

Traffic Study
State Route 9, US 25W
At Main St
Town of Jacksboro
Campbell County

The Region One Traffic Office performed a traffic study at the intersection of State Route 9, US 25W at Main Street and State Route 9, US 25W at Mountain Perkins Lane. These locations are located within the Town of Jacksboro in Campbell County.

Campbell County, State Route 9

- 4 – 12' lanes with 10' outside and 4' inside shoulders
- Urban Other Principle Arterial
- Rolling Terrain
- AADT – 31,073 (2023)
- 40 MPH Posted Speed

Main St

- Lane Configuration
 - o Inbound – Slip Right and Left
 - o Outbound – Slip Right and Left
- Local Road
- AADT – 500 (Estimate)

Mountain Perkins

- Lane Configuration
 - o Inbound – One (1) Lane
 - o Outbound – Right and Left
- Local Road
- AADT – 1,000 (Estimate)

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Discussion of Crashes

Main St

State Route 9, US 25W, Campbell County				LM 28.911
Intersection - SR-9 with Main St				
5 Crashes	-	2022-2025	Actual	- 0.146 Acc/MM
State Average	-	0.109 Acc/MM	Critical	- 0.255 Acc/MM
A/S Ratio	=	1.34	A/C Ratio	= 0.57
0 Fatal Crash		0 Susp. Serious Injury		1 Minor Injury

There were four (4) crashes in a three (3) year period from 2022 to 2025. There was one (1) minor injury crash during this period. The overall crash rate is 1.34 times the statewide average for similar intersections.

Mountain Perkins Ln

State Route 9, US 25W, Campbell County				LM 28.967
Intersection - SR-9 with Mountain Perkins Lane				
19 Crashes	-	2022-2025	Actual	- 0.550 Acc/MM
State Average	-	0.109 Acc/MM	Critical	- 0.254 Acc/MM
A/S Ratio	=	5.04	A/C Ratio	= 2.16
0 Fatal Crash		0 Susp. Serious Injury		10 Minor Injury

There were nineteen (19) crashes in a three (3) year period from 2022 to 2025. There were ten (10) minor injury crashes during this period. Twelve (12) of the nineteen (19) total crashes were angle type collisions. The overall crash rate is 5.04 times the statewide average for similar intersections.

Discussion of Intersection Spacing

There are currently three (3) intersections within 900FT of each other. The intersections of State Route 9, U 25W with Mountain Perkins and State Route 9, US 25W with Main St are unsignalized full accesses. There is also a signalized intersection with the commercial entrance to Jacksboro Square. The intersection of State Route 9, US 25W with Mountain Perkins and State Route 9, US 25W with Jacksboro square provide access to the same areas.

Discussion of Traffic Count and Signal Warrant

The traffic signal warrant analysis was performed in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), which by statute, has been adopted in the State of Tennessee as a guide in determining the proper traffic control for the State's highway system. The traffic signal warrant analysis, which is based upon the traffic count, is the metric used to determine if a traffic signal should be installed. The signal analysis concluded that this location met for warrants 1,2, or 3 when considering all

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traffic. These warrants require a minimum traffic volume be met for eight (8) hours for warrant 1, four (4) hours for warrant 2, or one (1) hour to be met for warrant 3. This location did meet the crash warrant as there were five (5) angle type crashes in 2025.

The MUTCD states that “vehicular delay and the frequency of some types of crashes are sometimes greater under traffic signal control than under stop sign control”.

Conclusion

Based on the intersection spacing, crash analysis, and location, the Region One Traffic Office could support the installation of a signal at the location. A funding source for a signal project would have to be identified and the Town of Jacksboro would have to commit to maintaining the signal at the location. Additionally, further geometric improvements and access restrictions would need to be made given the proximity of intersections.

