

Watkinsville

Talking Points

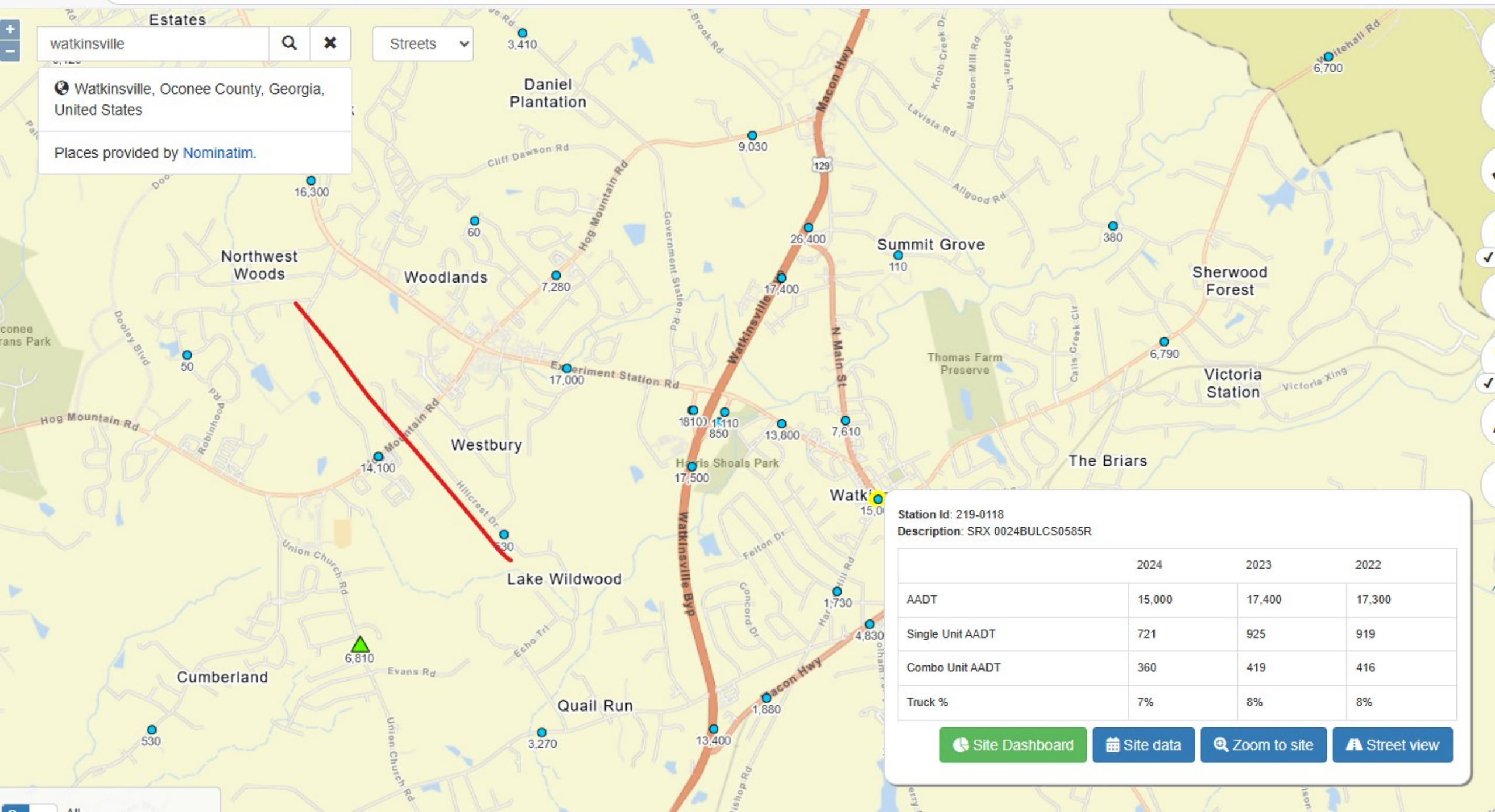
1. **Thank you** for the opportunity to speak with you.
 2. **My name is** Sam Edgemon and I live in Pebble Creek.
 3. **I am concerned** with Noise levels, air pollution, the location of the proposed roundabouts, the farmland that it will harm, and the habitat that it will harm. There are eagles that live in those areas.
 4. **But in trying to learn about the project** I noticed something that I think is significant – here is what I found...
 5. **I went to the GDOT website to get data:**
 - a. The website details the traffic flow not just in Watkinsville but the whole area, but I focused on Watkinsville
 - b. 15,000 cars travel through on average everyday.
 - c. 721 single unit trucks
 - d. 360 “combo unit” vehicles – these will include the semi-trucks
1. **All 360 are not semi-trucks**, but we don’t know how many are ... so let’s assume that all 360 are semi-trucks
 2. **Let’s also assume that all of them are not “through” trucks.** Lots start or end locally. But let’s assume “big” and say 80% are through trucks
 3. That leaves **288 trucks**.
 - a. If all 288 through trucks take the bypass then the reduction in traffic will be **less than 2%**
 - b. All will not adopt (use) the bypass; if half do then we are looking at reducing traffic by 1% if 70% do then 1.3%.
 4. **The problem is not trucks. It is cars**
 5. We have suggestions:

