



WELCOME

# FM 973 US 290 to Samsung Hwy OPEN HOUSE

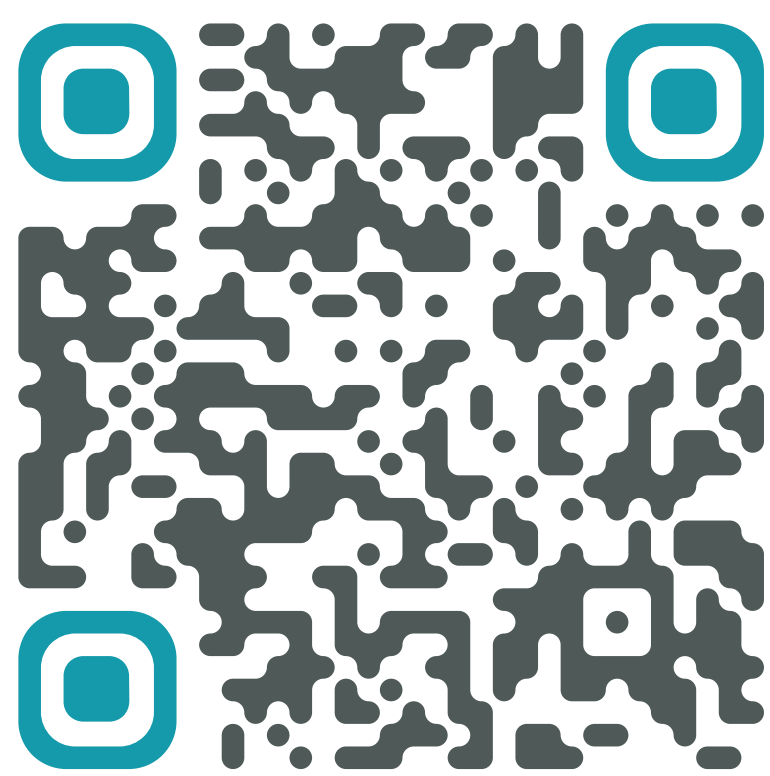
## IN-PERSON OPEN HOUSE

April 22, 2026

4 - 7 p.m.

Manor Elementary Early Learning Center

12904 Gregg Manor Rd, Manor, TX 78653



## VIRTUAL OPEN HOUSE

April 22, 2026 at 4 p.m.

through May 26, 2026

[campotexas.org/get-involved](http://campotexas.org/get-involved)

## OPEN HOUSE PURPOSE

Learn about the project

Share your thoughts





# CAMPO 101

## WHAT IS CAMPO?

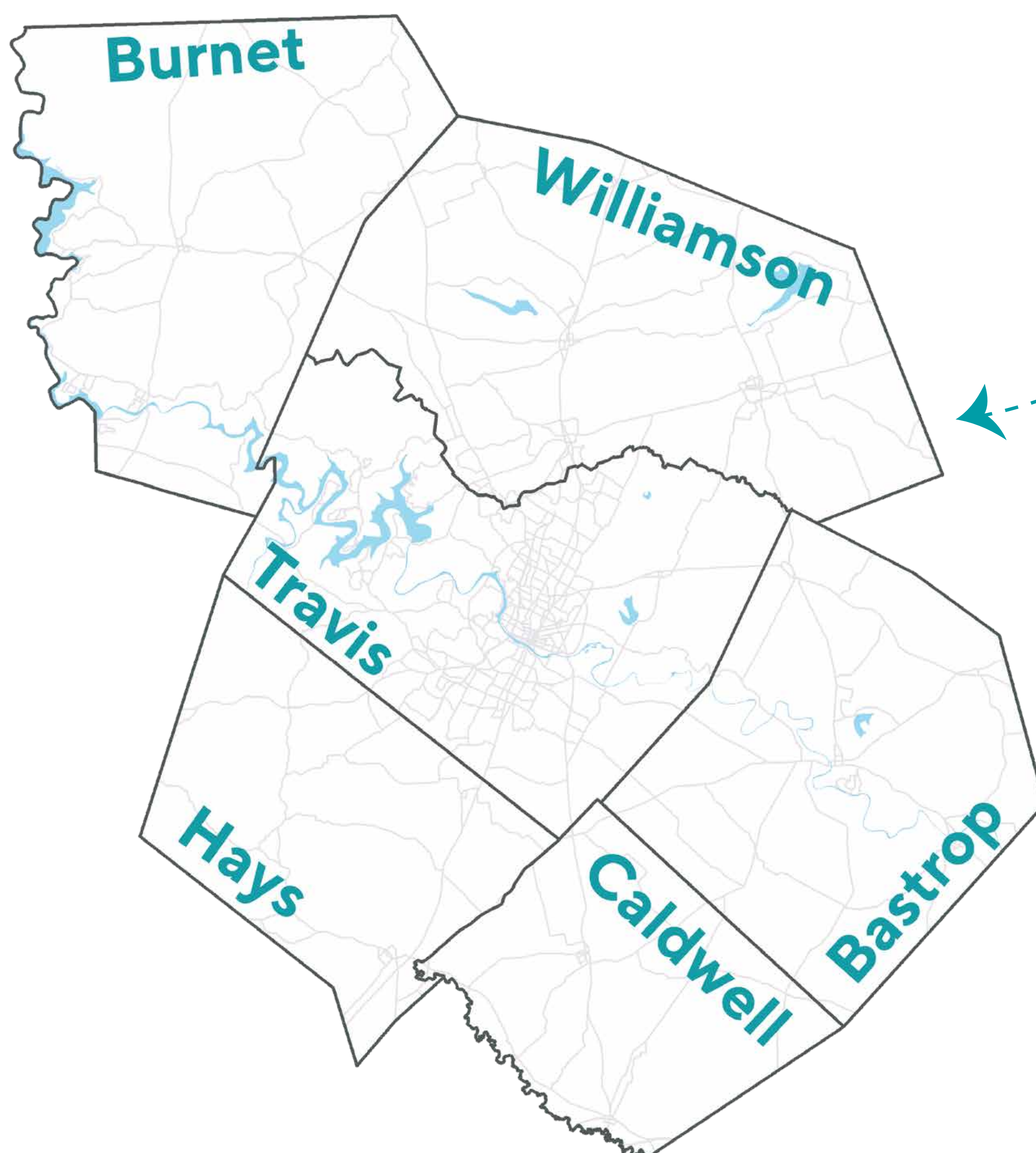
The Capital Area Metropolitan Planning Organization (CAMPO) is the Austin region’s transportation decision-making body, coordinating regional transportation planning between counties, local governments, and transportation agencies. The organization is made up of a 22-member Transportation Policy Board (TPB) that makes decisions on CAMPO policy and allocates federal transportation funds for the region, a 24-member Technical Advisory Committee (TAC) that provides technical expertise and recommendations to inform the Transportation Policy Board, and the Executive Director, who reports to the TPB and oversees the CAMPO staff.

## WHAT IS AN MPO?

A metropolitan planning organization, or MPO, is a regional transportation planning entity designated by the federal government beginning in 1962. MPO are required in areas with a population greater than 50,000.

## WHERE IS CAMPO?

CAMPO conducts regional transportation planning work within six counties: Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson.