CRASH SUMMARY REPORT

Campbell SR-9 @ Main St

Created on December 4, 2025

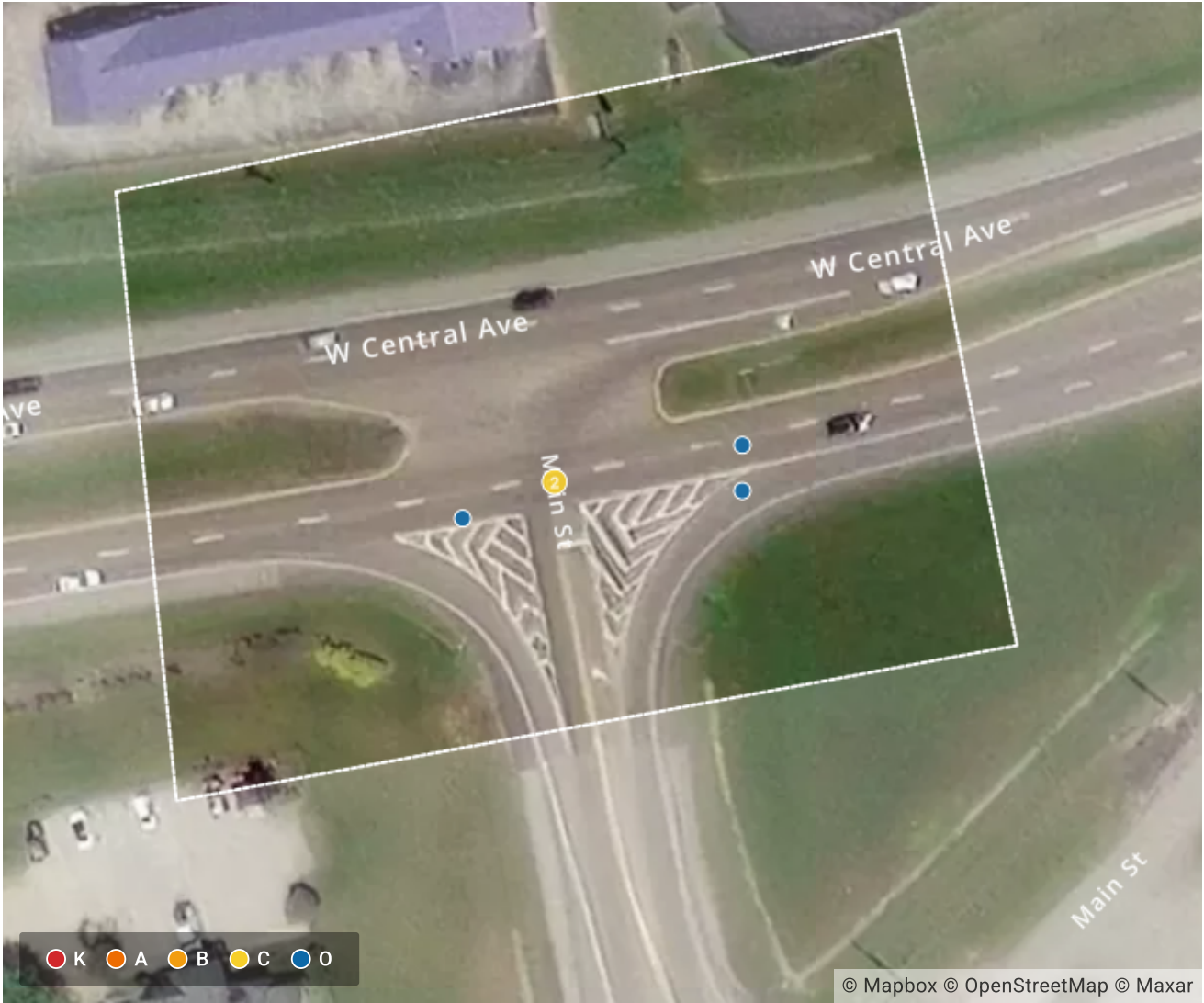
Created by Nicholas Barnard

Data extents: November 1, 2022 to November 1, 2025



Applied Filters

Shape: Polygon



Total Crashes

5

Fatal Crashes

0

Summary

Crash

Total Crashes

5

100.00%

+ 5 more

0

0%

Type of Crash	Crash	
(O) Property-Damage Only	4	80.00%
(C) Possible Injury	1	20.00%
+ 3 more	0	0%
Date of Crash (Year)	Crash	
2025	2	40.00%
2024	2	40.00%
2023	1	20.00%
+ 9 more	0	0%
Manner of First Collision	Crash	
Angle	1	20.00%
No Collision W/ Vehicle	1	20.00%
Other	1	20.00%
Rear-End	1	20.00%
Sideswipe, Same Dir	1	20.00%
+ 5 more	0	0%
First Harmful Event	Crash	
Vehicle in Transport	4	80.00%
Fence	1	20.00%
+ 65 more	0	0%
Crash Location	Crash	
At an Intersection	3	60.00%
Along Roadway	2	40.00%
+ 5 more	0	0%
Light Conditions	Crash	
Daylight	5	100.00%
+ 7 more	0	0%
Weather Conditions	Crash	
Clear	4	80.00%
Cloudy	1	20.00%
+ 10 more	0	0%

