CENTRAL TEXAS

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

WELCOME

FM 973
US 290 to Samsung Hwy
PUBLIC MEETING

IN-PERSON PUBLIC MEETING

November 10, 2026
5 – 7 p.m.
Manor Rise Academy
13300 FM 973, Manor, TX 78653

VIRTUAL PUBLIC MEETING

November 10, 2026 at 5 p.m.
through December 14, 2026
campotexas.org/get-involved

PUBLIC MEETING PURPOSE

Learn about the project
Share your thoughts

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

CAMPO 101

WHAT IS CAMPO?

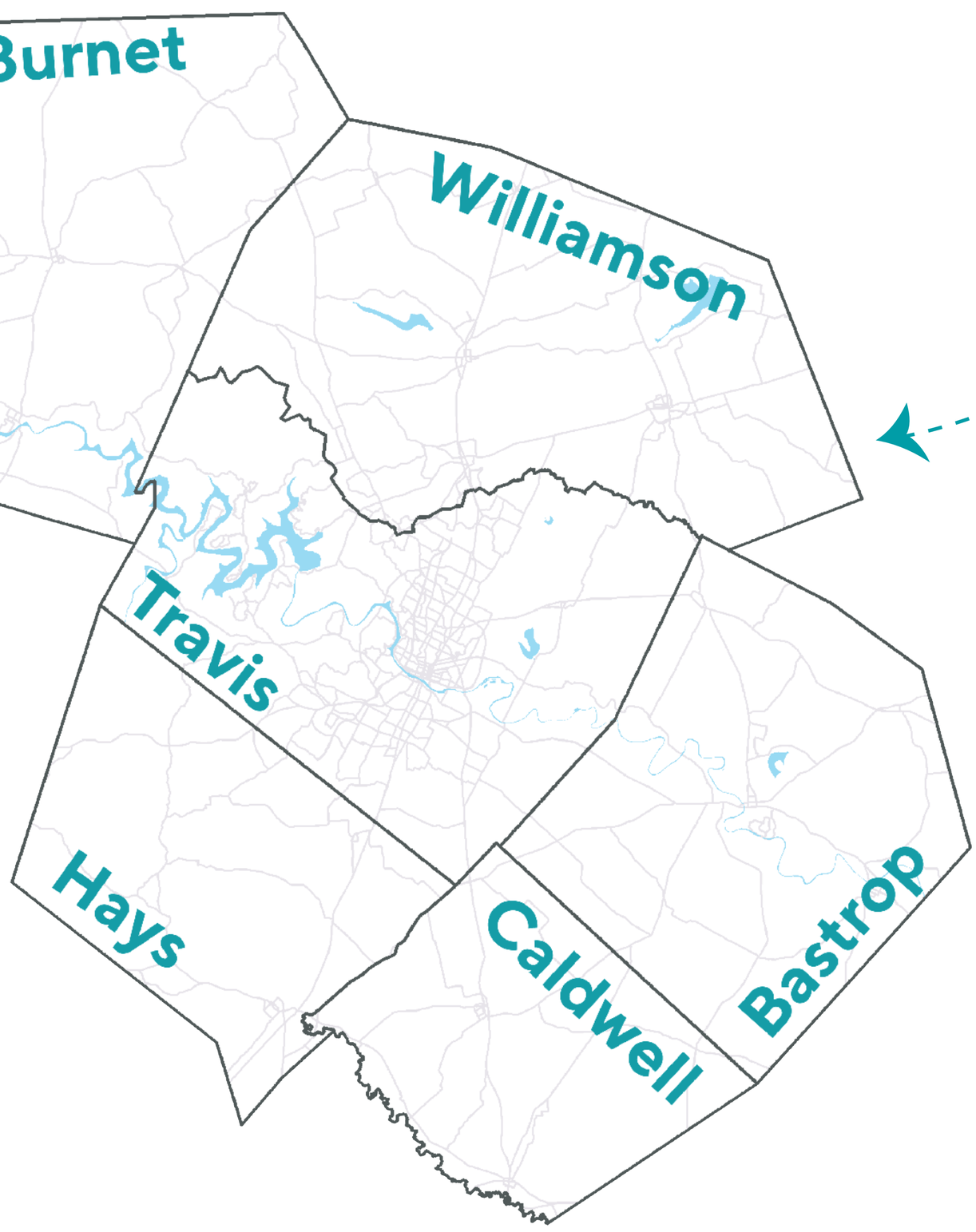
The Capital Area Metropolitan Planning Organization (CAMPO) is the Austin region's transportation decision-making body, coordinating regional transportation planning between counties, local governments, and transportation agencies. The organization is made up of a 22-member Transportation Policy Board (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
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