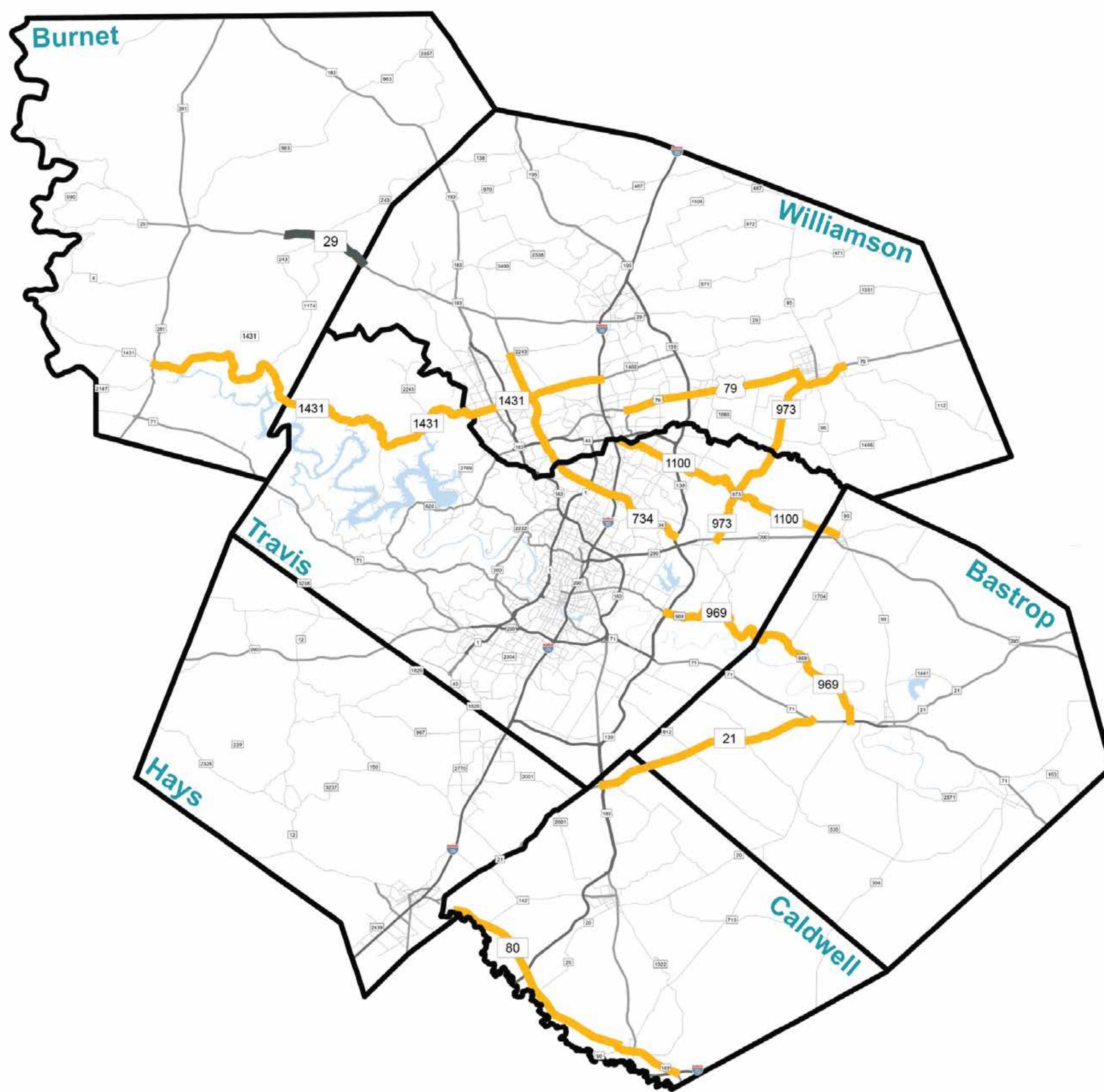


# CAMPO PROJECT READINESS PROGRAM: A CAMPO/TXDOT PARTNERSHIP

CAMPO and the Texas Department of Transportation (TxDOT) are working together to plan and design improvements to multimodal corridors throughout the six-county CAMPO region to advance recommendations for inclusion in CAMPO’s long-range RTP and for future funding consideration.

These corridors have been identified because they:

- › Connect significant and growing activity centers throughout the region
- › Are a part of the freight network
- › Experience higher-than-average crash rates on the roadway or at intersections
- › Complement existing studies and projects throughout the region



## CORRIDOR

## COUNTY

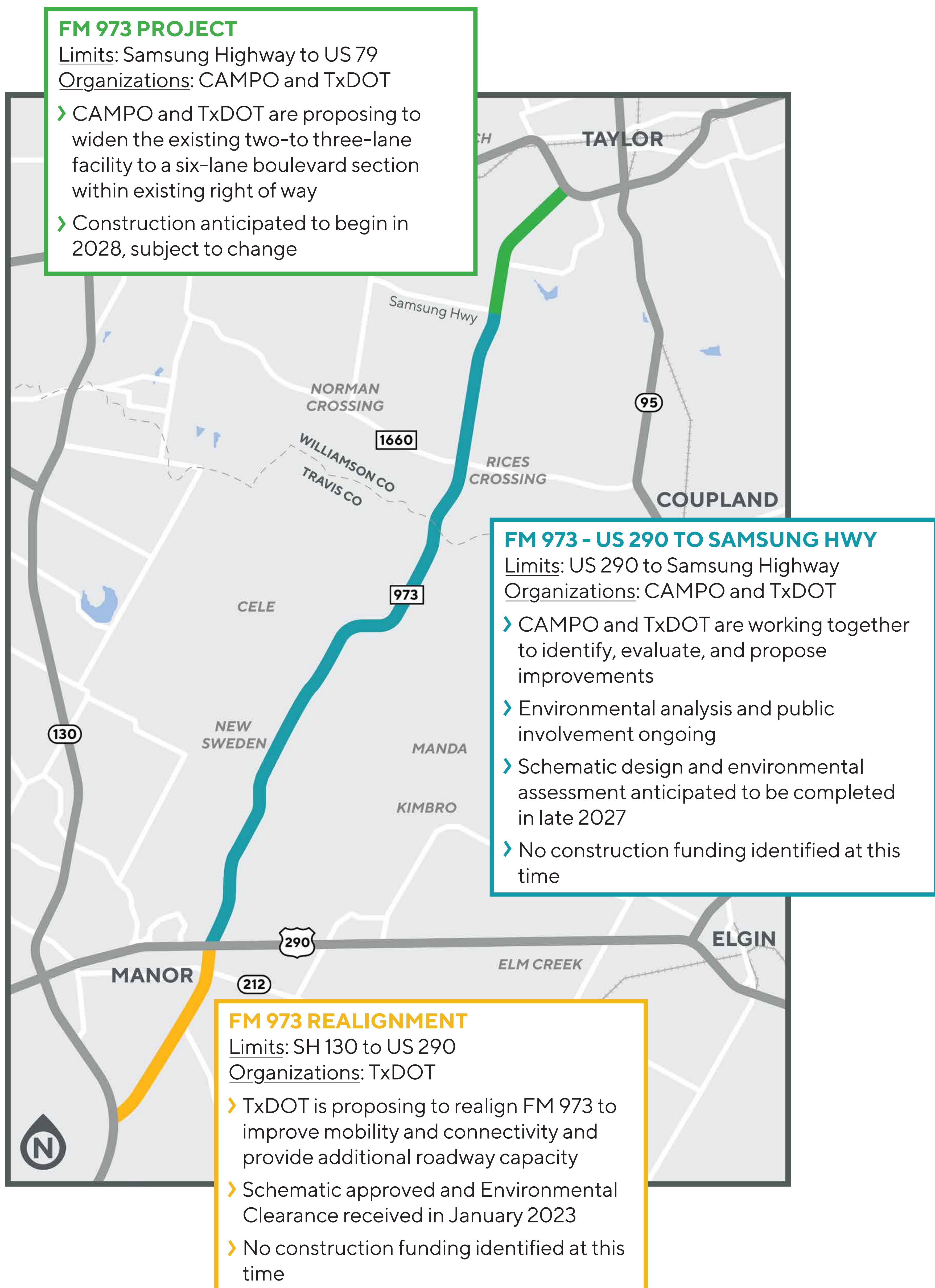
<b>FM 734 (Parmer Lane)</b> from RM 1431 to SH 130	Travis/Williamson
<b>FM 969</b> from SH 130 to SH 21	Bastrop/Travis
<b>FM 973</b> from US 79 to US 290	Travis/Williamson
<b>FM 1100</b> from Greenlawn to SH 95	Bastrop/Travis
<b>RM 1431</b> from US 281 to IH 35	Burnet/Travis/Williamson
<b>SH 21</b> from SH 71 to SH 130	Bastrop/Caldwell
<b>SH 29</b> from CR 258 to Williamson County Line	Burnet
<b>SH 80</b> from FM 110 to IH 10	Hays/Caldwell
<b>US 79</b> from FM 1460 to FM 619	Williamson