TENNESSEE DEPARTMENT OF TRANSPORTATION

COUNTY	=	Campbell	Date:		12/4/2025	
Route	=	State Route 9, US 25W				
Location	=	Intersection - SR-9 with Main St				
Highway Type	=	4-Lane Divided				
FUNTIONAL CLASS	Urban Other Principle Arterial					
DATA YEARS	=	2022-2025 TRIMS Crash Data				
ADT YEARS USED	=	2021 TRIMS				
COMMENTS	=	Town of Jacksboro Limits				
		Crashes shown from 11/1/2022 to 11/1/2025				
ANALYZED BY	=	NB				
SECTION = MORE THAN 0.10 MILE / SPOT = LESS THAN 0.10 MILE						
	BLM	ELM	Length	Average AADT	VMT	
	0.00	0.00	0.00	0	0	
	0.00	0.00	0.00	0	0	
	0.00	0.00	0.00	0	0	
	0.00	0.00	0.00	0	0	
	0.00	0.00	0.00	0	0	
	0.00	0.00	0.00	0	0	
	0.00	0.00	0.00	0	0	
			0.00	0	0	
INTERSECTION						
Log Mile	=	28.911	Leg		Traffic AADT	
			North		=	
			East		=	31,073
			South		=	500
			West		=	31,073
					Estimate	
					Entering AADT = 31,323	
					2021 TRIMS	
4-Lane Divided						
2022-2025 Trims Crash Data						
		Total	Fatal	Susp. Serious Injury	*Severe Crashes	Minor Injury
No. of Crashes	=	5	0	0	0	1
No. of Years	=	3				
SW avg. rate	=	0.109	0.001	0.003	0.004	0.025
2019-2021 HSIP						
Exposure (E)	=	34.2987				
Crash Rate (A)	=	0.146	0.000	0.000	0.000	0.029
Critical Rate (C)	=	0.255				
Severity Index (SI)	=	0.2000				
Actual Rate/SW Average	=	1.34	0.00	0.00	0.00	1.17
Ratio of A/C	=	0.57				
* Severe Crashes are the sum of fatal and incapacitating injury crashes						
Revised 5/12/2010						
T.D.O.T. REGION 1 (TRAFFIC OFFICE) Nb						

CRASH SUMMARY REPORT

Campbell SR-9 @ Mt Perkins Ln

Created on December 4, 2025

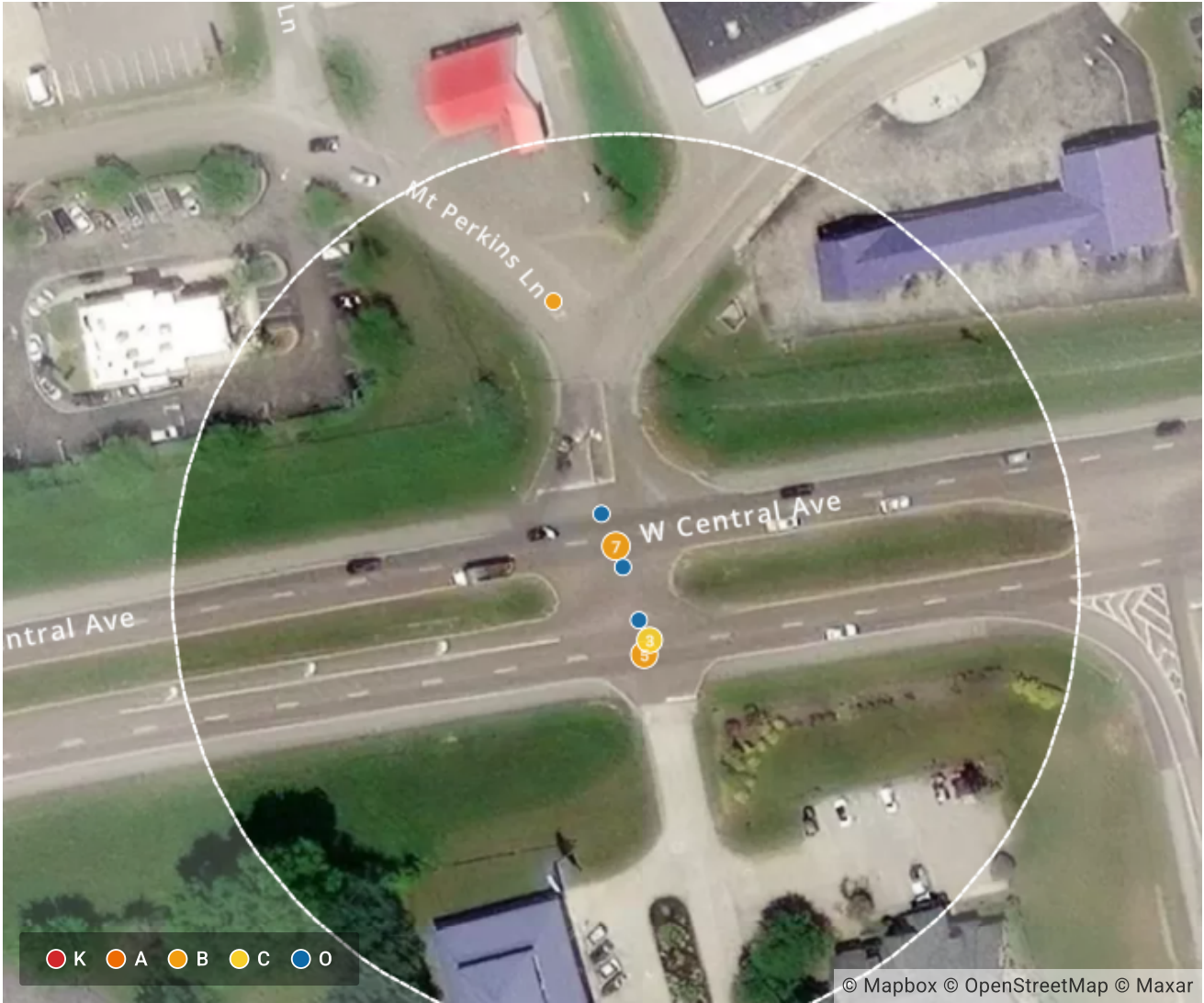
Created by Nicholas Barnard

Data extents: November 1, 2022 to November 1, 2025



Applied Filters

Shape: Circle 250 ft



Total Crashes	19	Fatal Crashes	0
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Summary		Crash	
Total Crashes	19	100.00%	
Motorcycle Involved	1	5.26%	
Pedestrian Involved	1	5.26%	