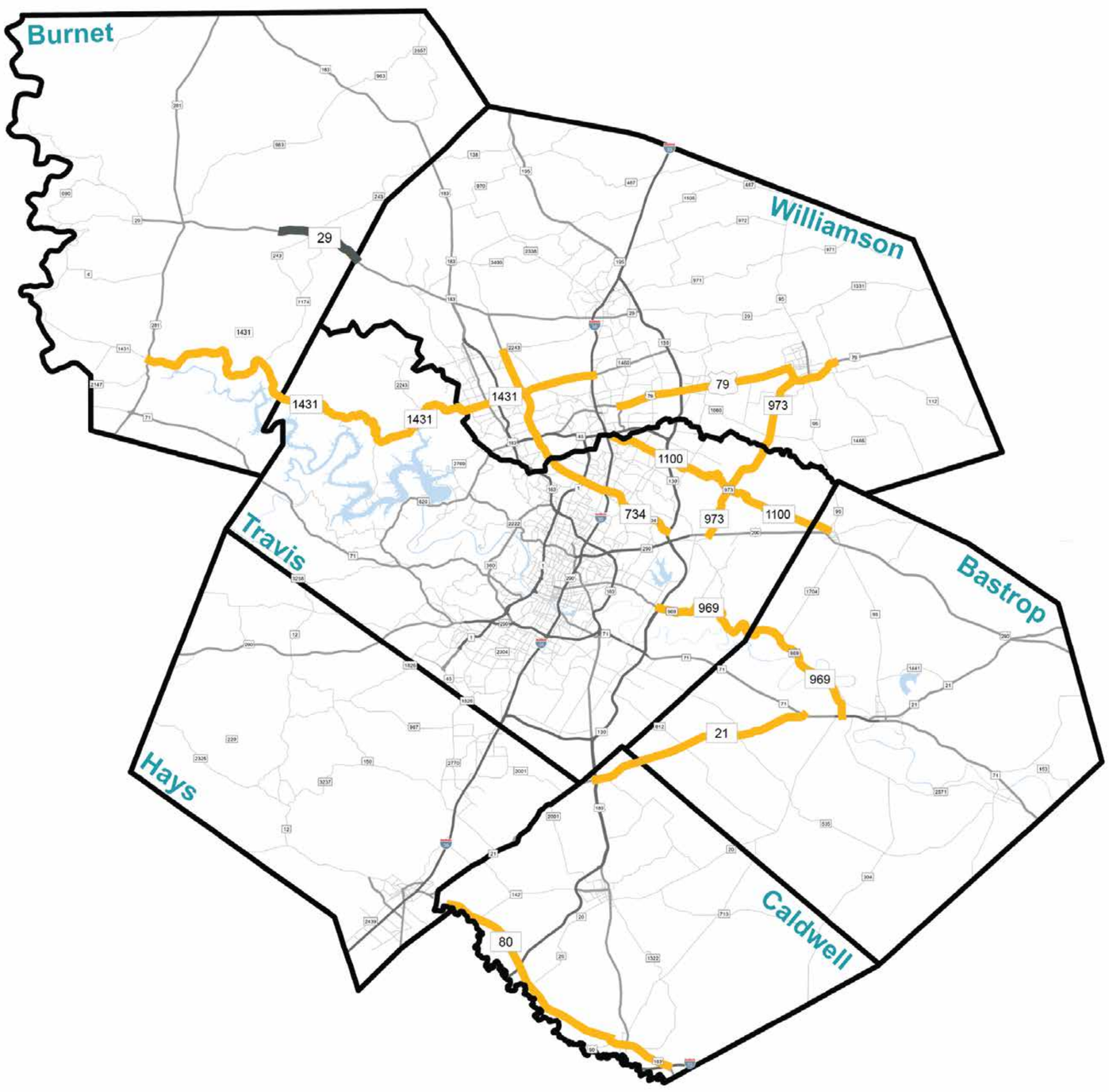
Texas Department of Transportation

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

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

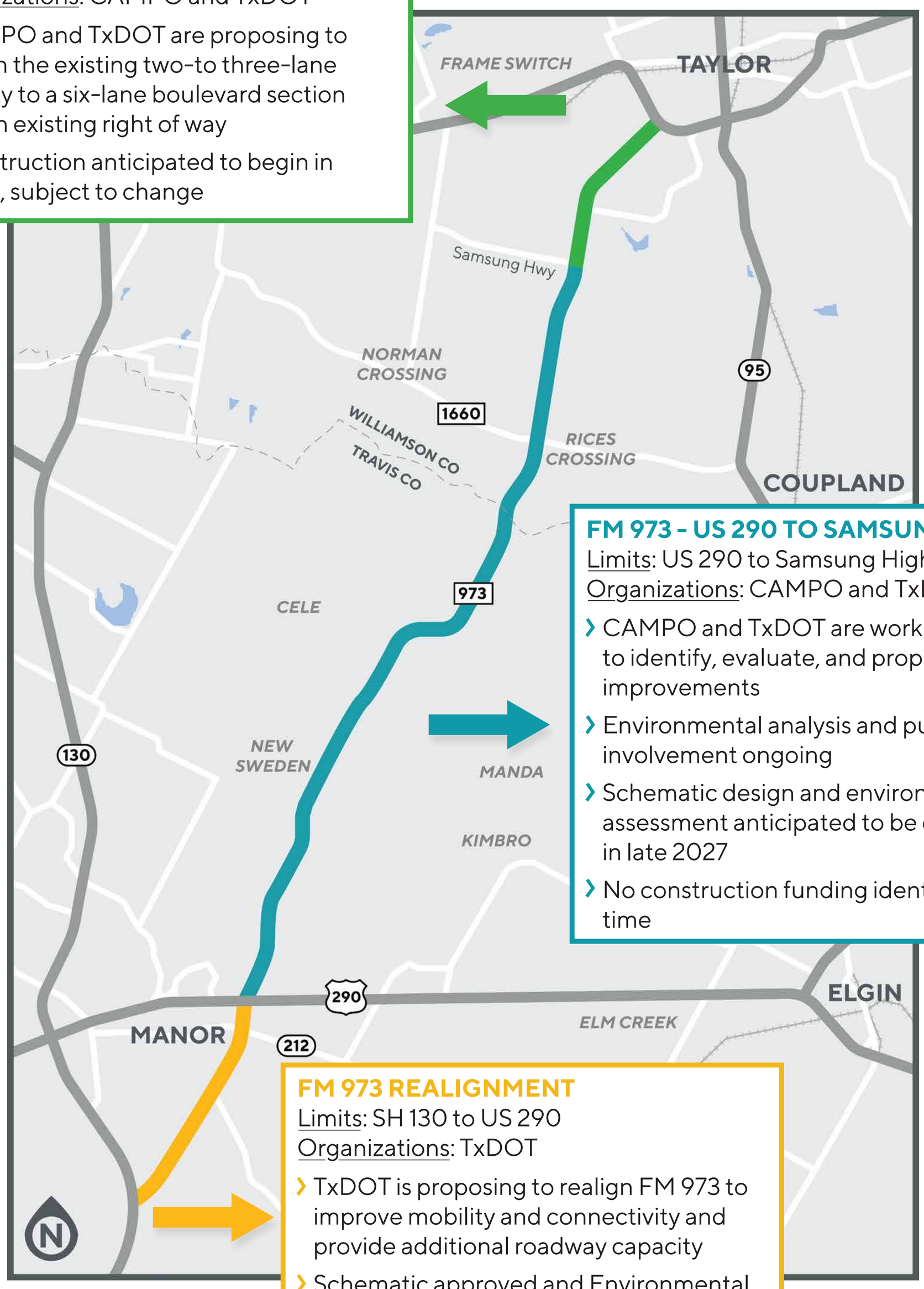
FM 973 CORRIDOR PROJECTS

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

FM 973 - SAMSUNG HWY TO US 79

Limits: Samsung Highway to US 79
Organizations: CAMPO and TxDOT

- CAMPO and TxDOT are proposing to widen the existing two-to three-lane facility to a six-lane boulevard section within existing right of way
