



# SH 201 NEEDS ASSESSMENT STUDY

From SH 195 to I-35



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# Study Introduction

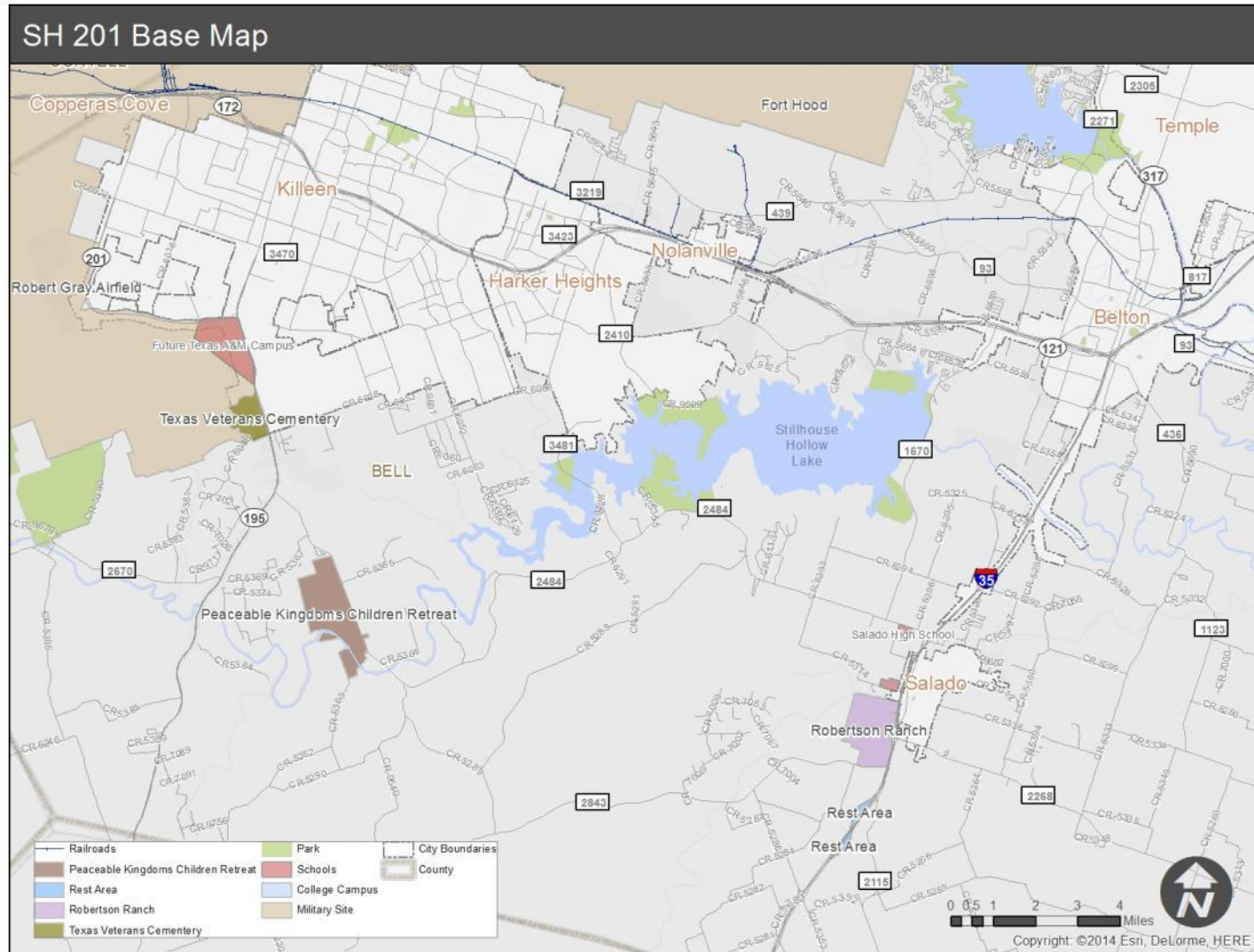
# SH 201 – Project History and Study Purpose

- 2004 – National Corridor Planning funds
- 2006 – 2007 – Feasibility and Environmental Study – Not completed
- 2014 – Begin Needs Assessment Study
- 2014 – Begin Update of Regional Traffic forecasting Model

## Purpose of the Needs Assessment Study

*To determine the need for SH 201 from SH 195 to I-35 based on the anticipated growth in Southern Bell County*

