	1.82
2010	1252	2291	1.83
2011	1341	2261	1.98
2012	1461	2410	1.65
2013	1563	2397	1.53
2014	1587	2333	1.47
2015	1651	2495	1.51
2016	1846	2564	1.39
2017	1747	2340	1.34

Source: US Bureau of Labor Statistics

Over the past 10 years, the basic to non-basic ratio has fallen in Butler County as seen in Table 4-8. This follows traditional tendencies where basic employment sectors have declined while non-basic

employment has increased. External influences likely skew this ratio between basic and non-basic employment. Many of Butler County's non-basic jobs are supported by a workforce that is largely employed externally. Since incomes consist primarily of external wages and government transfers, residents are able to support the county's non-basic jobs without internal basic jobs.

Economic Sectors

Non-Agricultural Employment

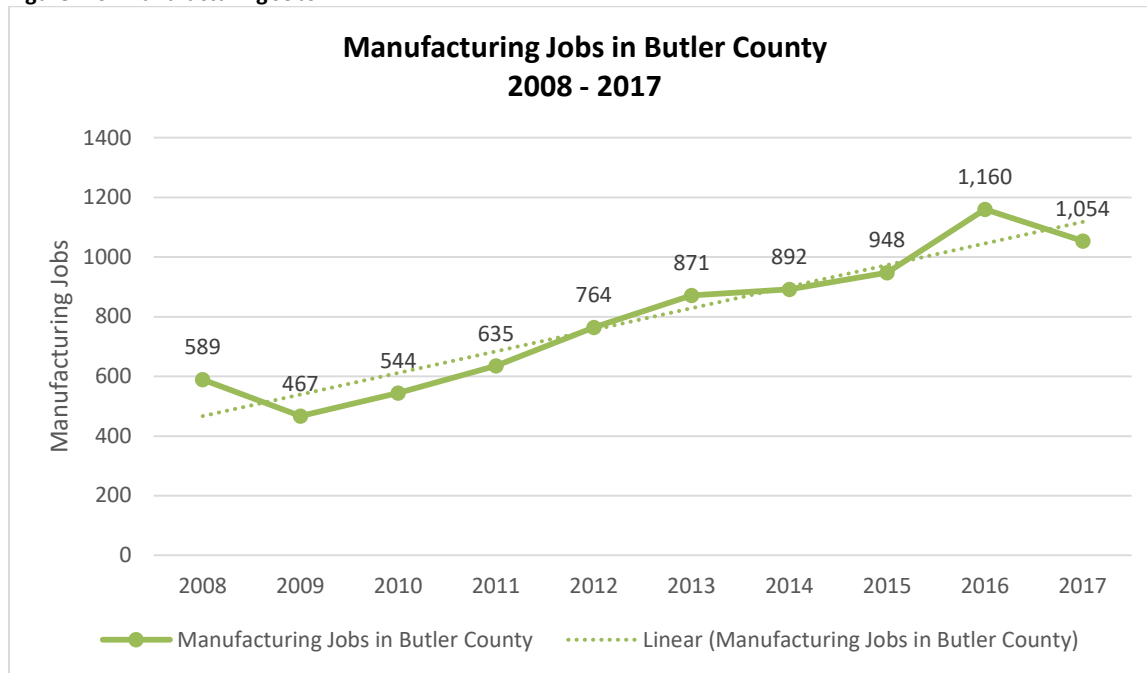
Non-agricultural employment can be divided into 15 major sectors, as displayed in Table 4-9. During the period from 2008 to 2017, Butler County gained 749 non-agricultural jobs. Manufacturing and government and government enterprises remain the highest employing sectors. Construction, retail trade, and real estate remained steady over the ten-year period. Administrative and waste management services, however, decreased by 25% from 2008 to 2017. Overall, however, compared to the significant decreases over multiple sectors from 2000 to 2010, non-agriculture did not experience significant losses.

Table 4-9: Butler County Non-Agricultural Employment

Butler County Non- Agricultural Employment: 2008 - 2017										
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Farm employment	727	711	708	706	697	692	695	703	686	693
Nonfarm employment	3,644	3,315	3,487	3,852	3,929	3,997	3,972	4,146	4,432	4,393
Construction	399	388	421	368	361	372	344	349	373	381
Manufacturing	589	467	544	635	764	871	892	948	1,160	1,054
Wholesale trade	99	70	*	*	*	*	*	104	75	*
Retail trade	339	325	320	357	327	331	336	315	321	338
Transportation and warehousing	(D)	(D)	146	157	154	201	171	180	186	184
Information	22	19	20	24	24	25	19	22	25	(D)
Finance and insurance	90	93	84	118	110	97	96	99	112	115
Real estate and rental and leasing	113	109	114	105	111	122	132	137	125	127
Professional, scientific, and technical services	77	75	72	87	77	85	91	84	91	95
Management of companies and enterprises	*	*	*	*	*	*	*	*	26	27
Administrative and waste management services	227	123	148	243	246	166	162	164	158	170
Arts, entertainment, and recreation	(D)	(D)	(D)	20	(D)	(D)	(D)	(D)	(D)	18
Accommodation and food services	(D)	(D)	(D)	157	(D)	(D)	(D)	(D)	(D)	187
Other services, except public administration	257	254	273	323	319	313	318	345	366	(D)
Government and government enterprises	709	686	693	702	681	685	664	696	706	698

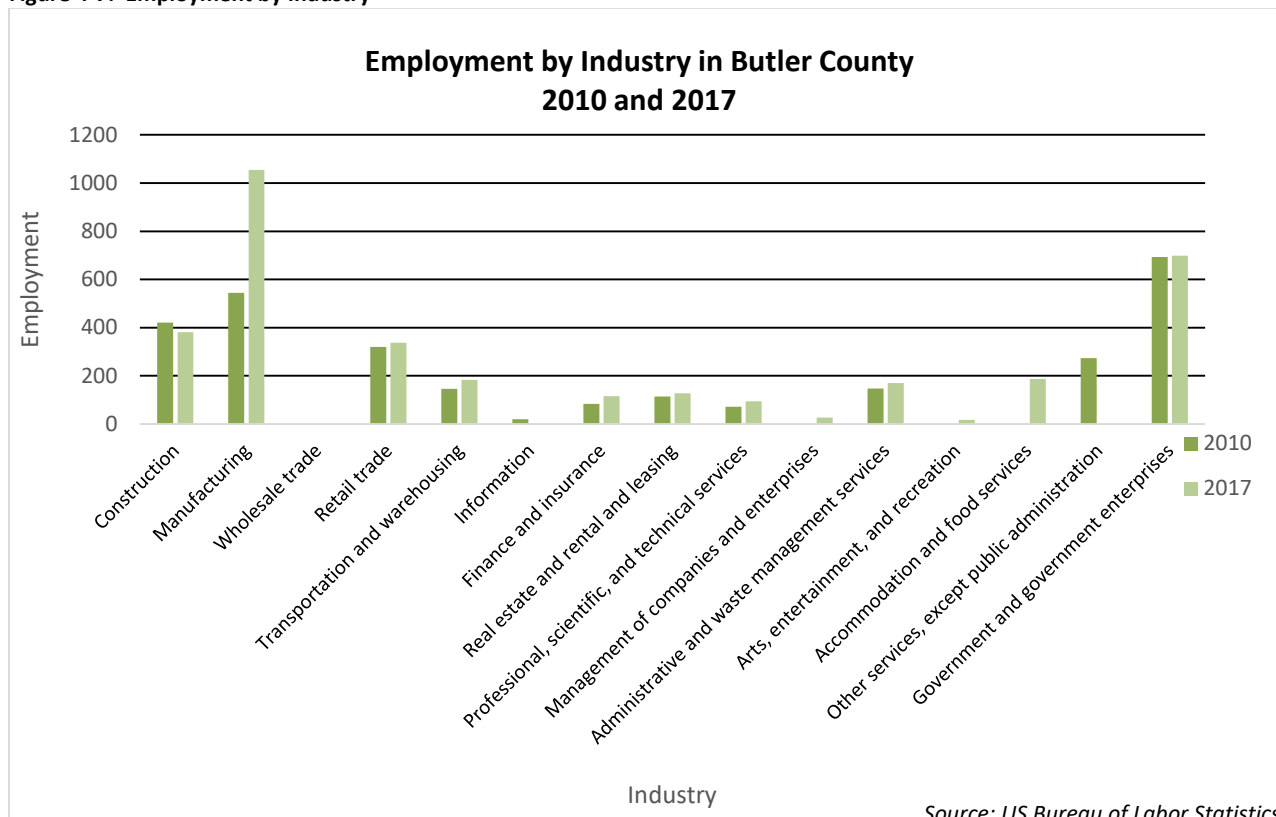
Source: US Bureau of Labor Statistics

Figure 4-6: Manufacturing Jobs



Source: US Bureau of Labor Statistics

Figure 4-7: Employment by Industry



Source: US Bureau of Labor Statistics

Business and Industry Facilities

The number of business establishments by major economic divisions is presented in Table 4-9. Overall, the number of business establishments in Butler County saw a decrease of 4.4% from 2005 to 2015. The Health Care and Social Assistance sector saw a 92% increase in establishments, while most sectors remained steady over ten years or lost a small percentage of establishments. The county's largest establishment losses occurred in the Retail Trade sector, with a 21% loss in establishments.

Table 4-10 displays the major manufactures for the City of Morgantown. Manufacturing is important to the city and the region since it is the single largest employer. Delta Faucet is Morgantown's largest manufacturing employer, employing 256 individuals in 2016.



Photo 4-1: Kentucky Copper

Kentucky Copper, a major manufacturer in Morgantown, manufactures and distributes electric transformer sub-assemblies.

Table 4-10: Business Establishments in Butler County

Business Establishments in Butler County 2005-2015				
Industry	2005	2010	2015	% Change
Forestry, fishing, hunting, and agriculture support	1	1	1	0.00%
Mining	2	3	3	50.00%
Utilities	1	1	1	0.00%
Construction	20	19	18	-10.00%
Manufacturing	15	11	15	0.00%
Wholesale trade	8	9	8	0.00%
Retail trade	42	34	33	-21.43%
Transportation & warehousing	12	6	7	-41.67%
Information	3	4	3	0.00%
Finance & insurance	11	10	10	-9.09%
Real estate & rental & leasing	8	6	6	-25.00%
Professional, scientific & technical services	6	8	9	50.00%
Admin, support, waste mgt, remediation services	6	5	6	0.00%
Educational services	2	1	1	-50.00%
Health care and social assistance	13	21	25	92.31%
Arts, entertainment & recreation	4	1	1	-75.00%
Accommodation & food services	16	15	15	-6.25%
Other services (except public administration)	32	32	33	3.13%
Unclassified establishments	1	2		-100.00%
Total	204	189	195	-4.41%

Source: US Census Bureau

Table 4-11: Major Manufacturers in Morgantown

Major Manufactures in Morgantown, 2016				
Firm	Product(s)/ Service(s)	# Employed 2013	# Employed 2019	Year Established
ARC Automotive Inc	Automotive airbag inflators	-	172	2014
B & R Lumber Co Inc	Block pallets & stringer pallets, lumber	41	23	1959
Blackhawk Composites Inc	Advanced aerospace composite manufacturing	20	15	2009
Casco Products Corp	Automobile cigarette lighters and power outlets for automobiles	124	75	1998
Certified Flux Solutions LLC	Manufacture flux blends used as an additive in the melting process of secondary aluminum furnace operations.	6	12	N/A
Corvac Composites LLC	Thermoformed composite plastic materials and substrates primarily for the automotive industry	160	104	2010
Corvac Composites LLC	Thermoformable composite plastic materials and substrates primarily for the automotive industry	-	86	2005
Delta Faucet - Morgantown Plastics	Custom plastic injection molding and assembly	160	256	1985
Drake's Farm Service	Retail farm supply and fertilizer blend plant. Southern States Cooperative and Stihl dealer.	-	14	1979
Green River Feed Mill Inc	Feed, fertilizer mixing & blending	8	9	1987
LifeSkills Industries	We provide opportunities for companies to outsource & subcontract assembly, sub-assembly, bagging, partitions, sealing, collating, inspection, sorting, packaging	3	2	1972
Pride Plastics of Morgantown Inc	Plastic injection molding and assembly for medical, automotive, industrial, appliance and government: MBE, 8A & OS-9000 certified. Also, containment work.	15	16	2002
Real Alloy	Aluminum recycling	-	125	1990

Source: Kentucky Cabinet for Economic Development

Agriculture

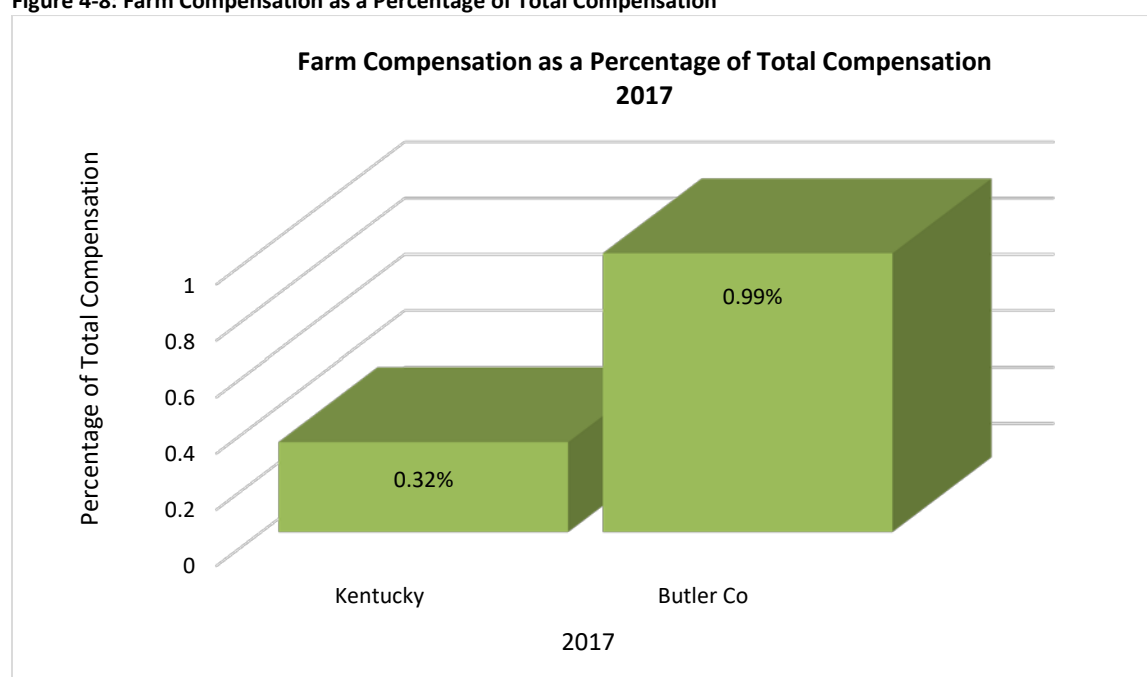
Agriculture composes a large part of the Butler County economy as indicated in Table 4-9. Even though cash receipts are below the Kentucky average, Butler County farm compensation (as a percentage of total compensation) is three times above Kentucky, as shown in Figure 4-6. In addition, Butler County farm employment over the last decade has come to surpass that of the Kentucky average. As shown in Figure 4-7, farm Cash Receipts in Butler County exceeded \$34,000,000 in 2010, adding significant cash flow to the local economy ('thousands of dollars' should be interpreted as 'millions'). Of that \$30 million, over \$20 million in cash receipts were brought into the county from the sale of livestock and products. Over \$14 million in cash receipts were gained from the sale of county crops (Table 4-12).

Table 4-12: Farm Receipts 2010-2017

Farm Receipts 2010 - 2017 in Thousands of Dollars								
	2010	2011	2012	2013	2014	2015	2016	2017
Kentucky								
Livestock and Products	2,421,287	2,499,929	2,641,898	3,604,042	3,998,314	3,717,042	3,202,698	3,464,124
Crops	1,901,351	2,159,563	2,432,544	2,818,182	2,840,745	2,457,325	2,490,633	2,486,399
Butler County								
Livestock and Products	17,113	16,885	17,629	20,856	24,110	22,196	18,466	20,244
Crops	17,275	20,871	24,563	24,436	24,579	19,982	17,241	20,449

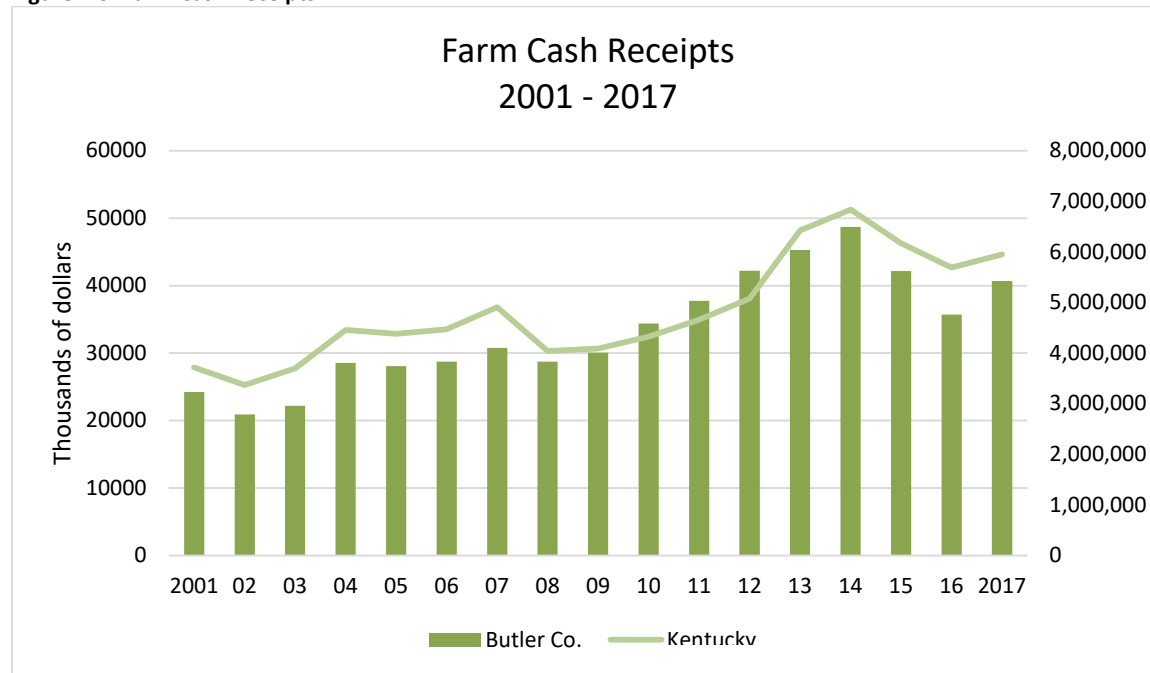
Source: US Bureau of Labor Statistics

Figure 4-8: Farm Compensation as a Percentage of Total Compensation



Source: US Bureau of Economic Analysis

Figure 4-9: Farm Cash Receipts



Source: US Bureau of Economic Analysis

Number of Farms, Size, and Employment

The number of farms in Butler County has slightly decreased in the ten years between 2002 and 2012. This follows state and national trends. The number of smaller farms (1 to 49 acres) has increased since 2002, while the number of large farms (50 to 1000 and more acres) have slightly decreased.

As seen in Table 4-13, the average size of a farm in Butler County is 30% larger than the average Kentucky farm, but 50% smaller than the national average. This data was retrieved from the 2012 Agricultural Census, the most recent census of agriculture-related information in the US.

Table 4-13: Size and Number of Farms

Size and Number of Farms in Butler County 2002-2012			
	2002	2007	2012
1 to 9 acres	17	25	26
10 to 49 acres	122	159	137
50 to 179 acres	354	346	323
180 to 499 acres	169	171	153
500 to 999 acres	44	49	30
1000 acres or more	23	28	28
Total Farms	729	778	697

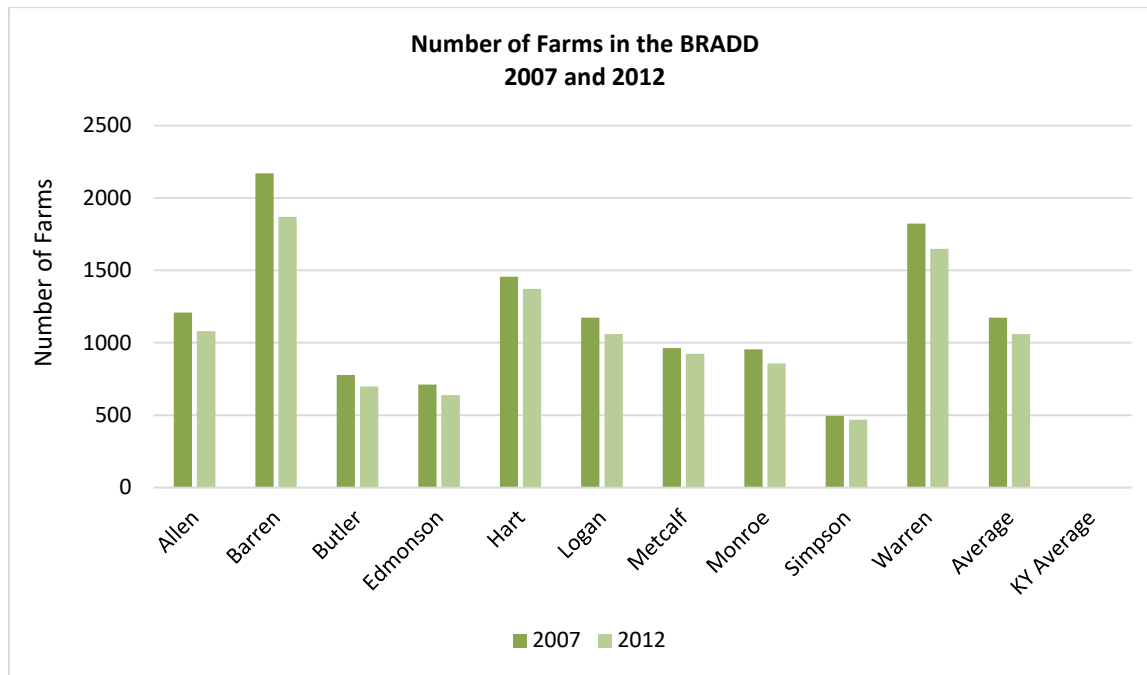
Source: US Department of Agriculture

Table 4-14: Land in Farms

Butler County Land in Farms 2002-2012			
	2002	2007	2012
Number of Farms	729	778	697
Land in Farms (acres)	161,712	173,965	152,552
Average Size (acres)	222	224	219
Kentucky Average Size (acres)	160	164	169
United States Average Size (acres)	441	418	434

Source: US Department of Agriculture

Figure 4-10: Number of Farms



Source: US Bureau of Economic Analysis

Tourism

While tourism may not currently be a major economic sector within Butler County, it is a growing sector with great potential due to the County's location near I-65 and the newly designated I-165. Table 4-16 displays the tourism growth through travel expenditures. In 2017, Butler County's growth exceeded the BRADD and the State, increasing 5% compared to BRADD and State respective rates of 4%. Morgantown's greatest attraction is the beautiful Green River which flows adjacent to the community. The Green River offers numerous outdoor activities such as fishing, boating, and hiking. As displayed in Table 4-15, Morgantown offers many festivals and historical sites that can be enjoyed by individuals or by families. The most popular festival in the City of Morgantown (and Butler County) is the annual Catfish Festival which takes place during the week of the 4th of July. Historical sites also spark interest for out-of-town visitors.

Table 4-15: Butler County Local Attractions

Butler County Local Attractions
Fourth of July Green River Catfish Festival (July 1-4)
Rochester Arts, Crafts and Music Festival (September)
King of the Green Fishing Tournament
Fishing
Indoor/Outside Flea Markets
Kentucky Trail Town Applicant
Harvest on the Square Festival (October)
Charles T. Black City Park
Civil War Monument
W. Ohio Street Chalk Arts Festival
Reed's Ferry
Cedar Ridge Race Way
Green River Woodbury Museum
Hidden Valley Golf Course
Arts Guild
Steam Boat Landing Marina
Green River Kayaking

Source: The City of Morgantown www.morgantown-ky.com



Photo 4-2: Catfish Festival

The Morgantown Catfish Festival is an annual event featuring a fishing contest that takes place each July. The festival brings visitors from all over Butler County and the region. Photo credit: Bowling Green Daily News

Butler County and Morgantown hold many cultural resources that create potential for growth in the tourism sector. Many artists and artisans make Morgantown their home, creating the potential to host craft fairs and exhibitions. Butler County also has ties to agricultural and hunting activities that have been featured in national media and draw visitors from across the country. In addition the city's current historic and cultural resources, these local talents present an opportunity for prospective events that could be held to attract visitors into Morgantown.

Table 4-16: Travel Expenditures in the BRADD

Travel Expenditures and Percentage Changes in the BRADD for 2014, 2015, 2016, and 2017								
County	2014 Expenditures	2015 Expenditures	2016 Expenditures	2017 Expenditures	Growth 2014- 2015 % (+/-)	Growth 2015- 2016 % (+/-)	Growth 2016- 2017 % (+/-)	Growth 2014- 2017 % (+/-)
Allen	\$ 13,236,817.00	\$ 13,933,538.00	\$ 14,687,342.00	\$ 15,344,978.00	5%	5%	4%	14%
Barren	\$ 118,250,894.00	\$ 133,648,673.00	\$ 144,219,418.00	\$ 152,505,525.00	13%	8%	6%	22%
Butler	\$ 5,399,017.00	\$ 5,485,400.00	\$ 5,792,583.00	\$ 6,066,254.00	2%	6%	5%	11%
Edmonson	\$ 5,738,674.00	\$ 5,876,403.00	\$ 6,269,593.00	\$ 6,692,241.00	2%	7%	7%	14%
Hart	\$ 22,271,629.00	\$ 23,697,013.00	\$ 27,097,476.00	\$ 32,733,508.00	6%	14%	21%	32%
Logan	\$ 24,323,325.00	\$ 24,931,408.00	\$ 27,957,907.00	\$ 29,394,878.00	2%	12%	5%	17%
Metcalfe	\$ 4,986,986.00	\$ 4,977,013.00	\$ 5,226,161.00	\$ 5,382,946.00	0%	5%	3%	7%
Monroe	\$ 5,809,791.00	\$ 5,914,369.00	\$ 6,998,393.00	\$ 7,512,019.00	2%	18%	7%	23%
Simpson	\$ 33,144,116.00	\$ 33,376,126.00	\$ 35,393,044.00	\$ 35,257,439.00	1%	6%	0%	6%
Warren	\$ 387,934,829.00	\$ 413,381,382.00	\$ 435,654,371.00	\$ 449,294,909.00	7%	5%	3%	14%
BRADD	\$ 621,096,078.00	\$ 665,221,325.00	\$ 709,296,288.00	\$ 740,174,697.00	7%	7%	4%	16%
Kentucky	\$ 13,075,154,260.00	\$ 13,785,702,801.00	\$ 14,491,109,397.00	\$ 15,041,899,991.00	5%	5%	4%	13%

Source: Kentucky Tourism, Arts, & Heritage Cabinet

CHAPTER 5: HOUSING INVENTORY

Summary

- Butler County is a rural county with 84% of all housing units located in the county and 16% of all units located within the limits of the City of Morgantown.
- Between the years of 2010 and 2017, the total number of housing units in the City of Morgantown fluctuated, but had an aggregate change of only 11 housing units between that period.
- Between 2010 and 2017, the number of vacant housing units fell from 109 to 84.
- Single-family housing accounted for the largest percentage of the available units in Morgantown, with 51% of all housing represented by this type.
- Morgantown has seen an increase in the number of mobile home units located within the City of Morgantown between the years of 2010 to 2017.
- Morgantown is projected to experience a population decrease between the years of 2010 and 2020, creating less need for new housing stock
- Morgantown has a growing senior population which might require additional housing facilities beyond those currently available.

Current Housing Profiles

Based upon the 2017 American Community Survey estimates, there are 6,990 housing units in Butler County with 1,113, or 15.9%, of all units located in the City of Morgantown. The most popular housing choice for those in the City of Morgantown is single-family detached homes.

As presented in Table 5-1, the number of housing units available in the City of Morgantown grew by 37 houses in the period between 2010 and 2017.

During this time, the population of the City of Morgantown was projected by the US Census Bureau to increase by 1.4%.