- Construction anticipated to begin in 2028, subject to change



FM 973 - US 290 TO SAMSUNG HWY

Limits: US 290 to Samsung Highway
Organizations: CAMPO and TxDOT

- CAMPO and TxDOT are working together to identify, evaluate, and propose improvements
- Environmental analysis and public involvement ongoing
- Schematic design and environmental assessment anticipated to be completed in late 2027
- No construction funding identified at this time

FM 973 REALIGNMENT

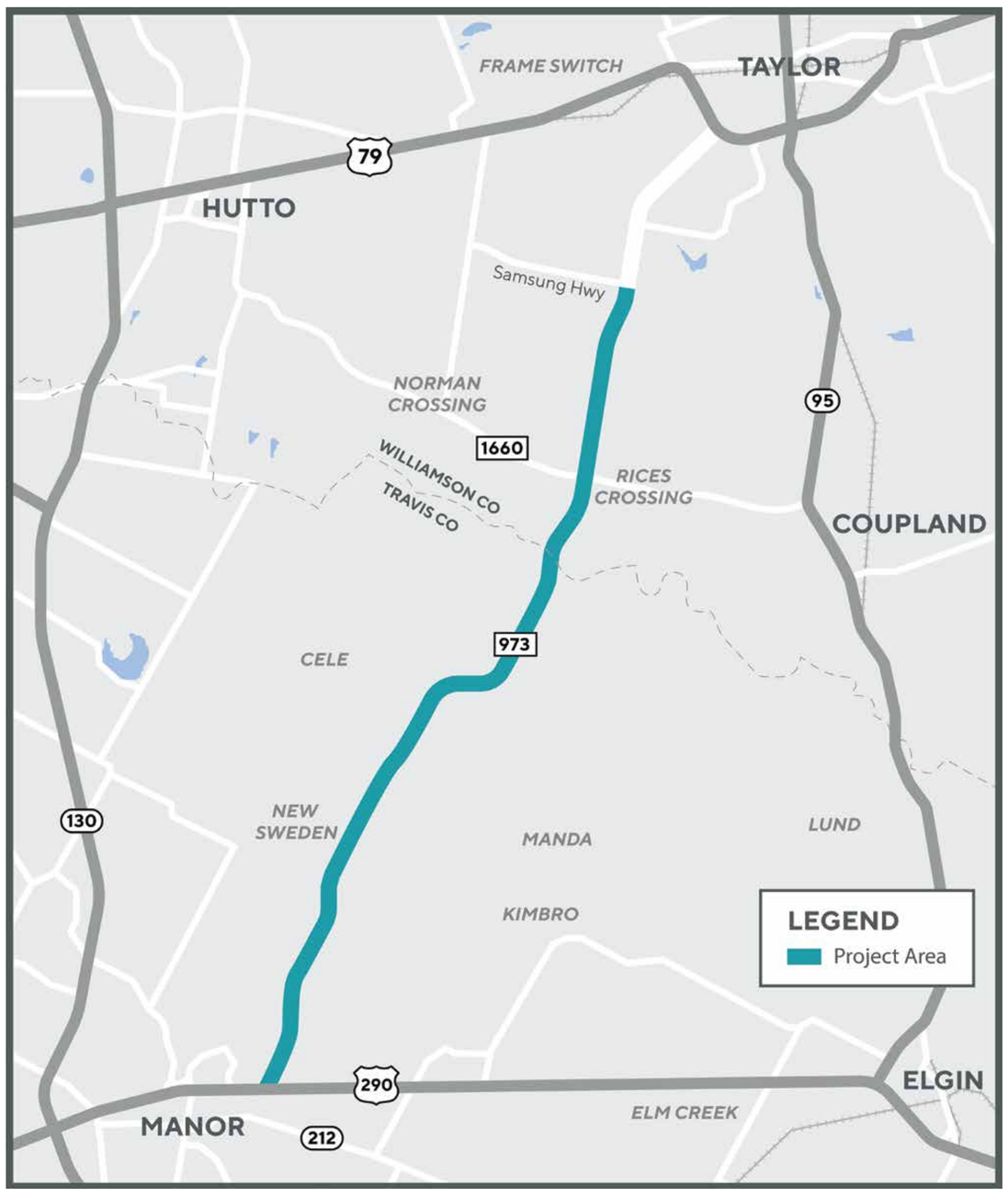
Limits: SH 130 to US 290
Organizations: TxDOT