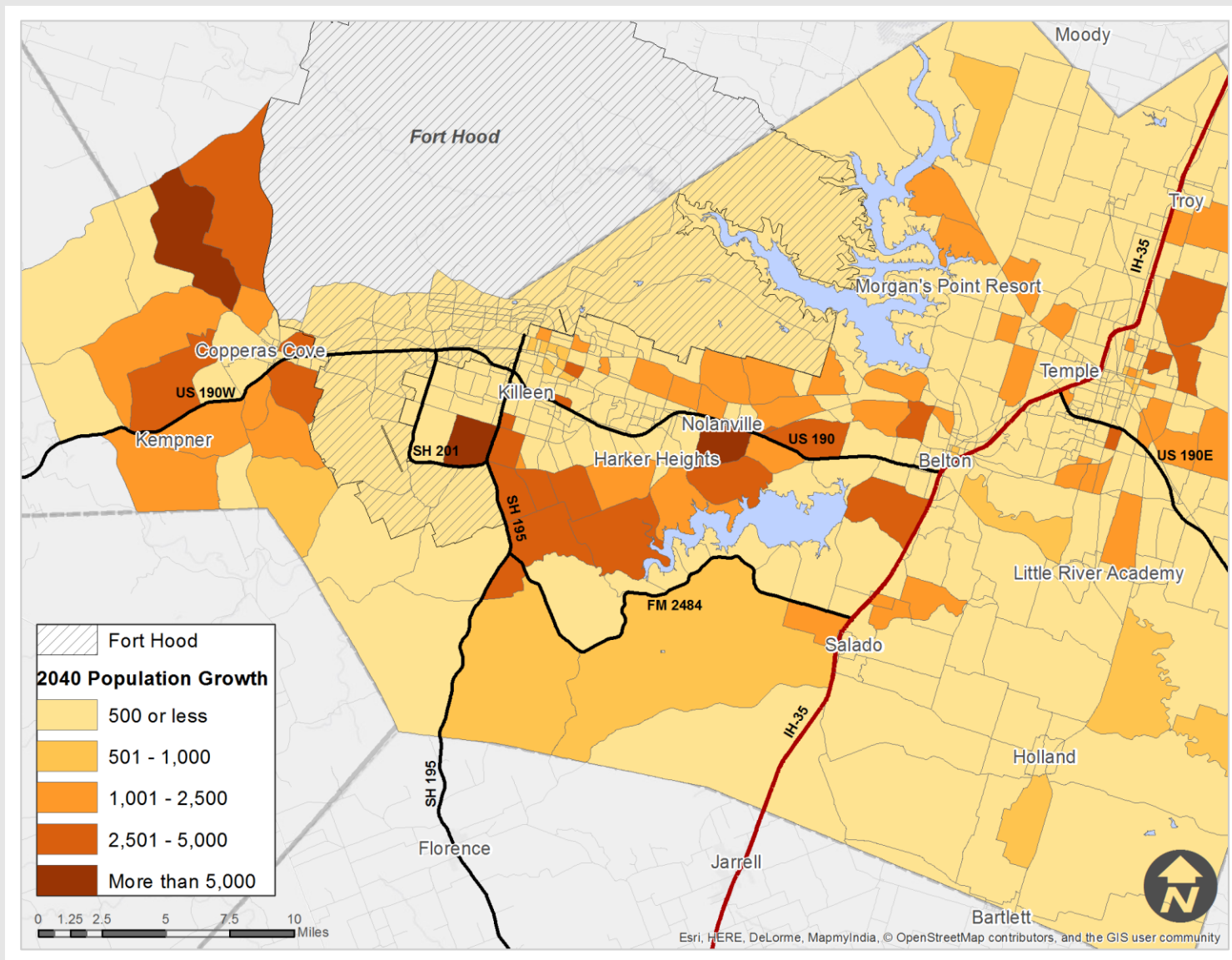
# SH 201 – Study Area Base Map



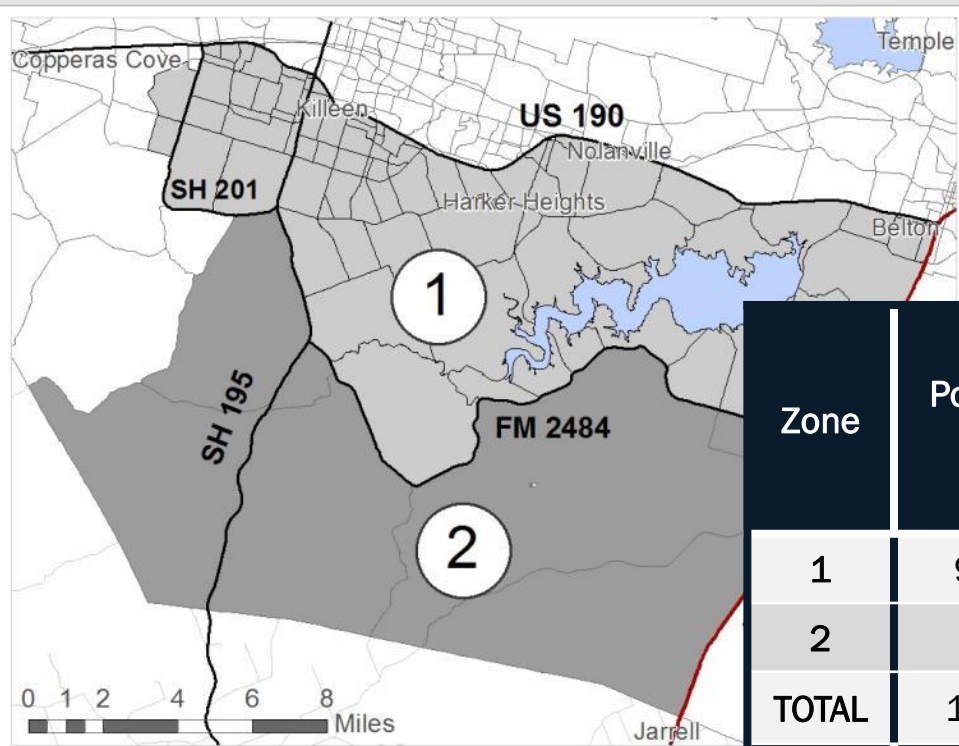
# Needs Assessment



# Needs