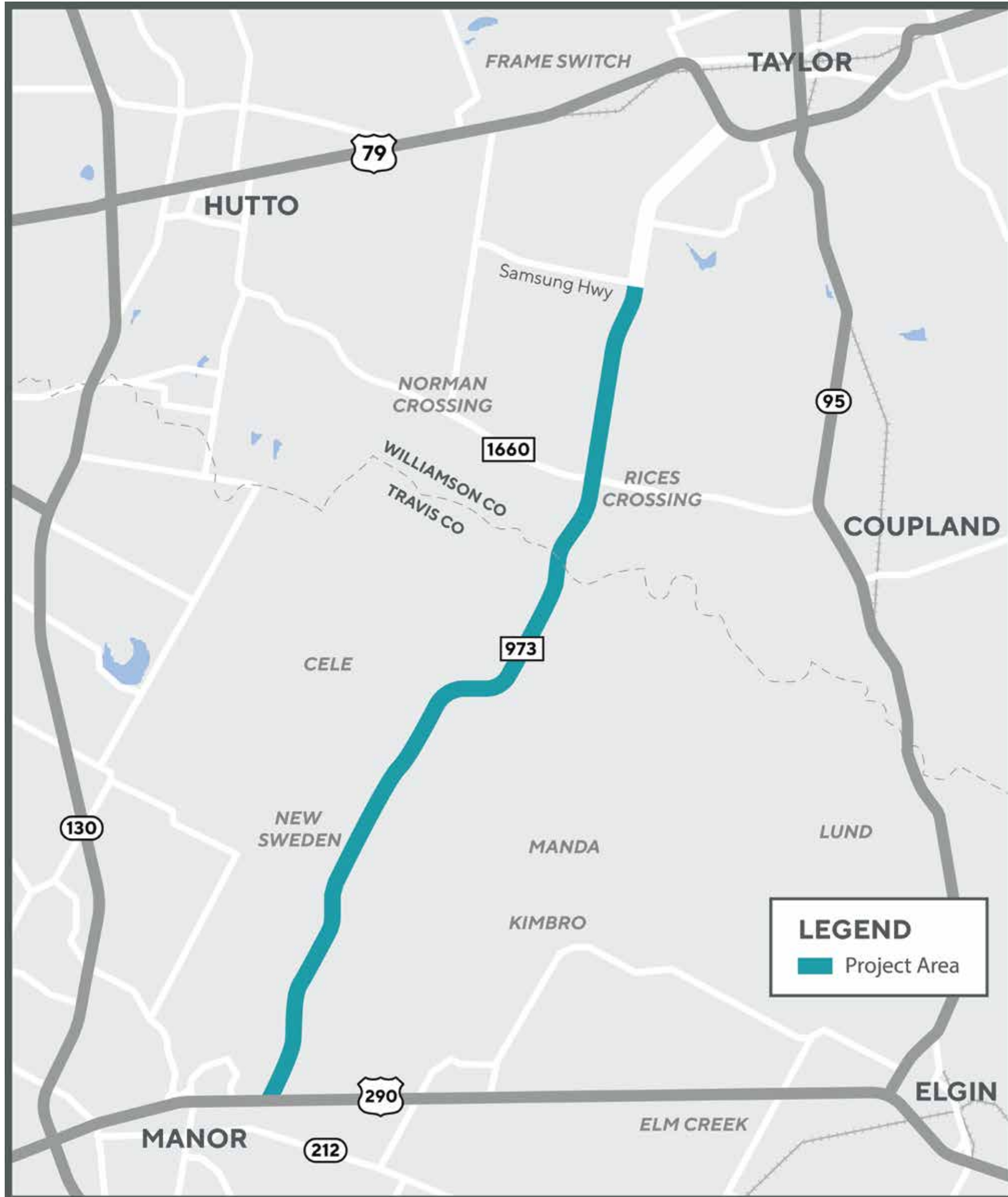
# FM 973 CORRIDOR PROJECTS

Multiple efforts are occurring along FM 973 to evaluate and propose improvements to improve safety and mobility through the corridor.





# PROJECT INTRODUCTION

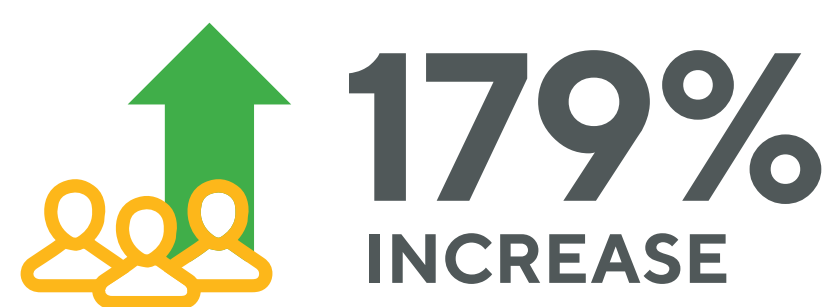


The Capital Area Metropolitan Planning Organization (CAMPO) and the Texas Department of Transportation (TxDOT) are working together to identify, evaluate, and propose improvements to FM 973 between US 290 and Samsung Highway.

## WHY THE PROJECT IS NEEDED

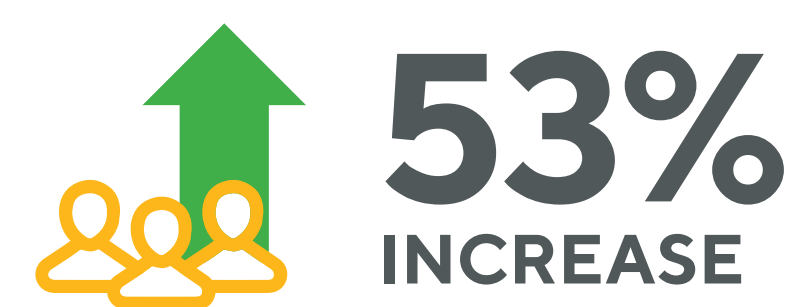
FM 973 serves as a critical arterial route between Travis County and Williamson County and connects the growing cities of Manor and Taylor. CAMPO and TxDOT are conducting this project to identify safety and mobility enhancements and plan ahead as the region continues to grow. To accommodate future population and traffic growth, the road will be evaluated to address future safety, travel patterns, and traffic needs.

### Williamson County Population



2020 POPULATION (ACTUAL): **609K**      2050 POPULATION (PROJECTED): **1.7M**

### Travis County Population



2020 POPULATION (ACTUAL): **1.29M**      2050 POPULATION (PROJECTED): **1.98M**

Sources: US Census Bureau, CAMPO 2050 Regional Transportation Plan

## WHAT THE PROJECT WILL ACCOMPLISH

FM 973 - US 290 to Samsung Hwy will use public input and technical analysis to help CAMPO and TxDOT more clearly define and develop improvement concepts for FM 973 between US 290 and Samsung Highway. This will include an analysis of current and projected traffic volumes, crash hotspots, environmental features, and needs and concerns identified through stakeholder and public input. This analysis and community input will be used to develop and propose improvements.





# GOALS & OBJECTIVES

## Identify and recommend solutions for needed safety improvements

- › Evaluate and consider crash data, intersection improvements, bicycle and pedestrian travel, and input from the community

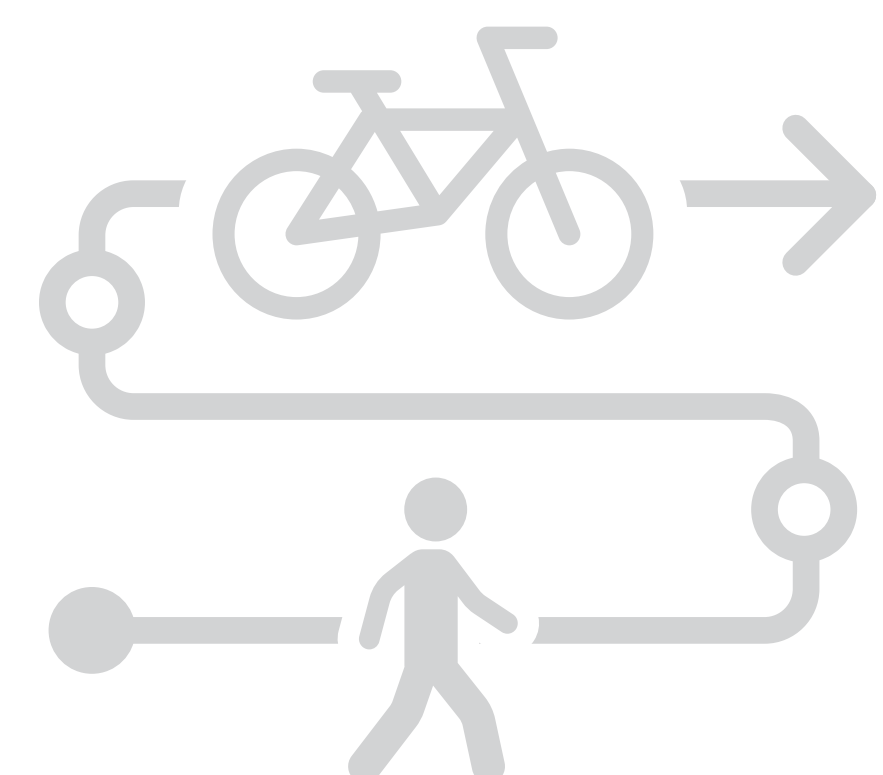


## Enhance mobility and functionality of the corridor

- › Improve traffic operations to create a reliable and consistent network for the movement of people and goods through the corridor
- › Improve access to adjacent businesses and neighborhoods

## Enhance multimodal movement, operations, and safety

- › Consider and plan for transportation needs for multimodal use of the corridor, including improving access for bicyclists, pedestrians, and transit



## Develop and refine proposed improvements for the corridor based on technical analysis and community input

- › Employ strategies to maximize participation across diverse audiences that reflect the community including outreach to underreached communities and those with Limited English Proficiency
- › Consider and incorporate feedback from the community in each step of the project development process