watkinsville

Watkinsville, Oconee County, Georgia, United States

Places provided by Nominatim.

Streets



Station Id: 219-0118
Description: SRX 0024BULCS0585R

	2024	2023	2022
AADT	15,000	17,400	17,300
Single Unit AADT	721	925	919
Combo Unit AADT	360	419	416
Truck %	7%	8%	8%

[Site Dashboard](#) [Site data](#) [Zoom to site](#) [Street view](#)

Project to reduce 0.6% to 1.3% of the traffic.

Actual (GDOT)

	2024	2025	2022
AADT	15,000	17,400	17,300
Single Unit AADT	721	925	919
Combo Unit AADT	360	419	416
Truck %	7%	8%	8%

Estimates

Bypass Adoption				
	100%	30%	50%	70%
Est. Combo Unit AADT	288	86.4	144	201.6
% of Traffic	1.9%	0.6%	1.0%	1.3%

- GDOT says 360 trucks (not all are semi-trucks)
- Estimating 80% are “through” trucks for 288
- 70% adoption
 - 202 vehicles
 - **Alleviating 1.3% of the traffic**

What can Watkinsville do?

Logical

- **Fix key intersections**
 - Intersection of Barnett Shoals, Greensboro Highway, and S. Main
 - N. Main and Experiment Station Road
- **Add or improve turn lanes** wherever you can
- ***Coordinate traffic signals** through town
- ***School traffic** management
- ***Better signage**
 - Most of my trips do not require going through Watkinsville - But those routes can be improved

Radical (or realistic?)

- **Adding a bypass will make traffic worse** as it will create space – space will be filled by cars and the same trucks
- **Get rid of the pedestrian lights** (paint a pedestrian walk space) as *they offer a false sense of security*
 - Cars will slow (not stop ... unless someone is walking)
 - People will pay attention ... and slow down
- **Get rid of the red lights** (especially at N. Main and Exp Station) - Consider a roundabout or nothing at all
 - Will work with school traffic management and better signage
- **Promote Madison as 441** already has bypasses.

Summary

Based on observed traffic volumes* and reasonable diversion assumptions, the proposed bypass would likely remove 40 to 200 vehicles per day from a total of approximately 15,000 daily trips - representing roughly 0.3% to 1.3% of total traffic. Given that the vast majority of traffic consists of locally generated passenger vehicle trips, this suggests that the project would have a limited effect on overall congestion levels while introducing **permanent impacts to nearby residential areas and agricultural land.**

While trucks have a disproportionate impact due slower acceleration and larger turning radius the absolute number of affected vehicles remains small relative to total traffic volume.

AADT is calculated by taking the total volume of vehicle traffic on a specific road or highway for an entire year and dividing it by 365 days. This provides a consistent average that smooths out daily, weekly, and seasonal variations in traffic patterns. The formula is:

$$\text{AADT} = \frac{\text{Total Annual Traffic Volume}}{365}$$

Project Information

✓ Existing Conditions

✓ Without this Project (No Build)

^ Proposed Improvements



Construct an alternate route around the city of Watkinsville to relieve traffic congestion in downtown, projected reduction of between 12,000 - 14,500 vehicles per day, approximately 10% of which are trucks



Enhance the connectivity between SR 15 and US 441



Provide a new location bypass consisting of two travel lanes, one in each direction, connecting SR 15 and US 441

✓ Project Status

✓ Next Steps

Boone, NC

Problem

- College town
- Heavy peak congestion
- Limited road network (in a valley)
- Mix of local and visitor traffic

What they did

Widened roads

- US 321 widened through town
- Added turn lanes for better flow

Major intersection upgrades

- Focused on key intersections
- Focused on where traffic slows

Pedestrian and traffic separation

- Better crossings (pressing a button to stop traffic is not a good idea)

Summary

Effective congestion relief in small towns is typically achieved through intersection improvements, signal coordination, and better utilization of existing roadways.

Given that heavy truck traffic represents a small fraction of the total volume, the proposed bypass may have limited impact on overall congestion relative to more targeted and lower impact solutions.