Assessment – Socio-economic Assessment (new model)



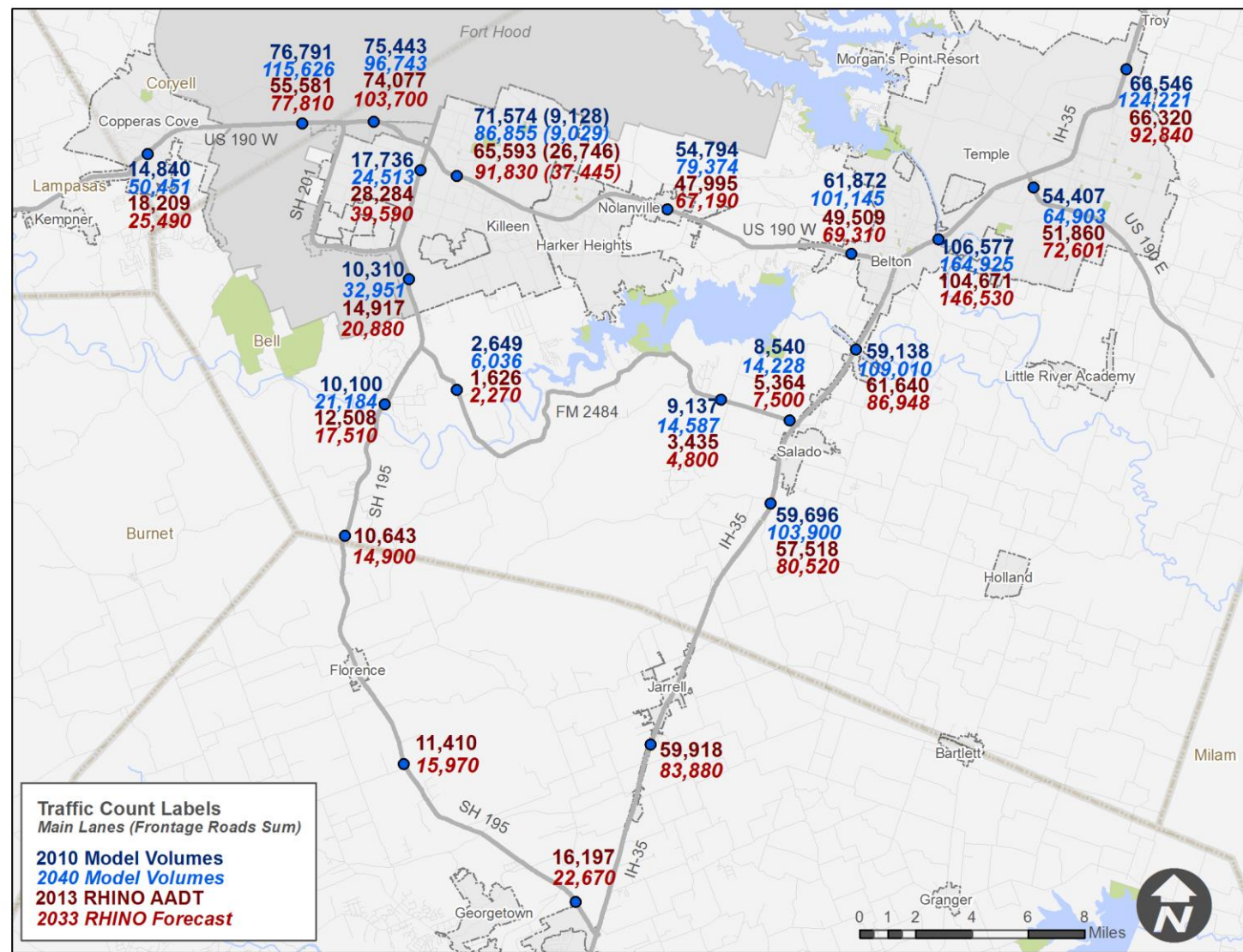
# Needs Assessment – Socio-economic Assessment (new model)