- TxDOT is proposing to realign FM 973 to improve mobility and connectivity and provide additional roadway capacity
- Schematic approved and Environmental Clearance received in January 2023
- No construction funding identified at this time

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

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 for 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.

Williamson County Population

179% INCREASE

2020 POPULATION (ACTUAL): **609K**

2050 POPULATION (PROJECTED): **1.7M**

Travis County Population

53% INCREASE

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.

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

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 community-supported recommendations for the corridor

- 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

CENTRAL TEXAS

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

WHAT WE HEARD: PUBLIC MEETING #1

IN-PERSON PUBLIC MEETING:
Wednesday, April 22, 2026

VIRTUAL PUBLIC MEETING:
Wednesday, April 22, 2026 – Tuesday, May 26, 2026

61
IN-PERSON ATTENDEES

262
ONLINE VISITS

47
COMMENTS AND SURVEYS SUBMITTED

COMMENT THEMES:

- Congestion/Capacity Concerns
- Proposed Intersection Improvements
- Turn Lane Additions
- Safety Considerations

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

PRELIMINARY EVALUATION CRITERIA

IMPACTS

Potential impacts to commercial and residential buildings within 50 feet of the proposed study area



PROPOSED RIGHT-OF-WAY

Amount of private property needed to construct the roadway



TRAVEL TIME

Amount of time it would take to drive the length of a segment at the road's proposed design speed



PREDICTED CRASH FREQUENCY

Predicted number of crashes per year based on the projected traffic and roadway configuration



CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

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







CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

FM 973 CHARACTERISTICS

TRAFFIC DATA

FM 973 AVERAGE DAILY TRAFFIC



324%
INCREASE

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.



5,150
ADDITIONAL TRUCKS

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.

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

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

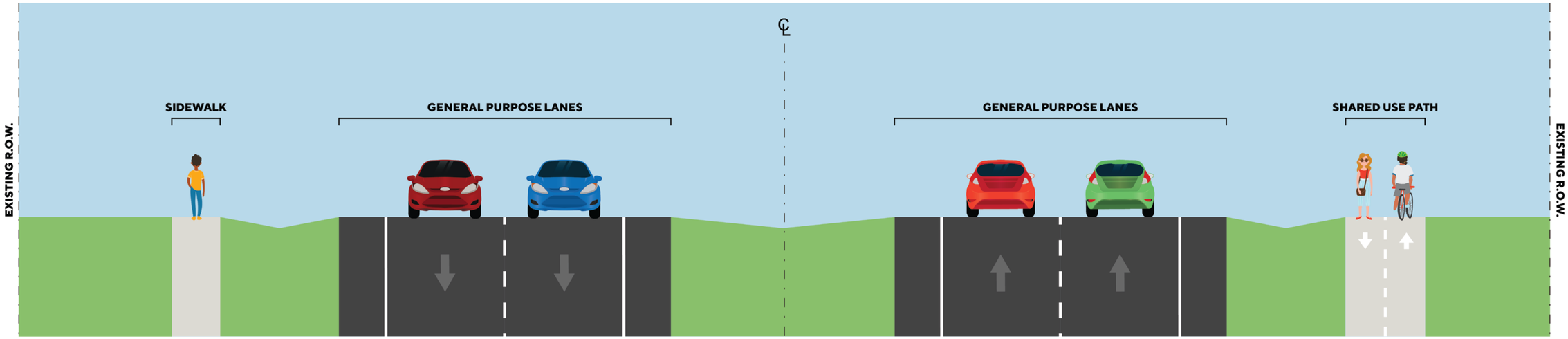
Crash data from 2021 to 2025 was evaluated for FM 973 from south of US 290 to Samsung Highway. This evaluation shows that FM 973 has a higher crash rate than the statewide average for both urban and rural Farm-to-Market (FM) roads. The average daily traffic is anticipated to increase significantly over 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.