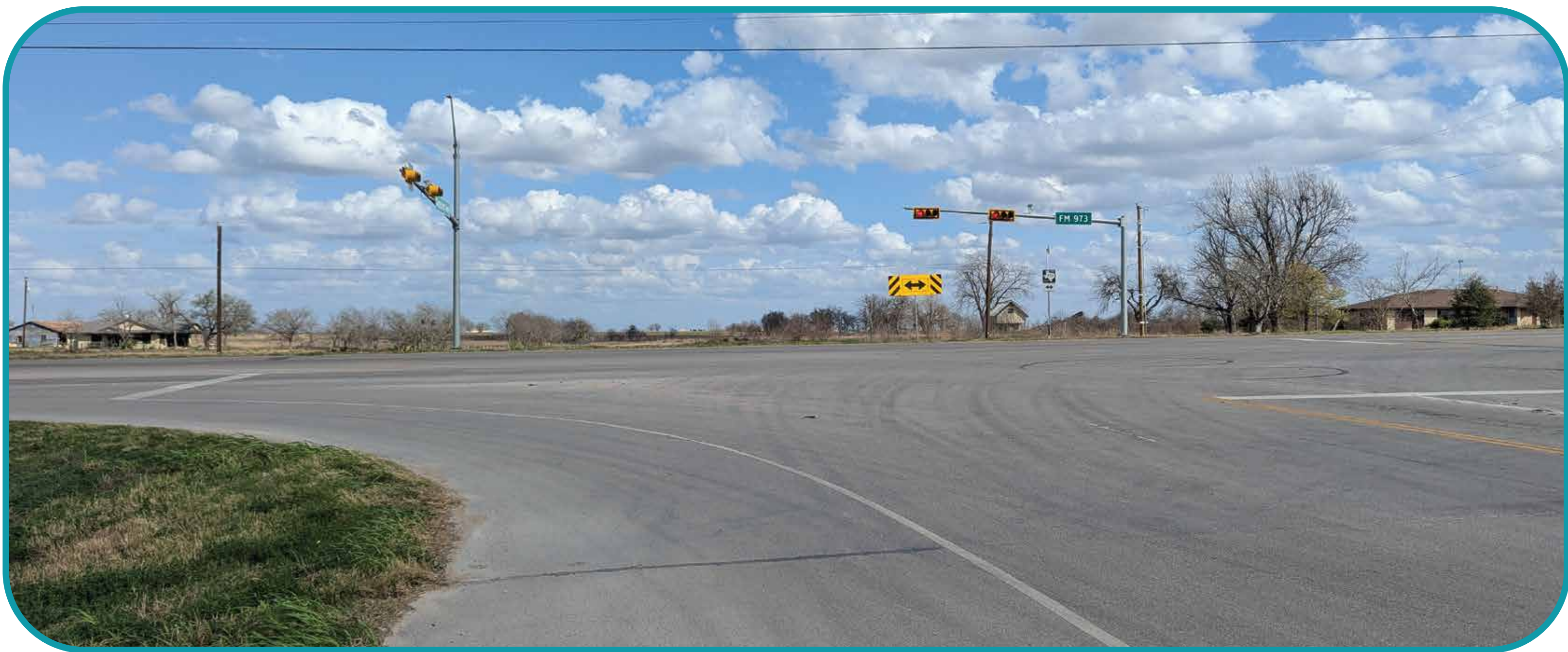
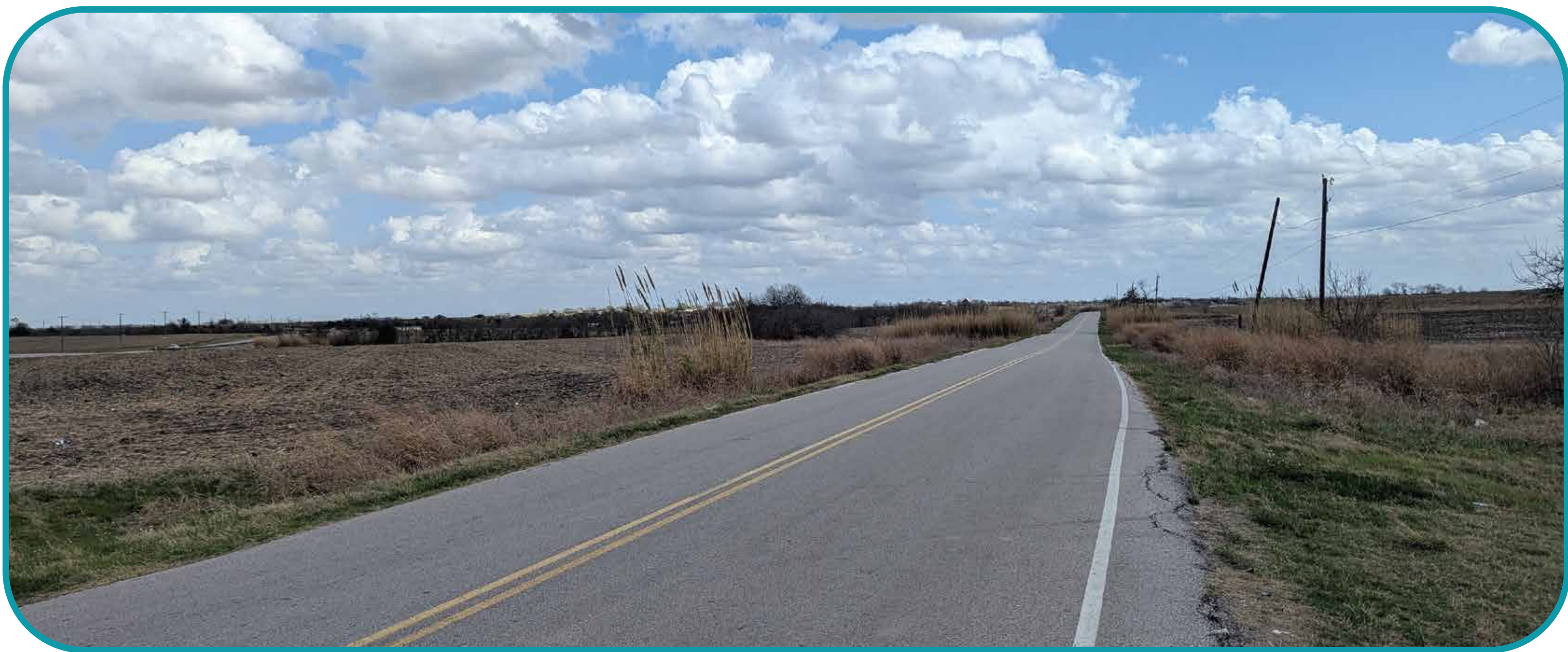


# FM 973 CHARACTERISTICS

## EXISTING CONDITIONS

Existing FM 973 section:

- › Two lanes in a general south-north direction from US 290 to Samsung Highway
- › Discontinuous center left-turn lane
- › Shoulder varies in width
- › Open-ditch drainage
- › Discontinuous sidewalks





# FM 973 CHARACTERISTICS

## TRAFFIC DATA

### FM 973 AVERAGE DAILY TRAFFIC



2024 VEHICLES PER DAY:  
**20,750**

2050 VEHICLES PER DAY (PROJECTED):  
**84,700**

Sources: 2024 TxDOT Traffic Counts for the FM 973 Project, FM 973 Traffic Forecasting Methodology Memorandum

### FM 973 TRUCK TRAFFIC

The number of trucks traveling along FM 973 is expected to increase by 5,150 trucks per day by 2050.



2024 TRUCKS PER DAY:  
**1,650**

2050 TRUCKS PER DAY:  
**6,800**

Sources: TxDOT Statewide Planning Map, FM 973 Traffic Forecasting Methodology Memorandum, Traffic Analysis Data for Highway Design

The projected increase in traffic along FM 973 is expected to increase traffic congestion and impede traffic operations in the future. Existing conditions on FM 973 should be updated to accommodate projected traffic volumes and travel patterns.





# FM 973 CHARACTERISTICS

## CRASH DATA

### CRASH SUMMARY (2021 TO 2025)

- › 655 crashes
- › 65% of crashes occurred at or near intersections or driveways
- › 41% of crashes were same direction collisions
- › 35% of crashes were angle collisions
- › 8 fatal and 22 suspected serious injury crashes
- › 2 crashes involved pedestrians

### CRASH RATE SUMMARY (2021 TO 2024)

#### URBAN

The statewide average crash rate on urban Farm to Market Roads is **256 crashes** per 100 million vehicle-miles traveled (crash rate).

SECTION	CRASH RATE	COMPARISON TO STATEWIDE AVERAGE
FM 973 from US 290 to Gregg Lane	312	22% higher

#### RURAL

The statewide average crash rate on rural Farm to Market Roads is **117 crashes** per 100 million vehicle-miles traveled (crash rate).

SECTION	CRASH RATE	COMPARISON TO STATEWIDE AVERAGE
FM 973 from Gregg Lane to Samsung Highway	233	99% higher

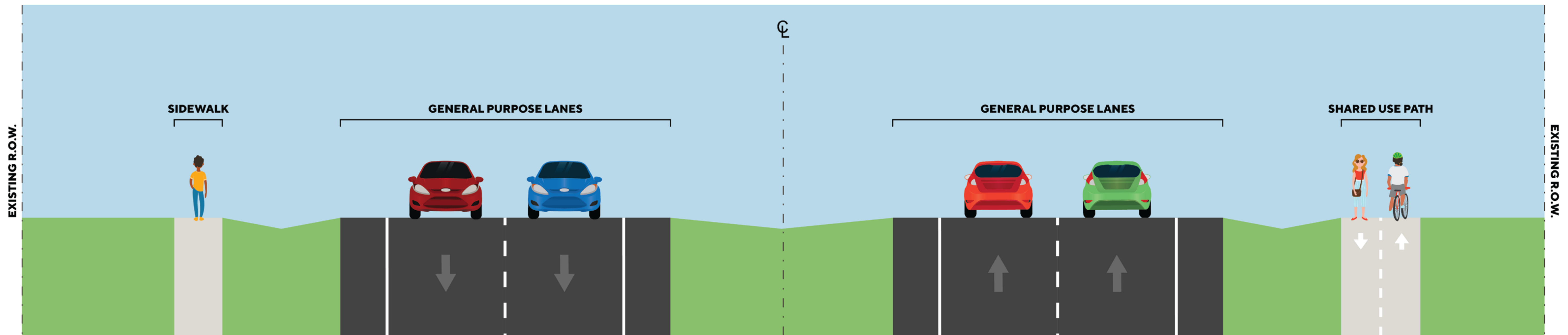
Crash data from 2021 to 2025 was evaluated for FM 973 from south of US 290 to Samsung Highway. This evaluation shows that FM 973 has a higher crash rate than the statewide average for both urban and rural Farm-to-Market (FM) roads. The average daily traffic is anticipated to increase significantly over the next 25 years. As traffic increases and congestion worsens on existing FM 973, the number of crashes and crash rate are anticipated to increase as well.