Table 5-1: Butler County Occupancy Status

Morgantown and Butler County Occupancy Status 2010-2017				
2010				
	Morgantown	Butler Co.	Total	% Total
Occupied	1004	5057	6061	86.7%
Vacant	109	820	929	13.3%
Total	1113	5877	6990	100%
2017				
	Morgantown	Butler Co.	Total	% Total
Occupied	1066	5060	6126	86.6%
Vacant	84	860	944	13.4%
Total	1150	5920	7070	100%

Source: US Census Bureau 2010 and ACS 2017

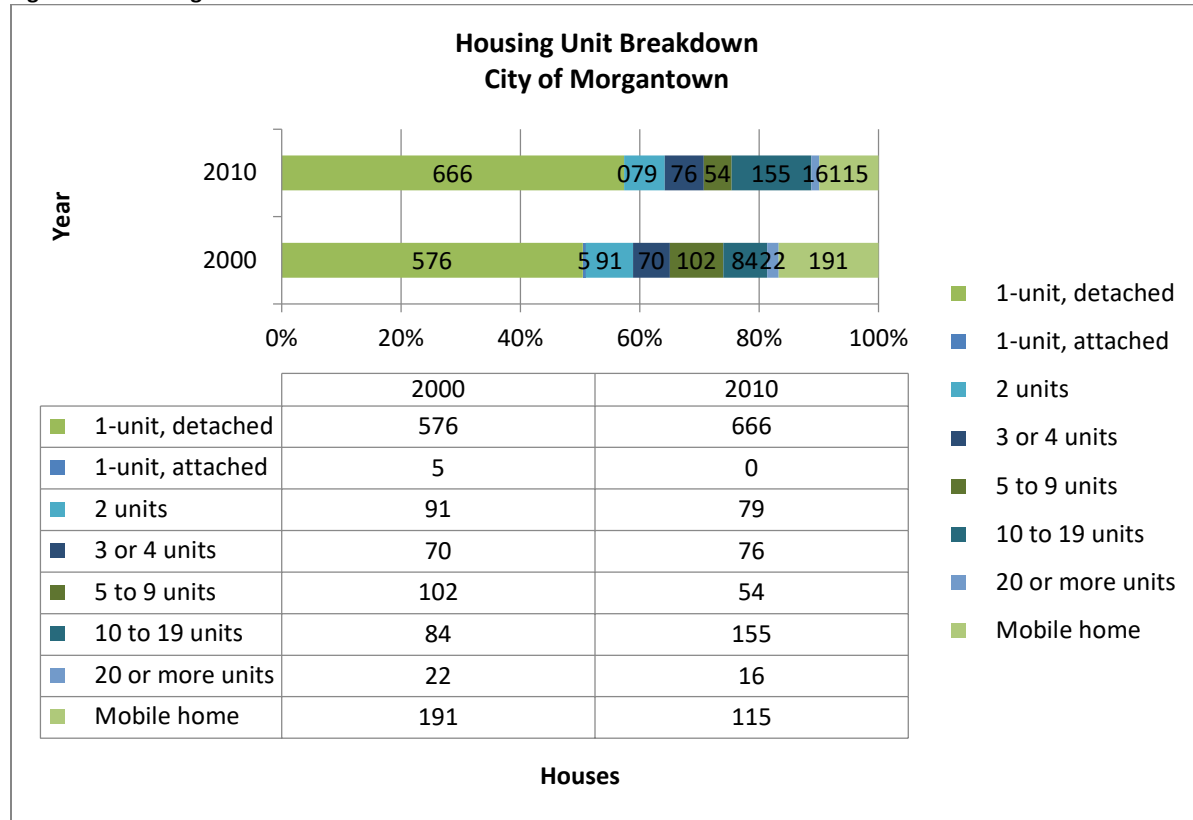
Occupancy Status

Table 5-1 presents the occupancy status of housing in Butler County and the City of Morgantown for the years 2010 to 2017. The occupancy status for both Butler County and the City of Morgantown has been steady despite the national housing crisis occurring in the mid-to-late 2000s. As of 2017, roughly 87% of all houses in Butler County were occupied. The total stock of housing grew between the years of 2010 and 2017, despite a decline in population. In response to the change in population, Butler County and Morgantown experienced an insignificant increase in vacant housing between the years of 2010 and 2017.

Type of Housing Units

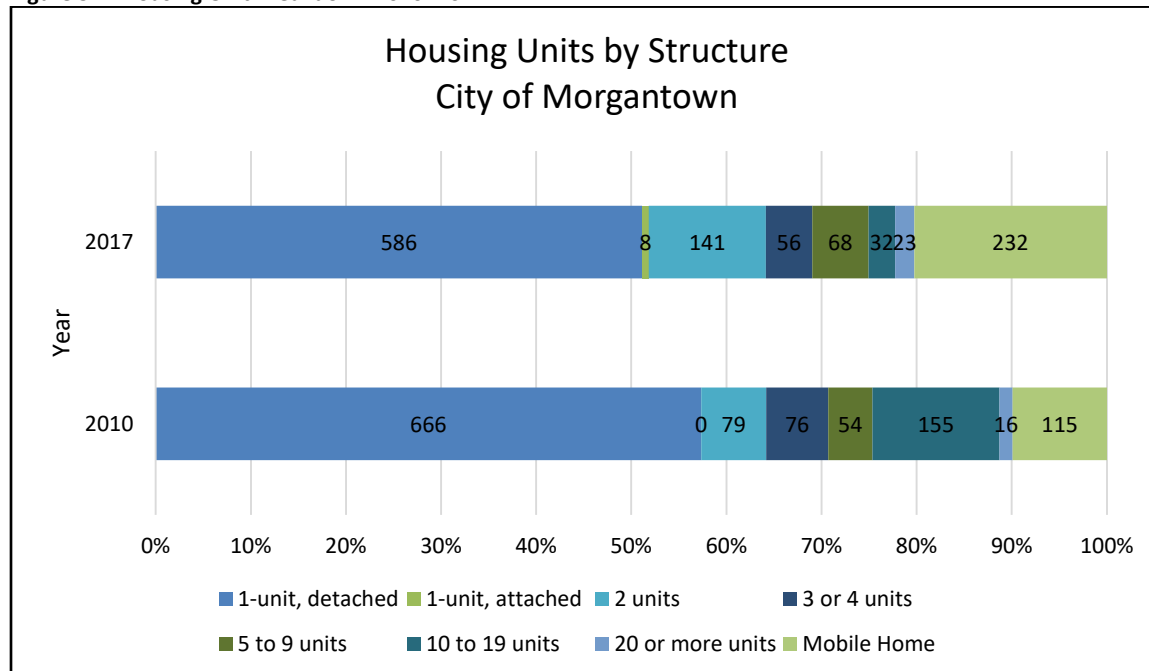
There are many different housing types in use in Morgantown as shown in Figures 5-1 and 5-2. Housing within Morgantown is dominated by single unit detached housing. Since 2010, Morgantown has seen an increase in the number of 2 unit homes, with the percentage of units of this type increasing from 7% to 12%. Mobile homes have seen an increase over the same period of time. Individuals in Morgantown are living in less multi-unit structures and more in single-unit and individual structures.

Figure 5-1: Housing Unit Breakdown 2000-2010



Source: US Census Bureau

Figure 5-2: Housing Unit Breakdown 2010- 2017



Source: US Census Bureau

Age of Current Housing Units

The housing units in Morgantown have clear age clusters. Table 5.2 shows that over half of the houses in the City of Morgantown were built in a period from 1970 to 1999. Around 8% of housing units in Morgantown were built before 1949. This data shows nearly 71% of all homes in Morgantown were constructed before 1990. This could be an issue for city residents in terms of energy efficiency, meeting building codes, and home repair costs. Morgantown has shown relatively slow home construction rates since 2010. This is a slower construction rate than was seen in the 1990s, when 7.8% of the housing units in Morgantown were constructed.

Table 5-2: Age of Housing Units

Age of Housing Units in Morgantown		
Age of Houses	Number of Houses	Percent
Built 2014 or later	0	0%
Built 2010 to 2013	4	0%
Built 2000 to 2009	70	6%
Built 1990 or 1999	274	24%
Built 1980 to 1989	168	15%
Built 1970 to 1979	224	20%
Built 1960 to 1969	184	16%
Built 1950 to 1959	67	6%
Built 1940 to 1949	67	6%
Built 1949 or earlier	92	8%
Total	1,150	

Source: American Community Survey 2017 Estimates

Future Housing Needs

The housing supply of Butler County and the City of Morgantown appears to be sufficient to meet the needs of the current population. Population trends predict a decline in the population of both Butler County and the City of Morgantown over the next ten years. A major increase in the housing supply should not be needed in the City of Morgantown. Newer housing, however, may be needed to replace aging structures. Currently, 36% of the available housing stock is over 50 years in age. As these units deteriorate, upgrades will need to be made to some housing units while others may be replaced with new housing. Butler County and the City of Morgantown should expect that a mix of older and newer housing will remain present in the area.

While the current number of housing units may be sufficient to meet population projections, it should be taken into consideration that the aging population of Butler County might require additional housing facilities beyond those currently available. Housing developments for senior citizens including independent living facilities and assisted living facilities should be developed to meet growing needs. Independent living facilities could include single family housing communities, patio homes, or apartment homes available at affordable costs. Assisted living facilities could include group housing or apartment homes for both medically and non-medically sensitive individuals requiring more hands-on care and assistance.

Table 5-3: Household Type & Age Householder

Household TYPE (INCLUDING LIVING ALONE) AND AGE OF HOUSEHOLDER						
	Occupied housing units	%	Owner-occupied housing units	%	Renter-occupied housing units	%
Family households	3,591	71.00%	2,775	75.30%	816	59.3%
Married-couple family	2,692	53%	2,316	62.80%	376	27%
Householder 15 to 34 years	367	7%	246	6.70%	121	9%
Householder 35 to 64 years	1,706	34%	1,506	40.90%	200	15%
Householder 65 years and over	619	12%	564	15.30%	55	4%
Other family	899	18%	459	12.50%	440	32%
Male householder, no wife present	222	4%	140	3.80%	82	6%
Householder 15 to 34 years	36	1%	17	0.50%	19	1%
Householder 35 to 64 years	131	3%	68	1.80%	63	5%
Householder 65 years and over	55	1%	55	1.50%	0	0%
Female householder, no husband present	677	13%	319	8.70%	358	26%
Householder 15 to 34 years	212	0	55	0	157	0
Householder 35 to 64 years	384	7.6%	198	5.40%	186	13.5%
Householder 65 years and over	81	2%	66	1.80%	15	1%
Nonfamily households	1,469	0	910	0	559	0
Householder living alone	1,290	25.5%	845	22.90%	445	32.4%
Householder 15 to 34 years	83	2%	37	1.00%	46	3%
Householder 35 to 64 years	573	0	382	0	191	0
Householder 65 years and over	634	12.5%	426	11.60%	208	15.1%
Householder not living alone	179	4%	65	1.80%	114	8%
Householder 15 to 34 years	112	2.20%	31	0.80%	81	5.9%
Householder 35 to 64 years	45	0.90%	28	0.80%	17	1.2%
Householder 65 years and over	22	0.40%	6	0.20%	16	1.2%

Source: 2017 ACS US Census Bureau

Table 5-3 shows the type of households in Butler County, along with the age of the householder. Over one-third (34%) of the householders area are married-couples between the ages of 35 and 65, with the next largets householder group being a nonfamily householder linving alone aged 65+ (12.5%).

CHAPTER 6: COMMUNITY FACILITIES

Summary

- The Butler County School System offers public education opportunities to Morgantown's youth, and includes two elementary schools, one middle school, one high school, an alternative high school, and a technology center.
- While several higher education institutions are located within 60 miles of Morgantown, only the public school system's Area Technology Center is located within the boundaries of the City.
- The City of Morgantown houses the sole public library for Butler County. In addition to reading materials, the library also offers public high speed internet access.
- Police protection for the City of Morgantown is provided through the Morgantown Police Department, the Butler County Sheriff's Office, and the Kentucky State Police.
- City of Morgantown general government facilities are centrally located in downtown Morgantown.

Education

The Butler County School System is comprised of a high school, middle school, and two elementary schools. Table 6-1 provides the enrollment and number of teachers by school for the county. In addition to traditionally formatted schools, the school system also operates the Butler County Learning Center and the Green River School, alternative based schools to serve students with special needs.



Photo 6-1: Butler County Middle School

Butler County Middle School serves all students in the county in Grades 6-8.



Photo 6-2: Butler County Area Technology Center

Students pursuing technical education and skills training may attend the Butler County Area Technology Center for enhanced learning opportunities.

The Butler County School Board, in conjunction with the Kentucky Workforce Development Cabinet, operates the Butler County Area Technology Center, an educational facility for high school students pursuing technical education and skills training. The center offers academic programs in Air Conditioning, Automotive Technology, Carpentry, Health Sciences, and Industrial Maintenance.

In addition to these public primary and secondary schools, several higher education learning opportunities are available within 60 miles of Morgantown. Tables 6-2 and 6-3 are listings of these colleges, universities, and Kentucky Technical Schools available to those wishing to commute from Butler County.

Table 6-1: Butler County Schools

Butler County Schools				
School	Grades	# Teachers	Enrollment (2016-2017)	Teacher/Student Ratio
Butler County High School	9-12	34	646	1:20
Butler County Learning Center	6-12	4	27	1:7
Butler County Middle School	6-8	29	480	1:17
Green River School	7-12	3	28	1:9
Morgantown Elementary School	PS-5	37	633	1:17
North Butler Elementary	PS-5	24	376	1:16

Source: Kentucky Department of Education

Table 6-2: Colleges & Universities within 60 Miles of Morgantown

Colleges & Universities Within 60 Miles of Morgantown			
Miles	Institution	Location	Enrollment (FA 2010)
22	Bowling Green Technical College, Main Campus	Bowling Green	5,353
22	Bowling Green Technical College, KATI Campus	Bowling Green	*
22	Bowling Green Technical College, Transpark Center	Bowling Green	*
22	Daymar College, Bowling Green Campus	Bowling Green	288
22	Western Kentucky University	Bowling Green	† 20,257
24	Madisonville Community College, Muhlenberg Campus	Central City	*
28	Daymar College, Russellville Campus	Russellville	*
35	Bowling Green Technical College, Franklin-Simpson Center	Franklin	*
43	Lindsey Wilson Scottsville Campus	Scottsville	13
44	Brescia University	Owensboro	689
44	Daymar College, Main Campus	Owensboro	*
44	Kentucky Wesleyan College	Owensboro	716
44	Owensboro Community & Technical College, Main Campus	Owensboro	3,787
44	Owensboro Community & Technical College, Downtown Campus	Owensboro	*
44	Owensboro Community & Technical College, Southeastern Campus	Owensboro	*
44	WKU - Owensboro Extended Campus: Main	Owensboro	266
44	WKU - Owensboro Extended Campus: Downtown	Owensboro	*
44	WKU - Owensboro Extended Campus: Southeast	Owensboro	*
45	Madisonville Community College, Health Campus	Madisonville	3,404
45	Madisonville Community College, Main Campus	Madisonville	*
45	Madisonville Community College, Technical Campus	Madisonville	*
45	Murray State University, Madisonville Regional Campus	Madisonville	10,012
46	Bowling Green Technical College, Glasgow Health Campus	Glasgow	*
46	Bowling Green Technical College, Glasgow Technology Campus	Glasgow	*
46	WKU - Glasgow Campus	Glasgow	696
50	Hopkinsville Community College, Main Campus	Hopkinsville	2,640
50	Murray State University, Hopkinsville Regional Campus	Hopkinsville	10,012
57	Elizabethtown Community & Technical College, Main Campus	Elizabethtown	7,115
57	Elizabethtown Community & Technical College, Tech. Campus	Elizabethtown	*
57	WKU - Elizabethtown Center	Elizabethtown	204
58	Austin Peay State University	Clarksville, TN	10,463
58	Daymar Institute, Clarksville Campus	Clarksville, TN	1,025
58	Miller-Motte Technical College, Clarksville Campus	Clarksville, TN	202
58	North Central Institute	Clarksville, TN	93
59	McKendree College - Radcliff Campus	Radcliff	2,499 total
	Austin Peay State University Campus	Springfield, TN	*
	Volunteer State Community College	Gallatin, TN	8,838
	TCAT Satellite - Nashville	Springfield, TN	803
	TCAT Satellite - Nashville	Portland, TN	*
Total Enrollments			46,595

*Note: Miles are calculated as straight-line distance, not highway miles. Enrollment is figured institution-wide, not per campus.
Source: KY Cabinet for Workforce Development; KY Dept. of Education, National Center for Education Statistics*

Table 6-3: Kentucky Technical Schools within 60 Miles of Morgantown

Kentucky Technical Schools Within 60 Miles of Morgantown			
Miles	Institution	Location	Enrollment 2016-2017
-	Butler County ATC	Morgantown	383
19	Ohio County ATC	Hartford	758
22	Warren ATC	Bowling Green	221
26	Muhlenberg County ATC	Greenville	363
28	Russellville ATC	Russellville	912
29	Grayson County Area Vocational Education Center	Leitchfield	1,014
40	Breckinridge County ATC	Harned	879
43	Allen County Area Vocational Education Center	Scottsville	993
46	Barren County ATC	Glasgow	854
50	Gateway Academy to Innovation and Technology	Hopkinsville	540
58	Webster County ATC	Dixon	366
	Total Enrollments		7,283
<p><i>Note: Miles are calculated as straight-line distance; not highway miles. Kentucky Tech secondary schools, called Area Technology Centers (ATC), are operated by the Cabinet for Workforce Development. Other secondary schools are operated locally by public school districts. Secondary student enrollment is listed under Sec, and post-secondary student enrollment is listed under P/S.</i></p>			

Source: Think Kentucky, "Morgantown Butler County Community Profile."

Public Library

The Butler County Public Library is the sole library open to the public in the County. The library's collections include traditional books, reference books, audio books, compact discs, DVDs and videos, genealogical materials, magazines, microfilms, and newspapers. In addition to traditional circulation, the library also offers events for children, operates a book mobile, offers equipment such as projectors and screens for public use, and provides computers with internet access and many software applications.



Photo 6-3: Butler County Public Library

Public Safety

Police Protection

The Morgantown Police Department provides police protection to the City of Morgantown, employing 4 officers and operating 5 patrol cars. The Butler County Sheriff's Department employs 7 officers and operates 9 patrol cars. Together with the Kentucky State Police, both departments offer county-wide coverage.

Detention Facilities

Butler County owns and operates a full-service jail with a 36-inmate capacity. The current facility opened in 1986. The jail offers structured programs for inmates to increase community readiness, including a work release program, anger management, moral reconnection therapy (MRT) program, GED and substance abuse programs, and religious services.

Fire Protection

There are 6 volunteer fire departments that serve Morgantown and Butler County, as shown on Map 6-1. Volunteer firemen also serve as first responders in emergency situations. These departments are: Morgantown VFD, Gilstrap/Rochester VFD, Second District FD, Third District FD, Fourth District FD, and Fifth District FD.

The Morgantown Volunteer Fire Department primarily provides fire protection and rescue services for residents within the Morgantown city-limits and adjacent unincorporated areas.

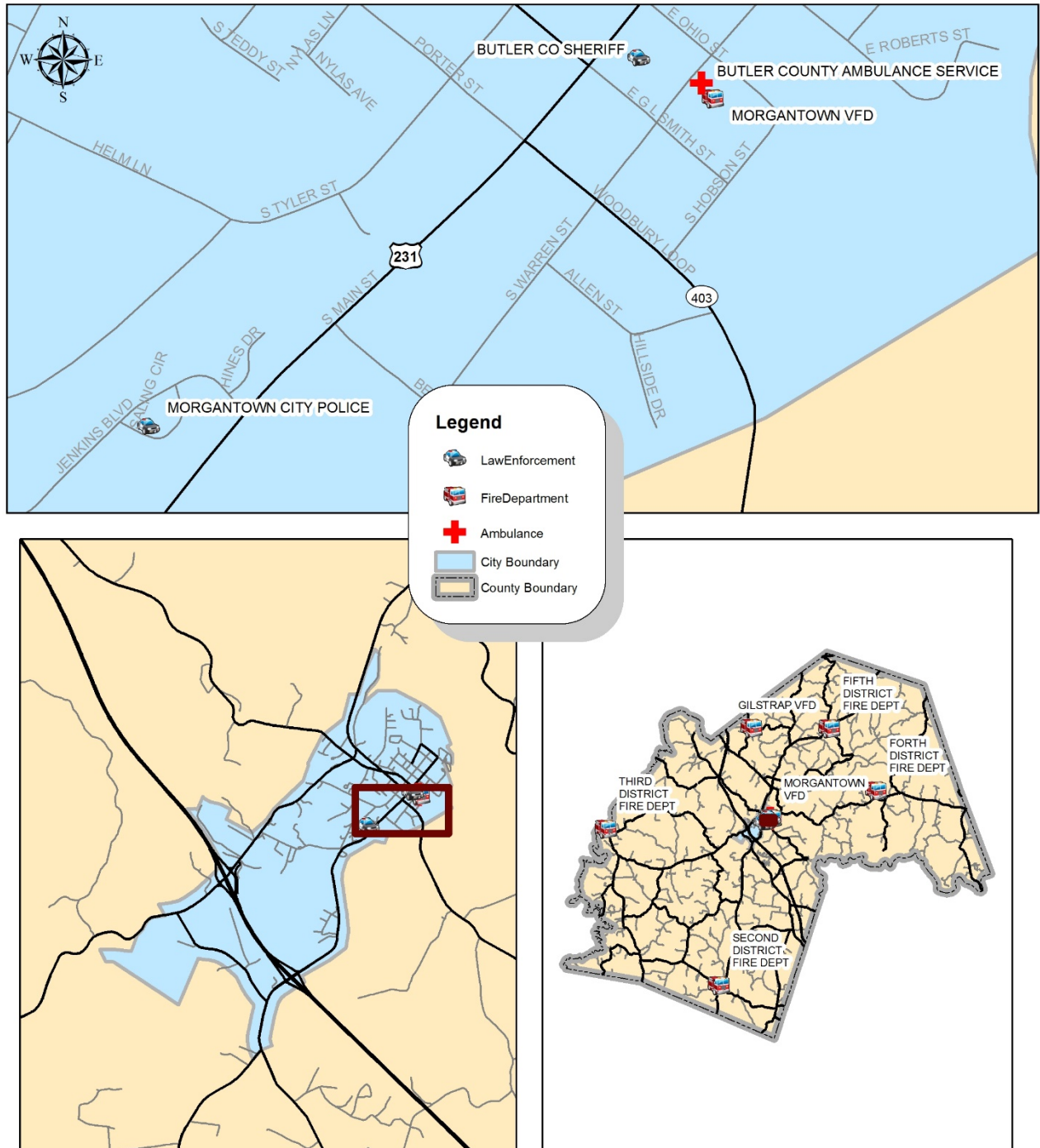
In 2018, the Morgantown Volunteer Fire Department responded to 212 calls for service. The 24 member department operates 5 vehicles: one tanker, two pumpers, one brush fire vehicle, and one rescue vehicle.



Photo 6-4: Morgantown Volunteer Fire Department

Map 6-1: Public Safety Facilities

Morgantown - Butler County Public Safety Facilities



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Recreational Facilities

Recreational facilities for Butler County are presented in Map 6-2. The Charles T. Black City Park, the only park located within the city limits, offers a public swimming pool, covered shelters for community events, athletic fields including baseball, softball, and soccer fields, disc golf course, tennis and volleyball courts, and a playground.

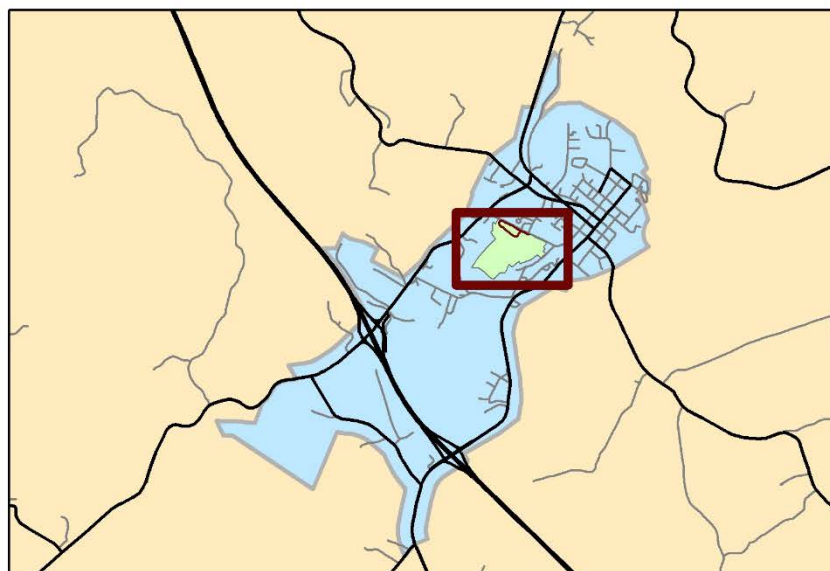
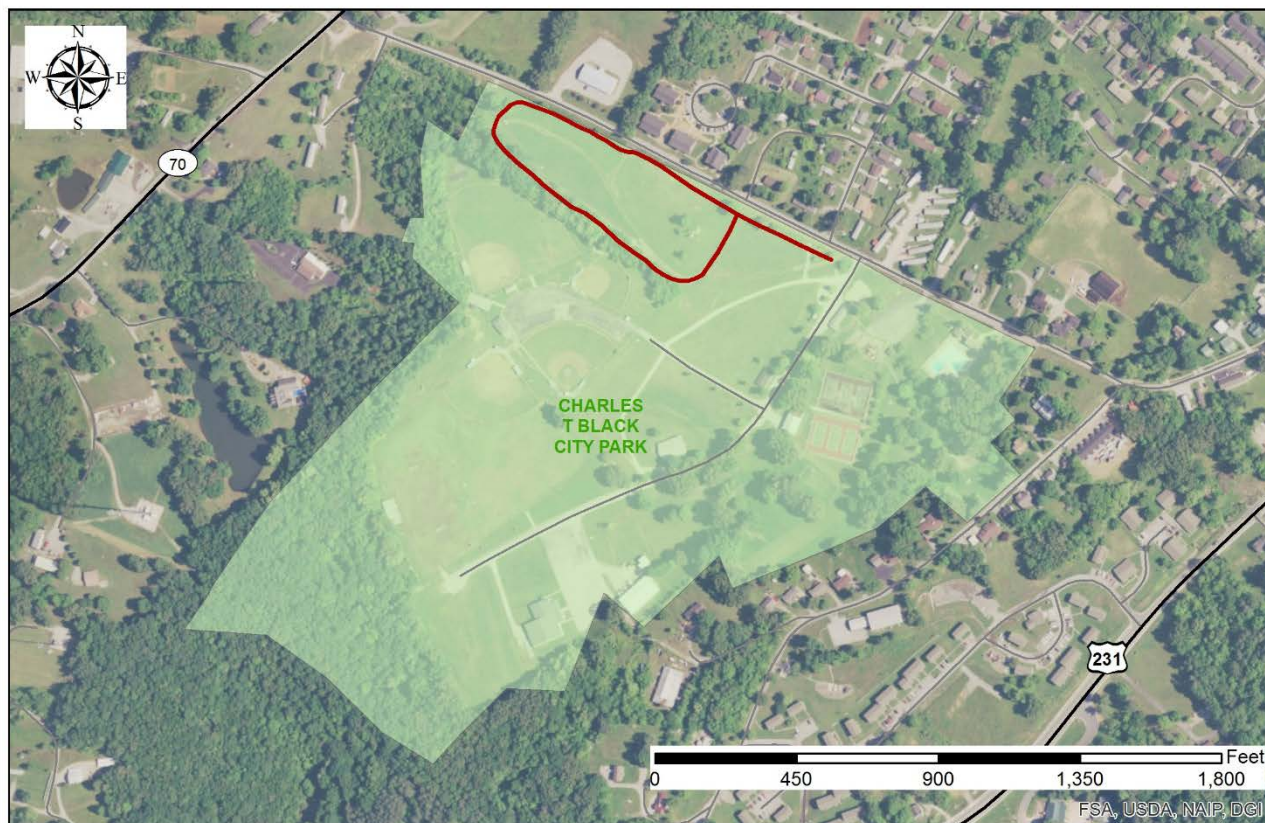
As demand increases, the addition of additional athletic fields and other active recreation facilities should be considered at Charles T. Black Park or at other locations within the City of Morgantown. The growing aging population of Morgantown should be considered in the development of future recreation areas. The addition of a passive park within Morgantown would serve citizens of all ages. Passive parks emphasize open space and allow for the preservation of natural habitats. These areas could offer recreational facilities such as walking trails and picnic areas. Passive recreation typically requires very little management or maintenance and can be provided at a lower cost. Further, the development of additional recreation opportunities along the River and the development of a River Park, up to and including the potential construction of an outdoor amphitheater, would not only assist in attracting tourists, but would provide a venue for increased public events, concerts, and festivals.



Photo 6-5: Children Playing at Charles T. Black City Park

Map 6-2: Recreational Facilities

Morgantown Recreational Facilities



Legend

-  Walking Trail
-  Local Park
-  City Boundary
-  County Boundary



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Health Care Facilities

Hospitals

There are no hospitals located in Butler County, however, there are 3 hospitals within 30 miles of Morgantown, which are listed in Table 6-4.