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

FM 973 PREVIOUSLY PROPOSED TYPICAL SECTION

FOUR LANE DIVIDED ARTERIAL TYPICAL SECTION



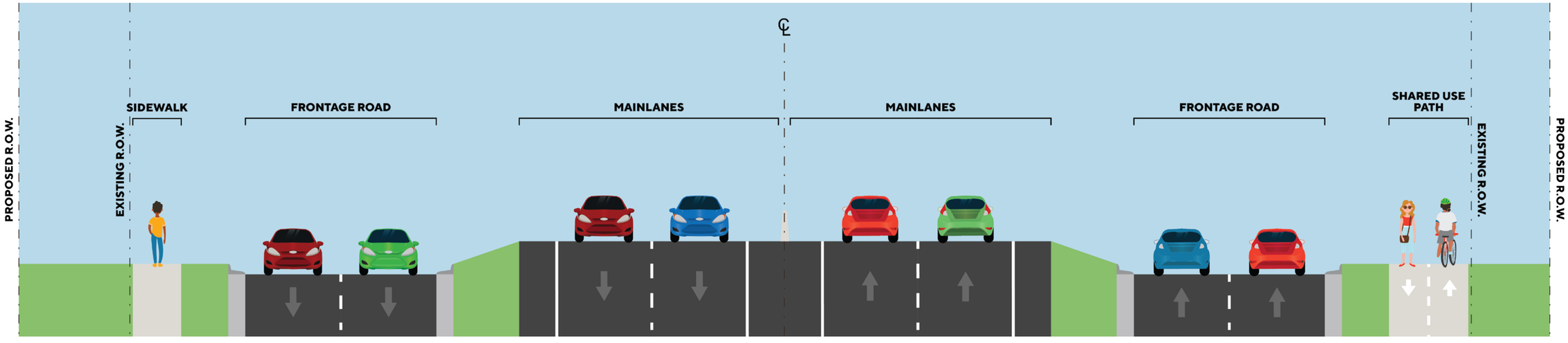
- FM 973 Study in the early 2000s proposed a 4-lane divided section
- Half of the 4-lane roadway was constructed, providing one travel lane in each direction
- Due to the projected exponential increase in traffic, this typical section is no longer adequate to accommodate future traffic demands

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

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?

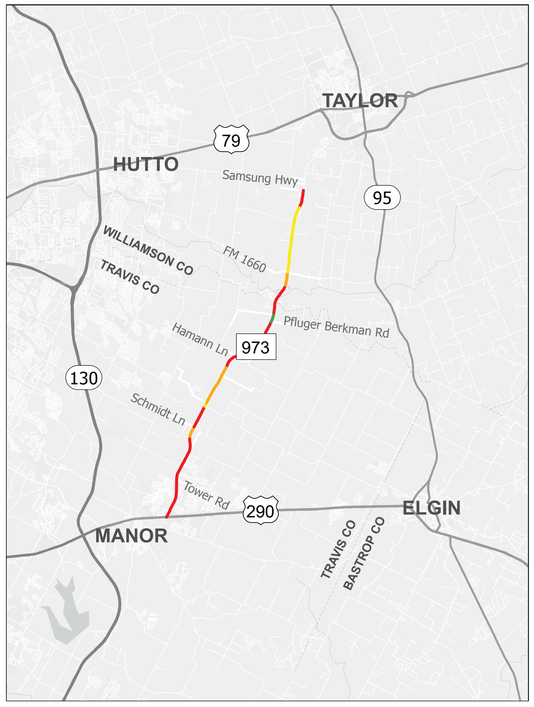
With projected traffic increasing exponentially, the updated typical section would better accommodate future traffic by using frontage roads and mainlanes with overpasses or underpasses at intersections.

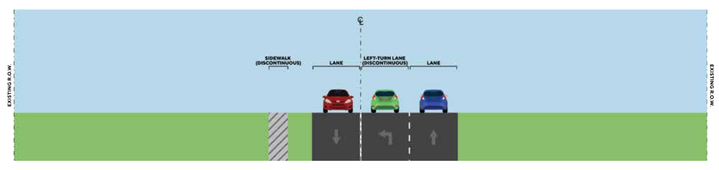
CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