# FM 973 PREVIOUSLY PROPOSED TYPICAL SECTION

## FOUR LANE DIVIDED ARTERIAL TYPICAL SECTION



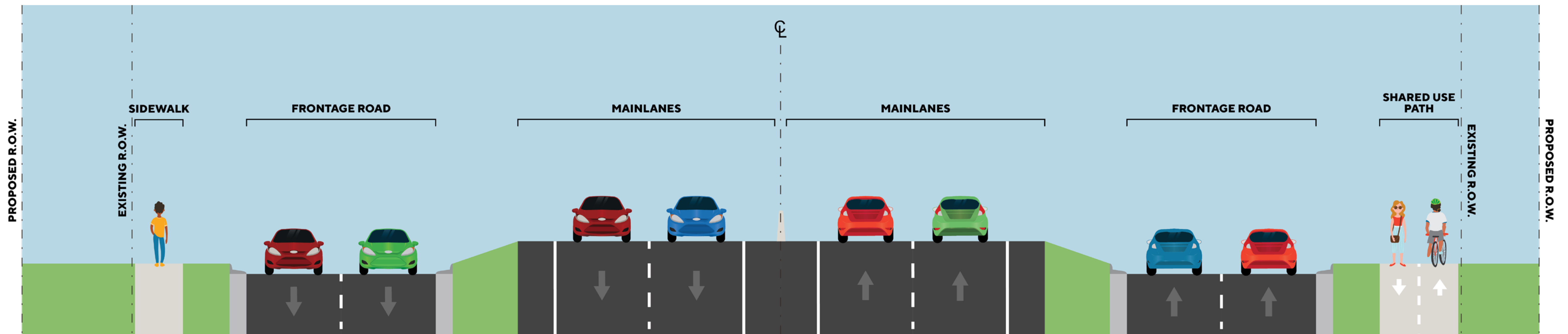
- FM 973 Study in the early 2000s proposed a 4-lane divided section
- Half of the 4-lane roadway was constructed, providing one travel lane in each direction
- Due to the projected exponential increase in traffic, this typical section is no longer adequate to accommodate future traffic demands





# FM 973 UPDATED PROPOSED TYPICAL SECTION

## CONTROLLED ACCESS FACILITIES TYPICAL SECTION



- Two mainlanes in each direction from US 290 to Samsung Highway
- Two frontage road lanes in each direction from US 290 to Samsung Highway
- Frontage roads would provide access to driveways and intersecting streets
- Ramp locations between mainlanes and frontage roads would be identified by the project

### WHY THE CHANGE?

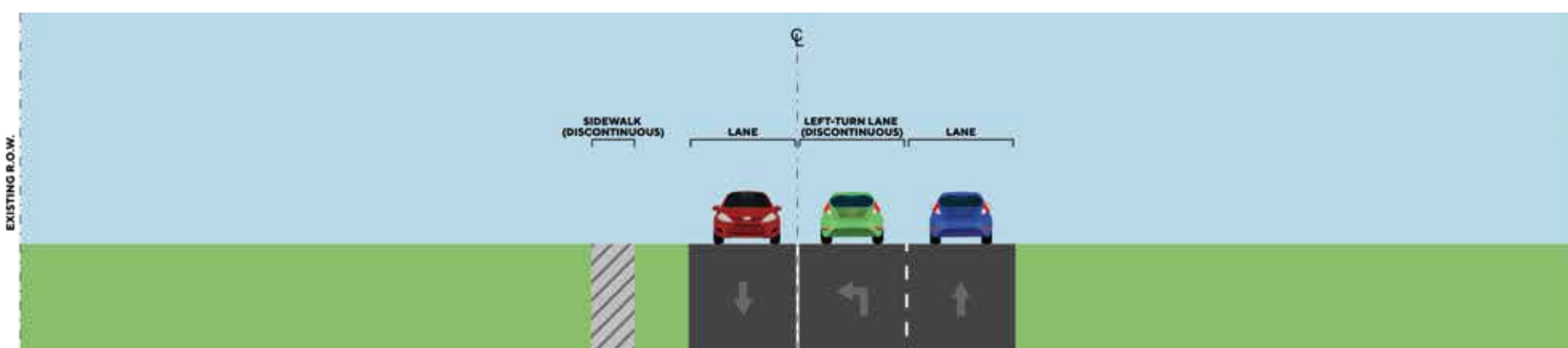
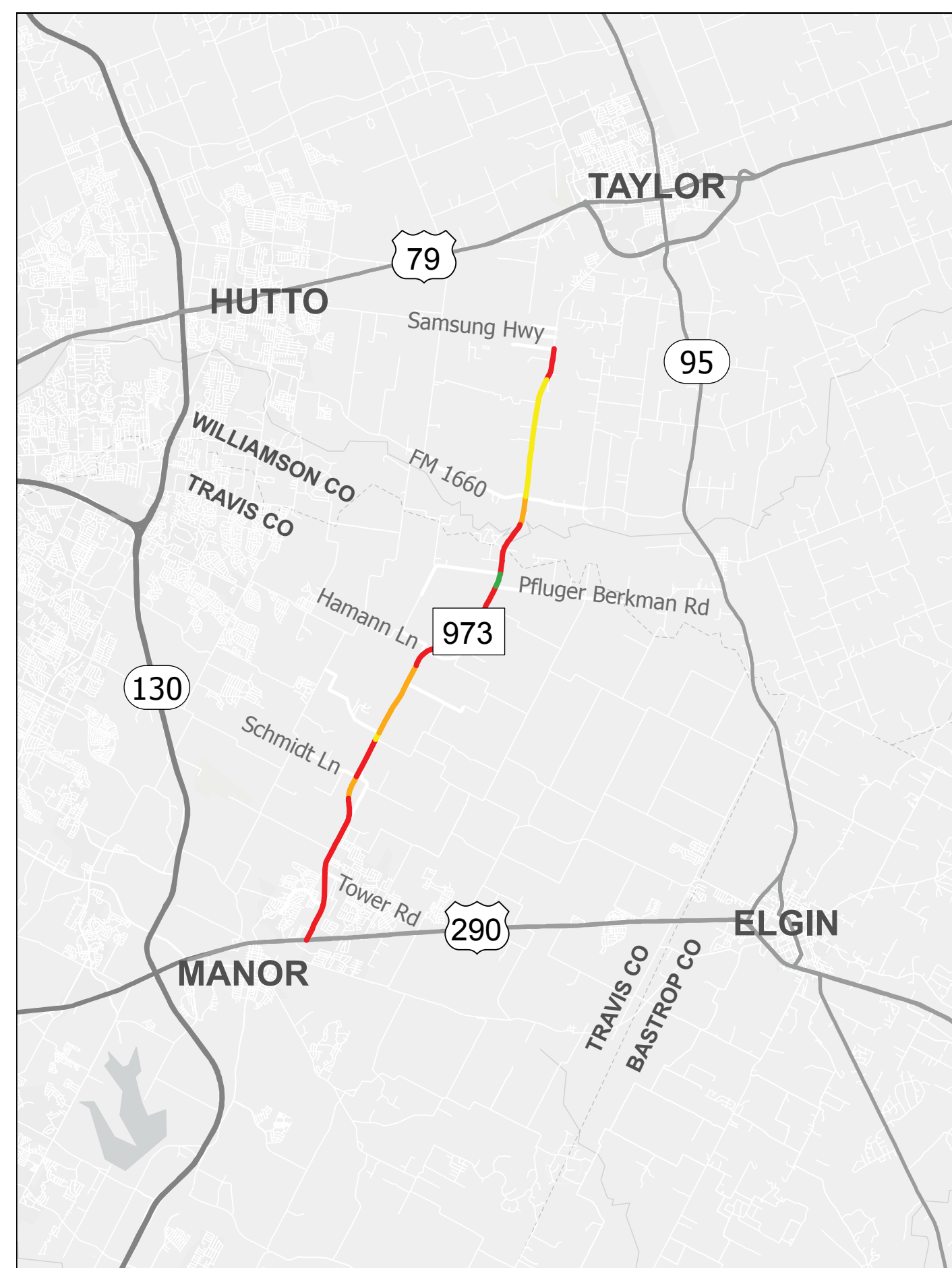
With projected traffic increasing exponentially, the updated typical section would better accommodate future traffic by using frontage roads and mainlanes with overpasses or underpasses at intersections.