Zone	Population 2010	Population Projection 2040	Population Growth	Percentage of Absolute Population Growth
1	99,586	148,213	48,627	89%
2	4,691	10,410	5,719	11%
<b>TOTAL</b>	<b>104,277</b>	<b>158,263</b>	<b>54,346</b>	<b>100%</b>
Zone	Employment 2010	Employment Projection 2040	Employment Growth	Percentage of Absolute Employment Growth
1	16,921	30,077	13,156	74%
2	520	5,114	4,594	26%
<b>TOTAL</b>	<b>17,441</b>	<b>35,191</b>	<b>17,750</b>	<b>100%</b>



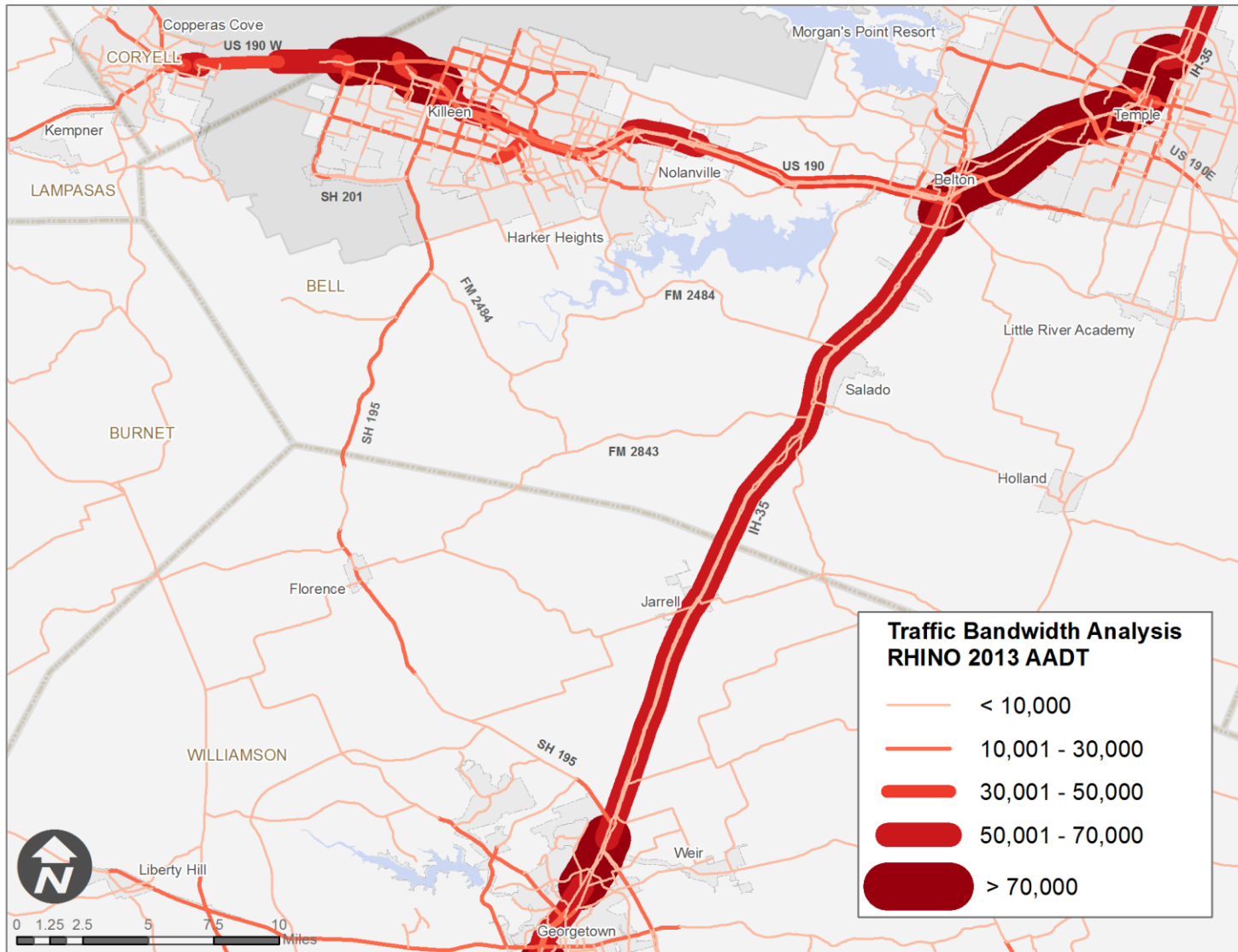
# Needs Assessment – Traffic Demand



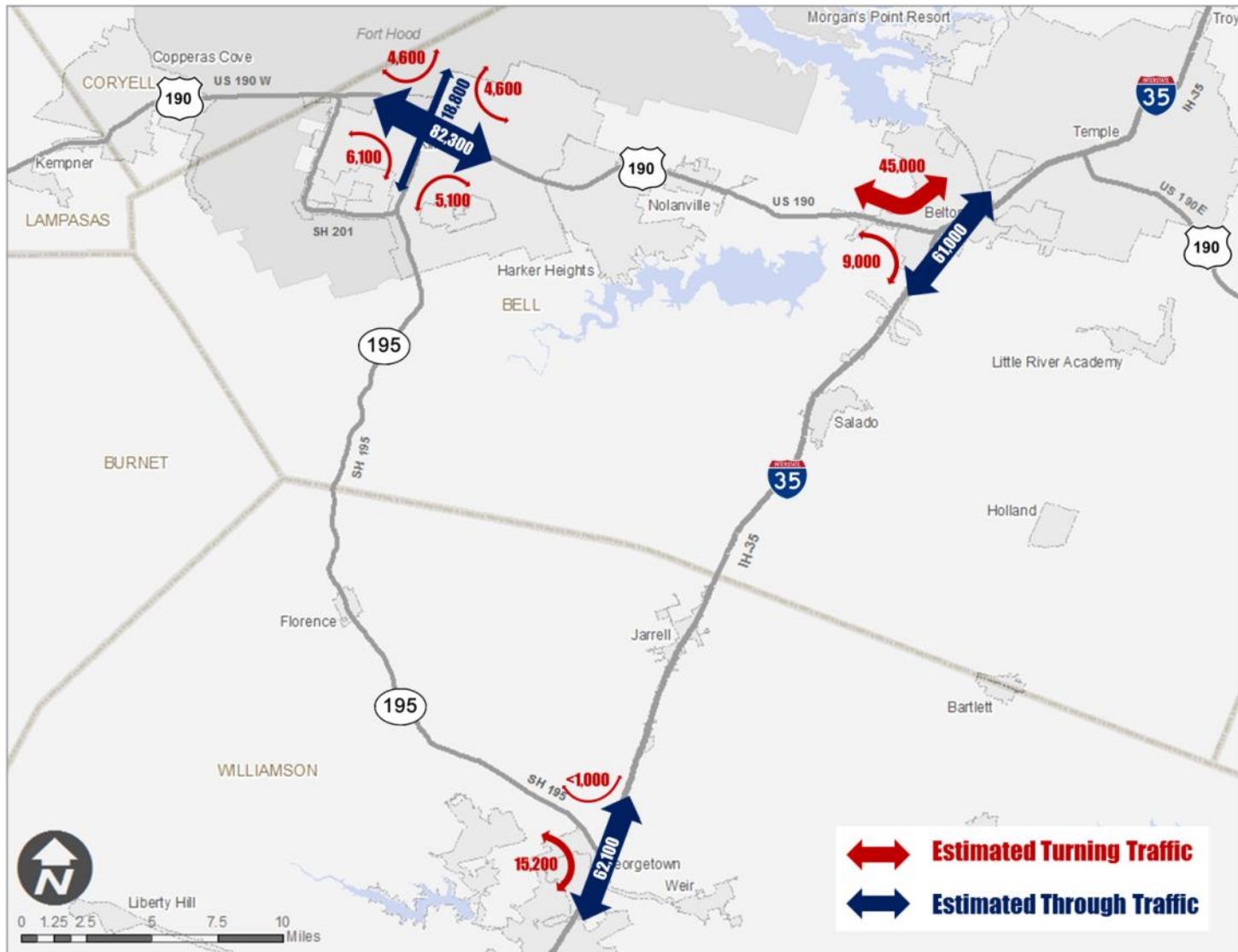
## Comparison of FM 2484 - Model Base Year with 2013 Counts