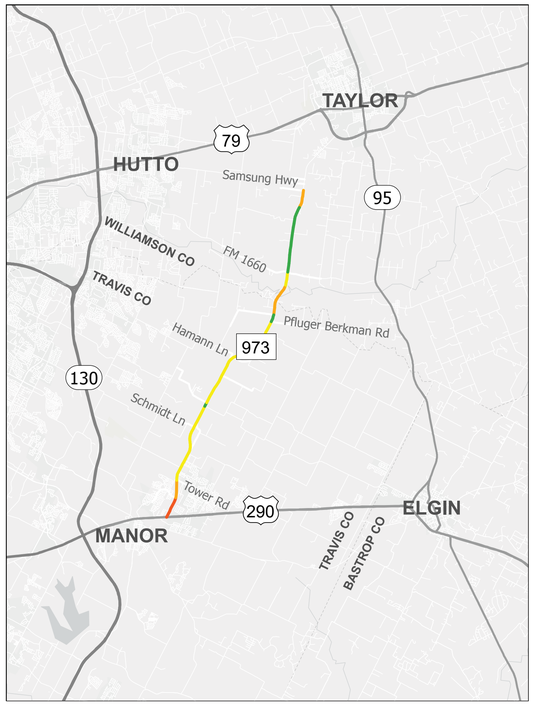
2050 PROJECTED TRAFFIC CONDITIONS

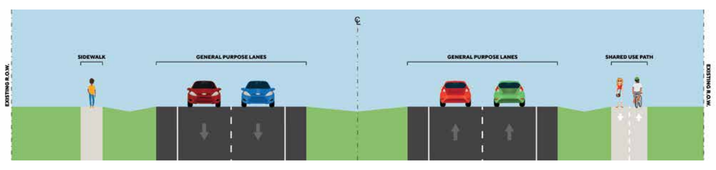
EXISTING FM 973



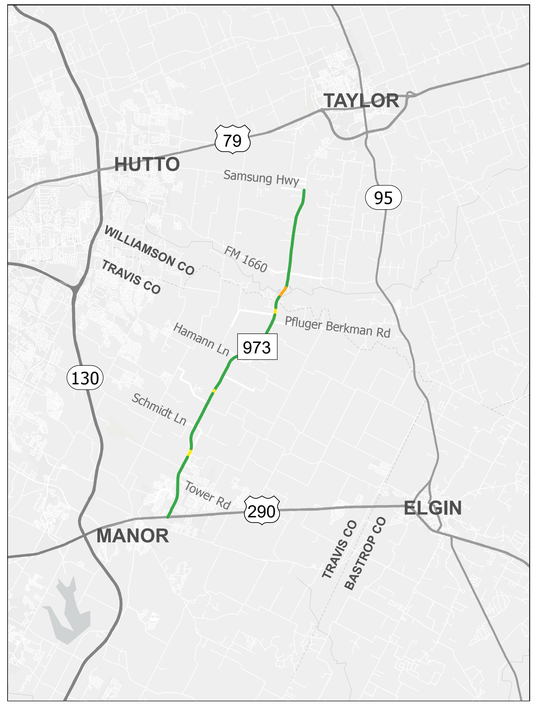


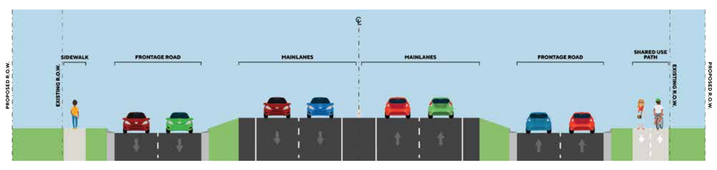
PREVIOUSLY PROPOSED IMPROVEMENTS





UPDATED PROPOSED IMPROVEMENTS





FREE FLOW CONGESTED

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

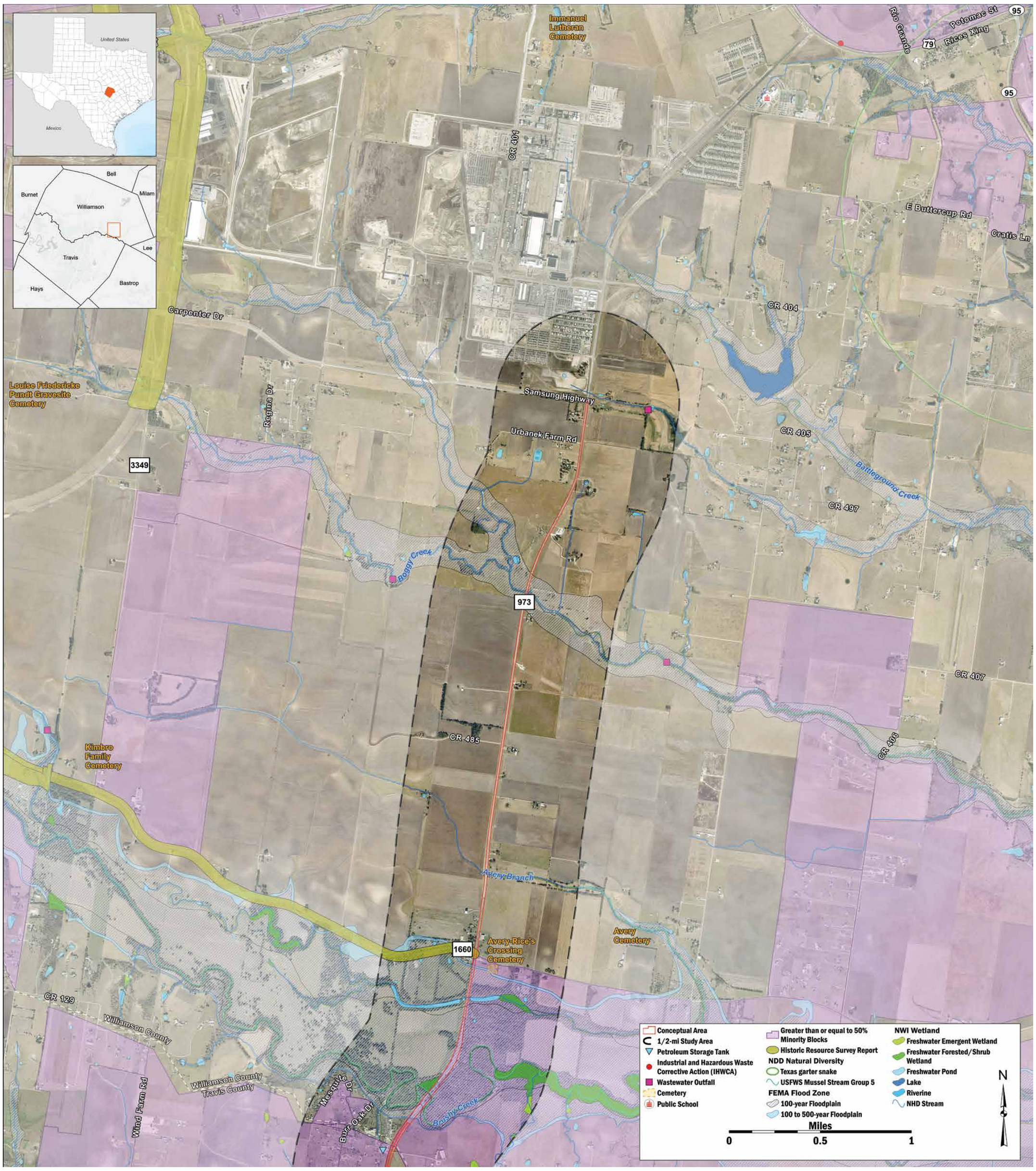
FM 973 PROPOSED CONFIGURATION

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

ENVIRONMENTAL CONSTRAINTS

Map 1 of 3



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.