Truck/Bus Involved	1	5.26%
+ 2 more	0	0%

Type of Crash	Crash	
(O) Property-Damage Only	9	47.37%
(C) Possible Injury	6	31.58%
(B) Suspected Minor Injury	4	21.05%
+ 2 more	0	0%

Date of Crash (Year)	Crash	
2025	7	36.84%
2024	3	15.79%
2023	7	36.84%
2022	2	10.53%
+ 8 more	0	0%

Manner of First Collision	Crash	
Angle	12	63.16%
Rear-End	3	15.79%
No Collision W/ Vehicle	2	10.53%
Sideswipe, Opp Dir	2	10.53%
+ 6 more	0	0%

First Harmful Event	Crash	
Vehicle in Transport	16	84.21%
Other Non-Collision	1	5.26%
Pedestrian	1	5.26%
Vehicle in Transport in other Roadway	1	5.26%
+ 63 more	0	0%

Crash Location	Crash	
At an Intersection	14	73.68%
Along Roadway	5	26.32%
+ 5 more	0	0%

Light Conditions	Crash	
Daylight	15	78.95%
Dark-Not Lighted	2	10.53%
Dark-Lighted	1	5.26%

Dusk	1	5.26%
+ 4 more	0	0%

Weather Conditions	Crash	
Clear	16	84.21%
Cloudy	2	10.53%
Fog	1	5.26%
+ 9 more	0	0%

TENNESSEE DEPARTMENT OF TRANSPORTATION

COUNTY	=	Campbell	Date:	12/4/2025
Route	=	State Route 9, US 25W		
Location	=	Intersection - SR-9 with Mountain Perkins Lane		
Highway Type	=	4-Lane Divided		
FUNTIONAL CLASS		Urban Other Principle Arterial		
DATA YEARS	=	2022-2025	TRIMS Crash Data	
ADT YEARS USED	=	2023 TRIMS		
COMMENTS	=	Town of Jacksboro Limits		
		Crashes shown from Nov 1, 2022 to Nov 1, 2025		
ANALYZED BY	=	NB		
SECTION = MORE THAN 0.10 MILE / SPOT = LESS THAN 0.10 MILE				
BLM	ELM	Length	Average AADT	VMT
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
		0.00	0	0
INTERSECTION				
Log Mile	=	28.967	Leg	Traffic AADT
			North	= 1,000 Estimate
			East	= 31,073
			South	=
			West	= 31,073
			Entering AADT = 31,573	
			2023 TRIMS	
			4-Lane Divided	
			2022-2025 Trims Crash Data	
		Total	Fatal	Susp. Serious Injury
No. of Crashes	=	19	0	0
No. of Years	=	3		
SW avg. rate	=	0.109	0.001	0.003
2019-2021 HSIP				
Exposure (E)	=	34.5724		
Crash Rate (A)	=	0.550	0.000	0.000
Critical Rate (C)	=	0.254		
Severity Index (SI)	=	0.5263		
Actual Rate/SW Average	=	5.04	0.00	0.00
Ratio of A/C	=	2.16		
* Severe Crashes are the sum of fatal and incapacitating injury crashes				
Revised 5/12/2010				
T.D.O.T. REGION 1 (TRAFFIC OFFICE)				

TRAFFIC SIGNAL WARRANT ANALYSIS - VOLUME WARRANTS

Intersection of **SR-9, US 25W** Date of Count: **10/2/2025** Are warranting volumes to be adjusted for built up area or speeds greater than 40 mph? **yes**
 and **Mt Perkins Ln** Day of Week of Count: **Thursday**
 City or County: **Jacksboro** State: **TN** Adjustment factor for day of week and month of year of count: **1.00**
 Number of Lanes: **2** Major Street **2** Minor Street **2**