Table 6-4: Hospital Facilities within 30 Miles of Morgantown

Hospital Facilities Within 30 Miles of Morgantown		
Hospital	Location	Driving Distance
Ohio County Hospital	Hartford	24.1
Greenview Regional Hospital	Bowling Green	26.9
The Medical Center	Bowling Green	27.1

Public Health Care

The Butler County Health Department is operated by the Barren River District Health Department (BRDHD). Services include clinical services, communicable disease prevention, community health improvement, community health promotion, disaster preparedness, environmental health services, and providing health information. A brief description of some of these services is provided as follows:

- The Clinical Services branch offers a wide variety of clinical services including immunizations, physical exams, cancer prevention counseling, family planning, various health testing, and numerous screenings.
- The Communicable Disease staff is responsible for investigation, surveillance, and follow-up of diseases that are reportable by law and serve in a resource and consultant capacity for communicable disease control, Epi-rapid response, disaster response, and immunizations.
- The school health and wellness branch actively collaborates with schools to achieve student, staff, and community health and wellness. Services include health education, nutrition environment, employee wellness, mental health, and physical education.
- Community Health Improvement staff work with individuals who have or are at risk for specific health conditions that can be improved with appropriate education and/or care management. Services are provided to individuals, families, and groups in clinics, community settings, and home visits. Staff is also involved with local and statewide efforts to address prevention and control of chronic diseases and promotion of maternal and child health.
- The goal of the Community Health Promotion Branch is to educate the public and influence positive behavior change throughout the Barren River District. Health Education staff offer a variety of services and programs in many different settings that are based on current health trends. These include but are not limited to diabetes/chronic disease management, worksite wellness, and health education in the community.
- The Environmental Services Branch serves the public by enforcing various laws and regulations relating to public health and acts in an advisory capacity regarding community health hazards.

The Barren River District Health Department is also responsible for health planning in the community. A health profile of Butler County reveals that access to healthcare remains a problem in Butler County. Ratios of providers to the population are provided in Table 6-5. The health profile also lists the greatest health issue in the County to be lung cancer, followed closely by oral health, diabetes, obesity, drug abuse and addiction, and cardiovascular disease.

Hours of operation at the Butler County Health Department are 8:00 AM – 4:30 PM, Monday through Friday. More information on the Barren River District Health Department and the above mentioned services can be found at www.barrenriverhealth.org.

Table 6-5: Access to Healthcare

Access to Healthcare		
Indicators	Butler	Kentucky
Primary Care Physician Ratio	12,940:1	1,510:1
Mental Health Provider Ratio	1,280:0	520:1
Dentist Ratio	12,850:1	1,560:1

Source: Kentucky County Health Rankings: Butler County Health Profile

Emergency Medical Services

The Butler County Ambulance Service operates in conjunction with the Butler County Emergency Operation Center. There is 1 ambulance station containing 5 ambulances in Morgantown and Butler County. The service is staffed by 5 full-time paramedics, 6 full time EMTs, and 1 full-time advanced paramedic. Additional ambulances, paramedics, and EMTs are provided as needed from all surrounding counties. Services include air medical from the EMS/Air Medical substation at The Medical Center in Bowling Green. Other services include a language phone line for non-English speaking residents. Emergency medical services made 2,413 runs in the year 2018. 911 dispatching is provided through the Emergency Operation Center in Morgantown. All 6 volunteer fire departments in Butler County serve as first responders to medical emergencies.

Other Health Services

Locally, there are two oral health facilities, seven general healthcare facilities, and one optometrist in Morgantown. Butler County has been designated as “medically underserved,” indicating that the county has a shortage of medical professionals.

The Morgantown Care & Rehabilitation Center is a 122-bed skilled nursing facility located in Morgantown. The facility offers a variety of comprehensive programs and services including in-patient and out-patient therapy, a Rehab to Home program, quality of life activities program, chaplain program, and a secure unit for dementia care.

The Butler County Senior Center is located in the Morgantown Fire Station building, and offers the following services:

- Health Promotion, risk assessment, and medication management– this includes programs designed to maintain or improve a person’s health and wellbeing through events like evidence-based exercise programs, health screenings, and educational classes;
- Friendly Visiting – making visits to seniors homes to check on their wellbeing and provide socialization;
- Telephone Reassurance – making calls to seniors to check on their wellbeing and provide socialization;
- Outreach – contacting seniors to encourage participation at the senior center;
- Transportation – limited transportation is available to take seniors to and from the senior center, to and from doctor’s appointments, and when funding is available, shopping trips and other activities;

- Public Education – includes advertisements, attending community events, and other means of educating the public about the services offered through the Senior Center and to encourage participation;
- Congregate Meals – meals provided during lunch time five days per week at the Senior Center for eligible participants; and
- Home Delivered Meals – meals delivered to homebound seniors who qualify that are otherwise unable to attend the center due to their health conditions or other factors.

Government Facilities

The City of Morgantown operates from the downtown City Hall location which houses the offices of the Mayor and City Administrator. The Butler County Courthouse is located in downtown Morgantown and houses the offices of the Butler County Judge/Executive, Butler County Court Clerk, and the Butler County Property Valuation Administrator.

The City of Morgantown owns and operates the Eva J. Hawes Agriculture Exposition and Community Center located in the Charles Black City Park. The center is used to host horse shows and other special events as well as general government meetings. The facility is divided into an agricultural center and a community center. The agricultural center is approximately 7,500 square feet, and the community center is approximately 4,000 square feet in size. The community center contains a large multipurpose room and includes restrooms, a kitchen area, storage facilities, and maintenance space. The center is open to the public, and can be rented for community uses.

Judicial services are housed at the Butler County Courthouse alongside the County executive offices. Morgantown is also the location of the Post Office, County Health Department, Chamber of Commerce, and Agricultural Extension Office.



Photo 6-6: Morgantown City Hall

Morgantown City Hall is conveniently located in the downtown area near commercial buildings and other governmental services.

CHAPTER 7: TRANSPORTATION

Summary

- Morgantown has ties to the region and surrounding urban areas such as: Bowling Green and I65 to the southeast, Russellville to the southwest, Greenville to the west, and Hartford and Beaver Dam to the northwest.
- Morgantown's transportation system consists of vehicular road traffic, a bicycle trail, and sidewalks intended for pedestrian traffic.
- The primary gateways to Morgantown are the William H. Natcher Parkway, US 231, and KY 79. Every effort should be made to make these locations as attractive and informative as possible.
- Traffic volumes on highways in Morgantown are expected to increase over the next several years, in some areas up to 5%.
- The state of Kentucky maintains nearly 300 miles of roadway in Butler County.
- There are currently no facilities to support air, rail, or water transportation of people and goods within Morgantown or Butler County.
- Butler County has two federally designated truck routes: the William H. Natcher Green River Parkway and the Wendell H. Ford Western Kentucky Parkway.
- Six Butler County transportation projects were included for funding in the Kentucky 2018 Highway Plan as approved by the 2018 General Assembly.
- The newly designated I-165 creates increased potential for Morgantown to tap into high-speed, high-volume commercial transportation.

Introduction

One of the most important, if not the most crucial, portion of any plan is that of transportation. The transportation system allows not only for the movement of people, but also the movement of goods. Effective transportation systems are essential to the continued economic growth and orderly development of Butler County and its municipality, the City of Morgantown. A basic goal of this plan is to provide for safe, effective, and efficient transportation movements within Butler County.

The transportation system is often viewed as the streets and highways that allow for automobile and truck travel within, to, and through the City of Morgantown. In reality, roads make up only one component of the transportation system. Pedestrian and bicycle facilities, railroad corridors, public transportation, and even traffic control devices are important components of the transportation system of an area.

This Transportation Chapter was developed using a process that included:

- Data collection and inventory of the current transportation system of Butler County;
- Forecast of future highway traffic demands; and
- Discussion with the Morgantown/Butler County local officials and citizens of Butler County

Location

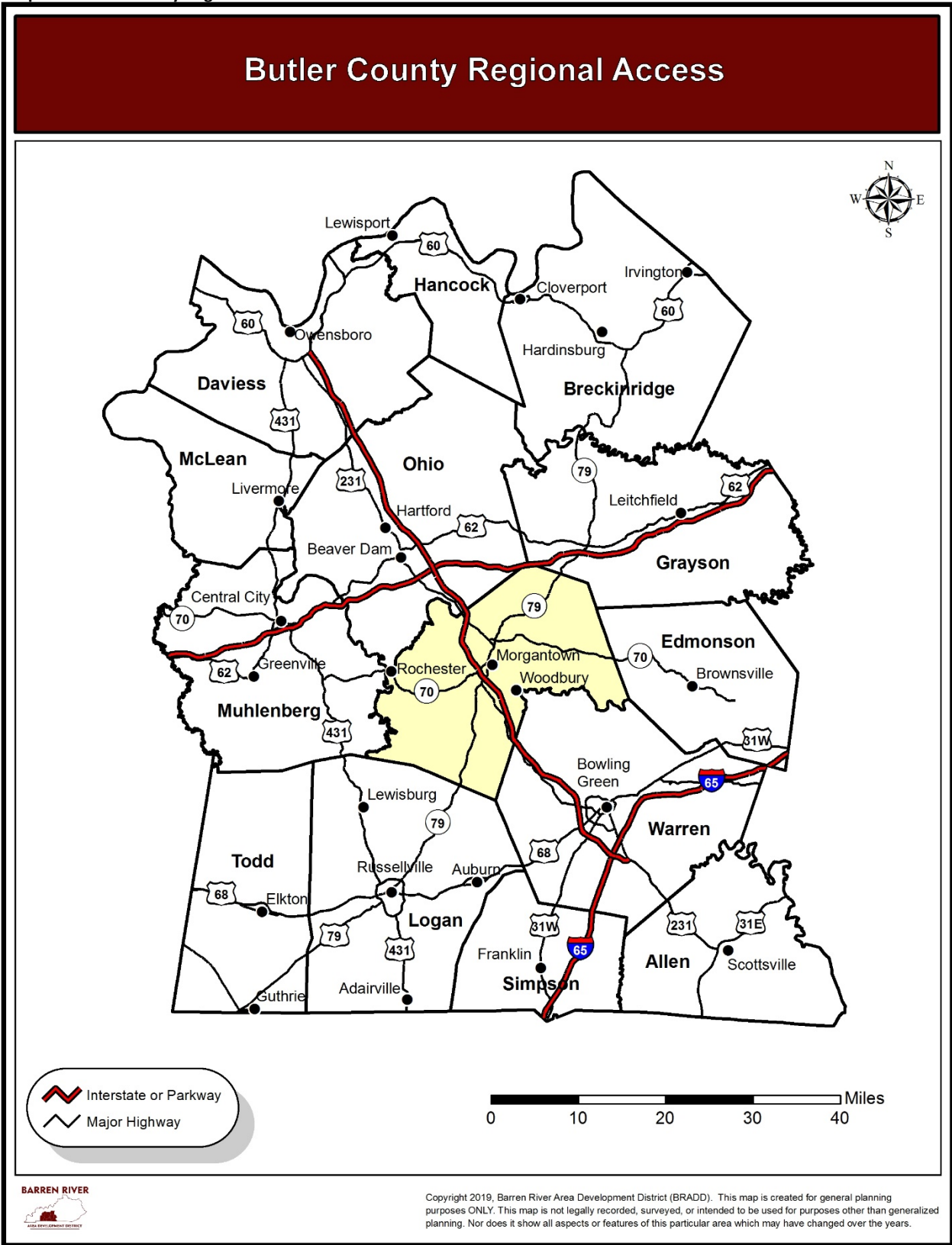
Butler County is located in South-Central Kentucky, as depicted in Map 7-1. The City of Morgantown, the county seat, is located centrally in Butler County. Major regional connection to Butler County is provided by the newly designated I-165, formerly William H. Natcher Parkway, running generally north-south through the center of the county. I-165 provides Butler County, and Morgantown residents, direct access to Owensboro and Bowling Green. Additionally, it provides Butler County access I-65 to the east and access to the Western Kentucky Parkway to the north. KY-79 provides access to Russellville, south of Butler County. The Wendell H. Ford Western Kentucky Parkway passes through the northern part of Butler County and connects to I-165, providing greater east-west access for Butler County.

Transportation System

The current transportation system for the City of Morgantown is composed of the following elements:

- State and local roadway system;
- A pedestrian system comprised of sidewalks; and
- A Bicycle trail following along KY 70

Map 7-1: Butler County Regional Access



The most important means of travel in Morgantown and the surrounding Butler County is via highways. The principal highways running through or providing direct access to Morgantown are the William H. Natcher Parkway, US 231, KY 70, and KY 79. All of these roads pass through the City of Morgantown. The highway network of Butler County converges within the City of Morgantown.

County Gateways

“Gateways” is a term used to describe the entry points to an area, such as a county or its major urban areas or cities. Gateways are important because they provide visitors with a first impression of Butler County. There are currently two major gateways into Butler County, the William H. Natcher Parkway and the Western Kentucky Parkway.

Butler County Gateways

Major:

- I-165 north and south
- Western Kentucky Parkway east and west

Minor:

- US 231 north and south
- KY 70 east and west
- KY 79 south and northeast



Photo 7-1: US 231 Gateway to Morgantown

Within Butler County there is one urban area, the City of Morgantown. Urban areas also have gateways which perform two tasks, providing visitors first impressions of the city and indicating a transition from rural to urban land uses. The gateways to the City of Morgantown include:

Morgantown Gateways

Major:

- I-165 north and south

Minor:

- US 231 north and south
- KY 70 east and west
- KY 79 south and northeast

Each of these gateways identified above offers its own unique characteristics. Most are relatively rural in character and care should be taken to protect the character that Butler County and Morgantown wish to preserve. Indiscriminate urban sprawl should be avoided along these important corridors.

Regional Highway System

The Intermodal Surface Transportation Efficiency Act (ISTEA) established the National Highway System. This system includes the interstate highway system and other significant principal arterial roads important to the nation's economy, defense, and mobility. The National Highway System within Butler County consists of the William H. Natcher Parkway and the Western Kentucky Parkway.

In addition to the National Highway System, Butler County is linked to surrounding counties by a series of state maintained minor arterial, major collector, and minor collector highways. These roadways allow state and regional access to Butler County. These road systems include:

Rural Minor Arterial

- KY 79 extending from MP 10.355 to MP 12.519

Rural Major Collectors

- US 231
- KY 70
- KY 79 from MP 12.519 to MP 24.901

Rural Minor Collectors

- KY 403
- KY 1468

Special Roadway Corridors

The following section describes roadway corridors which have a special designation, serve a special purpose, or can be characterized by the nature of their use. Examples of these corridors are statewide bikeways and scenic corridors.

Statewide Bikeways

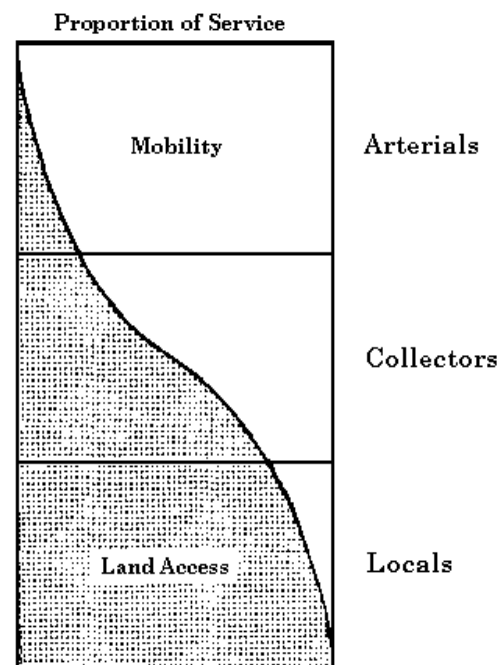
The Midland Kentucky Bike Tour goes through the City of Morgantown, following KY 70. This bike tour begins in western Kentucky near the City of Hickman and travels in a northeasterly direction across the center of Kentucky until it meets the Kentucky/West Virginia border east of the City of Prestonsburg.

Functional Classification of Highways

Streets and highways are grouped into classes or systems according to their importance to the issues of traffic movement and access. This grouping is called a "functional classification" system. Not all streets or roads perform the same function nor should they. Determining which class of street or highway each road falls into is determined by evaluating the level of mobility, volume, and speed that is offered by each roadway in either an urban or rural setting. Also taken into consideration is the relative importance of the roadway to the neighborhood, community, county, or region.

The Kentucky Transportation Cabinet has developed a functional classification system for its road system. This classification system will be used and applied to all streets and roads within Butler County. It is important to note that not all jurisdictions have roadways which meet each of the system classifications. The classification system also distinguishes between urban and rural roadways. Because urban and rural areas have fundamentally different characteristics pertaining to street density, highway network, and travel patterns, it is necessary to make this division in classifications. For the purpose of functional classification, urban areas are defined as census-designated urban areas containing a population of 5,000 or more. It is important to note that, using the most recent census data, the City of Morgantown does not meet the requirements to be classified as an urban area. All roadways in Butler County will have rural classifications. The Functional Classification System includes the following designations:

Figure 7-1: Functional Class Hierarchy



Rural Principal Arterial System

- Interstates – those routes designated as interstate routes located outside urban areas
- Other Principal Arterials – This sub-classification consists of all rural non-interstate principal arterials. These routes comprise a system of continuous, connected rural routes having trip length and travel density characteristics indicative of substantial statewide or interstate travel. They provide services to virtually all urban areas with a population of 50,000 and a large majority of those areas with a population of 25,000 and over.

Rural Minor Arterial

- Minor arterial roads supplement the rural principal arterial system and link cities, larger towns, major resort areas and other major traffic generators into a system providing interstate and inter-county service. They are spaced at intervals consistent with population density so that all developed areas of the state are within reasonable distance of an arterial highway.

Rural Collector Road System

- Major Collector Roads—these roads provide service to county seats, larger towns, and other traffic generators of inter-county importance not served by a higher system. They link areas served to nearby larger cities and serve the more important inter-county travel corridors. Examples of traffic generators served by this classification include consolidated schools, shipping points, county parks, important mining areas and agricultural areas.

Rural Local Road System

The local road system should have the following characteristics:

- Serve primarily to provide access to adjacent land
- Provide service to travel over relatively short distances as compared to collectors or higher systems.

The primary function of local streets is to provide access between abutting land and to the other roads. Local streets have the smallest right-of-way, provide the lowest level of mobility, have the lowest speed limits, and generally have the lowest traffic volumes. Local streets comprise the largest portion of the total mileage of the street system in either an urban or rural area but carry only a small portion of the total vehicle miles traveled, or VMT. Through traffic should be eliminated between local and other streets. Within this chapter, all roads not designated as either arterial or collector are considered local.

Urban Principle Arterial System

Roads that carry the majority of traffic entering, leaving, and bypassing the urban area are urban principle arterials. These roads also provide intra-city travel between the central city, outlying areas and suburban centers. These routes carry a majority of the total urban area travel on a minimum of mileage and are connected both internally and with major rural systems. This system is stratified into three sub-classes:

- Urban Interstates are roads designated as interstate routes within urban areas.
- Other Urban Freeways and Expressways are non-interstate fully controlled-access principal arterials within urban areas.
- Urban Principal Arterials are urban non-interstate principal arterials with no control of access.

Urban Minor Arterial

Minor arterials augment the urban principal arterial system and provide trips of moderate length. These streets place more emphasis on land access than principal arterials, make urban connections to rural collector roads, and have a somewhat lower level of travel mobility. Ideally, they do not penetrate identifiable neighborhoods but provide intra-community connections between various neighborhoods and may carry local bus routes.

Urban Collector Road System

Urban collector streets accumulate traffic from local streets and channel it into the arterial system. These streets also provide land access and traffic circulation within identifiable neighborhoods of inter-community importance, such as residential neighborhoods, commercial areas, and industrial areas.

Urban Local Road System

The primary function of those streets classified as urban local is to provide access to adjacent land and carry travelers of distances shorter than collectors or arterials. Local roads are comprised of all rural mileage not included in one of the higher classifications.

The Kentucky Transportation Cabinet, Butler County Fiscal Court, and the City of Morgantown each maintain roadways within their respective jurisdictions, as presented in Table 7-1. The Kentucky

Transportation Cabinet estimates that Butler County maintains around 402 miles of roadway. The City of Morgantown is estimated to maintain an additional 19 miles of roadway.

Table 7-1: Butler County Road System Mileage

Butler County State Primary Road System	
Classification	Miles of Roadway
State Primary System	17.786
State Secondary System	90.861
Rural Secondary System	139.300
Supplemental Roads	2.021
Total Mileage	249.968
City and County Road System	
Classification	Miles of Roadway
Butler County	401.890
City of Morgantown	19.146
Total Mileage	421.036

Source: State Primary Road System List

Traffic Volume Data

A strong indicator of the importance of a road and how it fits into the transportation network is the average daily traffic (ADT) count, a number showing the volume of traffic flowing on a given roadway. Average daily traffic counts are determined through a count of the number of vehicles passing a given spot on a roadway during a twenty-four hour period. The Kentucky Transportation Cabinet's traffic counts for highways in the City of Morgantown are shown in Table 7-2.

Within Butler County there are great differences in the traffic flow on different highways. The greatest traffic flow was observed on the William H. Natcher Parkway from mile-point 20.246 to mile-point 28.505 with an ADT of 11,237 vehicles, or 468 vehicles per hour. The lowest traffic flow observed was located on KY 403 between mile-points 2.956 and 5.585 with a, ADT of 289 vehicles, or just 12 vehicles per hour. Table 7-2 shows, in addition to current traffic counts for selected highways in Butler County, projected traffic counts for these highways in 2020 and 2030. The projections for 2020 and 2030 are based on the most recent ADT data and the rates of traffic growth for highways in Butler County as set down by a 2008 study conducted by the Kentucky Transportation Cabinet. The volume of roadways in Morgantown is represented in Map 7-3.

The data, largely collected from the Kentucky Transportation Cabinet, shows the greatest amount of traffic flowing on the Parkways. These are high speed, multiple lane highways allowing for easy access to inter-county travel. US 231, as a means of direct travel between Morgantown and communities like Bowling Green, Owensboro, Beaver Dam, and Hartford, also has a fairly high ADT. Several segments of US 231 in Butler County see over 6,500 vehicles per day. Kentucky state highways 70 and 79 see several thousand vehicles per day, and act as the primary means of travel between Morgantown and the rural areas of Butler County, as well as provide access to other communities such as Russellville. KY 403 has

the lowest ADT of any of the other roads on Table 7-2, but it provides direct access between Woodbury and Morgantown.

Traffic volumes on highways in Butler County have generally grown since the early 1990s. Table 7-3 shows the current ADT and compares it to traffic counts on the same segments from roughly 20 years ago. The Parkways in Butler County saw tremendous growth since the early 1990s, with many doubling their ADT. Over the last ten years, the Parkways in Butler County have seen a more subdued amount of growth. Since the early 2000s, segments of the newly designated I-165 have seen between 9.2% and 37.7% growth in their traffic counts. The segment of the Wendell H. Ford Western Kentucky Parkway that passes through Butler County, on the other hand, has experienced a decrease of 5.5% in traffic since the early 2000s. However, since 1991 the traffic on this segment of the Western Kentucky Parkway has increased 50%.

US 231, KY 70 and KY 79 all show increases in ADT since the early 1990s, with only a few segments showing slight reductions in ADT. Many of the segments of these roads experienced decreases in the traffic counts from the early 2000s. This may be attributed to the removal of the toll booths on the former William H. Natcher Parkway in 2006. The removal of these toll booths may have resulted in an increase in the traffic on the parkway at the expense of the traffic on the smaller state highways due to the parkway's volume capabilities and higher speed limits. KY 403, except for the portions within the city limits of Morgantown, has experienced a decrease in ADT since 1990. These same segments have seen a range of ADT since the early 2000s, with some segments losing as much as 44.4% and some gaining as much as 98% more traffic. Special care should be taken to manage congestion on those roads with the highest expected growth rates, as future traffic data comes available from the Kentucky Transportation Cabinet. Current and historical traffic data are shown on Maps 7-4 and 7-5.

Map 7-2: Highway Functional Classification

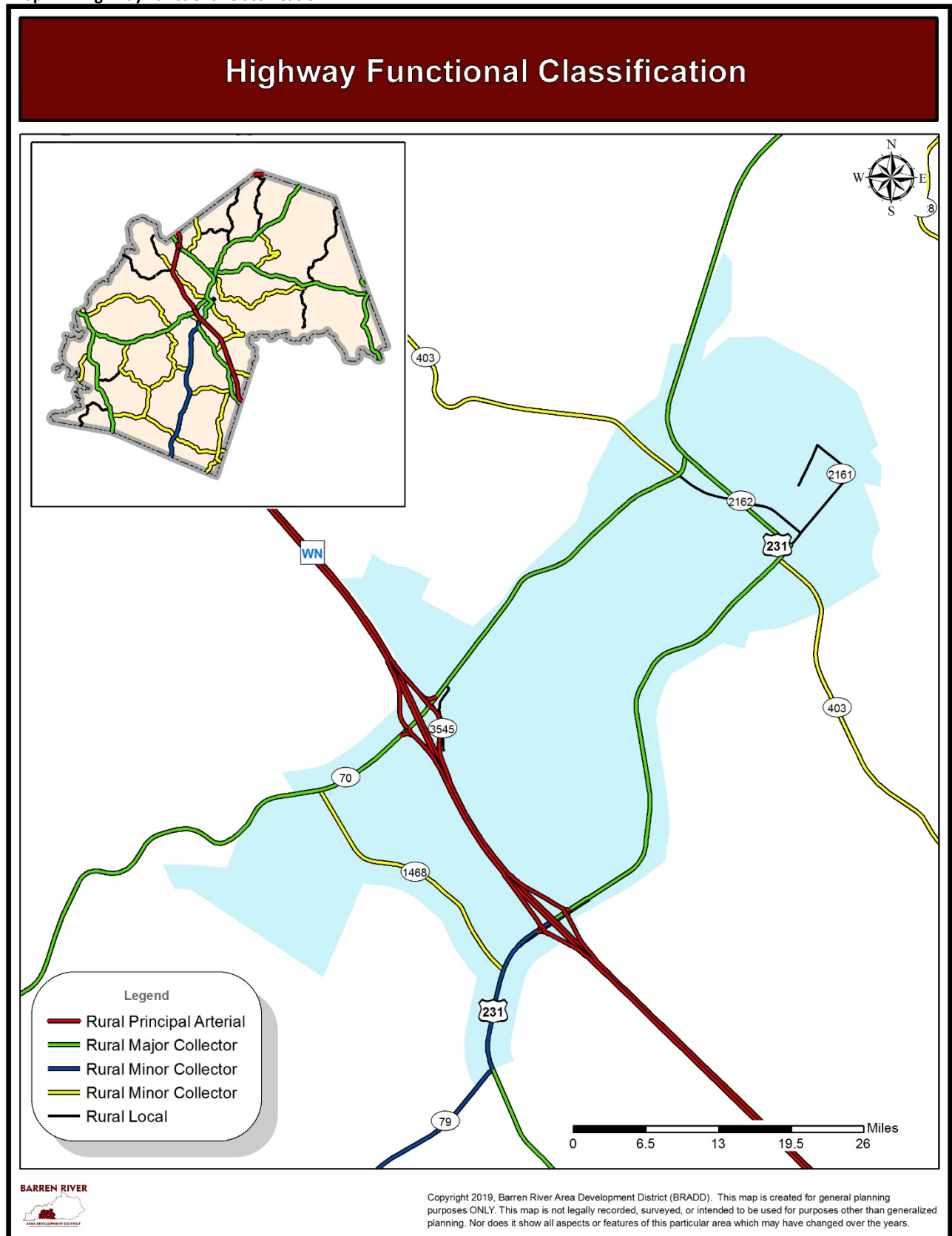


Table 7-2: Butler County Traffic Counts

Traffic Count								
Beginning Milepoint	Ending Milepoint	Route Prefix	Route Number	Last Actual ADT Count	Year of Last Actual ADT Count	Current ADT	*Projected 2020 ADT	*Projected 2030 ADT
20.246	28.505	WN	9007	10,200	2017	11,844	11,237	15,517
28.505	29.517	WN	9007	10,200	2017	10,805	11,237	15,517
29.517	35.925	WN	9007	8,310	2017	8,403	9,155	12,642
35.925	37.143	WN	9007	7,940	2015	7,240	9,330	12,884
87.544	88.433	WK	9001	7,170	2014	7,708	8,702	12,017
0.000	1.427	US	231	1,440	2016	1,352	1,529	1,776
1.427	8.199	US	231	2,290	2017	2,252	2,395	2,783
8.199	8.938	US	231	5,380	2017	5,101	5,627	6,537
8.938	10.950	US	231	6,960	2015	6,289	7,502	8,714
10.950	11.023	US	231	6,670	2016	5,434	7,082	8,227
11.023	11.520	US	231	6,770	2017	5,795	7,081	8,226
11.520	13.333	US	231	8,610	2017	7,650	9,006	10,462
13.333	14.291	US	231	2,720	2015	1,932	2,932	3,406
14.291	17.769	US	231	2,540	2017	2,003	2,657	3,086
17.769	18.853	US	231	2,540	2015	2,065	2,738	3,180
0.000	0.628	KY	70	921	2017	1,057	963	1,119
0.628	2.382	KY	70	1,290	2015	1,240	1,390	1,615
2.382	5.788	KY	70	1,470	2016	1,569	1,561	1,813
5.788	12.332	KY	70	2,630	2017	2,952	2,751	3,196
12.332	12.832	KY	70	3,140	2015	3,536	3,384	3,932
12.832	14.329	KY	70	5,520	2017	5,205	5,774	6,707
14.329	14.419	KY	70	8,360	2017	5,205	8,744	10,158
14.419	15.150	KY	70	822	2017	927	860	999
15.150	17.608	KY	70	2,220	2016	1,884	2,357	2,738
17.608	19.321	KY	70	1,660	2017	1,652	1,736	2,017
19.321	25.002	KY	70	1,230	2015	1,361	1,326	1,540
25.002	30.000	KY	70	1,060	2015	1,048	1,142	1,327
0.000	6.111	KY	79	1,020	2016	1,032	1,083	1,258
6.111	8.239	KY	79	1,370	2017	1,544	1,433	1,665
8.239	10.355	KY	79	1,640	2015	1,778	1,768	2,053
10.355	12.519	KY	79	2,310	2016	2,336	2,453	2,849
12.519	13.388	KY	79	4,120	2017	4,447	4,309	5,006
13.388	16.132	KY	79	3,070	2015	2,852	3,309	3,844
16.132	19.102	KY	79	2,170	2016	2,234	2,304	2,677
19.102	22.050	KY	79	1,250	2015	1,257	1,347	1,565
22.050	24.901	KY	79	1,420	2017	1,184	1,485	1,725
0.000	2.956	KY	403	292	2016	300	300	322
2.956	5.585	KY	403	190	2017	289	194	208
5.585	7.685	KY	403	1,220	2015	857	1,263	1,353
7.685	11.767	KY	403	1,320	2017	916	1,348	1,443
11.767	12.288	KY	403	714	2016	621	734	786
12.288	16.031	KY	403	323	2015	516	334	358