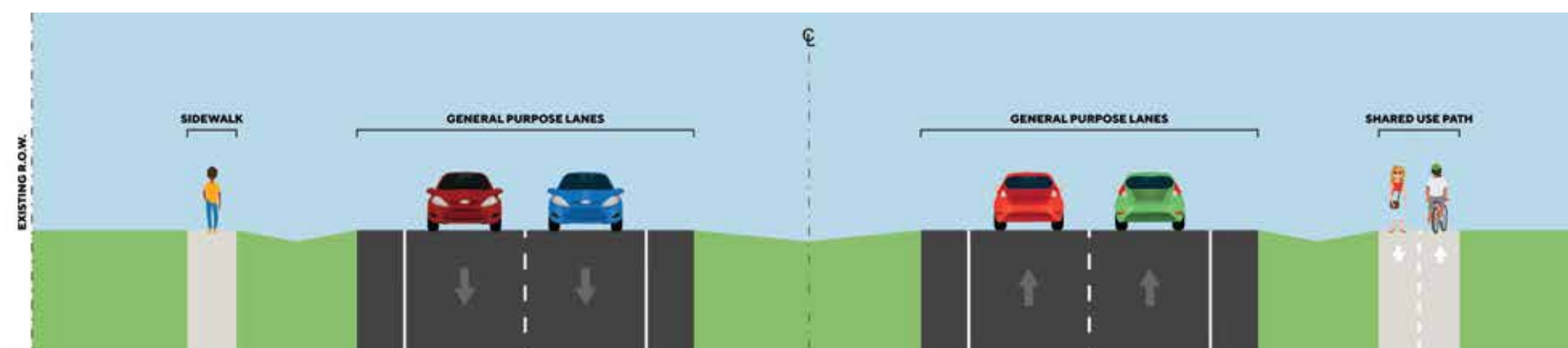
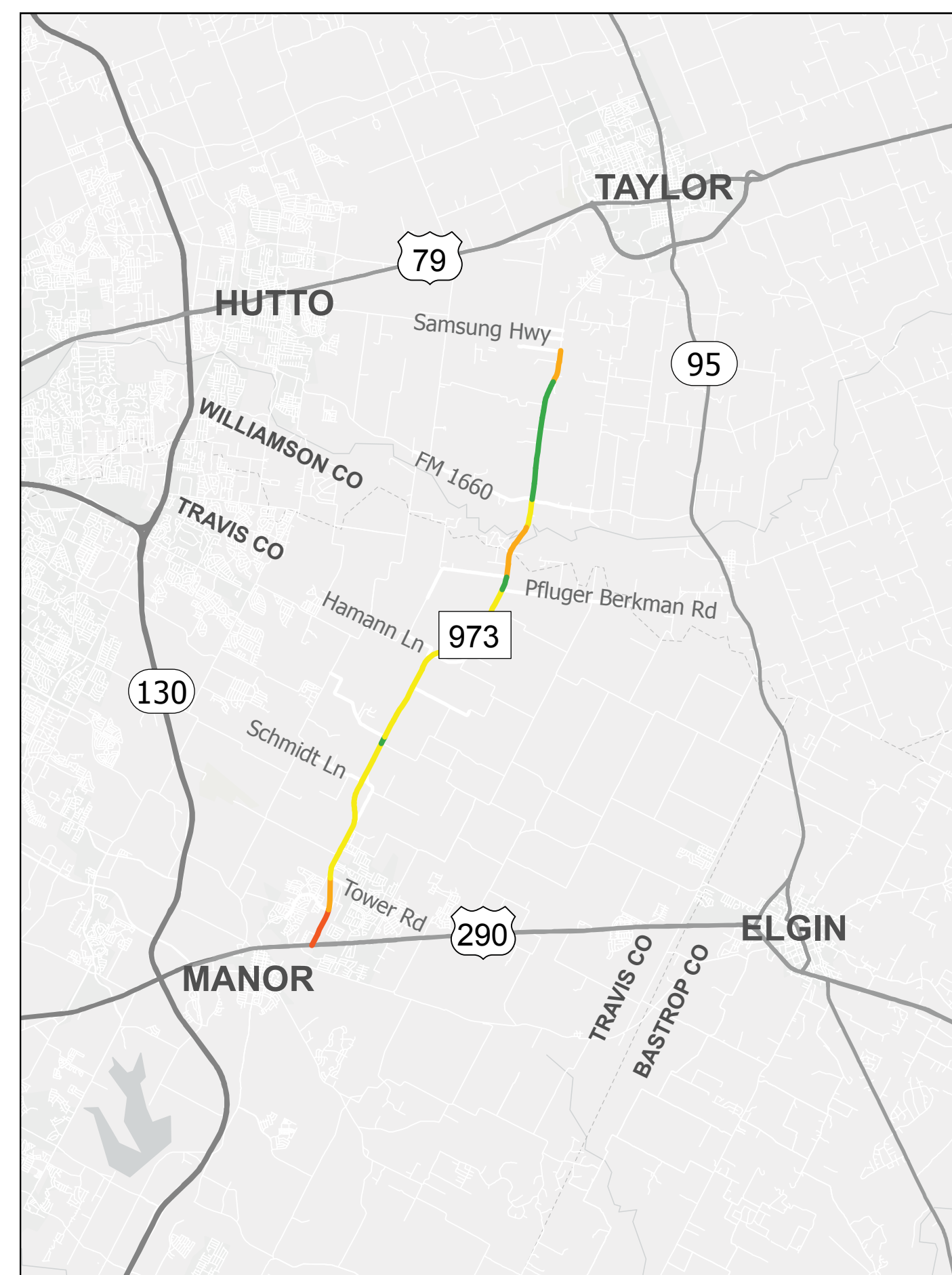


# 2050 PROJECTED TRAFFIC CONDITIONS

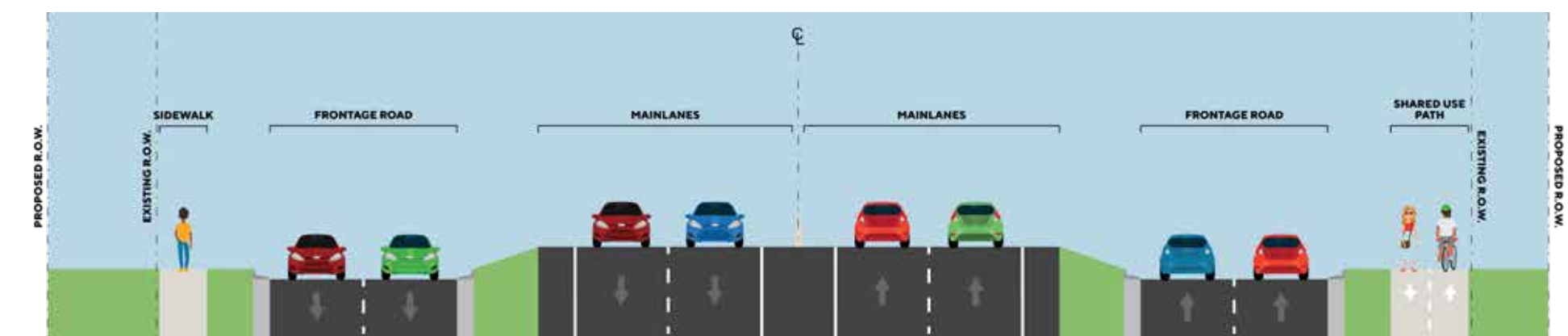
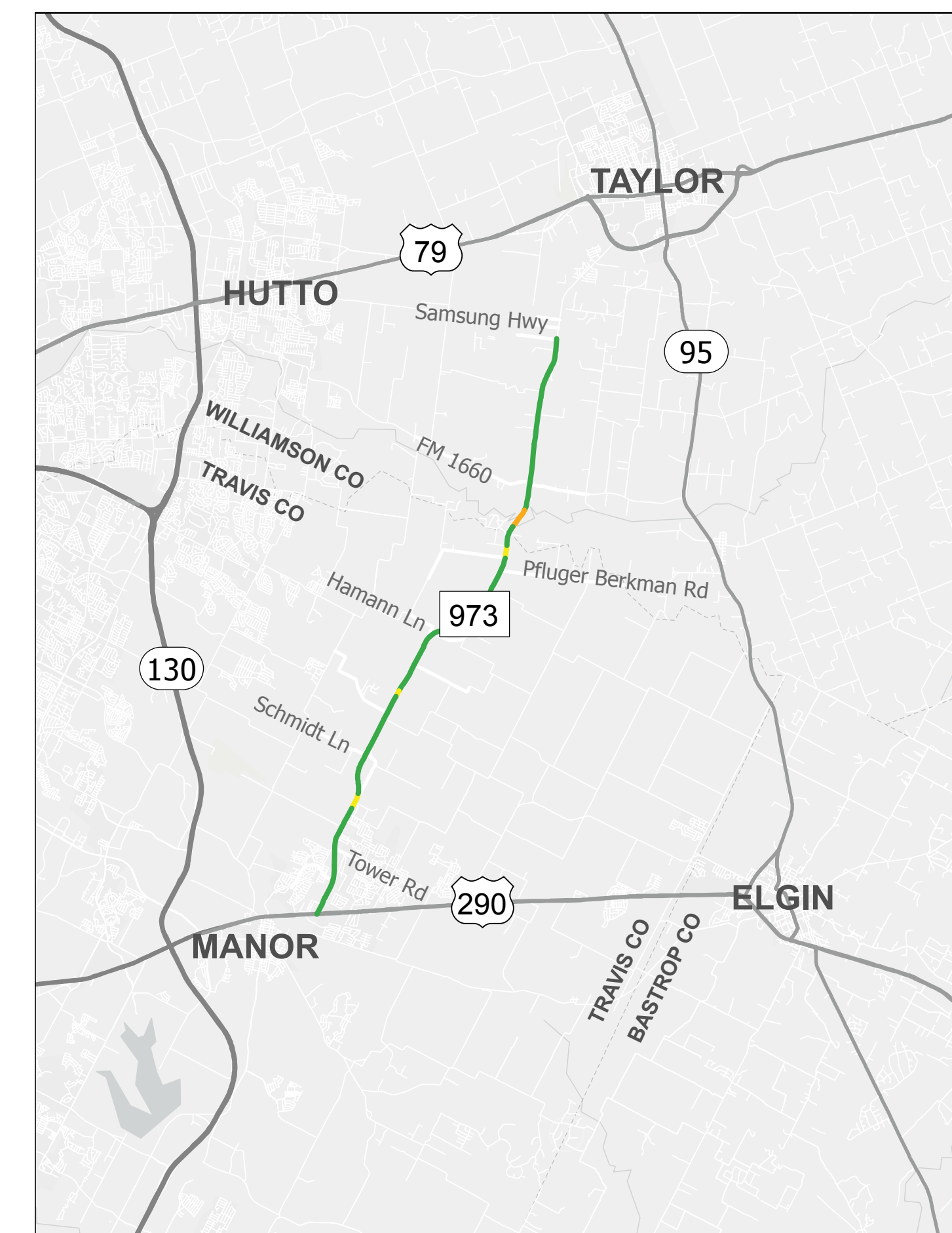
## EXISTING FM 973