Major Street						Minor Street		Warrant 1A Min Vehicular Volume		Warrant 1B Inter of Cont Traffic		Warrant 1C 80% of Warrant 1A		Warrant 1D 80% of Warrant 1B		Warrant 2 Four Hour Volume		Warrant 3 Peak Hour Volume	
Time	Actual Volume			Adjusted Total Volume	Actual Volume	Adjusted Total Volume	Percent of Warrant		Percent of Warrant		Percent of Warrant		Percent of Warrant		Warrant Volume	Percent of Warrant	Warrant Volume	Percent of Warrant	
Beginning	App #1	App #2	Total			Major	Minor	Major	Minor	Major	Minor	Major	Minor						
6:00 am			0	0		0	0							0	*****	0	*****		
7:00	1055	898	1953	1953	78	465	56	310	111	581	70	388	139	80	98	100	78		
8:00	763	766	1529	1529	106	364	76	243	151	455	95	303	189	80	133	100	106		
9:00 am	693	704	1397	1397	109	333	78	222	156	416	97	277	195	80	136	100	109		
10:00	642	728	1370	1370	173	326	124	217	247	408	154	272	309	80	216	100	173		
11:00	766	841	1607	1607	221	383	158	255	316	478	197	319	395	80	276	100	221		
12:00 noon	817	918	1735	1735	257	413	184	275	367	516	229	344	459	80	321	100	257		
1:00	909	999	1908	1908	287	454	205	303	410	568	256	379	513	80	359	100	287		
2:00	836	964	1800	1800	255	429	182	286	364	536	228	357	455	80	319	100	255		
3:00 pm	864	1289	2153	2153	289	513	206	342	413	641	258	427	516	80	361	100	289		
4:00	914	1330	2244	2244	269	534	192	356	384	668	240	445	480	80	336	100	269		
5:00	883	1349	2232	2232	309	531	221	354	441	664	276	443	552	80	386	100	309		
6:00 pm			0	0		0	0	0	0	0	0	0	0	0	*****	0	*****		
7:00			0	0		0	0	0	0	0	0	0	0	0	*****	0	*****		
8:00			0	0		0	0	0	0	0	0	0	0	0	*****	0	*****		
--- No adjustment made.						Warranting Volumes		Warranting Volumes		Warranting Volumes		Warranting Volumes		Warranting Volumes		Warranting Volumes			
Note:						420	140	630	70	336	0 112	504	56	From MUTCD Fig. 4-8		From MUTCD Fig. 4-6			
--- Where more than one minor approach exists use the higher approach volume						Total Hours Meeting		Total Hours Meeting		Total Hours Meeting		Total Hours Meeting		Total Hours Meeting		Total Hours Meeting			
--- Number of hours shown is the minimum meeting the MUTCD requirements. Additional hours outside of the count period may meet the MUTCD specified volume levels.						Warrant =	8	Warrant =	11	Warrant =	8	Warrant =	11	Warrant =	10	Warrant =	10		
						Warrant Met	Yes	Warrant Met	Yes	Warrant Met	Yes	Warrant Met	Yes	Warrant Met	Yes	Warrant Met	Yes		
						Warrant 1 Met											Yes		
						***** Major Street volume is so low that no Minor Street warrant exists													

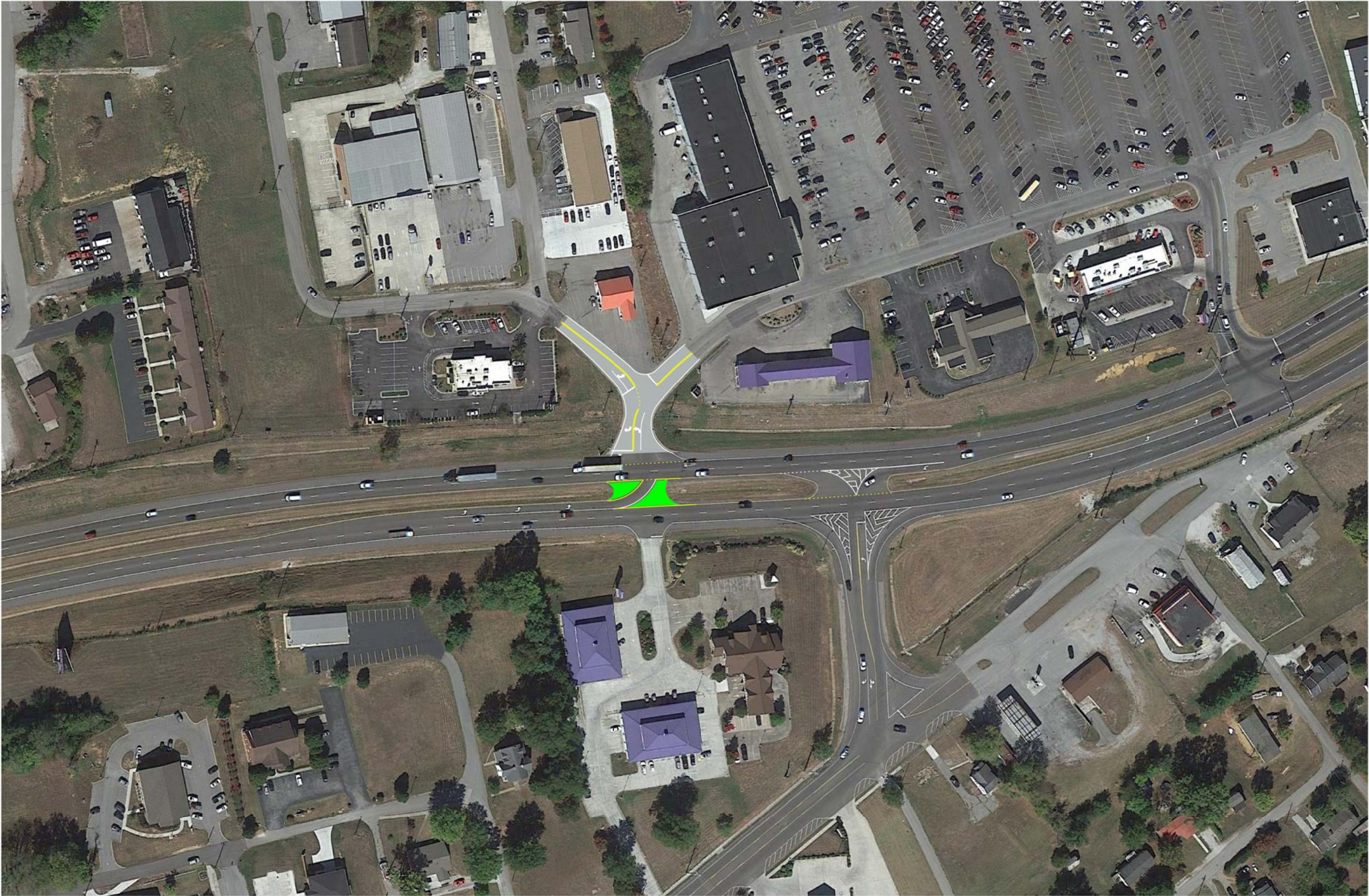
Comments: (include any information which may be useful to the reviewer)