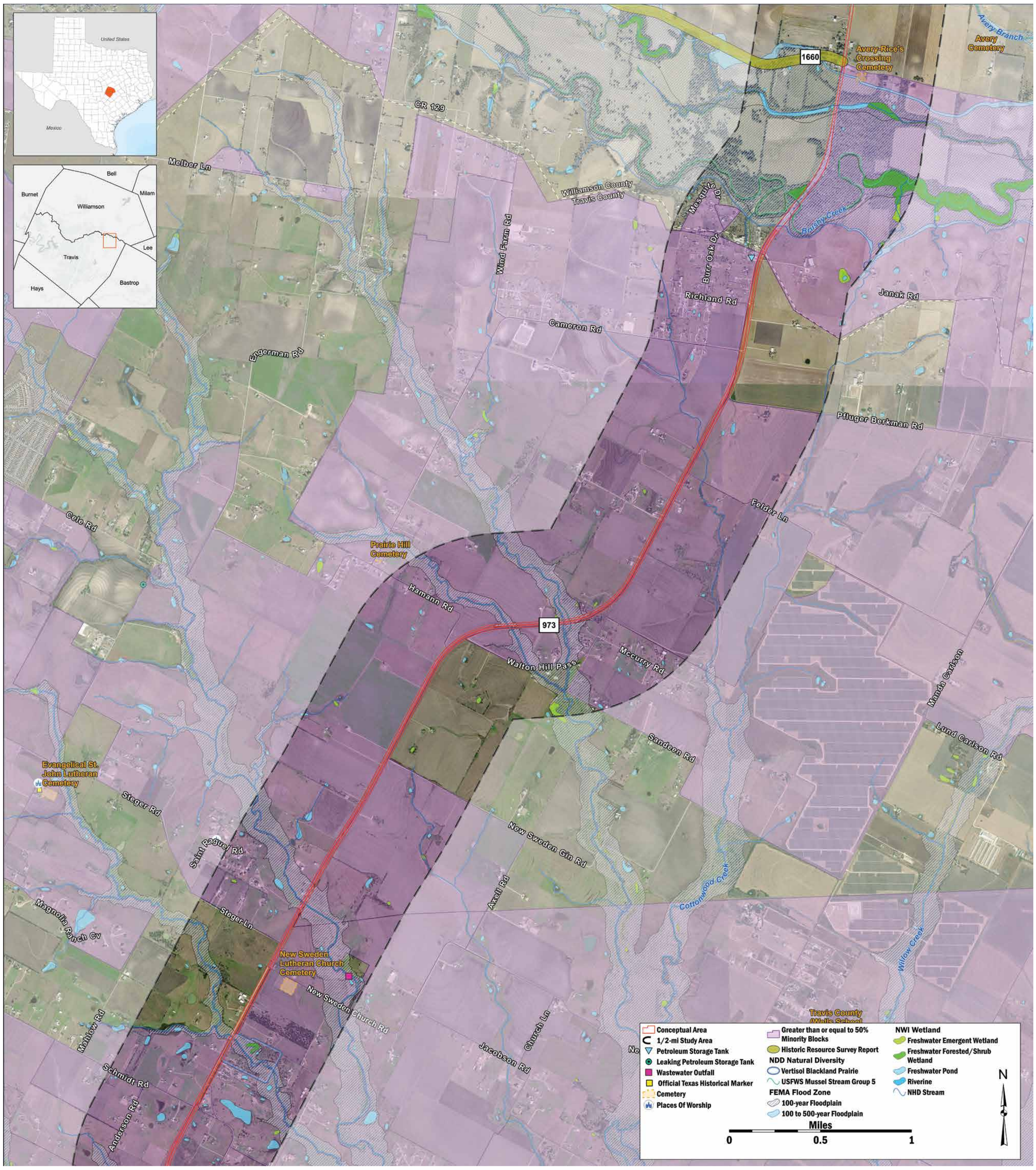
CENTRAL TEXAS

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

ENVIRONMENTAL CONSTRAINTS

Map 2 of 3

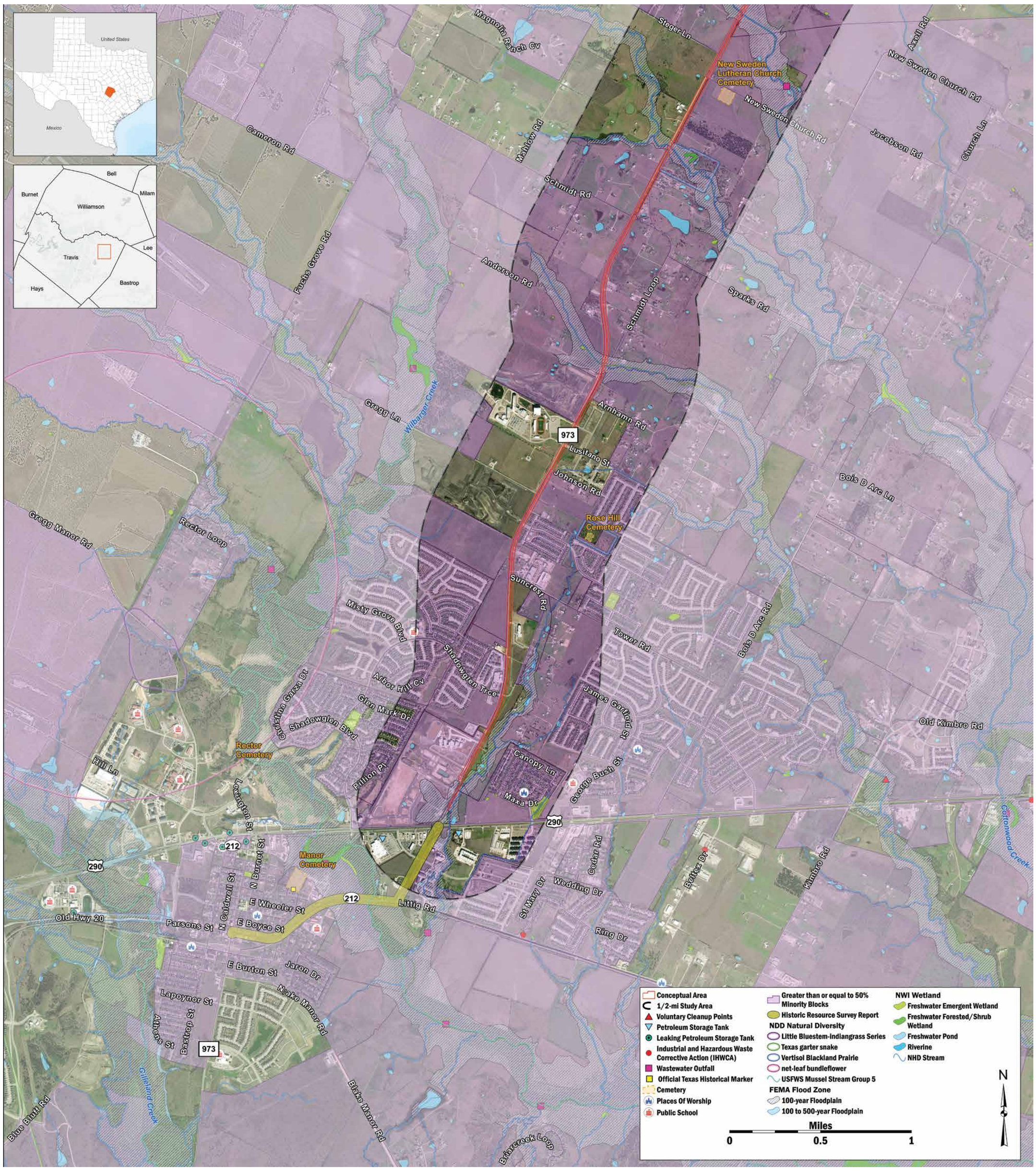


CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

ENVIRONMENTAL CONSTRAINTS

Map 3 of 3



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.

CENTRAL TEXAS

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

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

WE ARE HERE

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 and conduct additional environmental analysis