Source: Kentucky Transportation Cabinet

Map 7-3: Morgantown Traffic Volume

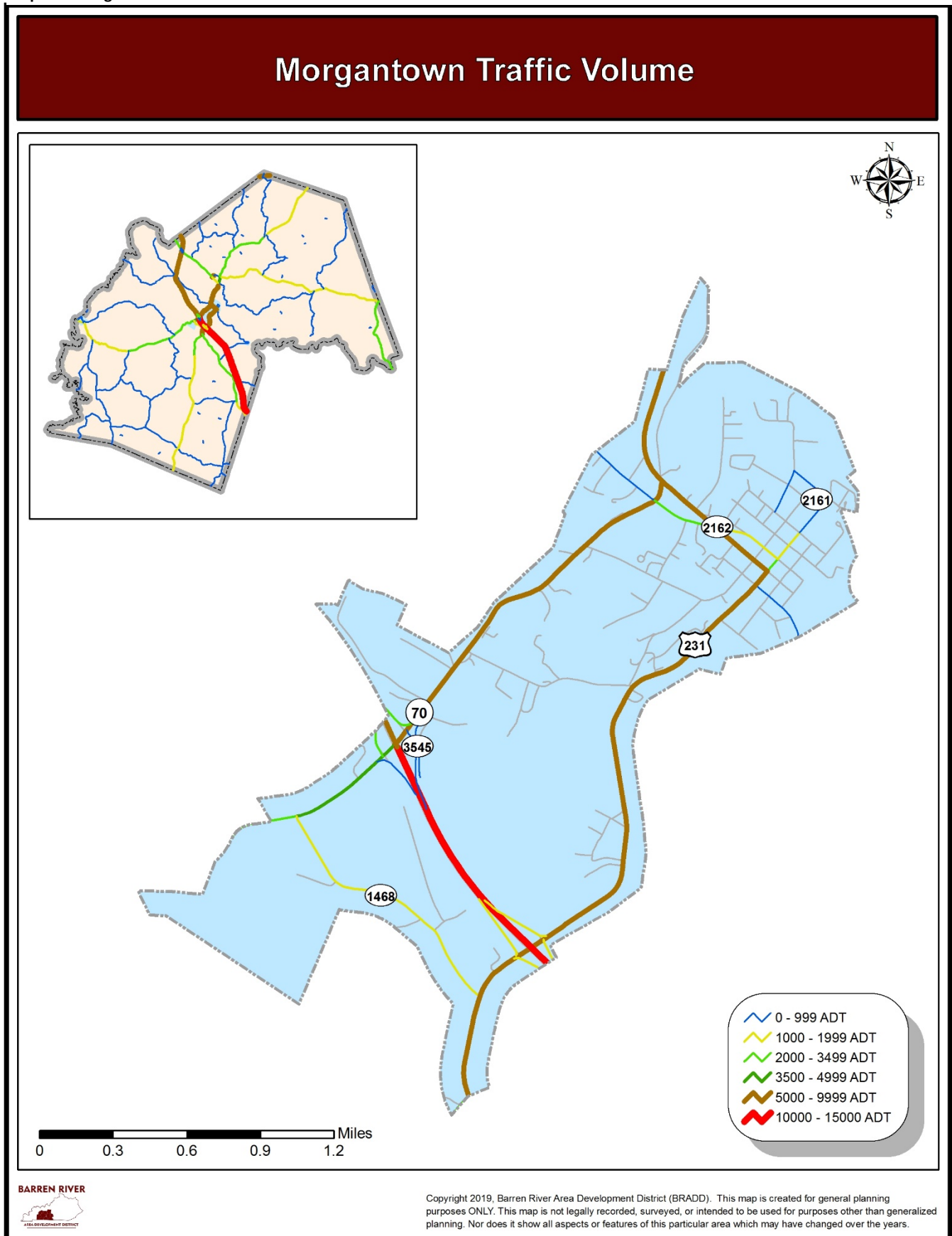


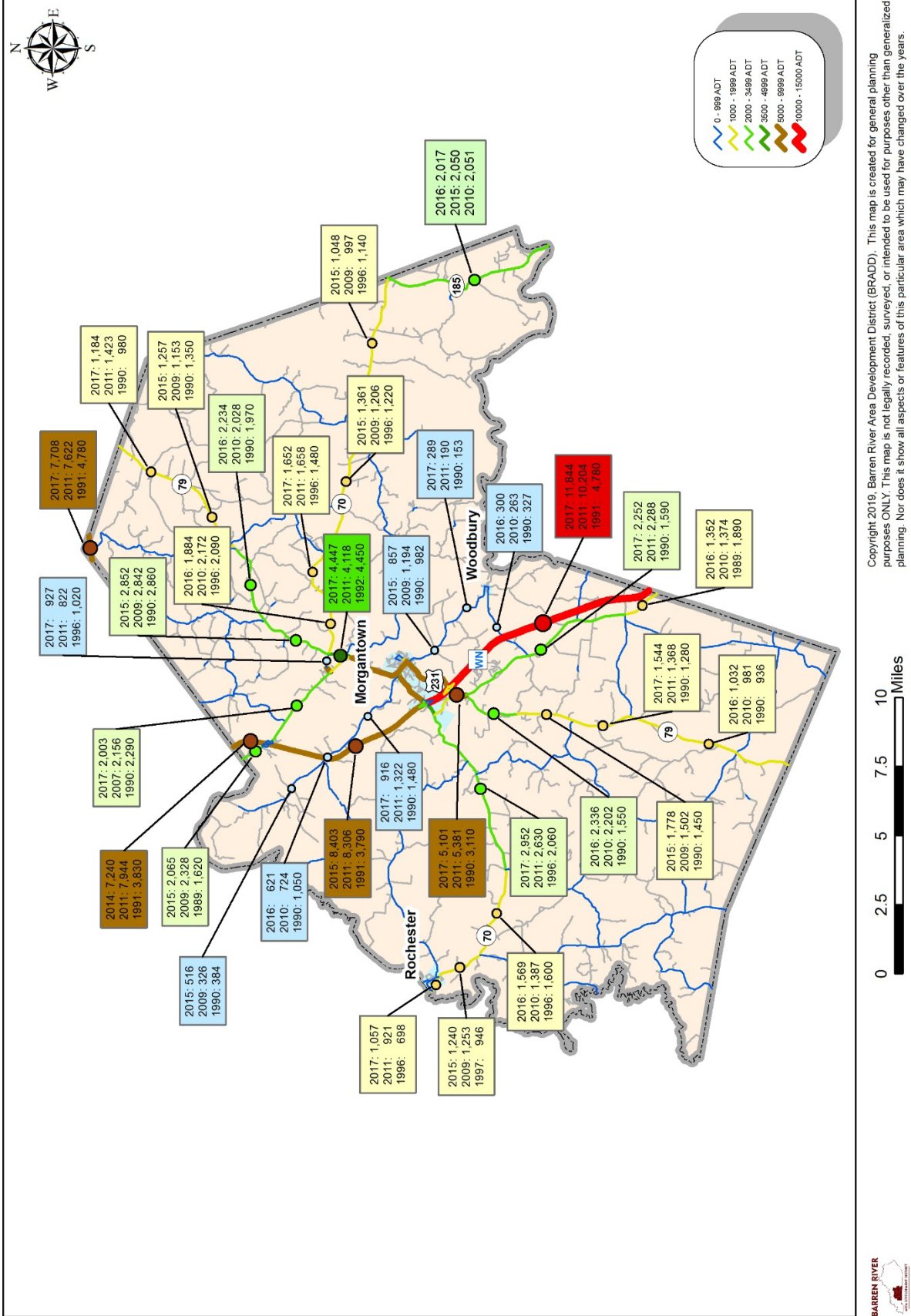
Table 7-3: Historical Traffic Counts

Historical Traffic Counts													
Beginning Milepoint	Ending Milepoint	Route Prefix	Route Number	Current ADT	Historical Count	Year of Historical Count	Percent Change*	Historical Count	Year of Historical Count	Percent Change*	Historical Count	Year of Historical Count	Percent Change*
20.246	28.505	WN	9007	11,844	10,200	2011	16.1%	9,340	2001	26.8%	4,780.00	1991	147.8%
28.505	29.517	WN	9007	10,805	10,200	2011	5.9%	7,410	2001	45.8%	3,790.00	1991	185.1%
29.517	35.925	WN	9007	8,403	8,310	2011	1.1%	6,650	2001	26.4%	3,790.00	1991	121.7%
35.925	37.143	WN	9007	7,240	7,940	2011	-8.8%	7,010	2001	3.3%	3,830.00	1991	89.0%
87.544	88.433	WK	9001	7,708	7,170	2011	7.5%	7,590	2000	1.6%	4,780.00	1991	61.3%
0.000	1.427	US	231	1,352	1,440	2010	-6.1%	2,000	2001	-32.4%	1,890.00	1989	-28.5%
1.427	8.199	US	231	2,252	2,290	2011	-1.7%	1,870	2001	20.4%	1,590.00	1990	41.6%
8.199	8.938	US	231	5,101	5,380	2011	-5.2%	5,470	2001	-6.7%	3,110.00	1990	64.0%
8.938	10.950	US	231	6,289	6,960	2010	-9.6%	7,360	2000	-14.6%	3,870.00	1990	62.5%
10.950	11.023	US	231	5,434	6,670	2010	-18.5%	6,700	2001	-18.9%	6,280.00	1990	-13.5%
11.023	11.520	US	231	5,795	6,770	2011	-14.4%	9,490	2001	-38.9%	7,020.00	1990	-17.5%
11.520	13.333	US	231	7,650	8,610	2007	-11.1%	8,300	2001	-7.8%	6,390.00	1990	19.7%
13.333	14.291	US	231	1,932	2,720	2009	-29.0%	2,910	2001	-33.6%	2,200.00	1990	-12.2%
14.291	17.769	US	231	2,003	2,540	2007	-21.1%	2,540	2001	-21.1%	2,290.00	1990	-12.5%
17.769	18.853	US	231	2,065	2,540	2009	-18.7%	2,360	2002	-12.5%	1,620.00	1989	27.5%
0.000	0.628	KY	70	1,057	921	2011	14.8%	1,030	2001	2.6%	698.00	1996	51.4%
0.628	2.382	KY	70	1,240	1,290	2009	-3.9%	1,580	2002	-21.5%	946.00	1997	31.1%
2.382	5.788	KY	70	1,569	1,470	2010	6.7%	1,610	2001	-2.5%	1,600.00	1996	-1.9%
5.788	12.332	KY	70	2,952	2,630	2011	12.2%	2,680	2001	10.1%	2,060.00	1996	43.3%
12.332	12.832	KY	70	3,536	3,140	2009	12.6%	3,190	2001	10.8%	2,870.00	1996	23.2%
12.832	14.329	KY	70	5,205	5,520	2010	-5.7%	5,990	2001	-13.1%	4,380.00	1996	18.8%
14.329	14.419	KY	70	5,205	8,360	2002	-37.7%	5,990	2001	-13.1%	4,380.00	1996	18.8%
14.419	15.150	KY	70	927	822	2011	12.8%	796	2001	16.5%	1,020.00	1996	-9.1%
15.150	17.608	KY	70	1,884	2,220	2010	-15.1%	2,380	2001	-20.8%	2,090.00	1996	-9.9%
17.608	19.321	KY	70	1,652	1,660	2011	-0.5%	1,550	2001	6.6%	1,480.00	1996	11.6%
19.321	25.002	KY	70	1,361	1,230	2009	10.7%	1,320	2001	3.1%	1,220.00	1996	11.6%
25.002	30.000	KY	70	1,048	1,060	2009	-1.1%	1,220	2001	-14.1%	1,140.00	1996	-8.1%
0.000	6.111	KY	79	1,032	1,020	2010	1.2%	947	2002	9.0%	936.00	1990	10.3%
6.111	8.239	KY	79	1,544	1,370	2011	12.7%	1,240	2001	24.5%	1,280.00	1990	20.6%
8.239	10.355	KY	79	1,778	1,640	2009	8.4%	1,730	2002	2.8%	1,450.00	1990	22.6%
10.355	12.519	KY	79	2,336	2,310	2010	1.1%	2,260	2002	3.4%	1,550.00	1990	50.7%
12.519	13.388	KY	79	4,447	4,120	2011	7.9%	5,070	2005	-12.3%	4,450.00	1992	-0.1%
13.388	16.132	KY	79	2,852	3,070	2009	-7.1%	3,390	2002	-15.9%	2,860.00	1990	-0.3%
16.132	19.102	KY	79	2,234	2,170	2010	2.9%	2,540	2002	-12.0%	1,970.00	1990	13.4%
19.102	22.050	KY	79	1,257	1,250	2009	0.6%	1,800	2002	-30.2%	1,350.00	1990	-6.9%
22.050	24.901	KY	79	1,184	1,420	2011	-16.6%	1,220	2001	-3.0%	980.00	1990	20.8%
0.000	2.956	KY	403	300	292	2010	2.7%	525	2002	-42.9%	327.00	1990	-8.3%
2.956	5.585	KY	403	289	190	2011	52.1%	255	2002	13.3%	153.00	1990	88.9%
5.585	7.685	KY	403	857	1,220	2009	-29.8%	1,130	2002	-24.2%	982.00	1990	-12.7%
7.685	11.767	KY	403	916	1,320	2011	-30.6%	1,620	2002	-43.5%	1,480.00	1990	-38.1%
11.767	12.288	KY	403	621	714	2010	-13.0%	565	2001	9.9%	1,050.00	1990	-40.9%
12.288	16.031	KY	403	516	323	2009	59.8%	163	2002	216.6%	384.00	1990	34.4%

Source: Kentucky Transportation Cabinet and *Current ADT

Map 7-4: Butler County Traffic Volume

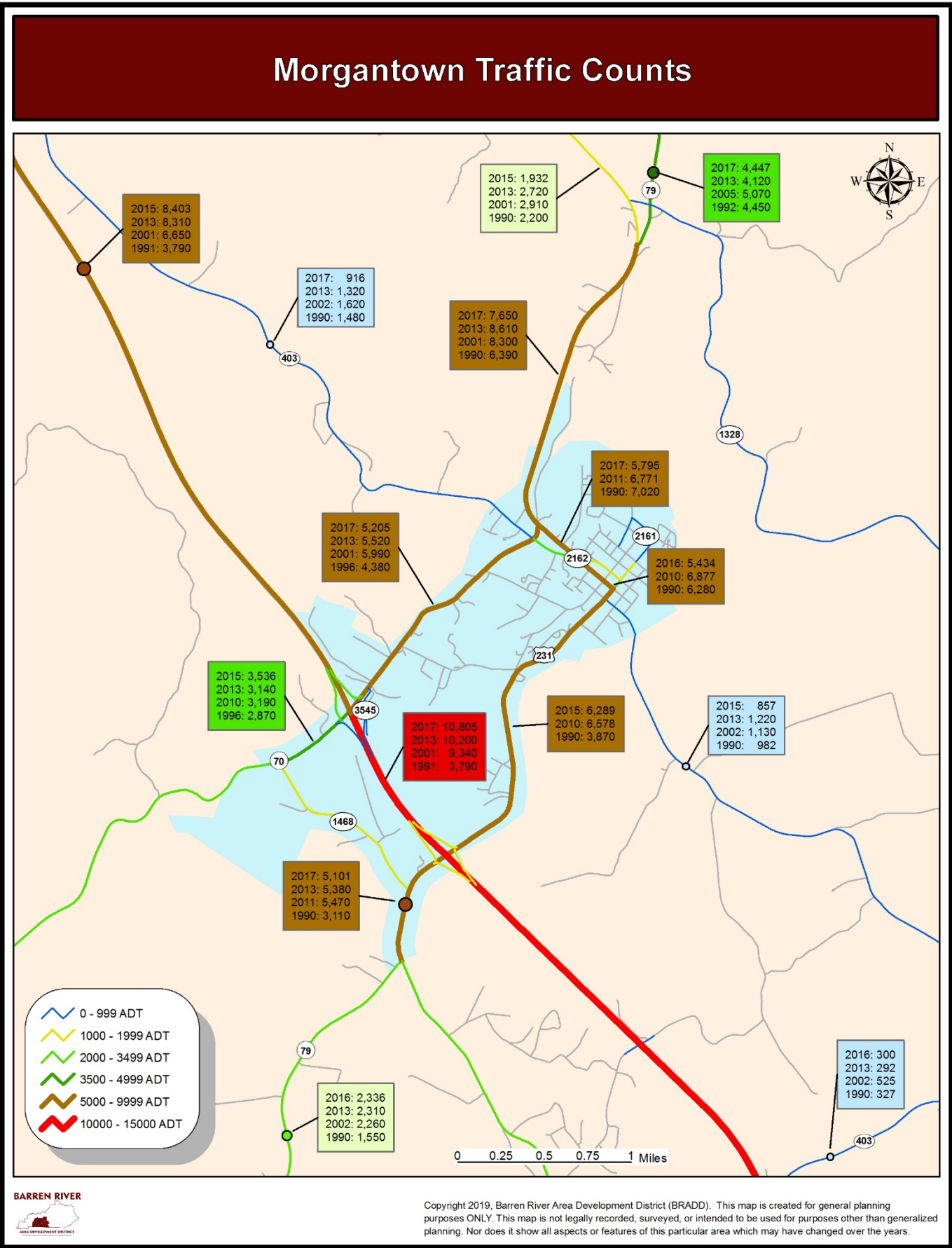
Butler County Traffic Counts



Copyright 2019, Barren River Area Development District (BRADD). This map is created for general planning purposes ONLY. This map is not legally recorded, surveyed, or intended to be used for purposes other than generalized planning. Nor does it show all aspects or features of this particular area which may have changed over the years.



Map 7-5: Morgantown Traffic Counts



Means of Transportation to Work

Private vehicles are the primary mode of transportation to work for both Morgantown and Butler County, as shown in Table 7-4. According the 2017 American Community Survey, conducted by the United States Census Bureau, 632 out of 811 employees in Morgantown drove alone to work. Individuals driving alone represent 77.9% of employees' means of traveling to work. Additionally, 12.8% of Morgantown employees carpool to work. Both of these percentages are on par with the whole of Butler County. The percentage of employees driving alone to work for Butler County is 82.6%, and the percentage of employees carpooling is 10.2%.

The dominance of vehicular travel to and from work, whether carpooling or driving alone, should be considered as Morgantown moves forward, as this can wear down state and local surface transportation infrastructure at a faster rate than areas with a greater percentage of citizens employing other means of travel to work. As shown in Table 7-4, combined, 88.6% of Morgantown's employees use cars, trucks, or vans as their means of transportation to work. Morgantown does have some pedestrian traffic for employees commuting to work. The American Community Survey revealed roughly 4% of workers in Morgantown used walking as the primary means of transportation to and from their place of employment.

Commuting Patterns

Commuting patterns have a large effect on the transportation network. Since the means of transportation in Butler County and Morgantown are predominantly car, truck, and van traffic, it is safe to assume these are the same means of transportation being used by individuals and carpools to travel into and out of Butler County on their daily commute. Tables 7-5 and 7-6 shows the commuting patterns for Butler County in 2010. This data shows 3,304 Butler County residents commute out of Butler County on a regular basis for employment. The same data reveals that 1,011 individuals commute into Butler County on a regular basis for employment. The primary routes of travel for these inter-county commuters are going to be the Parkways, US highways and state highways that provide quick and accessible travel between counties. These routes will, therefore, wear out at a faster rate than other routes in the county.

Another set of data to look at for commuting patterns are the 1,313 residents of Butler County who both reside in the county and work within the county. These residents are also likely to use highways in their daily commute as a means to travel to other parts of Butler County. These intra-county employees will have a different effect on the transportation network than the inter-county employees. Intra-county employees are more likely to use smaller highways as there will be less need to use high-volume roadways such as I-165 and the Western Kentucky Parkway.

Table 7-4: Means of Transportation to Work

Means of Transportation to Work 2017		
	Butler County	City of Morgantown
Total	5091	811
Car, Truck, or Van	4731	719
Drove Alone	4210	632
Carpooled	521	81
Public Transportation	13	0
Bus or Trolley	13	0
Subway or Elevated	0	0
Railroad	0	0
Bicycle	8	0
Walked	31	8
Other Means	85	48
Worked at Home	223	36

Source: ACS 2017 5-year update

Table 7-5 shows the top ten destination counties for commuters from Butler County. This table reveals the top destinations of Butler County residents for employment are Warren, Logan and Ohio counties. In addition to being direct neighbors of Butler County, these three counties account for over 1,600 commuters. These three destination counties are all direct neighbors of Butler County. Warren and Ohio Counties can be quickly accessed using I-165 or US 231. Commuters to both these destinations had average commute times under 20 minutes. Commuters traveling to Logan County are likely to use KY 79, and reported an average commute time of 25 minutes.

Table 7-6 shows the origin county for workers commuting to Butler County for employment. Ohio, Muhlenberg, and Warren County provide the most out of county employees for Butler County. Commuters from Ohio and Warren County were likely using either I-165 or US 231. These commuters reported average commute times of 19 minutes. Commuters from Muhlenberg County reported and average commute time of 24 minutes, and were likely to use KY 70 as their main access to and from Muhlenberg County.

Table 7-5: Destination of Butler Co. Commuters

Destination of Butler County Commuters (Top Ten):		
County	Avg. Time	People
Warren	19	1150
Logan	25	249
Ohio	19	236
Muhlenberg	24	124
Grayson	24	121
Daviess	40	93
Simpson	31	64
Christian	46	53
Jefferson	82	26
Edmonson	22	24
Totals	33	2140

Source: US Census Bureau, 2010

Table 7-6: Origin of Butler Co. Commuters

County of Origin for Commuters Working in Butler County (Top Ten):		
County	Avg. Time	People
Ohio	19	350
Muhlenberg	24	210
Warren	19	197
Grayson	24	105
Logan	25	60
Edmonson	22	47
McLean	36	24
Sumner	49	23
Hart	41	21
Simpson	31	18
Totals	29	1055

Source: US Census Bureau, 2010

Bridges and Other Structures

Bridges comprise an important element of the roadway network, as inadequate bridges can cause various capacity and safety problems. The Kentucky Transportation Cabinet regularly inspects bridges on public roads, evaluates their condition, and computes load limits and sufficiency ratings for them. Bridges with low sufficiency ratings are inspected more often than those with higher sufficiency ratings. The legal minimum load limit for bridges is 18 tons.

The Kentucky Transportation Cabinet has identified 102 bridges and culverts in Butler County. Of these, 24 are located on local roads and 78 are on state routes. The only bridges within the city limits of Morgantown are located on interchanges for I-165. There are currently no bridges located on local routes within the city limits of the City of Morgantown.

The Kentucky Highway Plan includes all projects for bridge replacement and repair. Bridge projects are funded through the Federal Bridge Program, and are prioritized based on sufficiency ratings determined by KYTC. Presently, the City of Morgantown does not have any projects listed on the Kentucky Highway Plan relating to bridge replacement and repair. Alternatively, Butler County has two bridge projects listed on the Kentucky Highway Plan.

Rochester and Reed's Ferries

Two of Kentucky's ten ferries in operation are located in Butler County. These ferries are the Rochester Ferry and Reed's Ferry at Logansport which operate on KY 369 and KY 269 respectively. Both ferries offer transportation to vehicle and pedestrian traffic across the Green River. Ferries are a unique mode of transportation providing an opportunity not found in many areas. The Rochester Ferry and Reed's Ferry at Logansport can draw tourists to experience this unique form of travel.

Truck Network

The Kentucky Revised Statutes require weight limits on roadways within the state maintained highway system. There are three weight classifications limits:

- AAA—80,000 lbs. gross vehicle weight
- AA—62,000 lbs. gross vehicle weight
- A—44,000 lbs. gross vehicle weight

Two federally designated truck routes exist in Butler County. I-165 and Western Kentucky Parkway both carry a classification of AAA, and are federally designated as truck routes. The following highways have ratings given by the Commonwealth, but are not federally designated as truck routes. US 231, KY 79, and KY 1153 carry classification of AA. KY 1117 has a classification of A. Map 7-6 shows highways in Butler County separated by approved truck classifications.

Future Traffic Conditions

This section provides an analysis of future traffic growth for Butler County. A 2008 study by the Kentucky Transportation Cabinet provided traffic growth rates by functional classification for Butler County. The future traffic counts were calculated using the applicable rate for the functional classification, the most recent actual ADT county, and a formula for annually compounding growth. For Butler County, the study projects rural principle arterials to grow at roughly 3.28% per year. The former William H. Natcher and current Wendell H. Ford Western Kentucky Parkway fall into this category, and are expected to nearly double their traffic count from 2011 by 2030. Recently, the William H. Natcher Parkway was upgraded and designated I-165. Since the early 1990s, the Parkways have seen the most

growth of all the highways in Butler County. KY 79, from the Logan/Butler County border to mile point 12.519, is considered a rural minor arterial. This section of KY 79 is expected to grow at 1.51% per year. US 231, KY 70, and the rest of KY 79 are all listed as rural major collectors. This functional class has a projected growth rate of 1.51% for Butler County. Rural minor collectors in Butler County have a listed 0.69% growth. KY 403 has a functional classification of rural minor collector, and the only sections to show growth since the early 1990s were the segments located within Morgantown's city limits.

With the new designation of I-165, an increase in traffic flow through Butler County and Morgantown can be expected. This increase in traffic growth could also result in an increase in economic opportunity for the City of Morgantown.

Access Management

Access management provides tools to deal with land use abutting to or otherwise served by a roadway, while still preserving the roadway's capacity to operate safely and efficiently. It is a way of determining when and where access should be located, how it should be designed, and the procedures needed to administer the program. In other words, it properly manages the competing needs of traffic movements and the demands for access to different adjoining land uses.

Symptoms of poor access management:

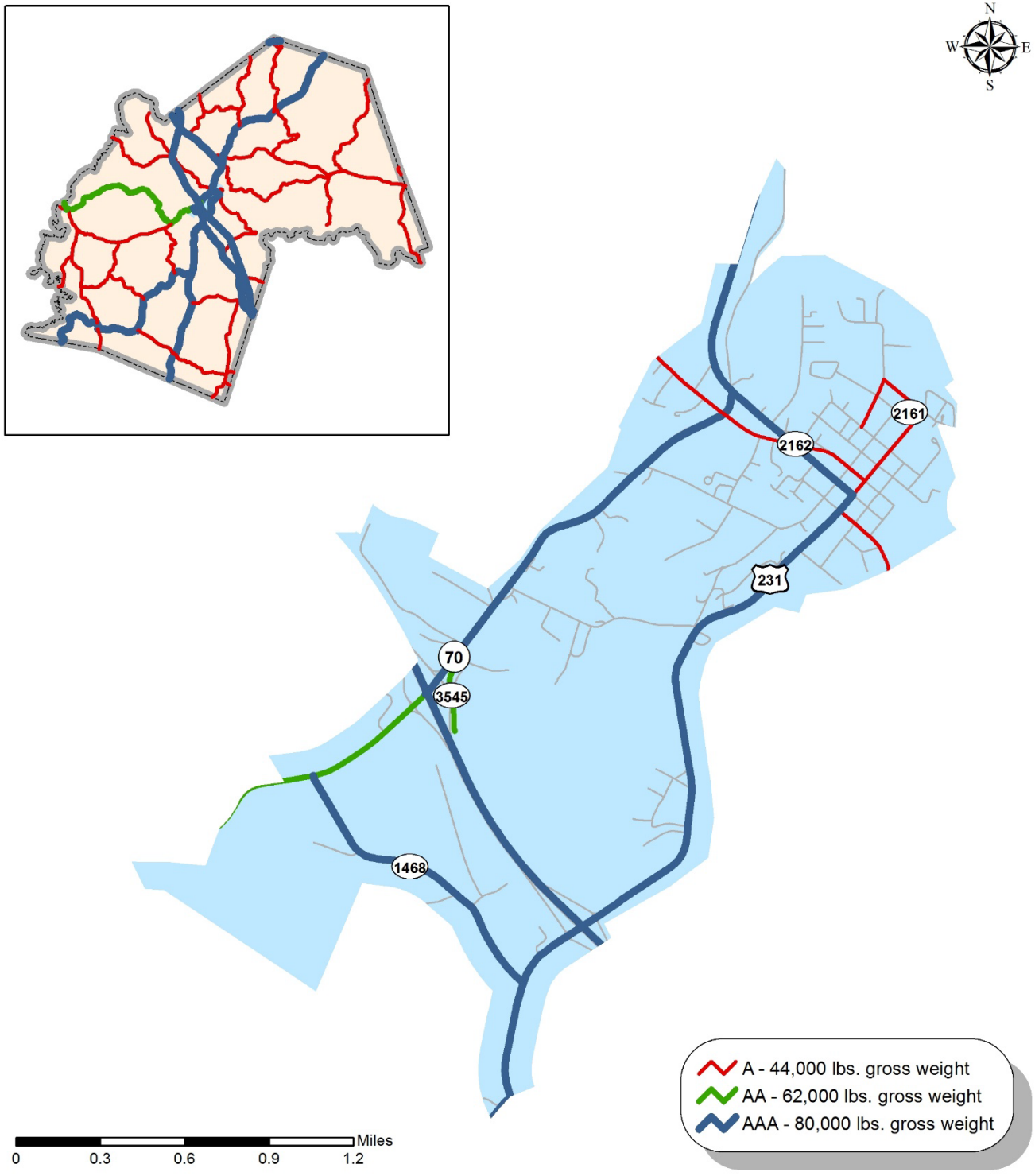
- High crash areas
- Poor traffic flow and congestion
- Strip development
- Pressure to widen an existing street or build a bypass
- Neighborhood disruption by cut-through traffic

Benefits of access management:

- Increased safety
- Fewer and less severe crashes
- Reduced delays
- Increased and preserved capacity
- Preservation of investment in the roadway system
- Preserved neighborhood integrity
- Preservation of private investment in abutting properties

There are varying techniques used to improve access management on a roadway. These techniques include improving driveway location specifications, design, and spacing regulations; providing corner clearance; and the installation of non-traversal medians. Access management techniques should be encouraged throughout Butler County, particularly in the areas of most dense development or in areas already experiencing congestion issues.