Major - SR-9 (All Traffic)

Minor - Mt Perkins Ln (All Traffic)

Analysis Prepared by Name: **Nicholas Barnard, PE** Date: **12/04/25** Developed by: **T. Darcy Sullivan, P.E.** Updated by: **Andrew Padgett, EI** VC/R4
 Organization: **TDOT R1 Traffic** Time: **08:29** Distributed by: **SITE, Incorporated** 2/11/2008

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2023		1

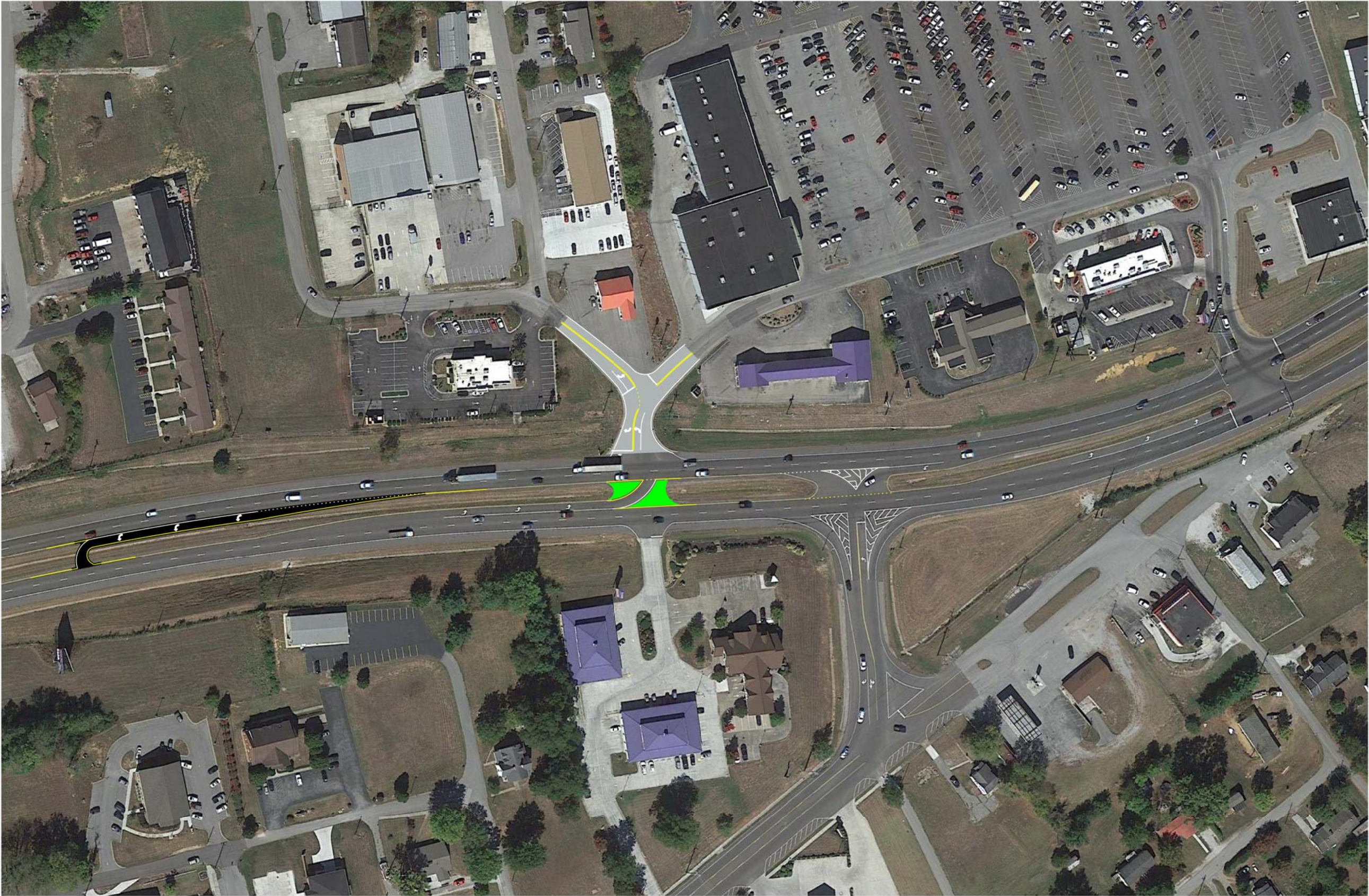


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DEPARTMENT OF TRANSPORTATION

STATE ROUTE 9
AT PERKINS DRIVE
