

High Crash Location

No spacing available to turn at intersection.

Trains on track cause traffic congestion at US 25 & KY 491 Intersection.

Steep Grade @ US25/RR/KY491 Intersection.
Note: Should look at the grades at all the RR crossings.

Could improve Wildlife Road so there is less impact to WMA.

Consider connecting Duncan Rd and Lebanon Rd.

Consider connecting North/South Routes West of I-75.

Check to see if concrete company is relocating closer to Crittenden.

Expanding development/subdivision.

Slow trains and/or switching delay RR crossings and increase congestion.

Has connecting Duncan Rd/Ruark Rd w/ Cason Ln. been considered? Connectivity could reduce US 25 traffic.

Sherman Mt. Zion is a good location for a new interchange b/c it is 1/2 way between Dry Ridge & Crittenden & also b/c of subdivisions and other development.

New schools being built. US 25 needs a signal at this location.

State Police Headquarters.

Residential Development: 300 - 600 Lots

Bannister Pike not a good location for interchange b/c it dead ends.

"Old cotton farm" potential new residential development.

Connect frontage roads west of I-75 to provide US 25 detours.

Trucks with Oversized Loads: Truss Company

Possible private road improvements by developer.

Not enough sight distance at intersections. Not enough storage at RR crossings.

Rear end collisions turning SB onto US 25.

Mobile Home Movements. Bottlenecks/congestion. Connect this area and the southern residential area.

RR Fatality

Bad Intersection @ US 25/Bannister Pike/Lemon Northcutt Rd.

New subdivisions on Bannister. Also see Development Plan @ intersection.

Food Processing Plant (25-60 Trucks)

Bad Grade @ Assembly Church Road & US 25 Intersection.



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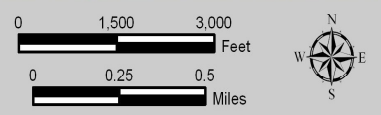
Study Area

General Notes:

1. Inadequate storage at Railroad Crossings. This is a particular problem with school buses.
2. Check planning/zoning for current and future residential and industrial development.
3. US 25 carries mostly local traffic.
4. Adding a third lane on US 25 could solve most problems.
5. Not enough stopping sight distance at intersections.
6. Local School Buses have to use railroad crossings 114 times per day.
7. Steep grades at most railroad crossings.

Legend

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|------------|--------------------|
| Study Area | Local Roads |
| Interstate | Railroad |
| US Highway | County Boundary |
| State Road | Corporate Boundary |



US 25 Alternatives Study
Grant County
Item No. 6-112.00
Local Official / Stakeholder Input