- 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.

CENTRAL TEXAS

CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

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

Email comments to
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 public meeting record, comments must be received or postmarked by

MONDAY, DECEMBER 14, 2026

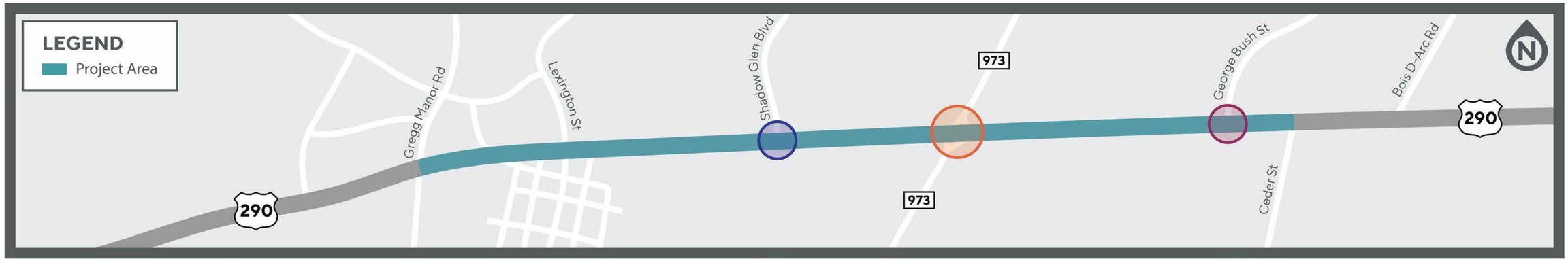
CAMPO
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Texas Department of Transportation

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 start in early 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