Truck Highways by Gross Weight



Scheduled Projects

Kentucky Highway Plan

The Kentucky Transportation Cabinet describes the six-year plan as a document approved by the Kentucky General Assembly every two years. This plan is subject to the availability of state and federal highway dollars. Butler County has six projects on the Highway Plan approved in 2018. The Kentucky Highway Plan assigns \$157,200 per year per ferry from 2019 through 2024 for the operation of Reed's Ferry at Logansport and the Rochester Ferry. There are two projects listed for bridge replacement. The first is to replace the bridge on US 231 where it crosses over Little Bull Creek; this project is allocated \$423,000, with construction tentatively planned to begin in 2020. The other bridge replacement project is set to replace a bridge on KY 403 where the highway crosses over Panther Creek. This replacement project has been allocated \$1,134,000, and the construction phase is tentatively scheduled to begin in 2020. The final project for Butler County included in the Kentucky Six Year Highway Plan is the modernization of existing Natcher Parkway from I-65 Interchange extending North to the Butler-Ohio County line which includes improvements to the US 231 interchange.

Table 7-7: 2018 Kentucky Highway Plan Projects for Butler County

2018 Kentucky Highway Plan Projects for Butler County						
Route	Length	Description	Fund-Scheduling Information			
			Funding	Phase	Year	Amount
WN 9007	1.700	I-65 Spur Corridor; Modernization of existing Natcher Parkway from I-65 Interchange (EXIT 2) extending North to the Butler-Ohio County line.	NH	C	2019	\$18,250,000
KY 269		Operation of Reed's Ferry at Logansport for FY 2019-2024	SPP	C Total	2019- 2024	\$157,200/yr \$943,000
WN 9007	0.4	I-65 Spur Corridor: Improve the Natcher Parkway/US-231 Interchange (EXIT 36)	NH	C	2021	\$6,750,000
KY 403		Address deficiencies of KY 70 bridge over Panther Creek	BRO	D C Total	2019 2020	\$245,000 \$889,000 \$1,134,000
US 231		Address deficiencies of Waverly School Bridge over Little Bull Creek	BRO	D C Total	2019 2020	\$157,500 \$266,000 \$423,500
KY 369		Operation of the Rochester Ferry by the Butler and Ohio County Authorities for FY 2019-2024	SPP	C Total	2019- 2024	\$157,200/yr \$943,000

Source: Kentucky Transportation Cabinet

Unscheduled Needs List

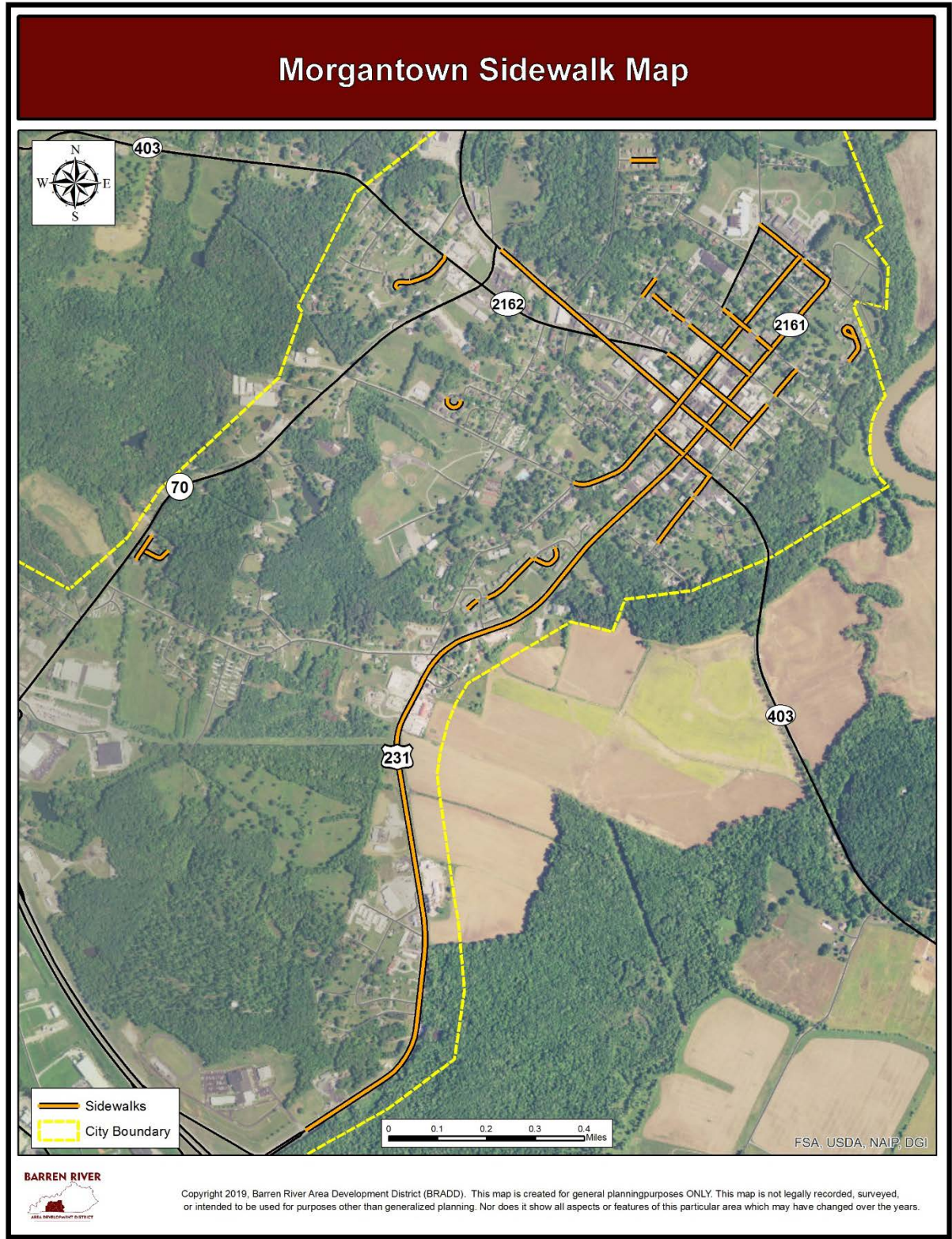
The Unscheduled Needs List is a list of potential transportation projects which have not yet been programmed through the State's Six-Year Highway Plan. Butler County has twelve projects on the Unscheduled Needs List. Amongst these there are: the reconstruction KY 70 from US 231 to near I-165; major widening from KY 79 south of Morgantown to I-165 on US 231; reconstruction of the intersection at KY 79 and KY 340; reconstruction of the intersection of KY 70 and KY 1117; reconstruction of KY 185 from the Green River to KY 70; and addressing the interchange of US 231 with I-165.

Table 7-8: Unscheduled Needs List

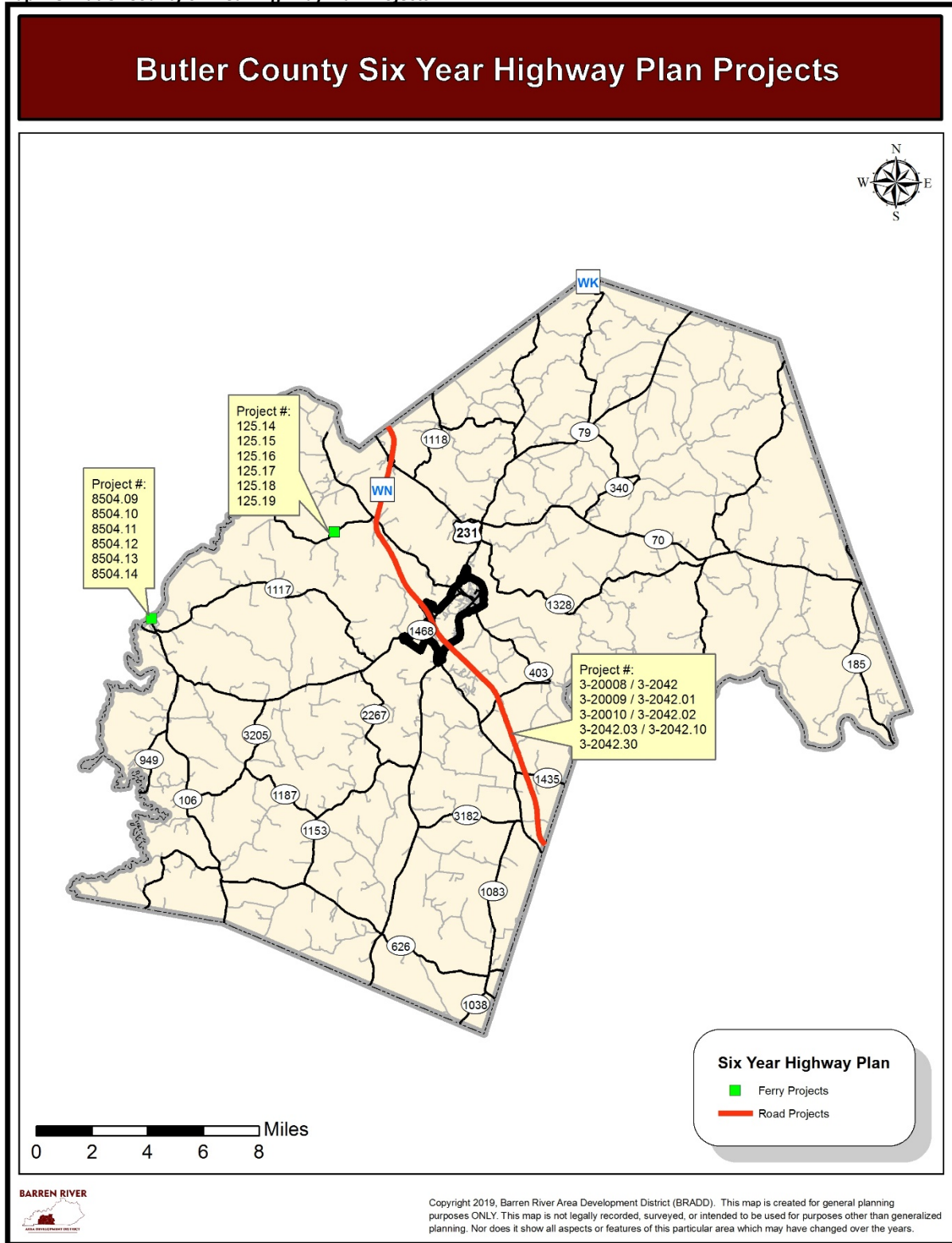
Unscheduled Needs List					
County	Route	BMP	EMP	Miles	Description
Butler	US 231	8.199	8.947	0.748	Improve safety and mobility on US 231 from US 79 to WN 9007
Butler	KY 70	1.019	1.319	0.3	Improve safety and mobility on KY 70 from MP 1.019 to 1.319
Butler	KY 70	9.8	10.1	0.3	Improve safety at the KY 70 - KY 1117 intersection
Butler	KY 70	12.83	14.419	1.589	Improve safety and mobility along KY-70 from the intersection of US-231 to the Natcher Parkway
Butler	KY 79	12.723	12.923	0.2	Improve safety and sight distance at the intersection of KY 79 and KY 1328
Butler	KY 79	19.002	19.446	0.444	Improve safety and sight distance at the intersections of KY 79 and KY 340
Butler	KY 403	3.622	3.822	0.2	Improve safety and mobility on KY 403 from MP 3.622 to MP 3.822
Butler	KY 185	0.002	6.61	6.608	Provide connection, improve safety, increase mobility, and address geometric deficiencies on KY-185 from the Green River bridge to the Edmonson County line
Butler	KY 79	12.538	24.901	12.36	Lane departure safety improvements on KY-79 between the KY-70 crossroads and the Grayson County line
Butler	US 231	11.521	11.688	0.167	Improve safety and mobility along US-231 in Morgantown from the intersection with KY-70 to north of the intersection with North Maple Street
Butler	US 231	10.683	10.95	0.267	Increase safety and mobility for motor vehicles and pedestrians on US 231 from the intersection with Bell Street to the intersection with KY 2161 in Morgantown
Butler	KY 70	15.15	29.977	14.83	Lane departure safety improvements on KY-70 between the KY-79 crossroads and the Edmonson County line

Source: Kentucky Transportation Cabinet

Map 7-7: Morgantown Sidewalks



Map 7-8: Butler County Six Year Highway Plan Projects



CHAPTER 8: INFRASTRUCTURE

Summary

- The City of Morgantown currently owns one available industrial site.
- Morgantown's transportation system consists of vehicular road traffic, a bicycle trail, and sidewalks intended for pedestrian traffic.
- There are currently no available industrial buildings in the City of Morgantown or Butler County.
- Butler County residents are currently served by two water providers; Morgantown Utilities Commission and Butler County Water System Inc.
- Water service in the City of Morgantown is fairly extensive with few areas lacking public water, although some areas still lack adequate pressure.
- Public water is currently available to approximately 91 percent of Butler County's population based on 2010 census counts.
- The Morgantown Utilities Commission operates a sanitary sewer system for the residents of the City of Morgantown.
- Public sewer is currently available to approximately 20% of Butler County's households based on 2010 census counts.
- Warren Rural Electric Co-Op Corporation (Warren RECC), a member-owned and operated Tennessee Valley Authority (TVA) distributor, provides electrical services to the City of Morgantown and Butler County.
- The City of Morgantown operates its own gas system through Morgantown Utilities Commission, providing natural gas through approximately 1,243 total connections.

Industrial Infrastructure

The availability of properly developed industrial facilities is important for a community in its efforts to attract industries and jobs. In a competitive market for jobs and private investment, communities must have industrial infrastructure that is attractive to prospective businesses. With these facilities, a community can provide an identifiable product that the Kentucky Economic Development Cabinet, Butler County Chamber of Commerce, Morgantown Industrial Holdings, and other industrial developers can present to prospective industries.

The City of Morgantown currently owns one available industrial site as reported to the Kentucky Cabinet for Economic Development. This site, named Industrial Park South, is an 86.7 acre site with the largest possible tract being 81.7 acres. Located within the southwestern city limits of the City of Morgantown, the site offers access to two I-165 interchanges and KY 70.

Table 8-1: Available Industrial Sites

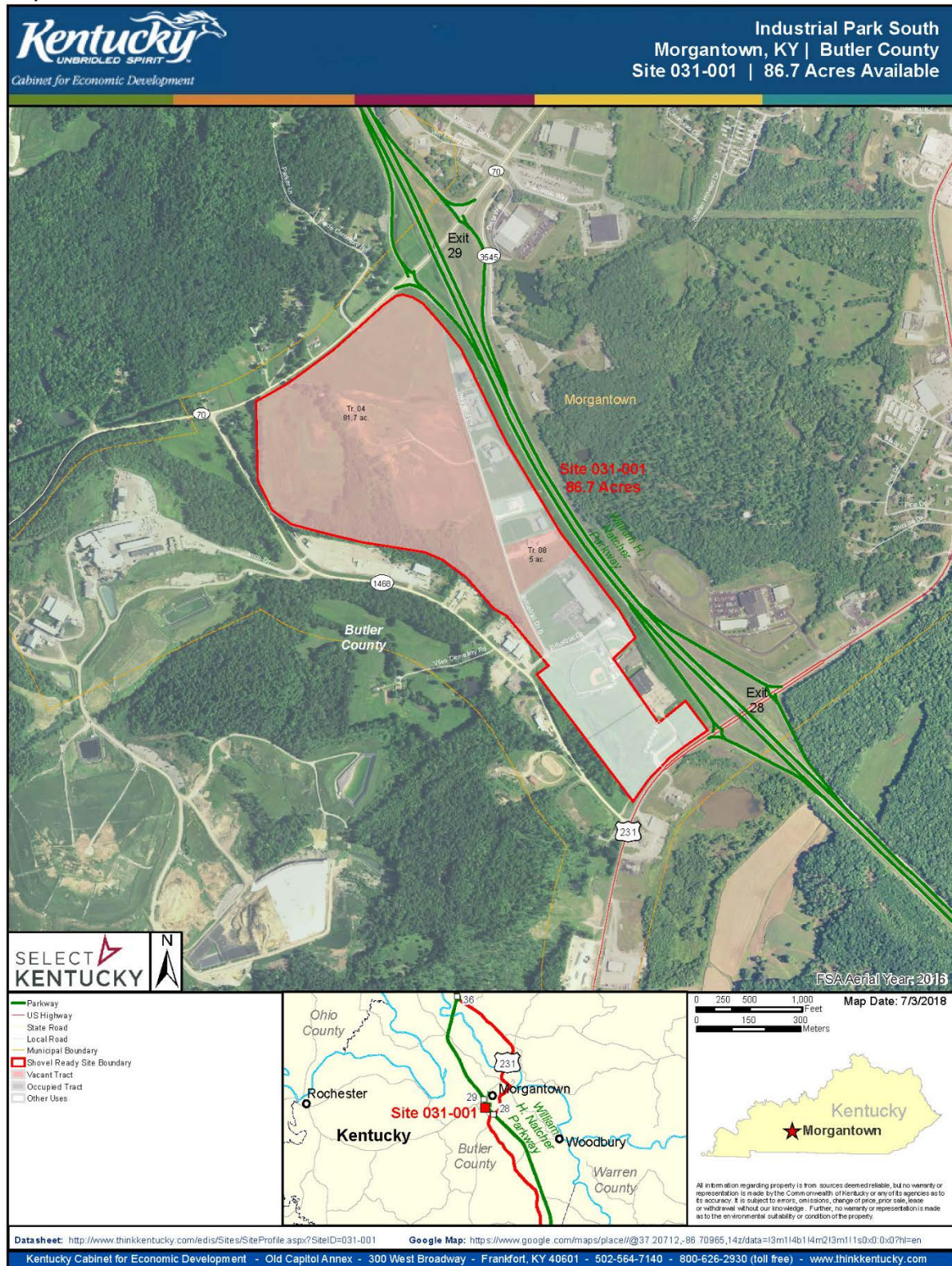
Available Industrial Sites in Butler County					
Available Sites				Minimum Distance To	
Site Name	Total Acres	Largest Possible Tract	Rail?	Interstate or Parkway	Airport
Industrial Park South	86.7	81.7	No	0 miles	60 miles

Source: Kentucky Cabinet for Economic Development

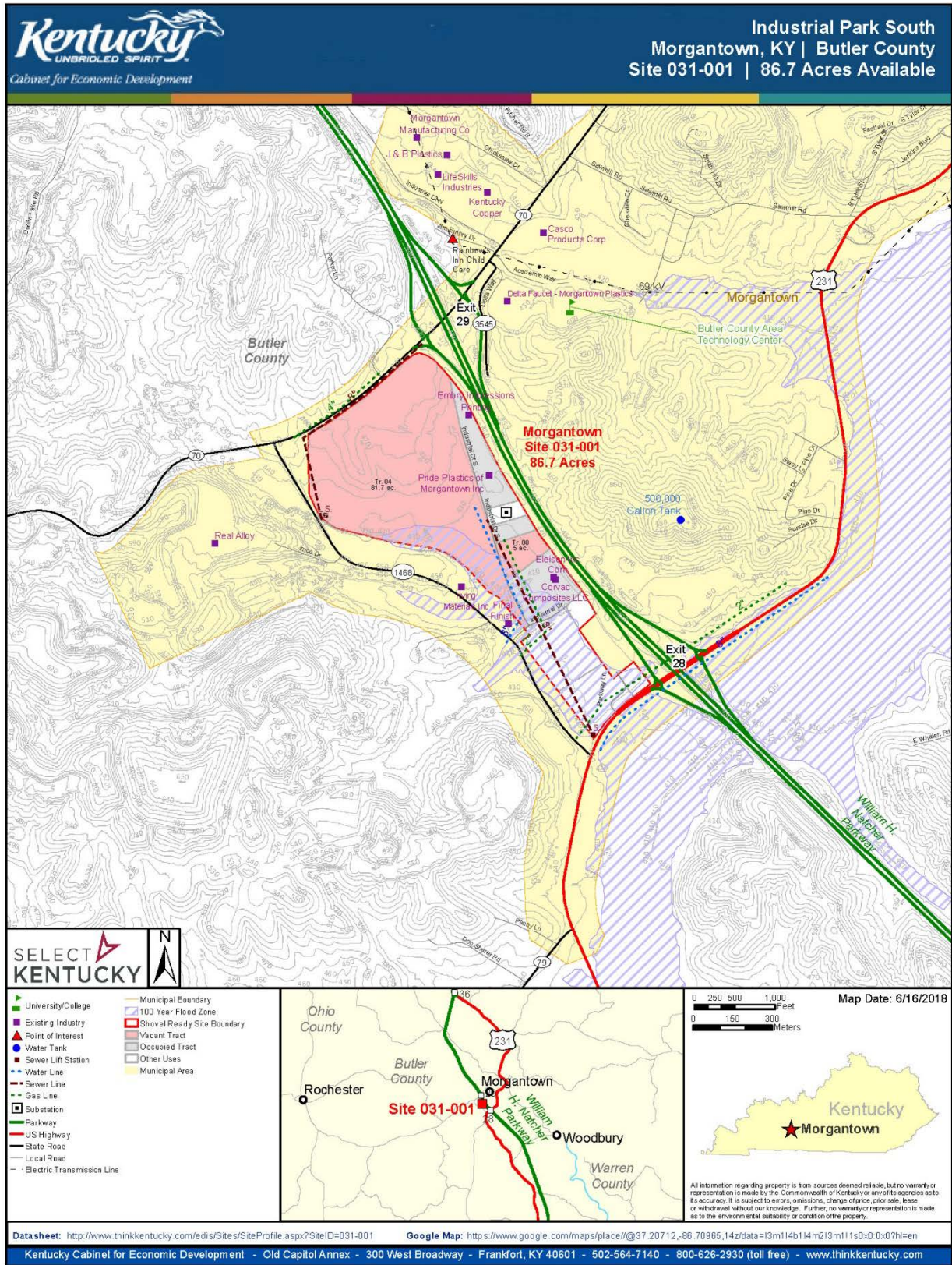
The site receives water from Butler County Water System via an 8-inch line along Industrial Drive South on its north side and via an 8-inch line south of the site on the southern side of US 231. The site receives sewer service from Morgantown Utilities Commission via an 8-inch gravity line along Industrial Drive South connected to the 500,000 gallon per day capacity Morgantown Wastewater Treatment Plant. The industrial park receives electricity through Warren RECC and natural gas through Morgantown Utilities via a 2-inch line along east side of South Industrial Drive, a 2-inch line south of site on northern side of US 231, and a 4-inch line north of site along KY 70. The industrial park is privately owned by the City of Morgantown and has a listed price of \$25,000 - \$30,000 per acre.

Map 8-1 shows the location of Industrial Park South as well as its current tract status. There are currently no available industrial buildings in Butler County as listed by the Kentucky Cabinet for Economic Development. The state of Kentucky maintains an updated database of available industrial sites and buildings found here: <http://www.thinkkentucky.com/EDIS/CMNTY/Sites.aspx?cw=070>.

Map 8-1: Industrial Park South



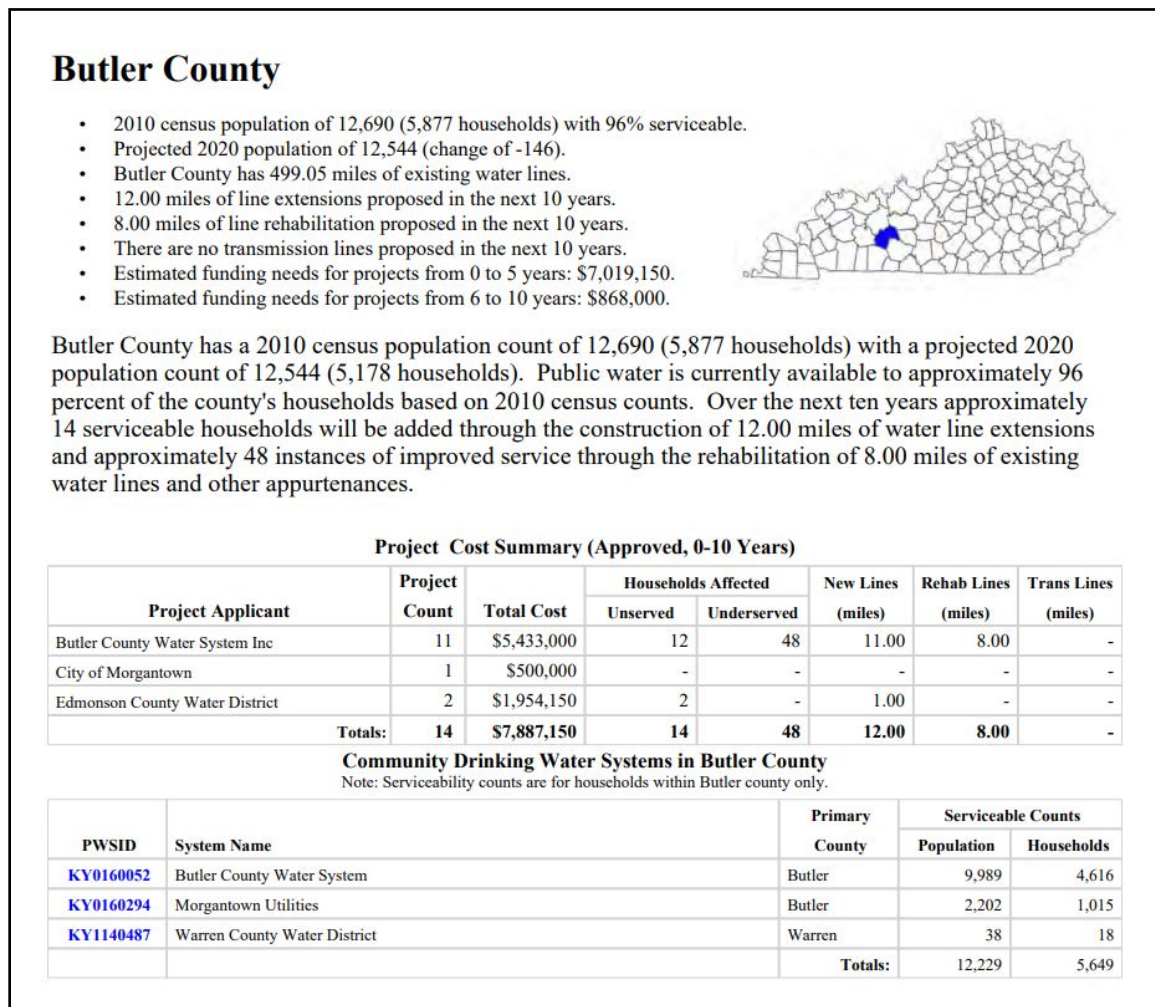
Map 8-2: Industrial Park South Continued



Water Treatment and Distribution

Butler County residents are currently served by two water providers: Morgantown Utilities Commission and Butler County Water System Inc., as shown in Table 8-2 and Map 8-3. Morgantown Utilities Commission is the primary water service supplier for the City of Morgantown with 1,069 connections serving a population of 2,218 residents. These 1,068 connections are broken down in the following customer distribution: 823 residential; 176 commercial; 13 industrial; and 56 other (tax exempt). Morgantown Utilities Commission maintains and operates the Morgantown Water Treatment Plant. The plant (constructed 1/1/1968) has a design capacity of 970,000 gallons per day with an average production of 287,000 gallons per day and a high production of 420,000 gallons per day for a total annual production volume of 90,065,000 gallons. The utility has an estimated annual water loss of 12%, due primarily to aging water lines within this system. With water loss taken into account, the system reports a total annual water usage of 79,356,000 gallons per year. A profile of the system including future projects can be seen in Figure 8-1.