GEOMETRIC IMPROVEMENTS
CAMPBELL COUNTY
OPTION 1

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2023		2



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STATE ROUTE 9
AT PERKINS DRIVE
GEOMETRIC IMPROVEMENTS
CAMPBELL COUNTY
OPTION 2

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2023		3



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STATE ROUTE 9
AT PERKINS DRIVE
GEOMETRIC IMPROVEMENTS
CAMPBELL COUNTY
OPTION 3

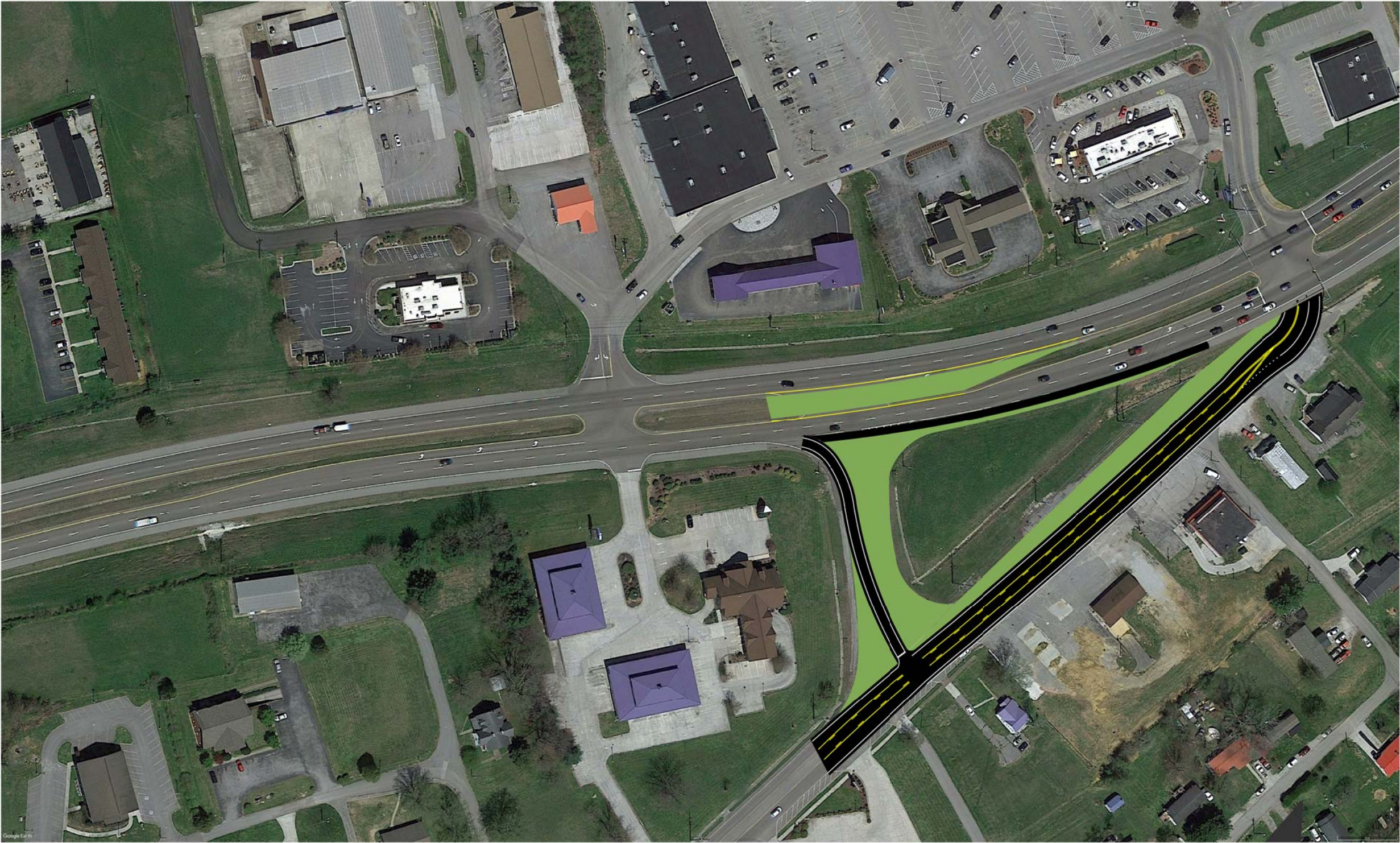
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2023		4