## PREVIOUSLY PROPOSED IMPROVEMENTS

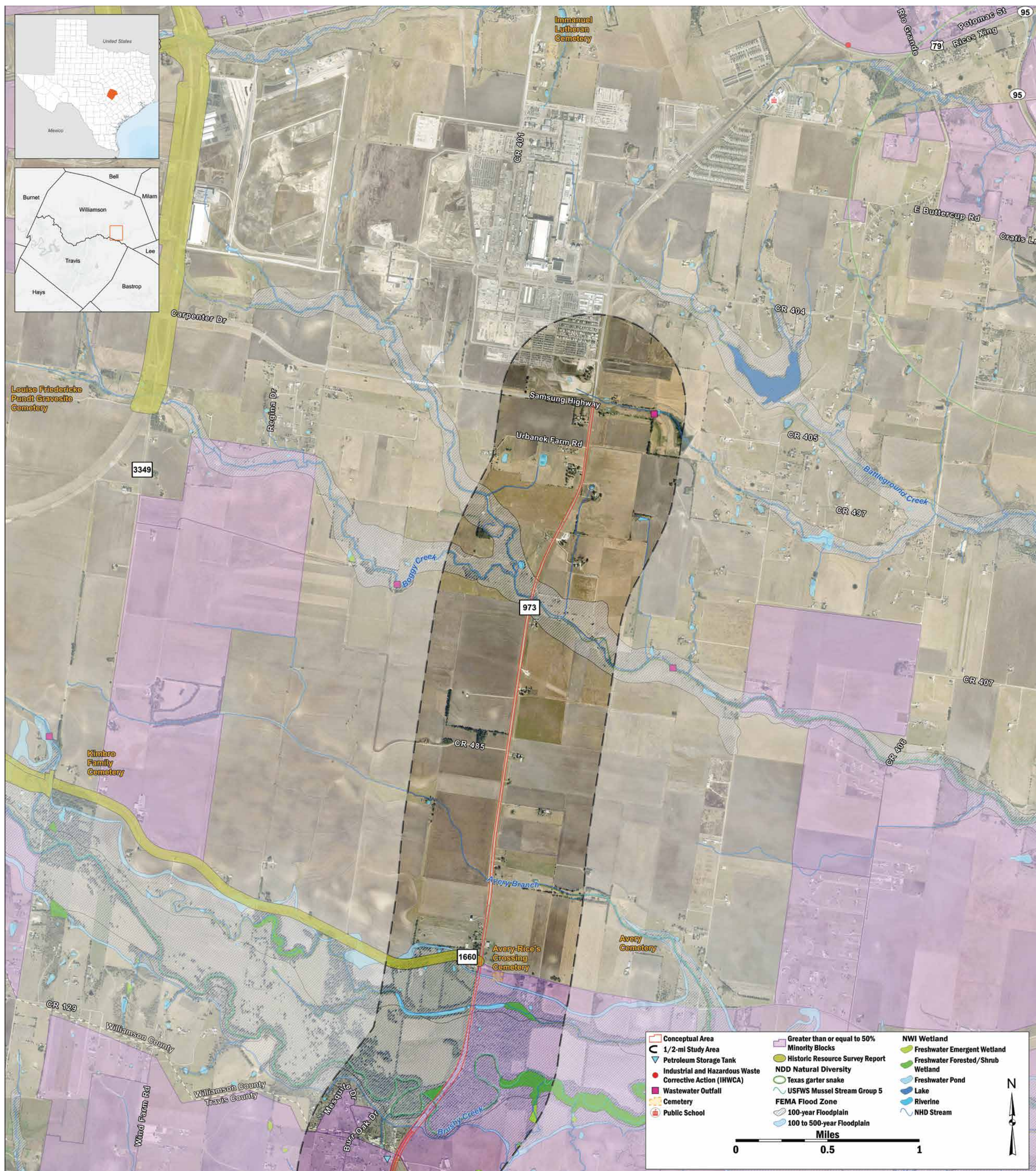


## UPDATED PROPOSED IMPROVEMENTS



FREE FLOW CONGESTED

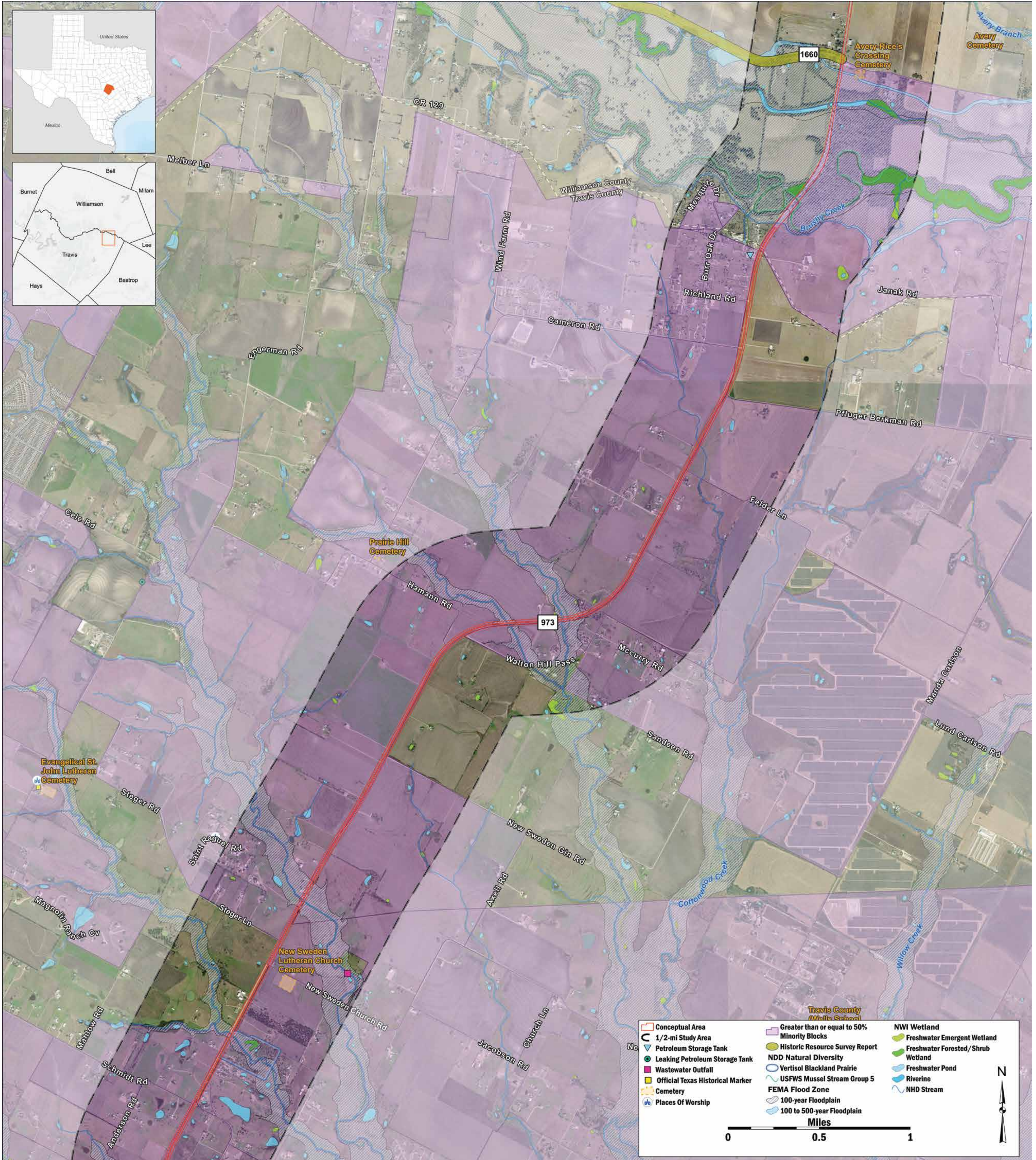




In addition to an analysis of existing corridor characteristics and safety conditions, the project team will consider environmental features, such as biological and water resources, historical resources, and community resources when developing improvements. This map identifies a variety of constraints within the project area that must be considered during a future environmental study as part of the project development process.