Figure 8-1: Butler County Water Profile



Source: Kentucky Infrastructure Authority, 2015

Table 8-2: Water Service Providers

Drinking Water Systems in Butler County						
Utility Name	Connections	Has Water Treatment Plant?	Capacity (GPD)	Avg. Daily Production (GPD)	Total Annual Production (G)	Source
Morgantown Utilities Commission	1,068	Yes	970,000	287,000	90,065,000	Green River
Butler County Water System Inc.	4,560	Yes	1,500,000	846,000	308,788,000	Green River

Source: Kentucky Infrastructure Authority

Water distribution facilities in Butler County have been identified using GIS technology, as shown in Map 8-4. This information has been collected as part of the BRADD Water Management Plan, which is being undertaken in cooperation with the Kentucky Infrastructure Authority (KIA). The planning process also identified project needs, which have been prioritized and submitted to KIA (table 8-5). Water service in the City of Morgantown is fairly extensive with few areas lacking public water, although some areas still lack adequate pressure. In viewing the existing countywide waterlines in comparison to the existing roads, approximately 95-99% of the unincorporated area is serviced. A listing of water and sewer rates is shown in table 8-3.

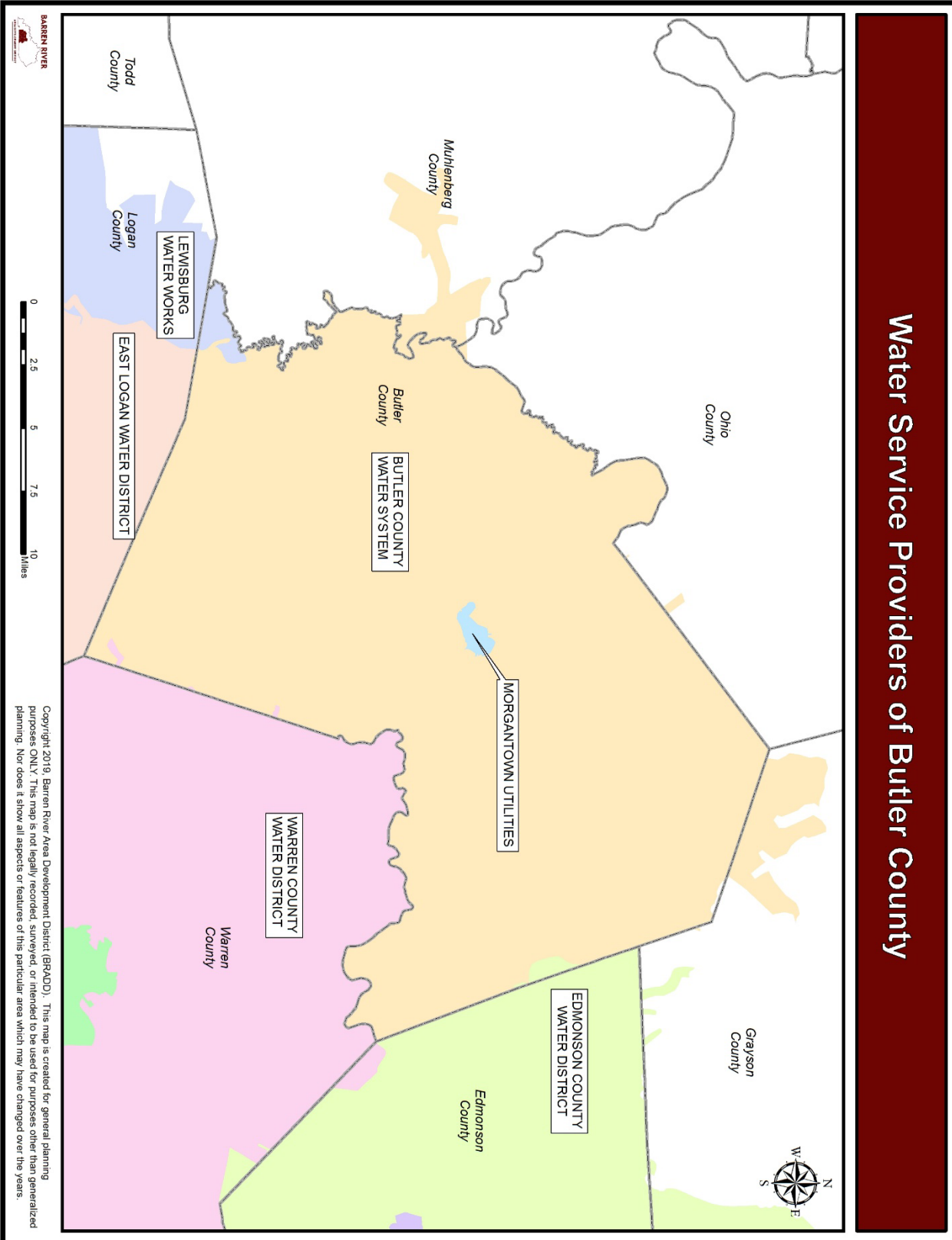
Table 8-3: Water and Sewer Rates

Morgantown Utilities Commission Water & Sewer Rates			
Water		Sewer	
First 2,000 gallons	\$18.90	First 2,000 Gallons	\$18.90
Next 3,000 gallons	\$5.94/1,000 gal	Next 3,000 gallons	\$5.94/1,000 gal
Next 5,000 gallons	\$4.14/1,000 gal	Next 5,000 gallons	\$4.14/1,000 gal
Next 10,000 gallons	\$3.40/1,000 gal	Next 10,000 gallons	\$3.40/1,000 gal
Over 20,000 gallons	\$2.62/1,000 gal	Over 20,000 gallons	\$2.62/1,000 gal
Minimum Water and Sewer Bill: \$37.80			

Source: Morgantown Utilities Commission

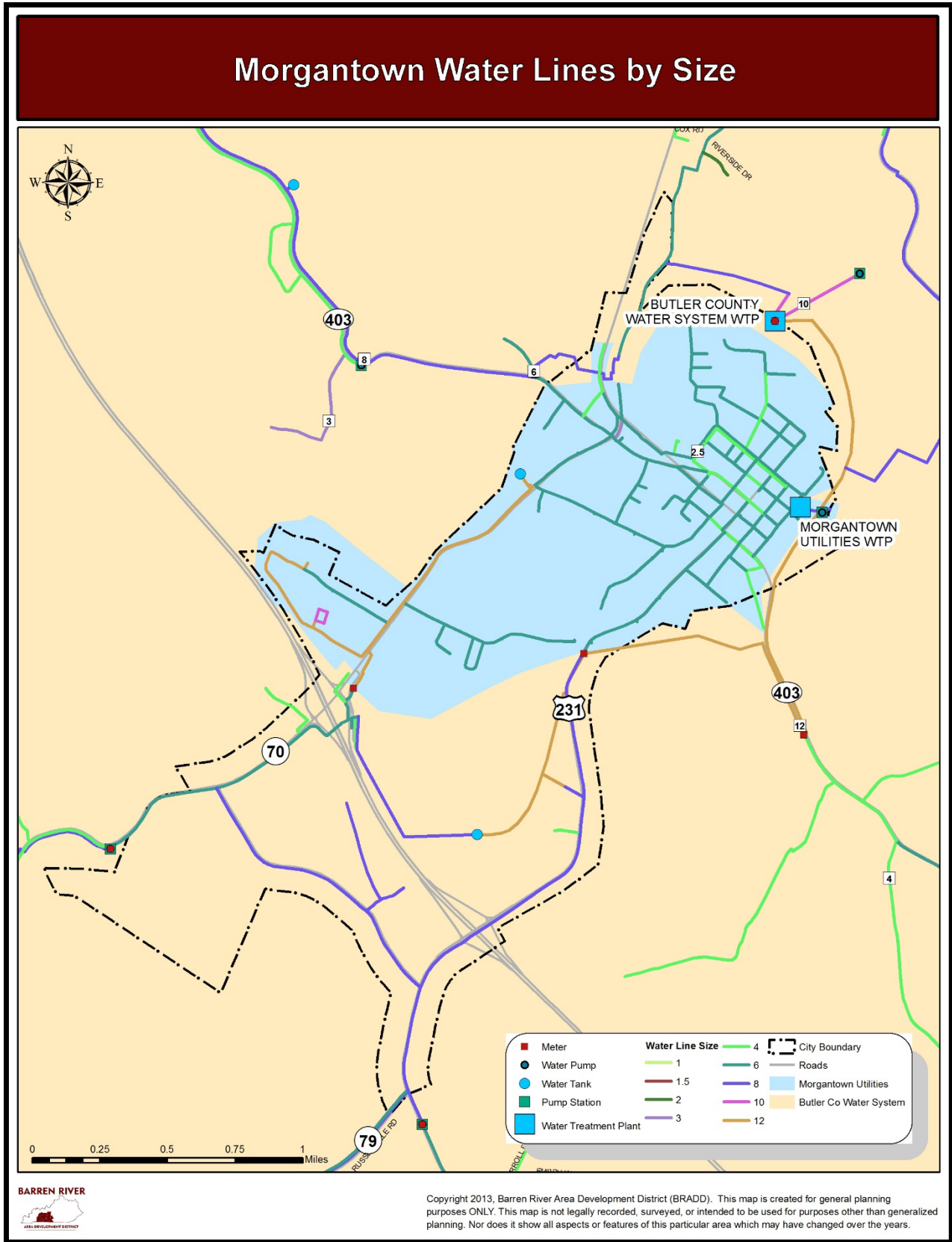
Butler County has a 2010 census population count of 12,690 (5,877 households) with a projected 2020 population count of 12,544 (5,178 households). Public water is currently available to approximately ninety-one (91%) percent of the county's population based on 2010 census counts. Over the next ten years, approximately 20 customers will be added through the construction of 10.00 miles of water line extensions and approximately 11,159 existing customers will receive improved service through the rehabilitation of 12.00 miles of existing water lines and other appurtenances, as shown in Map 8-5.

Water Service Providers of Butler County

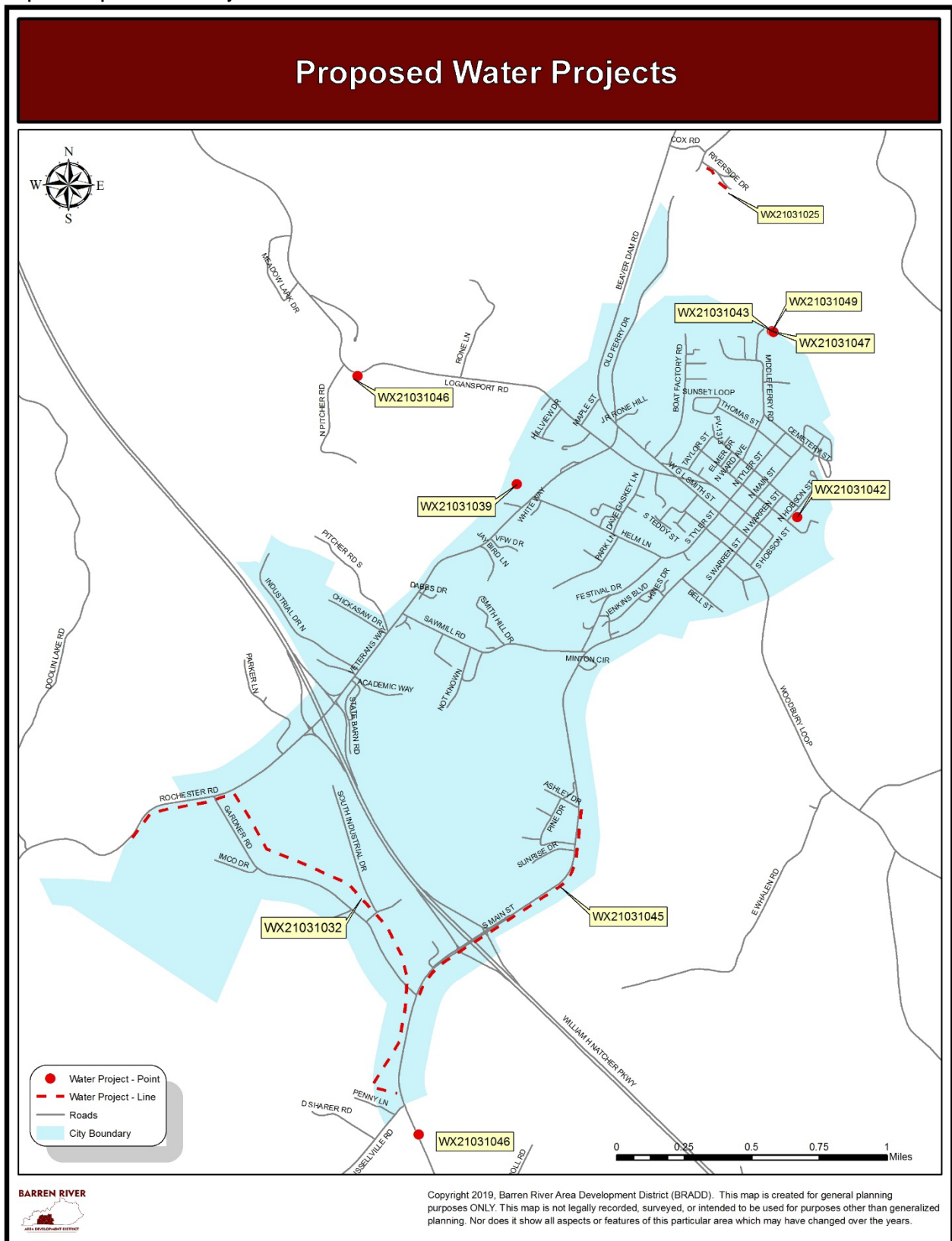


Map 8-3: Water Service Providers

Map 8-4: Water Infrastructure



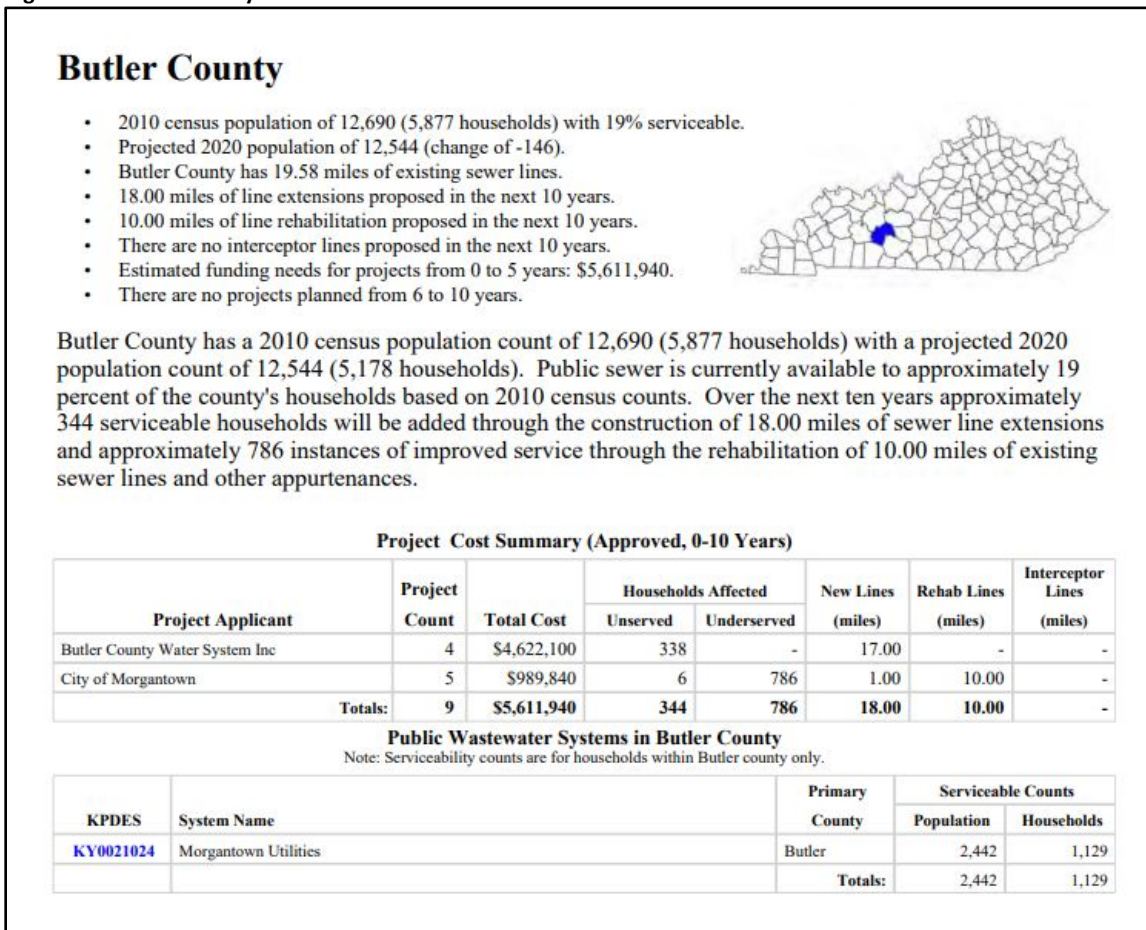
Map 8-5: Proposed Water Projects



Wastewater Treatment and Collection

The Morgantown Utilities Commission operates a sanitary sewer system for the residents of the City of Morgantown. This system maintains and operates the Morgantown Wastewater Treatment Plant. The plant (constructed 10/1/1989) has a design capacity of 500,000 gallon per day and a maximum hydraulic capacity of 500,000 gallons per day with an average daily flow of 412,000 gallons per day. The Butler County Wastewater Profile can be seen in Figure 8-2. A listing of wastewater systems in Butler County can be found in Table 8-4.

Figure 8-2: Butler County Wastewater Profile



Source: Kentucky Infrastructure Authority, 2015

Wastewater facilities in Butler County have been identified using GIS technology. This information has been collected as part of the BRADD Wastewater Management Plan, which is being undertaken in cooperation with the Kentucky Infrastructure Authority (KIA). The planning process also identified project needs, which have been prioritized and submitted to KIA (table 8-5). The City of Morgantown's wastewater facilities can be seen on Map 8-6.

Table 8-4: Butler Co. Wastewater Systems

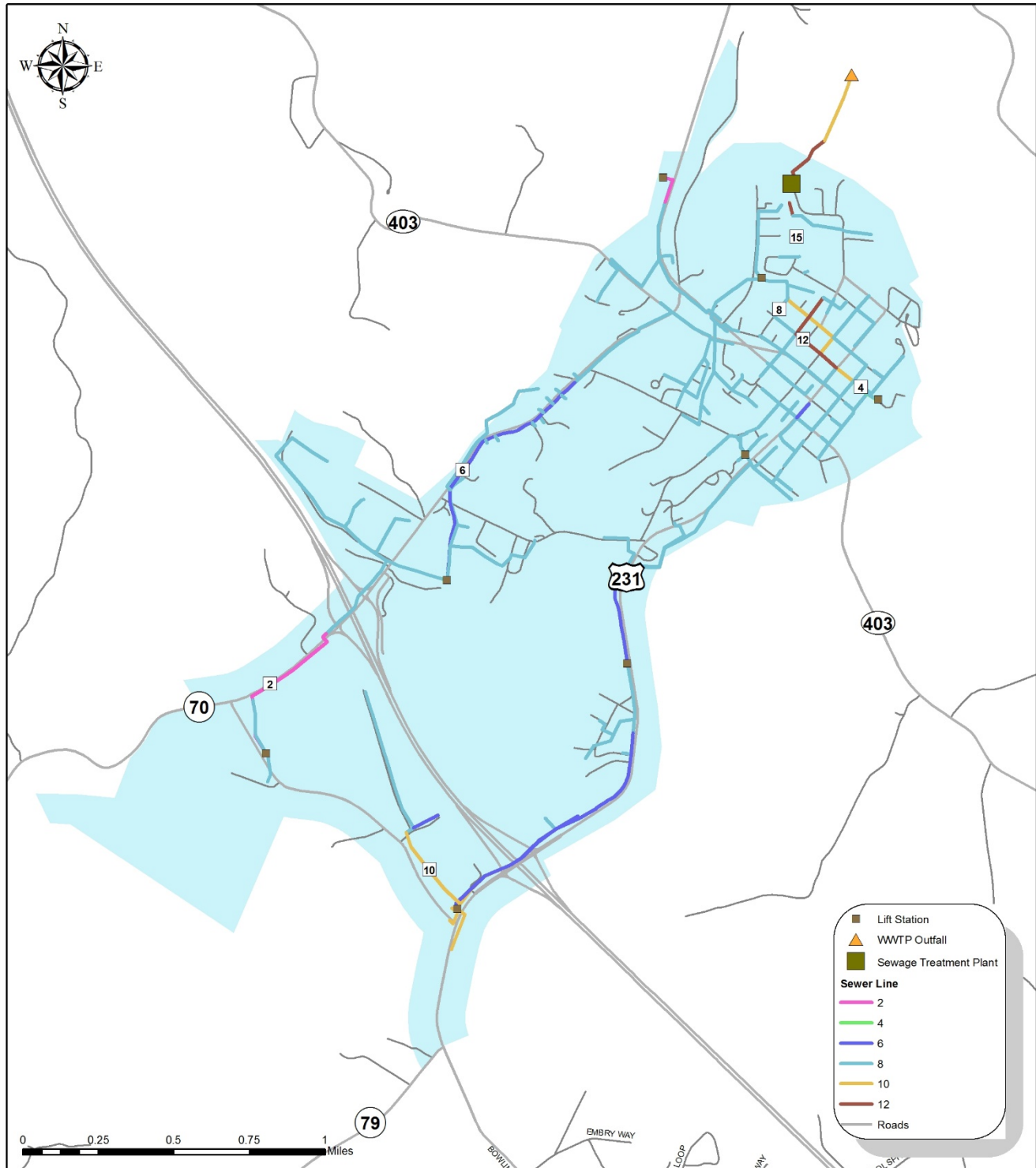
Wastewater Systems in Butler County					
Utility Name	Connections	Sewer Treatment Plant Type	Capacity (GPD)	Average Daily Flow (GPD)	Discharge Point
Morgantown Utilities	980	Secondary	500,000	412,000	Green River

Source: Kentucky Infrastructure Authority

As previously stated, Butler County has a 2010 census population count of 12,690 (5,877 households) with a projected 2020 population count of 12,544 (5,178 households). Public sewer is currently available to approximately nineteen percent (19%) of the county's households based on 2010 census counts. Over the next ten years approximately 344 serviceable households will be added through the construction of 18.00 miles of sewer line extensions and approximately 786 instances of improved service through the rehabilitation of 10.00 miles of existing sewer lines and other appurtenances. Proposed wastewater projects can be found on Map 8-7.

Map 8-6: Wastewater Lines by Size

Morgantown Waste Water Lines by Size



Map 8-7: Proposed Wastewater Projects

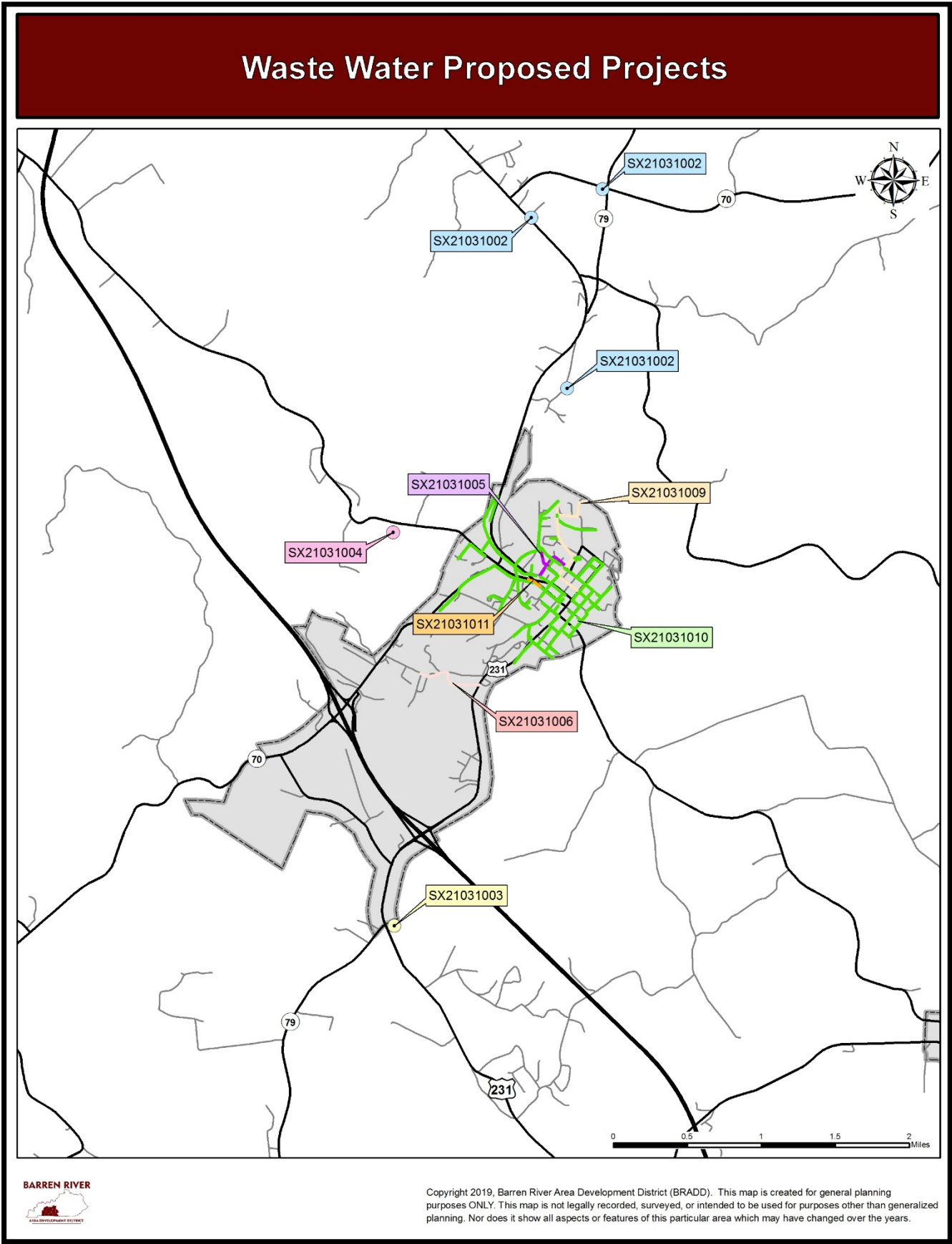


Table 8-5: Local Prioritization of Water and Wastewater Projects

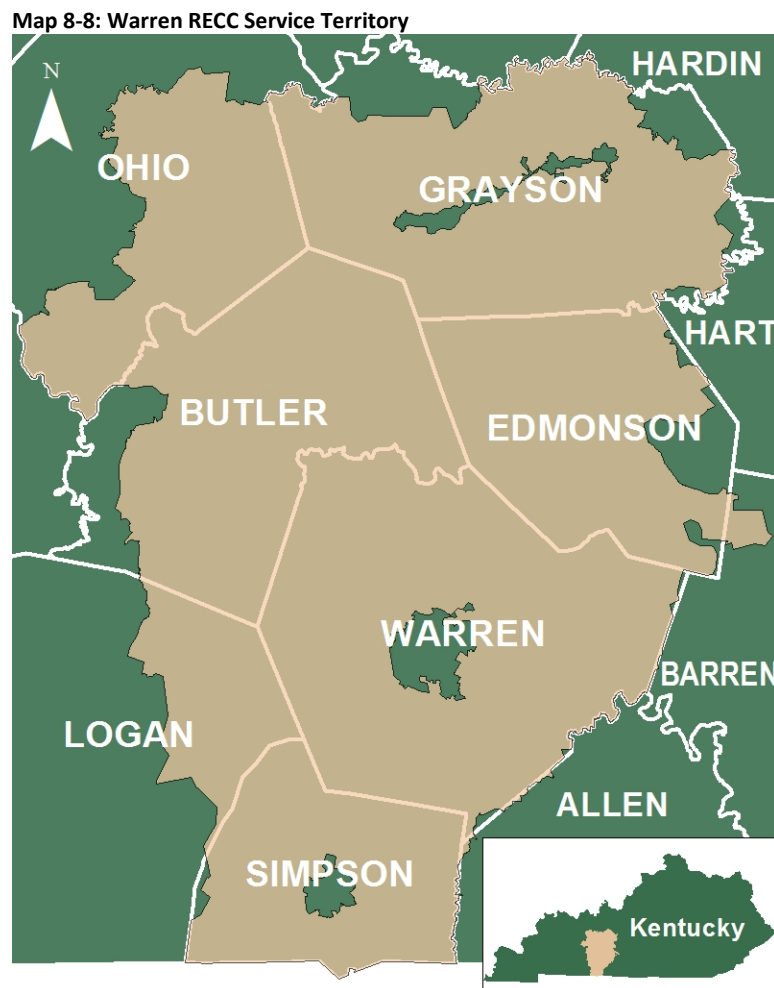
Local Prioritization of Water and Wastewater Projects						
Rank	Project Title	Applicant	PNUM	Estimated Cost	Score	Description
1	Morgantown - Water Plant Improvements	City of Morgantown	WX21031042	\$500,000	59	Modernization of the existing water treatment plant
2	BCWS - Pump Station Standby Power System	Butler County Water System Inc	WX21031046	\$90,000	50	Purchase of a backup generator that can be used at all pump stations
3	Morgantown - Water Tank	City of Morgantown	WX21031039	\$200,000	34	Refurbishing of the existing water storage tank
4	Creek Crossing Relocations	Butler County Water System Inc	WX21031051	\$300,000	45	Relocating 12 creek crossings currently in danger of washing out during flooding events
5	BCWS - Muhlenberg Tank Replacement	Butler County Water System Inc	WX21031050	\$550,000	33	Replacement of water tank located adjacent to Hwy 70 in Muhlenberg County
Rank	Project Title	Applicant	PNUM	Estimated Cost	Score	Description
1	Morgantown - Sewer Main Infrastructure Replacement/Repair to Sewer Main	City of Morgantown	SX21031009	\$500,000	91	4,950 LF of 12" clay pipe that needs to be replaced/repared with 12" PVC gravity main.
2	Sanitary Sewer Infiltration Project- Phase I	City of Morgantown	SX21031010	\$300,000	40	Repairs to existing sewer system by replacing problem lines
3	Sanitary Sewer Extension - Hwy 231	City of Morgantown	SX21031011	\$37,840	29	490 LF extension of sanitary sewer system to an underserved area of Morgantown.
4	Sawmill Road Sewer Extension	City of Morgantown	SX21031006	\$80,000	25	Extend 2,500 LF of 8" PVC gravity main on Sawmill Road to provide city sewer to residences on septic tanks.
5	North Taylor Street Sewer Extension	City of Morgantown	SX21031005	\$72,000	23	Extend 2,000 LF of 8" PVC gravity main on North Taylor street to provide city sewer to residences on septic tanks.