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STATE ROUTE 9
AT PERKINS DRIVE
GEOMETRIC IMPROVEMENTS
CAMPBELL COUNTY
OPTION 4

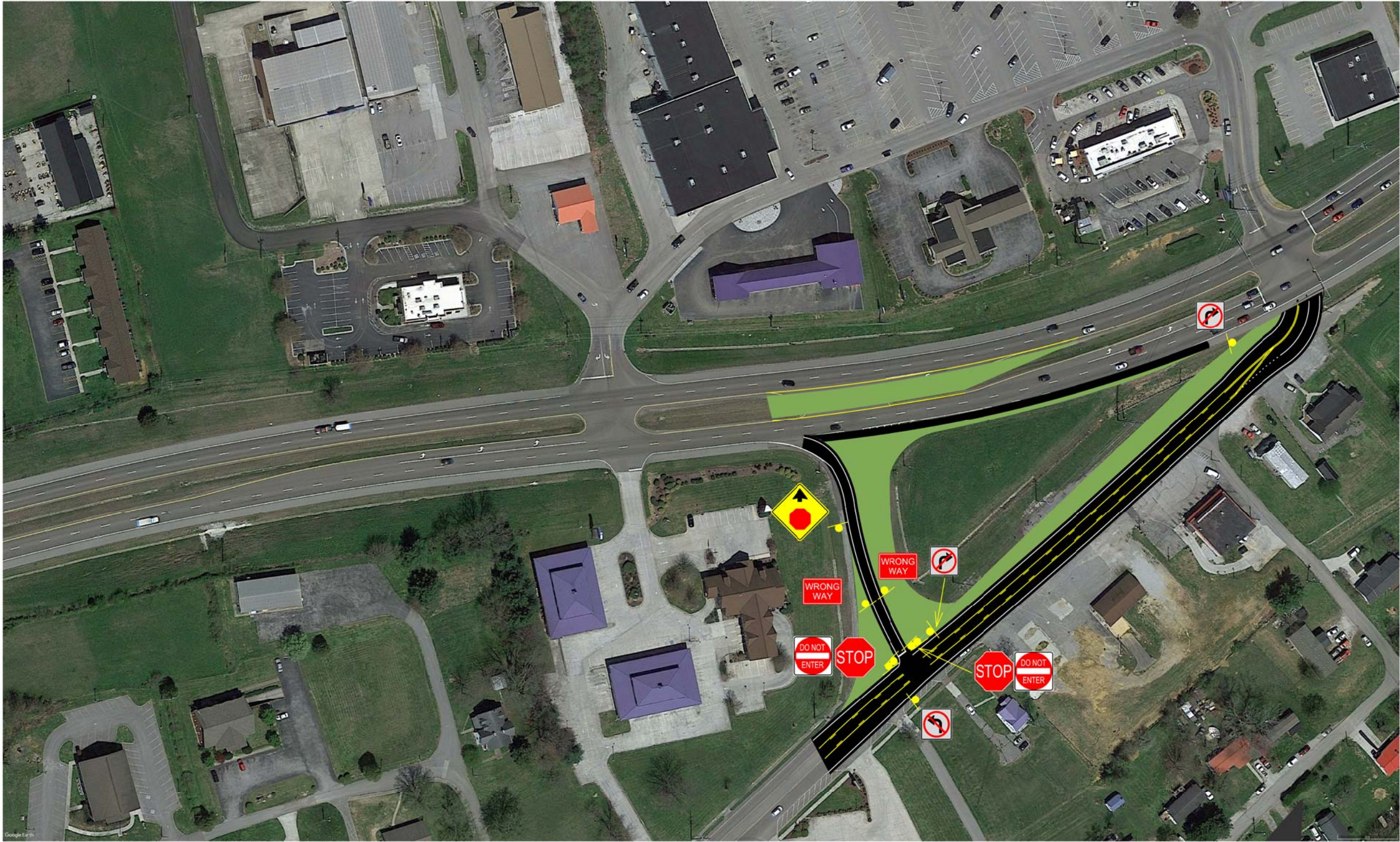


TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2023		5

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CONCEPTUAL DESIGN
SR-9 AT MAIN ST
TOWN OF JACKSBORO
CAMPBELL COUNTY



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONCEPT	2023		5A

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DEPARTMENT OF TRANSPORTATION

CONCEPTUAL DESIGN
SR-9 AT MAIN ST
TOWN OF JACKSBORO
CAMPBELL COUNTY