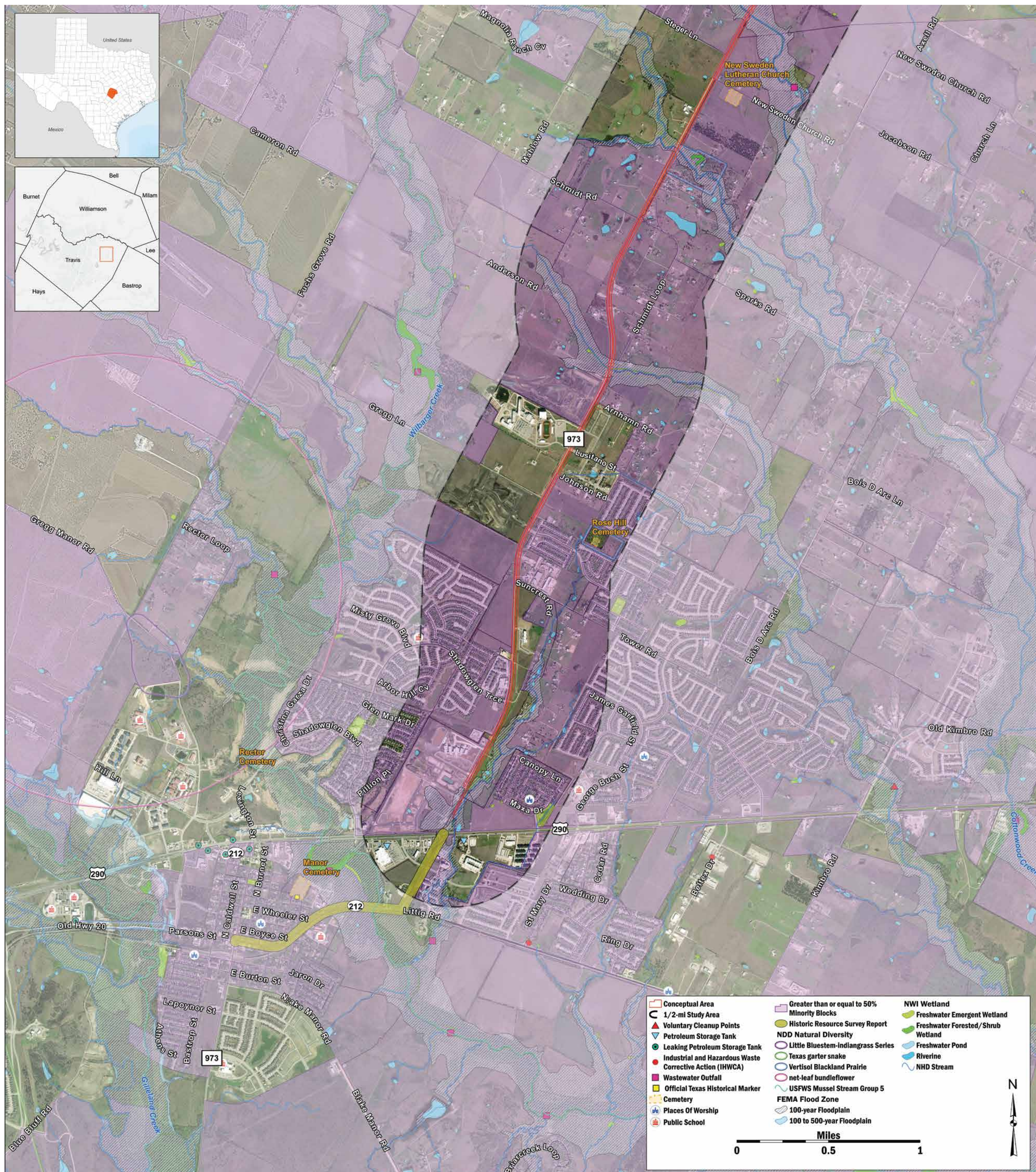
*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated February 20, 2026 and executed by FHWA and TxDOT.*





The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated February 20, 2026 and executed by FHWA and TxDOT.





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# TIMELINE



1

## Data Collection and Analysis SPRING-SUMMER 2026

- › Analyze existing and projected traffic and safety information including existing traffic volumes and projections, crash data, and bicycle and pedestrian accommodations
- › Identify environmental features and constraints in the project area
- › Collect input from the community on existing concerns and needs, environmental features and constraints, and desired transportation and safety improvements

2

## Develop and Share Proposed Improvements FALL 2026

- › Use input and technical analyses from previous steps to identify and develop proposed improvements for FM 973 between US 290 and Samsung Highway
- › Develop preliminary design plans for FM 973 improvements and identify any proposed right of way needs
- › Collect input from the community on potential improvement concepts, including a no-build option

3

## Refine Proposed Improvements Based on Community Input 2027

- › Use public input from previous steps to refine proposed improvements
- › Refine and finalize environmental analysis
- › Present final schematic configuration and right of way footprint

**NOTE:** Future project development phasing to advance recommendations from this project is a multi-year process that will require additional funding. Future phases may include detailed design, right-of-way acquisition and utility coordination, and construction.





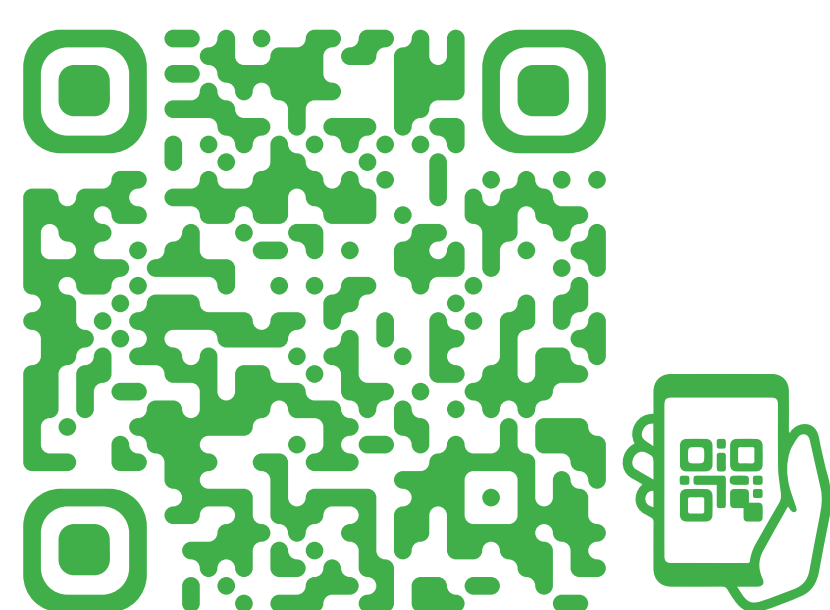
# HOW TO COMMENT

## REVIEW MATERIALS

## ASK QUESTIONS

## SHARE YOUR THOUGHTS

Your input is an important part of developing this project, and there are several ways you can share your input with the project team:



Leave written and mapped comments  
[campotexas.org/get-involved](http://campotexas.org/get-involved)



Email comments to  
[CAMPOstudies@projectinformation.com](mailto:CAMPOstudies@projectinformation.com)



Leave a comment by voicemail  
**(512) 651-3964**



Mail comments to  
**FM 973 - US 290 to Samsung Hwy**  
c/o CD&P  
P.O. Box 5459  
Austin, TX 78763

You are welcome to share input at any point during the project development process, but to be included in the open house record, comments must be received or postmarked by

# TUESDAY, MAY 26, 2026

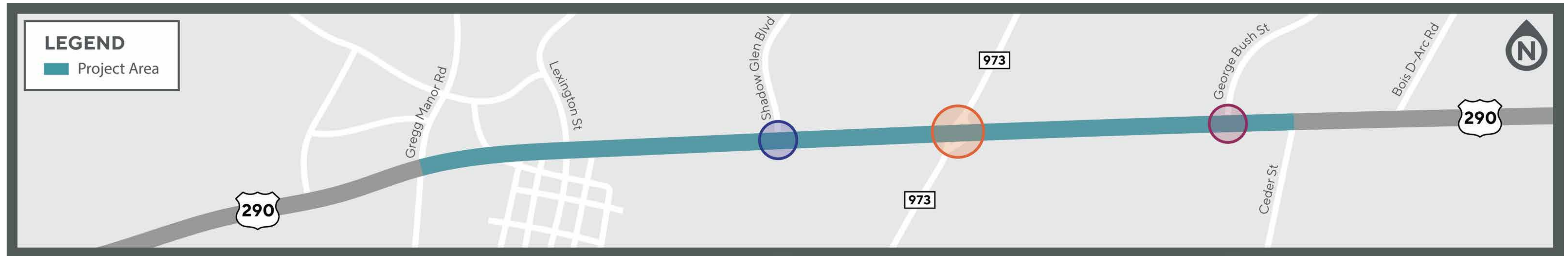




# OTHER PLANNED IMPROVEMENTS

## US 290 MANOR INTERSECTION IMPROVEMENTS PROJECT

TxDOT plans to make intersection improvements along US 290 in Manor to enhance safety and mobility. As part of the project, TxDOT will also repave US 290 from Gregg Manor Road to Ceder Street. Construction is anticipated to begin in late 2026 and complete in late 2027.



TxDOT plans to make improvements to US 290 at key intersections in Manor, including at:

### SHADOW GLEN BOULEVARD

- › Lengthen the left-turn lane and add a right-turn lane for westbound US 290

### FM 973

- › Add a thru-traffic lane and a right-turn lane for westbound US 290
- › Add an additional left-turn lane for both westbound and eastbound US 290
- › Add a lane for southbound FM 973, south of US 290
- › Make traffic signal improvements at the intersection of US 290 & FM 973

### GEORGE BUSH STREET

- › Lengthen the left-turn lane for eastbound US 290