Source: 2019 BRADD Area Water Management Planning Council Regional Water and Wastewater Priority

Electricity

Warren Rural Electric Co-Op Corporation (Warren RECC), a member-owned and operated Tennessee Valley Authority (TVA) distributor, provides electrical services to the City of Morgantown and Butler County. Warren RECC currently has 6,256 metered connections within Butler County and maintains a Morgantown office for customers in Butler and Ohio counties. That office is located at:

112 South Tyler Street
Morgantown, KY 42261
Phone: 270-259-3161
Fax: 270-393-2617



Source: Warren RECC

TVA offers the Valley Investment Initiative (VII) program to offer competitive incentives to eligible customers who make multi-year commitments to invest in the Tennessee Valley. The program has enjoyed great success with existing power customers since October 2009 and was recently expanded for use as a recruitment tool to attract new customers, investments, and jobs to the Valley. Customers in

targeted sectors (advanced manufacturing, data centers, food processing, and transportation-related manufacturing) whose facilities meet the following qualifiers may be evaluated for a VII award:

Customer characteristics: *minimum 250 kW peak monthly demand; minimum 25 employees and no plans to reduce workforce by 50% or more; financially sound.*

Long-term commitments: *projected capital investment over a five-year period of 25% of an existing facility's book value or \$2.5 million in a new facility; standard power contract with a remaining term at least as long as the five-year VII award period.*

See <https://www.tva.gov/Environment/Environmental-Stewardship/Environmental-Reviews/Valley-Investment-Initiative%E2%80%9494Program-Expansion-and-Modification> for more information.

TVA also offers other programs to encourage economic development throughout their operating region. See <https://www.tva.com/Economic-Development> for more information. Below are the Residential and Non-Residential Rate Schedules for the City of Morgantown and Butler County.

Residential Electric Rate Schedule

Distribution Charge: \$18.80 per month

Energy Charge: Summer (June thru September) 0.07675 per kWh

Winter (December thru March) 0.07349 per kWh

Transitional months (October, November, April & May) 0.07144 per kWh

Non-Residential Electric Rate Schedule (GSA1 less than 50 kW)

Customer Charge: \$20.40 per month

Energy Charge: Summer (June thru September) 0.08651 per kWh

Winter (December thru March) 0.08321 per kWh

Transition Months (October, November, April & May) 0.08115 per kWh

Natural Gas

The City of Morgantown operates its own gas system through Morgantown Utilities Commission. The city provides natural gas to approximately 1,243 total connections comprised of 1000 residential customers, 233 commercial customers, and 10 industrial customers through their extensive network of pipeline. The system maintains a design capacity of 2,219 million cubic feet (MCF). Natural gas for Morgantown Natural Gas System is purchased from Midwestern Gas Transmission Company, which is a subsidiary of ONEOK Partners L.P.

CHAPTER 9: LAND USE

Summary

- The City of Morgantown encompasses approximately 2,137 acres of land.
- Existing land use within the City of Morgantown is predominantly residential with 25% of all areas serving housing needs. The next largest use is undeveloped land or land used for agricultural uses, comprising approximately 26% of the total acreage.
- Floodplain area occupies 212 acres of the total land area.
- Unplanned growth is costly to taxpayers and ratepayers because of the inefficient provision of services by local governments, utilities, and other services that are required by development.
- Although population growth is not projected, opportunities exist for Morgantown to attract growth.
- Sufficient land is available for the development and infill is recognized as the preferable method of meeting the growth needs due to the existence of developed infrastructure.

Introduction

The purpose of this chapter is to examine the existing use of land in Morgantown, Kentucky. From this examination the review of current growth compared to what has occurred in the past will provide some insight of future growth patterns. It also provides information for decision-making by local governments and other agencies on how to provide needed services to these growth areas.

The land use plan is used as a guide to promote, facilitate, and direct growth. It deals with the spatial relationship of land uses within the community and tries to provide for orderly growth and change by utilizing community resources, such as streets, highways, and water and sewer facilities, to the community's best advantage. The current and projected population, analyzed in earlier chapters, along with its characteristics (including community facilities and environmental impacts) and demographics provide the basis for changes that the land use plan must accommodate. Population is a major driving force which characterizes change in the land use of any community.

To understand the land use pattern of Morgantown, the land must be analyzed for use by location, quantity, and quality. Such an analysis provides an insight into functional and spatial relationships between various jurisdictional activities. A general evaluation of existing land use patterns and trends is described first. This discussion is based on existing parcel data supplied by the Butler County PVA. Finally, a future land use map for the City of Morgantown is presented.

Development and Services

The provision of services is critical for the development of cities or rural areas and is the primary function of local government. The services must be provided in a cost-effective manner that is fair and equitable to all residents. The implementation of planning and land use controls, such as subdivision regulations, is not a deterrent to growth. These policies should be seen as tools to direct growth in such a manner to ensure that necessary services are sufficient to accommodate new residents and businesses.

Unplanned growth is costly. It results in traffic congestion, pollution, overcrowded schools, inadequate services, a general deterioration in quality of life, and other problems that come with scattered development. The correction of these problems requires an outlay of public funds from governmental agencies that results in increased taxes and utility rates. Planned growth helps create orderly development that passes the cost of services on to the landowner and helps ensure that growth occurs in the direction that allows the most efficient provision of services.

Residential land costs more to service than other uses. The cost to provide education, offer parks and recreation programs, extend and maintain roads and other utilities, ensure a safe environment through adequate public safety agencies, and provide other needed services exceeds the amount of tax revenue generated from residential usage. A variable that should be considered is that costs are increased as the development becomes scattered and there is less density. Commercial and industrial use, which generates higher tax revenues, are generally located in densely populated areas with existing services

and do not require the many services needed by residences. Farms, which may not generate high tax revenues, also do not require as intensive services as other uses.

From this discussion it is apparent that providing needed services to residential development is costly to taxpayers and ratepayers unless planned development is implemented. Planned development will help keep the cost of needed services manageable. It is also understandable that the attraction, retention and expansion of business and industry, and the retention of an agricultural community, are needed as the basis for a strong service delivery system in Morgantown.

Growth and Development Factors

Growth Factors and Trends

Although its population is expected to decrease, the location of Morgantown with its proximity to Bowling Green to the south and a more distant connection to Owensboro to the north, provides opportunities for potential growth. Bowling Green is a positive influence for Morgantown due to its size and economic strength. Bowling Green offers WKU and other training opportunities, a vibrant retail and entertainment community, a growing medical center, and a strong manufacturing employment base, as well as excellent access via I-165. All of these are valuable assets that Morgantown can utilize to grow. The relatively close availability to the quality of life factors that a larger community offers allows Morgantown to maintain its small town character that is often desired by families and businesses looking for a community to establish residence.

The Natcher Parkway in itself is a major influence on the future growth and direction of development for Morgantown and Butler County. Now that it's been designated as I-165, traffic volume is expected to continue to increase. Between 1991 and 2011, traffic has increased by 168%, with some of this being due to the removal of tolls in November 2006. I-165, and its increasing volume of traffic, provides excellent access for employers to their suppliers and clients and provides a 'market' for highway services such as motels, service stations and restaurants. It also increases access to potential jobs by a skilled workforce outside of Butler County. Growth and development, especially commercial activity, is expected to occur around the I-165 US 231 Interchange.

A major factor in the growth of a city is the livability of the community. Livability refers to those factors within a community that provide satisfaction to its residents. Livability includes not only physical attributes such as park systems, visually pleasing

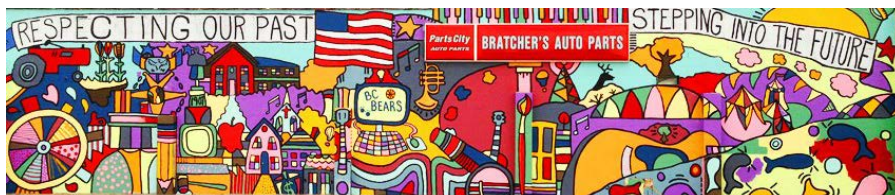


Photo 9-1: Community Art Mural

Projects such as the Community Art Mural painted on the Bratcher Auto Part's building visually enhance the aesthetics of Downtown Morgantown and increase the livability of the area while promoting the cultural resources of the area.

surroundings, a well-coordinated transportation system and quality housing stock but also includes the availability of jobs, a quality educational system, the character of the community, its value system and the shared experiences of its residents. The success of the community to develop and enhance these

factors will contribute to making Morgantown a place that families and tourists will want to live and visit.

The current improvements to US 231 from the I-165 exit toward the downtown will enhance and promote development along and near this route. As has been mentioned elsewhere in the Plan, efforts should be to make this the major Gateway into the city. Consideration should be made to enact an overlay district in this section to ensure that the first impression of Morgantown is a pleasant experience. Overlay districts are used to establish alternative land development requirements within specific areas of a community that requires special attention, such as a rapidly developing strip corridor.

The increasing age of the population for Morgantown and Butler County is expected to impact land use in the city. As the elderly become more dependent upon outside services, possible increases in housing that cater to the elderly will occur in the city, where the services are located. Nationally, assisted living institutions are developing and may well take place in the city.

Recent residential development is occurring outside the city limits to the south on US 231 toward Bowling Green. This will have some impact on the commercial development within the city limits that serve those residents.

Constraints

Topography – Although not insurmountable, the hilly topography creates some limitations on development in the city. Site development and infrastructure extensions will increase costs to many of these sites.

Forested Areas – In reviewing the aerial photography of Morgantown, large areas that could be developed for future growth are heavily forested.

Water Features and Floodplains - The existence of the Green River north of the city, various streams in the unincorporated areas around the city and the resulting flood plain areas are major constraints on development in some areas of the city, as well as in contiguous areas around the city.

Morgantown and Butler County are participants in the National Flood Insurance Program (NFIP). The NFIP is based on an agreement between local communities and the Federal Government that states that if a community will adopt and enforce a floodplain management ordinance to reduce future flood risks to new construction in Special Flood Hazard Areas (SFHAs), the Federal Government will make flood insurance available within the community as a financial protection against flood losses.

Areas within designated Special Flood Hazard Areas require special floodplain development permits to undertake certain activities. Development within these areas should be examined carefully. Land uses such as recreation, plant and animal habitats, and as a buffer for flooding and stormwater should be considered in the cities' planning effort.

Designated floodplain areas within the city limits are in the southern part around the I-165 exit at US 231. Some development exists within the designated boundary. The unincorporated contiguous area to the east of the city limits has large areas of floodplain which limits development in that direction for the city.

Methodology

A survey of land use was conducted for the City of Morgantown in June 2012. Follow-up surveys were conducted in January 2013. Staff surveyed the Morgantown city limits using the Butler County Property Valuation Administrator (PVA) parcel maps and records, as well as field recognition. This information was plotted on a Geographic Information System (GIS) using State Digital Orthophotography as a background, to present generalized land use maps for the City of Morgantown. Additional surveying was conducted on certain areas contiguous to the city limits to determine patterns of growth and development. In 2019, City officials reviewed existing data and made any updates/necessary changes to be incorporated into the GIS data.

Parcel data for the city was entered from the PVA parcel maps. Existing land use was classified by parcel for the city by denoting on the map using classifications of single family residential, multi-family residential, manufactured housing, commercial, industrial, community/institutional, governmental, recreational and undeveloped.

The results are presented for representational purposes only, as Map 9-1. Due to the size of the map, detailed examination is limited. A larger 36 x 48-inch map can be viewed in the Morgantown City Hall.

Land Use Classification

Land uses for Morgantown have been classified according to the following system:

1. Residential

- **Single Family Residential:** Includes single-family detached homes.
- **Manufactured Housing:** A category of single-family residential housing, not on permanent foundations, used for year round habitation.
- **Multi - Family Residential:** Includes attached units, apartment buildings, condominiums, boarding homes and other residential units where there are 2 or more living units in the same structure. Nursing homes are included in this classification due to the residential nature of their operation.

2. **Commercial:** Includes all facilities dedicated to wholesale and retail sales, offices, services, and entertainment facilities. Typical activities included in this category would be retail stores, restaurants, gas stations, car washes, grocery stores, auto repair, professional offices (such as physicians, dentists, accounting, insurance), hospitals, and shopping centers.

3. **Industrial:** Includes light and heavy production industrial plants, which manufacture finished and semi-finished products; mining, refineries, and tank farms. Included in this category are warehousing, distribution and logistics facilities. Industrial parks are classified in this category.
4. **Community/Institutional:** Includes facilities that primarily serve the administrative, social, educational, and health needs of the general public. This category is characterized by the public usage of services that are provided through attendance or physical participation and not by the entity providing the service. The most common land uses in this category are schools and training centers, libraries, churches, cemeteries, community centers, senior centers, funeral homes, extension services, hospitals, and post offices.
5. **Governmental:** Includes facilities that are primarily used to undertake governmental units' executive, legislative or judicial functions; and to administer the provision of public services, including public safety and utility services. This category is characterized by the provision of services to a recipient and does not require the physical participation to obtain the service. Typical facilities would include city halls, courthouses, police and fire stations; jails; emergency medical services; emergency management services; water, wastewater and natural gas systems; and road or highway service centers. Facilities could be operated by federal, state or local governments. City owned and operated recreational facilities are included in a separate category to highlight the relationship of these land uses to other uses that they would support.
6. **Recreational:** Includes facilities that operate or provide activities such as sports, recreation, or amusement.
7. **Undeveloped:** This designation includes land currently being utilized for agricultural purposes, crops or pasture, or is currently not being developed. Woodland, floodways, and wetlands are part of this category.

Existing Land Use Patterns

Map 9-1 presents a map of the existing Morgantown land use and Table 9-2 supports the map with the tabulation of land use by classification.

Table 9-1: Morgantown Existing Land Use by Classification

Morgantown Existing Land Use by Classification			
Description	# of Parcels	Acres	% of City
Commercial	193	222	10%
Community Facilities	28	136	6%
Industrial	20	327	15%
Government	17	88	4%
Single Family Residential	610	414	19%
Manufactured Housing	73	69	3%
Multi-Family Residential	30	58	3%
Recreation	8	89	4%
Roads & Right-of-Way	1	184	9%
Undeveloped	144	550	27%
Totals	1124	2137	100%

Source: BRADD GIS Database

The City of Morgantown is comprised of approximately 2,137 acres. Predominate city land use is housing which comprises the largest developed acreage with 541 acres on 713 parcels. This represents approximately 25% of the total acreage in Morgantown. The majority of this use is located north I-165 between Highways 231 and 70. Single family residences far exceeds multifamily in acreage occupied and number of parcels.

Much of the manufactured housing, a subcategory of single family residential, is located on individual lots throughout the city, though there are four notable exceptions outlined below.

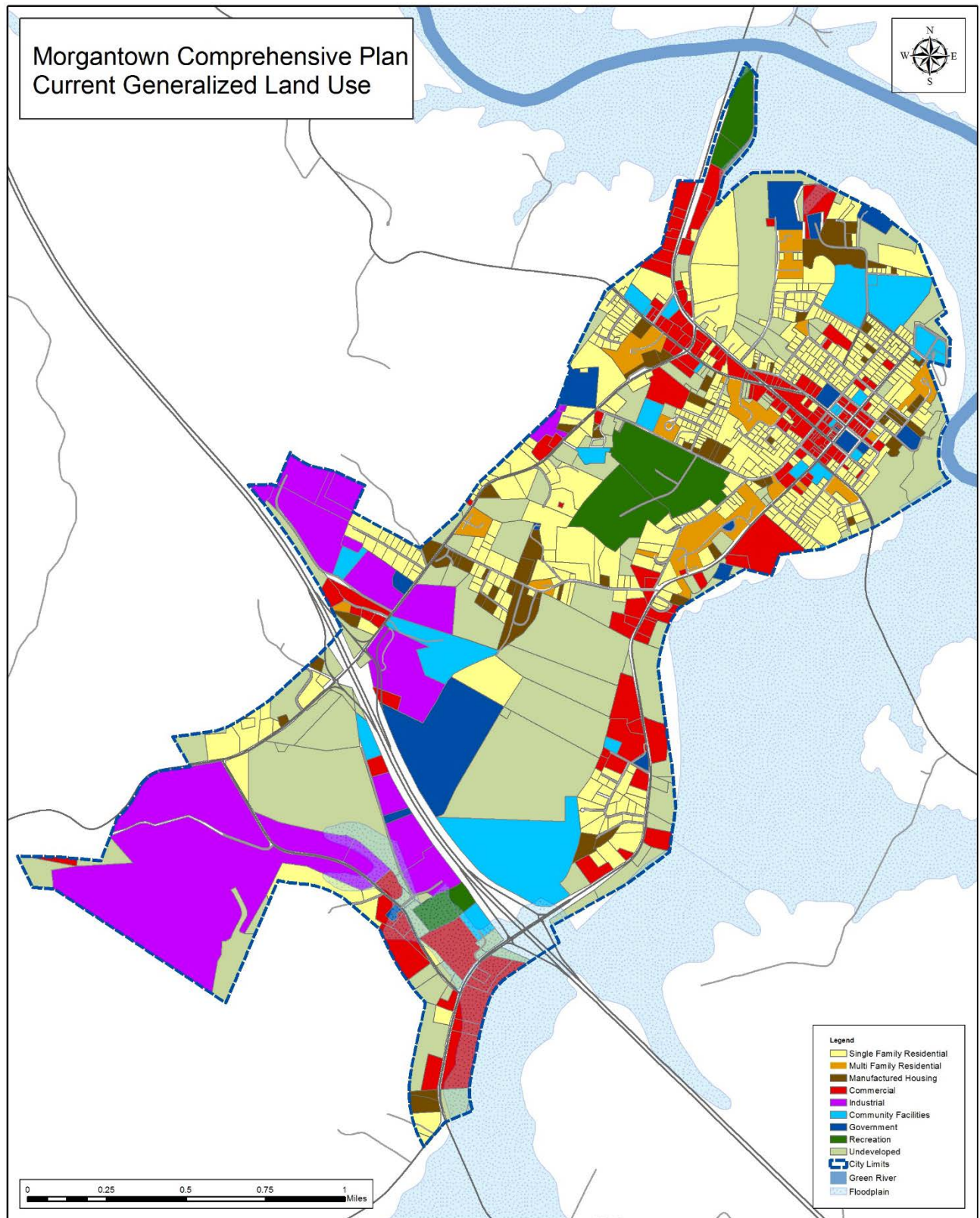
- Unnamed Mobile Home Park – Located on Veterans Way, approximately 1/10th of a mile southwest of the Logansport Rd/Veterans Way Intersection
- Keown's Trailer Park – Located on Helm Ln across from the Charles T. Black City Park
- Unnamed Mobile Home Park – Located at 375 Sawmill Rd
- Unnamed Mobile Home Park – Located on Shafter Howard Dr

Undeveloped with 144 parcels encompassing 550 acres, or approximately 26% of the total land is the second largest land use. Some of this category is undevelopable because of topography, floodplain or other circumstances.

Industrial use is primarily located near the I-165/KY 70 Interchange and totals 327 acres (15%) on 20 parcels. Commercial use is scattered throughout the city along well traveled streets and roads and near residential areas. The most concentrated area of commercial usage is in the downtown area. Commercial use comprises 222 acres (10%) on 193 parcels.

The remaining uses of community/institutional, government, and recreation are located throughout the city. It is estimated that streets, highways, I-165 and its interchanges comprise approximately 184 acres, which includes right-of-way. The total floodplain area within the city limits is estimated at 212 acres.

Map 9-1: Current Land Use Map



Future Land Use

Based upon population projections over the next twenty years, it is estimated that the City will lose population. These projections are based upon the past components of change of declining birth rates and in-migration and out-migration, and would dictate that there would not be much change in land use. However, possible future activity such as the new location or expansion of the industrial base, movement of the elderly county residents into the City to take advantage of services, the impacts of the Community's effort to increase the livability of Morgantown, and other changes that cannot be predicted will impact the land use in the city.

Based upon past history a substantial amount of county population growth and relocation has occurred outside of but near Morgantown's city boundaries. This external growth has been and will continue to be a contributing factor in the direction and type of the growth within the city limits since this mass will attract complementary services and development.

Future land use within the city limits is projected in a generalized manner and is displayed in Map 9-2. The direction of the residential growth and the resulting commercial, industrial, and public usage that will be needed to support it is projected to occur by infilling existing vacant land that already has developed services and along the major highways radiating from the city.

1. **Residential:** The city should encourage future residential development to occur where water, wastewater and natural gas infrastructure exists. Infill development of available undeveloped land or redevelopment of vacant and/or blighted areas will allow existing utility services to be utilized resulting in the reduction or elimination of capital costs of new infrastructure and future maintenance costs.

As discussed during public meetings, a potential development area is located between US 231 and KY 70 behind the high school on two large parcels. Some of this is limited due to topography but the potential exists for both single family and multi-family residential development. As discussed, a road that connects the two highways would provide an improved opportunity for development. However, funding for such a road is limited. The city should pursue a private -public partnership in the development of such a road if that becomes a priority.

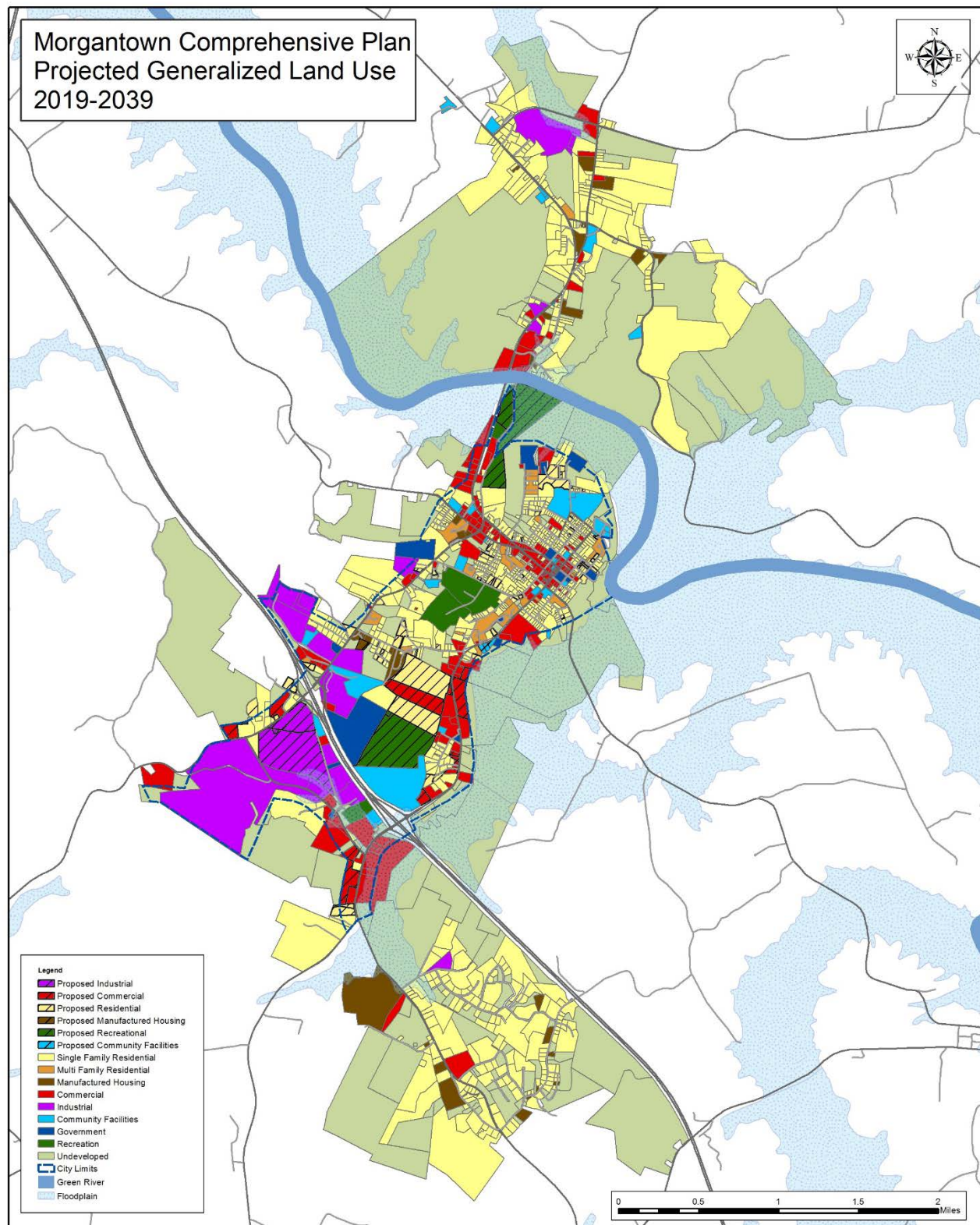
2. **Commercial:** Future commercial development will occur along the major transportation arterials of US 231 and KY 70. It is expected that commercial infill development will occur on available well-located vacant sites. The development of the large parcel in the south of town near the newly designated I-165 would result in commercial development if a road is constructed joining US 231 and KY 70.

The improvements that are occurring on US 231 from the I-165 Interchange provide the opportunity for commercial development in the future. However, as a main entrance into the city and the primary Gateway, efforts should be implemented to control the development in a manner that will be attractive to visitors to the city. Consideration should be given to establishing an overlay district.

3. **Industrial:** Near term industrial development will occur in the existing industrial park. Future industrial development should continue to occur near and along the I-165 Interchange at 70. This area provides needed access for industrial traffic and is a compatible land use with existing use.
4. **Recreation:** During the public meetings there were some comments that additional recreation opportunities are needed. The city has an excellent park in the Charles Black City Park, but additional parks located near residential areas would provide opportunities for smaller passive parks, a natural preserve park, or parks with a focus on certain population groups such as the elderly or children. If the development of the large acreage to the south occurs such acreage could be developed at those sites. Such a park would provide an excellent buffer for any possible incompatible uses to residential.

It was also mentioned in the meetings about developing more of a connection to the Green River, including a park with amphitheater. The development of a community park near the bridge would serve not only residents but provide tourism opportunities.