Location	2013 Counts	2010 Model	Difference	Percent Change
FM 2484 East of SH 195	1,600	2,600	1,000	63%
FM 2484 South of Lake	3,400	9,200	5,800	171%
FM 2484 West of I-35	<u>5,400</u>	<u>8,500</u>	<u>3,100</u>	<u>57%</u>
Total for FM 2484	10,400	20,300	9,900	95%

# Needs Assessment – Bandwidth Analysis

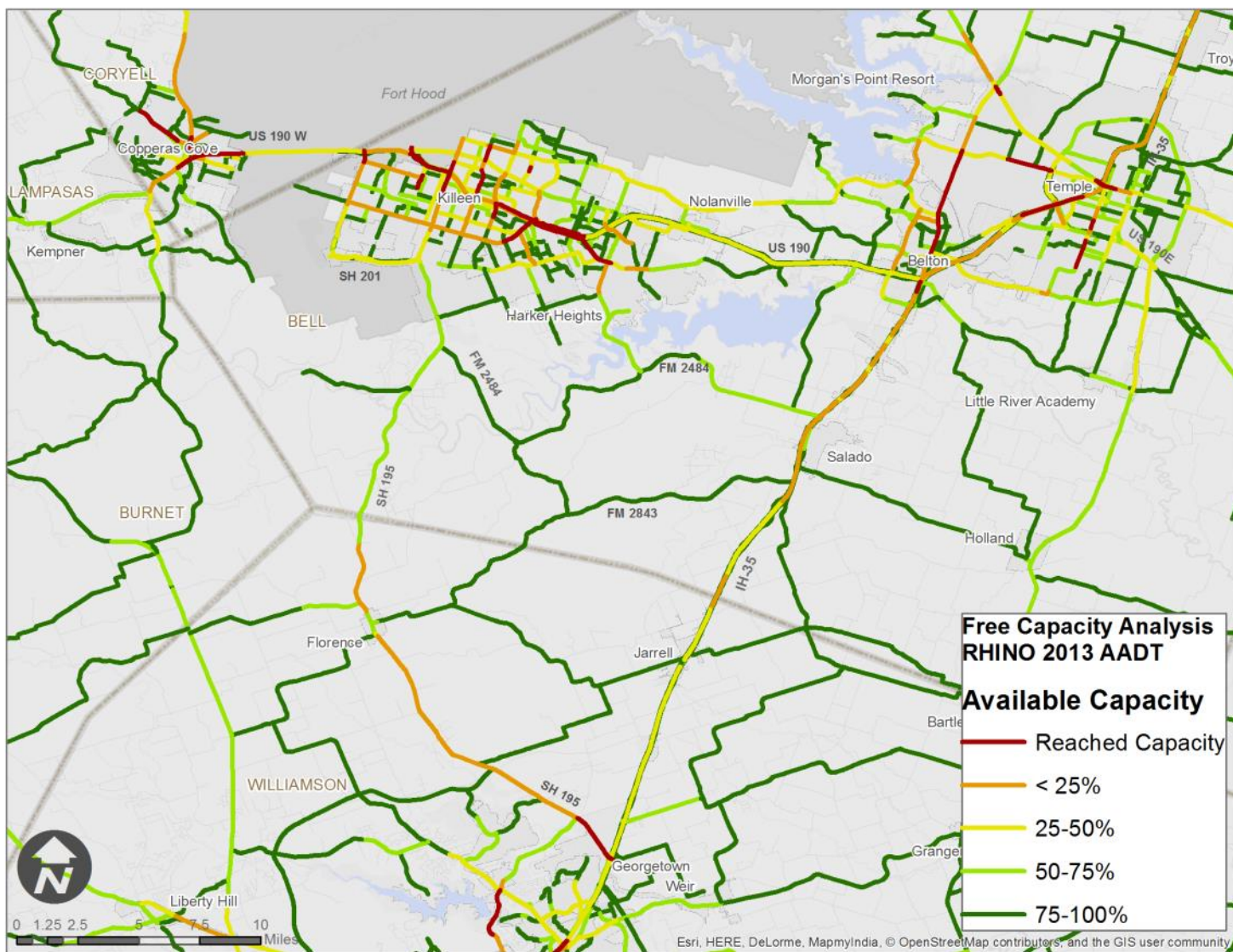


# Needs Assessment – Traffic Movements

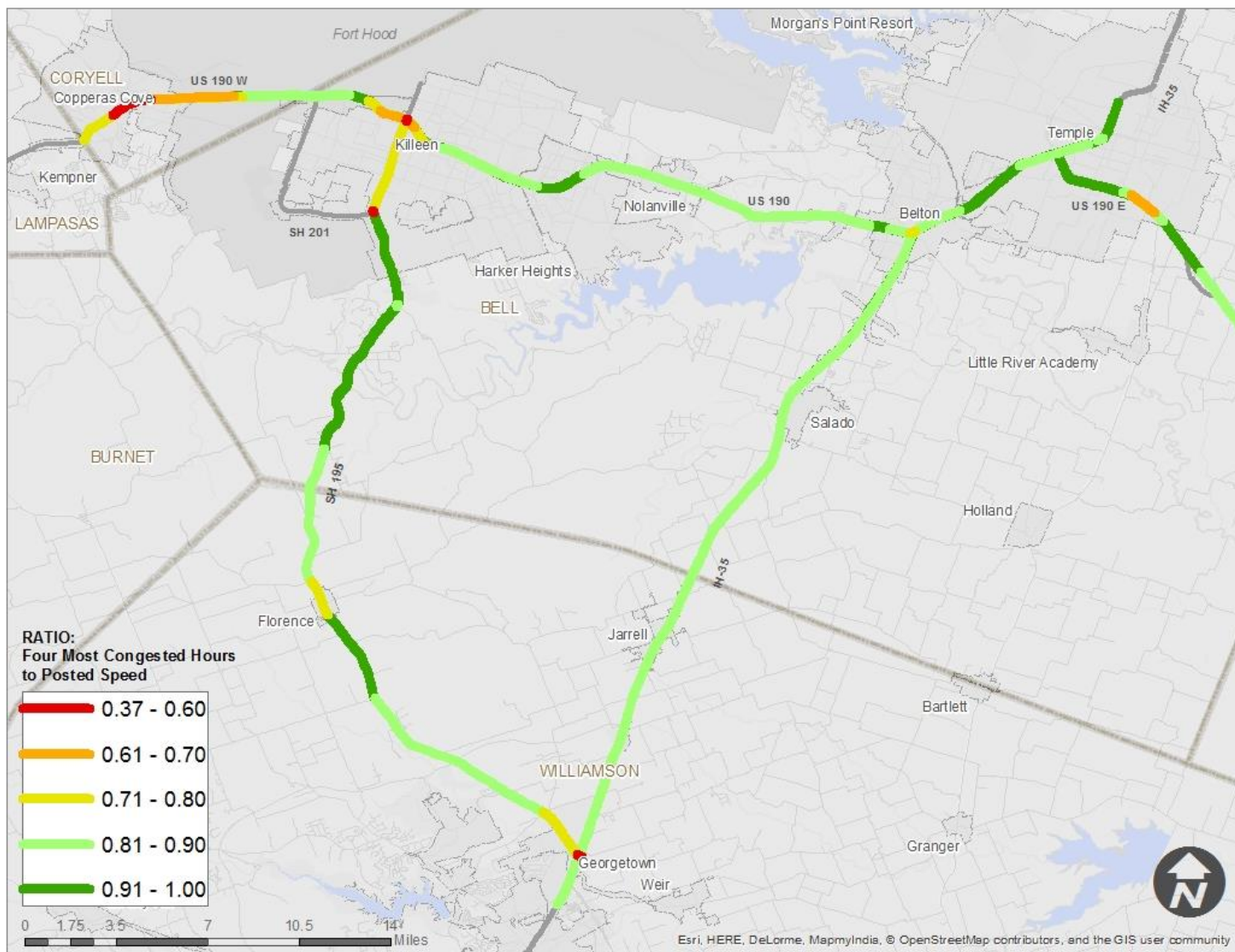




# Needs Assessment – Capacity Analysis



# Needs Assessment – Speed Analysis





# Needs Assessment – Travel Route Options Analysis

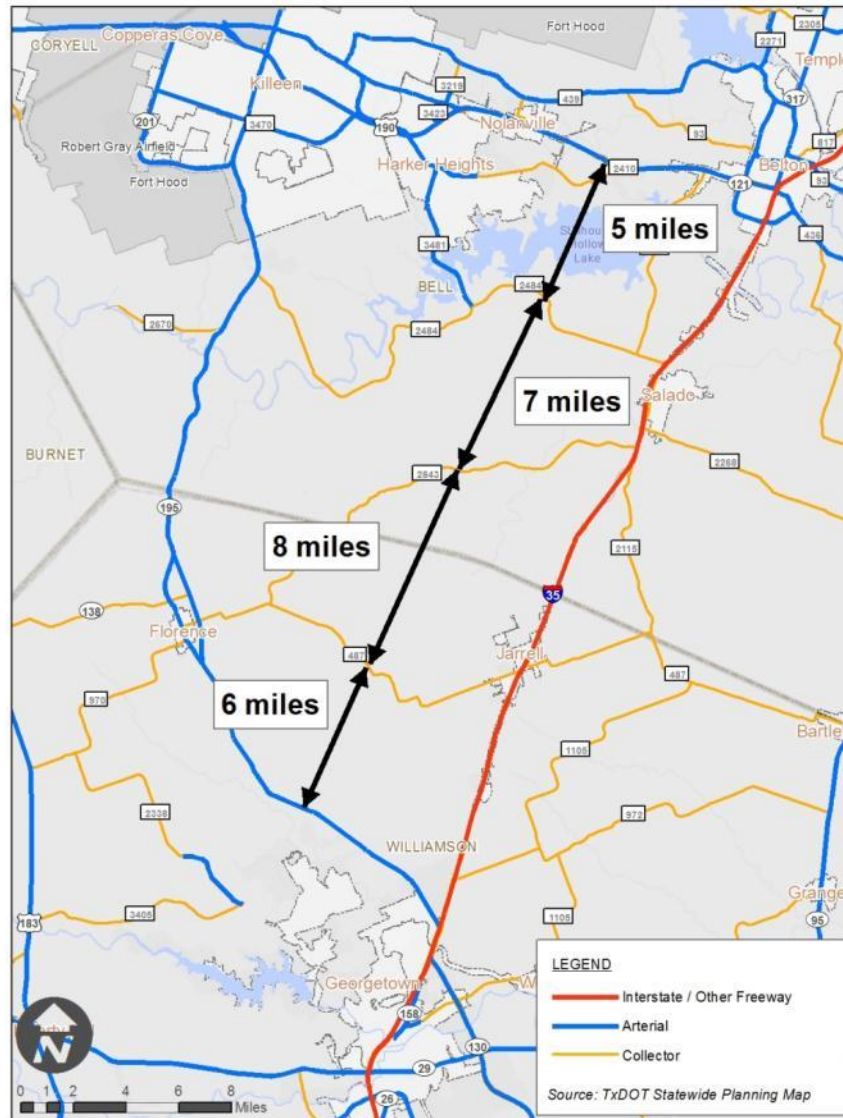


Route	Distance (miles)	Time (min)	Speed (mph)
1	19.6	24	49
2	23.5	24	59
3	24.7	25	59



Route	Distance (miles)	Time (min)	Speed (mph)
1	33.2	36	55
2	38.4	45	51
3	47.0	44	64

## Needs Assessment – System Architecture



# **Conclusions and Recommendation**

## Needs Assessment – Study Conclusions

- Absolute growth in Southern Bell County is lower than along the US 190 Corridor.
- Existing arterial facilities have at least 50% available capacity in Southern Bell County.
- Travel demands from the Killeen Area are primarily affiliated with Temple/DFW and Austin/Georgetown.
- The existing east-west facilities are not experiencing major congestion.
- Spacing between east-west arterials vary between 5 and 8 miles, providing sufficient alternative routes in a rural area.

# Needs Assessment – Study Recommendation

- There is no apparent need for another east-west facility at this time, or within the next 10 years.
- Factors that could trigger the need for an additional facility include:
  - Major increases in Fort Hood population
  - Severe congestion along US 190 and SH 195
  - Population growth or a major new activity generator in Southern Bell County
- Monitor development trends and traffic conditions within the Study Area
- Targeting resources and funding for improvements along existing facilities (US 190, SH 195, FM 2484) would provide the most benefit at present.

# Questions...?