Map 9-2: Projected Land Use Map

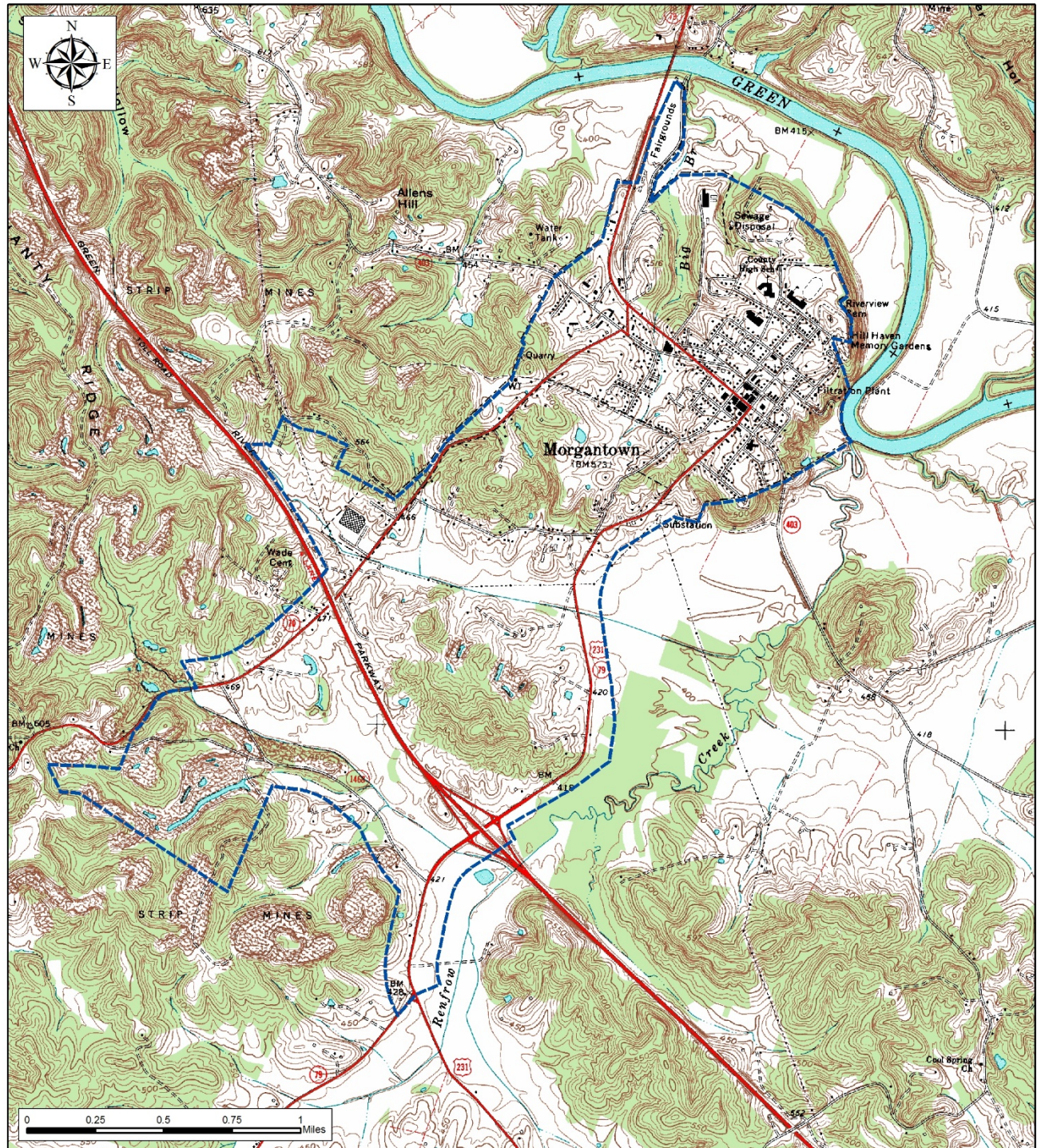


BARREN RIVER



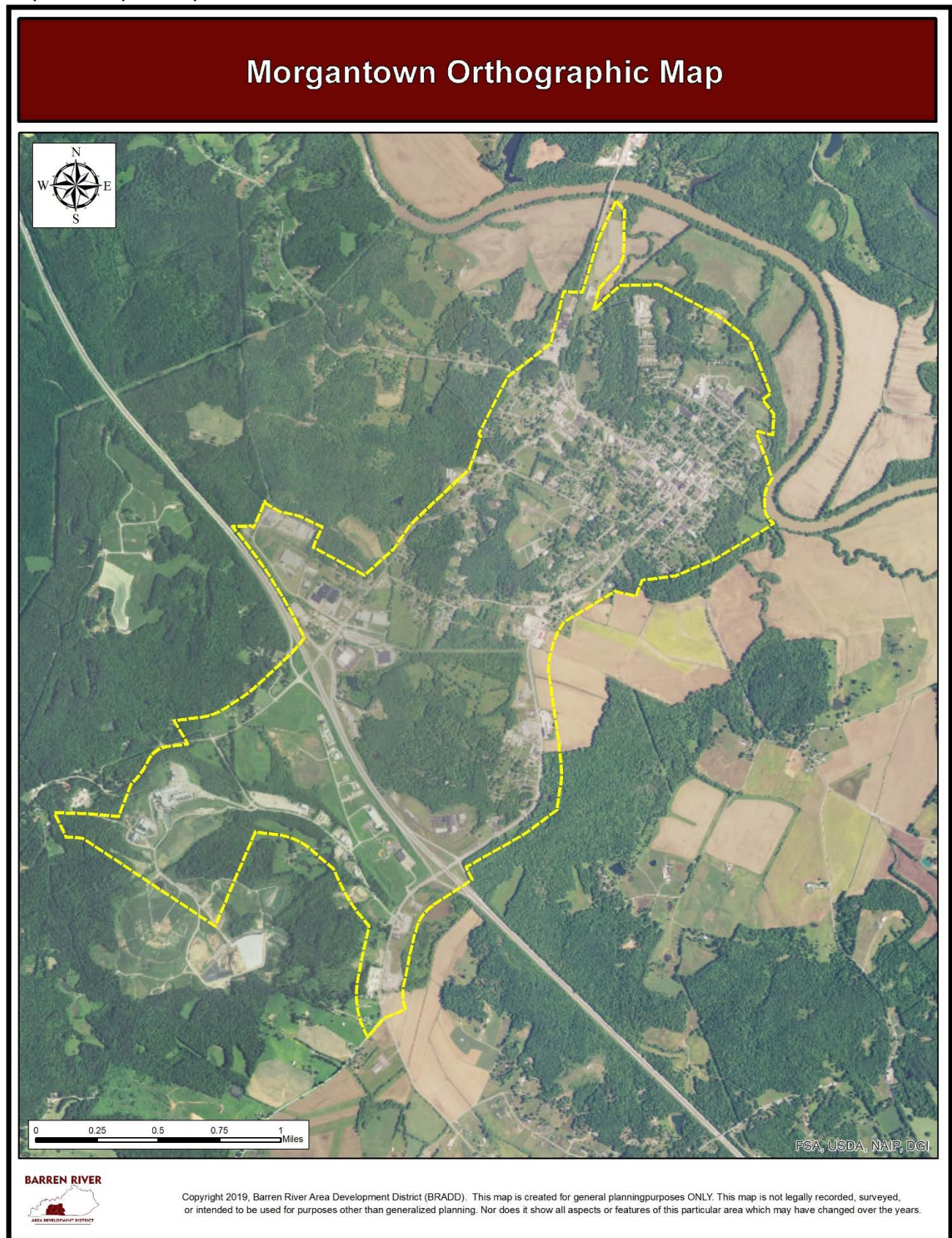
Copyright 2013, Barren River Area Development District (BRADD). This map is created for general planning purposes ONLY. This map is not legally recorded, surveyed, or intended to be used for purposes other than generalized planning. Nor does it show all aspects or features of this particular area which may have changed over the years.

Morgantown USGS Topographic Map



Copyright 2019, Barren River Area Development District (BRADD). This map is created for general planning purposes ONLY. This map is not legally recorded, surveyed, or intended to be used for purposes other than generalized planning. Nor does it show all aspects or features of this particular area which may have changed over the years.

Map 9-4: Orthophoto Map



CHAPTER 10: Appendix

Appendix A: Public Hearing Notices & Sign-In Sheets

January 23, 2019
9

BUTLER COUNTY
BANNER

To Place An Ad
Call: 270-526-4151

CLASSIFIEDS

Email: print@jpinews.com

We Accept

LOGGING SERVICES

CUSTOM LOGGING SERVICES: Certified Logger, references available, satisfaction guaranteed. B.B.B. Member. Eli Miller Logging, 270-524-2967 (if no answer we will call back). AS/TFN

NOTICE

CASH PAID: for your abandoned or wrecked cars. Same day pick up. Call 270-526-5184.

MOBILE HOMES

CLAYTON HOMES OF BOWLING GREEN: New single wide's in stock starting at \$29,995, including delivery to your lot! Call 270-782-8580 for more information.TFN

FOR SALE

HOUSE FOR SALE: 100 Thomas street, Morgantown. Good location to schools and natcher parkway. Fully insulated, garage, half basement, three bedrooms, one bath, dining room, kitchen, living room, 2 story house, all appliances, \$79,999. APPOINTMENT ONLY. 270-935-9773. B1-23

HELP WANTED

HELP WANTED: Looking for a Tax Preparer. Must have at least 6 hours of CPE training for the current year. This will be a full-time seasonal position. Looking for someone willing to come back to work every season. Any questions please call (270)274-5500. Please send your resume to havenstaxservice@gmail.com. B tfn

STORAGE

MULTIPLE LOCATIONS TO CHOOSE: Miller's Storage LLC, 10x10 - \$30; 10x15 - \$40; 10x20 - \$50; 10x30 - \$60. No deposit required. Ask about our discount options. 270-528-8827 or 270-834-6403.

LEGAL NOTICE

NOTICE is given that the Butler District Court (Probate Division) has reviewed the following financial settlement of estates. These settlements are available for inspection and are filed in the Butler Circuit Clerk's Office. Heirs or creditors having objections should file complaints or exceptions before confirmation at 9:00 a.m. on the date set forth below. Date: 2-19-2019 Case No: 16-P-00103 Estate of: Raymond Thomas Ward Admin./Exec.: Sarah Ward, 95 Leonard Oak, Morgantown, KY 42261 Attorney: Hon. Jeremy Aldridge, 2411 Ring Road, Suite 102, Elizabethtown, KY 42701 B1-23

LEGAL NOTICE

THE BUTLER DISTRICT Court judges, after proving the will, or after hearing the application for appointment, do hereby grant Administration and Order of Appointment for the following: Case No: 19-P-00006 In Re: Estate of Steven Pendley Admin./Exec.: Patricia Pendley, 481 Old Provo Road, Rochester, KY 42273 Attorney: Hon. Phil Kimbel, PO Box 0900, Bowling Green, KY 42102

LEGAL NOTICE

All persons objecting or having claims against said estates are notified to present them, properly proven, to the Executor or Administrator, verified according to law. Melissa Cardwell Butler District Court B1-23

LEGAL NOTICE

THE FOLLOWING have filed petitions asking the Butler District Court to Dispense with Administration of the Estate, the Petitioner claiming the assets in the estate conform with K.R.S. 395-455. Case No: 19-P-00007 Estate of: Gertie Belcher Givens Lathan Petitioner: Sharon Givens, 1646 Silver City-Huntsville Road, Quality, KY 42256 Attorney: N/A Melissa Cardwell Butler District Court B1-23

PUBLIC HEARING NOTICE

OPPORTUNITY TO COMMENT ON THE UPDATING OF THE CITY OF MORGANTOWN COMPREHENSIVE PLAN

The Morgantown Planning Commission will be conducting a public hearing concerning the update of the Goals and Objectives of the Morgantown Comprehensive Plan. The hearing will be held on Tuesday, February 5, 2019 in the Eva Hawes Ag Expo and Community Center (363 Park Lane) at 6:00 p.m. The current plan can be viewed at <http://morgantown-ky.com/wp-content/uploads/2014/02/City-of-Morgantown-Comprehensive-Plan-May-2013.pdf>. Residents of Morgantown are encouraged to attend the public meeting to comment on their views and opinions. Comments can be made orally and/or in writing. If you cannot attend, written comments can be made to Mayor Billy Phelps, P.O. Box 397, Morgantown, KY 42261 on or before Monday, February 11, 2019.

The Morgantown Planning Commission and City of Morgantown do not discriminate on the basis of race, color, national origin, sex, age, religion or disability, and provide, upon request, reasonable accommodation, including auxiliary aids and services, to afford an individual with a disability an equal opportunity to participate in all services, programs, and activities. Any persons requiring special needs assistance should contact Mayor Billy Phelps at 270-526-3557 at least two days prior to the meeting. The TDD number for the hearing impaired is 1-800-648-6057.

BID NOTICE

Butler County Fiscal Court will be accepting bids for surplus property.

BUSINESS & SERVICES DIRECTORY

<div style="background-color: #333; color: white; padding: 2px; text-align: center; font-weight: bold;">TOWING/ BODY WORK</div> <p> G&D 24 HOUR TOWING ALL SIZES - BIG OR SMALL 679 Logansport Rd., Morgantown, KY 42261 Shop Phone: 270-526-5184 Dudley (Cell): 270-791-4573 Russell (Cell): 270-791-4575</p>	<div style="background-color: #333; color: white; padding: 2px; text-align: center; font-weight: bold;">WASTE SERVICES</div> <p>SCOTT WASTE SERVICES, LLC COMMERCIAL RESIDENTIAL INDUSTRIAL Call Today 1-877-558-2579 Toll Free 270-783-4016 Local</p>	<div style="background-color: #333; color: white; padding: 2px; text-align: center; font-weight: bold;">COMPUTER REPAIR</div> <p> If your computer is acting up... CALL BOB WOMACK 270-999-1717 renewal@bobwomack.com Repair • Replace New & Used Sales</p>	<div style="background-color: #333; color: white; padding: 2px; text-align: center; font-weight: bold;">SEPTIC REPAIR</div> <p>JONES SEPTIC SERVICE Now has portable toilets. Cromwell, KY 256-2958 274-4636</p>
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- Spring Hollow Apartments - Bowling Green, KY
- Howard C. Apartments - Central City, KY

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PUBLIC HEARING NOTICE OPPORTUNITY TO COMMENT ON THE UPDATING OF THE CITY OF MORGANTOWN COMPREHENSIVE PLAN

The Morgantown Planning Commission will be conducting a public hearing concerning the updated draft of the Morgantown Comprehensive Plan. The hearing will be held on Tuesday, February 26, 2019 in the Eva Hayes Ag Expo and Community Center (363 Park Lane) at 5:00 p.m. The current plan can be viewed at <http://morgantown-ky.com/wp-content/uploads/2014/02/City-of-Morgantown-Comprehensive-Plan-May-2013.pdf>.

Residents of Morgantown are encouraged to attend the public meeting to comment on their views and opinions. Comments can be made orally and/or in writing. If you cannot attend, written comments can be made to Mayor Billy Phelps, P.O. Box 397, Morgantown, KY 42261 on or before Monday, March 4, 2019.

The Morgantown Planning Commission and City of Morgantown do not discriminate on the basis of race, color, national origin, sex, age, religion or disability, and provide, upon request, reasonable accommodation, including auxiliary aids and services, to afford an individual with a disability an equal opportunity to participate in all services, programs, and activities. Any persons requiring special needs assistance should contact Mayor Billy Phelps at 270-526-3557 at least two days prior to the meeting. The TDD number for the hearing impaired is 1/800-648-8057.



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N/A; Melissa Cardwell; Butler District Court B2-13

Administrator or Executor

The Butler District Court judges, after proving the will, or after hearing the application for appointment, do hereby grant Administration and Order of Appointment for the following: Case No: 19-P-00010; In Re: Estate of: Richard Alan Dockery; Admin./Exec.: Bridgette Nicole Dockery, 6082 Caneyville Road, Morgantown, KY 42261; Attorney: Conway & Keown, 124 West Union Street, PO Box 25, Hartford, KY 42347; All persons objecting or having claims against said estates are notified to present them, properly proven, to the Executor or Administrator, verified according to law. Melissa Cardwell; Butler District Court B2-13

Administrator or Executor

The Butler District Court judges, after proving the will, or after hearing the application for appointment, do hereby grant Administration and Order of Appointment for the following: Case No: 18-P-00135; In Re: Estate of: Raymond Lee Keown; Admin./Exec.: Regina Lynn Keown, PO Box 4, Bowling Green, KY 42102; Attorney: Reynolds, Johnston, Hinton & Pepper, LLP, 310 East 11th Avenue, PO Box 4000, Bowling Green, KY 42101-4000; All persons objecting or having claims against said estates are notified to present them, properly proven, to the Executor or Administrator, verified according to law. Melissa Cardwell; Butler District Court B2-13

LEGAL NOTICE

The Housing Authority of Morgantown is requesting proposals to provide mowing and trimming for the Huff Ingram property and the Boys and Girls Club yard.

Information can be received by contacting Ricky Phelps, Maintenance Supervisor, 300 Kent Manor Drive, Morgantown, KY 42261 or by telephone at 270-999-1395.

Liability insurance is required.

Proposals are due by March 1, 2019 by 4:00 PM CST.

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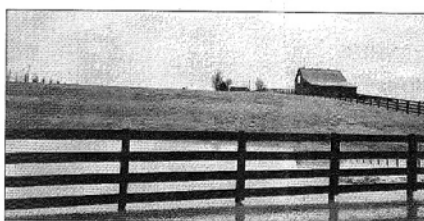
Wet week intensifies stressed pasture problems



February rains wreaking havoc on already saturated Kentucky pastures. PHOTO/Aimee Nielson

Aimee Nielson

Agricultural land in the Bluegrass state is saturated with abundant rainfall from recent weeks. A new system threatens to drop 3 to 5 inches on top of soaked pastures, creating more problems for farmers who are already facing weather-related challenges with nutrition and overall animal health.



Central Kentucky pastures can't hold any more rain. PHOTO/Aimee Nielson

"Unfortunately, more rain is on the way," said Matthew Dixon, agricultural meteorologist for the University of Kentucky College of Agriculture, Food and Environment. "The entire state is under a flood watch that will last into the morning of Feb. 21."

These conditions are not new to Kentucky's livestock producers with record-setting precipitation over the past year. Dixon said the current system is poised to come in waves throughout the week and into the weekend with rainfall moderate to heavy at times.

Low-lying areas will be the most vulnerable, but all pastures are soaked at this point and can present difficulties.

He said flooding is likely. Some area rivers are already under flood warnings and any additional rainfall this week will only worsen the problem.

"Anytime producers can know in advance of potential flooding conditions, it gives them a chance to prepare their animals," said Bob Coleman, UK equine specialist. "It would be wise to move livestock in low-lying areas to higher ground as a precaution. It's also a good time to make sure you have enough feed supplies so that animals do not get cut off due to unexpected flooding."

Based on data from the UK Ag Weather Center, Kentucky has averaged 5.27 inches of rainfall for the month, through Feb. 18.

"This is nearly 3 inches above normal for that time span," Dixon said. "Putting it into perspective—5.27 inches would place Kentucky within the top 15 wettest Februaries on record going back to 1895."

The all-time record for February was 1989 with 9.85 inches. February 2018 was the second wettest on record with 8.95 inches.

"The bottom line is that it will be back-to-back years of exceptionally wet Februaries and all the challenges that come with that," Dixon added.

Muddy conditions contribute to many problems including trampled pastures that reduce the opportunity for animals to efficiently graze stockpiled forages, and lameness and foot rot from bacteria lurking in the saturated soil.

UK beef specialist Jeff Lehmkuhler said producers had to start feeding hay earlier than normal this winter.

"In many cases, hay quality was reduced due to hay harvested at mature stages or from mold that grew from baling hay that was too wet at baling time," he said.



February rains piling on already soaked pastures.

PHOTO/Aimee Nielson

"When you look at Mesonet data for Franklin County for example, from Nov. 1, 2018 to Feb. 18, 2019, precipitation was recorded 50 of those 110 days. Cows with wet hair coats have greater energy needs to maintain their core body temperature when air temperatures drop below 55 degrees Fahrenheit."

With rain nearly every other day, cows have

had increased nutritional needs from walking around with wet coats and having to navigate muddy pastures.

"Anything you can do to lessen the muddy conditions for your animals will help," Coleman said. "Concrete pads around feed areas are ideal so animals will have a dry place to stand while they eat and drink."

Super Crossword

Answers

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ROMAN	GABOR	LARUE
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SET	WON	ANYA
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PUBLIC HEARING NOTICE

OPPORTUNITY TO COMMENT ON THE UPDATING OF THE CITY OF MORGANTOWN COMPREHENSIVE PLAN

The Morgantown Planning Commission will be conducting a public hearing concerning the updated draft of the Morgantown Comprehensive Plan. The hearing will be held on Tuesday, March 12, 2019 in the Eva Hawes Ag Expo and Community Center (363 Park Lane) at 5:00 p.m. The current plan can be viewed at <http://morgantown-ky.com/wp-content/uploads/2014/02/City-of-Morgantown-Comprehensive-Plan-May-2013.pdf>.

Residents of Morgantown are encouraged to attend the public meeting to comment on their views and opinions. Comments can be made orally and/or in writing. If you cannot attend, written comments can be made to Mayor Billy Phelps, P.O. Box 397, Morgantown, KY 42261 on or before Monday, March 18, 2019.

The Morgantown Planning Commission and City of Morgantown do not discriminate on the basis of race, color, national origin, sex, age, religion or disability, and provide, upon request, reasonable accommodation, including auxiliary aids and services, to afford an individual with a disability an equal opportunity to participate in all services, programs, and activities. Any persons requiring special needs assistance should contact Mayor Billy Phelps at 270-526-3557 at least two days prior to the meeting. The TDD number for the hearing impaired is 1/800-648-6057.

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Corey Raymer
Solid Waste/Recycling Coordinator
270-526-1482

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Morgantown Fire Dept / Court House
Jumping Jacks 231 South
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Butler County High School
Little Muddy Church / Rural Development Center
Provo Rural Development Center
Rochester Post Office
Pizza Zone
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LEGAL NOTICE

Dispense With Administration
The following have filed petitions asking the Butler District Court to Dispense with Administration of the Estate, the Petitioner claiming the assets in the estate conform with K.R.S. 395-455.
Case No: 19-P-00009
Estate of: Josh McKinney
Petitioner: Natalie McKinney, 2940 Beaver Dam Road, Morgantown, KY 42261
Attorney: N/A
Melissa Cardwell
Butler District Court B3-20

Notice is given that the Butler District Court (Probate Division) has reviewed the following financial settlement of estates. These settlements are available for inspection and are filed in the Butler Circuit Clerk's Office. Heirs or creditors having objections should file complaints or exceptions before confirmation at 9:00 a.m. on the date set forth below.
Date: 4-16-2019
Case No: 17-P-00008
Estate of: Charles Smith
Admin./Exec.: Darrell Blunk, 280 Martin Phelps Road, Morgantown, KY 42261
Attorney: Hon. Richard Deye, PO Box 340, Morgantown, KY 42261 B3-20

PUBLIC HEARING NOTICE
OPPORTUNITY TO COMMENT
ON THE UPDATING OF THE
CITY OF MORGANTOWN
COMPREHENSIVE PLAN

The Morgantown Planning Commission will be conducting a public hearing concerning the updated draft of the Morgantown Comprehensive Plan. The hearing will be held on Tuesday, April 2, 2019 in the Eva Hayes Ag Expo and Community Center (383 Park Lane) at 6:00 p.m. The current plan can be viewed at <http://morgantown-ky.com/wp-content/uploads/2014/02/City-of-Morgantown-Comprehensive-Plan-May-2013.pdf>.

Residents of Morgantown are encouraged to attend the public meeting to comment on their views and opinions. Comments can be made orally and/or in writing. If you cannot attend, written comments can be made to Mayor Billy Phelps, P.O. Box 387, Morgantown, KY 42261 on or before Monday, April 8, 2019.

The Morgantown Planning Commission and City of Morgantown do not discriminate on the basis of race, color, national origin, sex, age, religion or disability, and provide, upon request, reasonable accommodation, including auxiliary aids and services, to afford an individual with a disability an equal opportunity to participate in all services, programs, and activities. Any persons requiring special needs assistance should contact Mayor Billy Phelps at 270-526-3557 at least two days prior to the meeting. The TDD number for the hearing impaired is 1/800-648-6057.

Accepting applications
for Animal Shelter

The Butler County Fiscal Court will be accepting applications for the Animal Shelter. This is a part-time position starting pay \$9.40 an hour not to exceed 100 hours per month.

Applications can be picked up at the Butler County Judge Executive's Office between the hours of 8:00am-4:00pm Monday - Friday.

The Butler County Fiscal Court is an Equal Opportunity Employer.

Butler County Government is a Drug-Free Workplace.

The Butler County Animal Shelter requires the applicant to have a driver's license.

Deadline for applications is April 5, 2019 @ 3:00pm.

AUCTION NOTICE

The following storage unit(s) have defaulted on rental agreement (s) with Chad's Self Storage & Billboards, LLC and will be sold via live auction on Thursday, March 28, 2019 at 10:30am. If accounts are not made current at Chad's Self Storage & Outdoor Billboards, LLC, Sale will be held in front of the following unit(s):

Unit 68-Caleb Hoodchens
Unit 80-Willard Howard

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Planning and Zoning Commission

Morgantown, Kentucky

Record of Attendance

February 5, 2019

Commission Members:

Danny Cardwell Danny Cardwell
Patty Craig Patty Craig
Hobart Flener, Jr. Hobart Flener, Jr.
Jodie Forgy Jodie Forgy
Bryan Locke Bryan Locke

Planning and Zoning Administrator:

Glendal Deweese Glendal Deweese

Guests:

1. Sharon Johnson
2. Don Lindsey
3. Michael Wall
4. Mustard Evans
5. Jerrold Barks
6. Scott [unclear]
7. Scott [unclear]
8. Mary Adams
9. Emy Hattis
10. Roby [unclear]
11. Harold [unclear]
12. Melanie Hunt [unclear]
13. Oscar Thomas
14. Mike [unclear]
15. Al [unclear]
16. Donna [unclear]
17. _____
18. _____
19. _____
20. _____

City of Morgantown 2019 Comprehensive Plan



Respecting Our Past - Stepping Into the Future

COMPREHENSIVE PLAN PUBLIC HEARING
FEBRUARY 26, 2019, 5:00 PM
EVA J. HAWES COMMUNITY CENTER

	Name	Address
1	Danny Cardwell	118 Sunset Loop Morgantown Ky
2	Jarrod Barks	361 Macer Ave., Bowling Green, Ky 42101
3	Patty Cray	333 S. Tyler St., M. 42201
4	Dionne Merritt	127 Sunset Loop Mtown 42201
5	Russell Givens	309 South Warren St. Morgantown 42201
6	Robert L. Lamm, Jr.	Morgantown Ky POB 577
7	Jody FORBY	217 S. Tyler St.
8	BRYAN LOCKE	107 Tyler St. Morgantown Ky
9	Dan Thompson	810 Old Morgantown Rd
10		
11		
12		
13		
14		
15		

City of Morgantown 2019 Comprehensive Plan



Respecting Our Past - Stepping Into the Future

COMPREHENSIVE PLAN PUBLIC HEARING
March 12, 2019, 5:00 PM
EVA J. HAWES COMMUNITY CENTER

	Name	Address
1	Erin Halchenko	171 Graham Ave, Bowling Green
2	Roger Spitzerland	213 S. Tyler ^{Tourism} Morgantown Ky
3	Patty Craig	333 S. Tyler St. Morgantown
4	BRAD LOCKE	107 TUCK ST. Morgantown Ky
5	Russell Givens	809 South Warner St Morgantown
6	Danny K. Caldwell	118 Sunset Loop Morgantown, Ky
7	Jerrad Barks	117 N Main St Morgantown
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BARREN RIVER



AREA DEVELOPMENT DISTRICT

177 GRAHAM AVENUE
BOWLING GREEN, KY 42101
P: 270-781-2381 / F: 270-842-0768
www.bradd.org

March 15, 2019

Ken Robbins
Joint Logan Cities/County Planning Commission
1533 Logan Middleton Rd.
Auburn, KY 42206

Dear Ken Robbins:

In compliance with KRS 100.193 paragraph 2 and as a public official in a city or county adjacent to the Morgantown Planning Commission, notice is provided to you of the Morgantown Planning Commission's update/amendment of the Goals and Objectives element of the Morgantown Comprehensive Plan update. A copy of the proposed Goals and Objectives will be available at City Hall or can be obtained by contacting the Barren River Area Development District.

Notice is provided of a public hearing for the adoption of the Morgantown Comprehensive Plan Goals and Objectives, to be held Tuesday, April 2, 2019, at 6:00 pm at the Eva J. Hawes Community Center in Morgantown. You are invited to attend the hearing to make comments. The adoption of the Goals and Objectives will be considered after the public hearing by the planning commission.

If you have any questions, please contact me at the BRADD at emily.hathcock@bradd.org or (270) 781-2381.

Sincerely,



Emily Hathcock
Associate Director of Planning



ALLEN

BARREN

BUTLER

EDMONSON

HART

LOGAN

METCALFE

MONROE

SIMPSON

WARREN

Grayson County Fiscal Court
Kevin Henderson
10 Public Square
Leitchfield, KY 42754

Logan County Fiscal Court
Logan B. Chick
P.O. Box 365
200 West Fourth Street
Russellville, KY 42276

Butler County Fiscal Court
Tim Flener
PO Box 626
Morgantown, KY 42261

Ken Robbins
Joint Logan Cities/County Planning Commission
1533 Logan Middleton Rd.
Auburn, KY 42206

Ohio County Fiscal Court
David Johnston
130 E Washington St, Suite 215
Hartford, KY 42347

Warren County Fiscal Court
Mike Buchanon
429 East 10th Street
Bowling Green, KY 42101

Ben Peterson
City County Planning Commission of Warren County
1141 State Street
Bowling Green, KY 42101

David Rhoades
Muhlenberg County Joint City-County
Planning Commission
214 N. 1st St.
Central City, KY 42330

Muhlenberg County Fiscal Court
Curtis McGehee
P.O. Box 137
Greenville, KY 42345

Edmonson County Fiscal Court
Wil S. Cannon
PO Box 353
Brownsville, KY 42210

Ken Byrd
Brownsville/Edmonson County Planning Commission
PO Box 353
Brownsville, KY 42210

City of Morgantown 2019 Comprehensive Plan



Respecting Our Past - Stepping Into the Future

COMPREHENSIVE PLAN PUBLIC HEARING
April 2, 2019, 6:00 PM
EVA J. HAWES COMMUNITY CENTER

	Name	Address
1	Emy Hallicak	PRADO
2	Shonda Dewees	
3	Dy. K. Caldwell	
4	Robert F. Kreech	
5	Patty Craig	
6	Justin E. Boy	
7	Nancy Caldwell	
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