Slide Presentation Script

Hello and welcome to the public listening session for the **SH 73 Corridor Study**. This meeting has been convened by the Texas Department of Transportation and is being held to receive and consider comments from the public. We appreciate your interest in this study and thank you for your participation.

Please note, you may pause this presentation at any point to allow more time to review the information.

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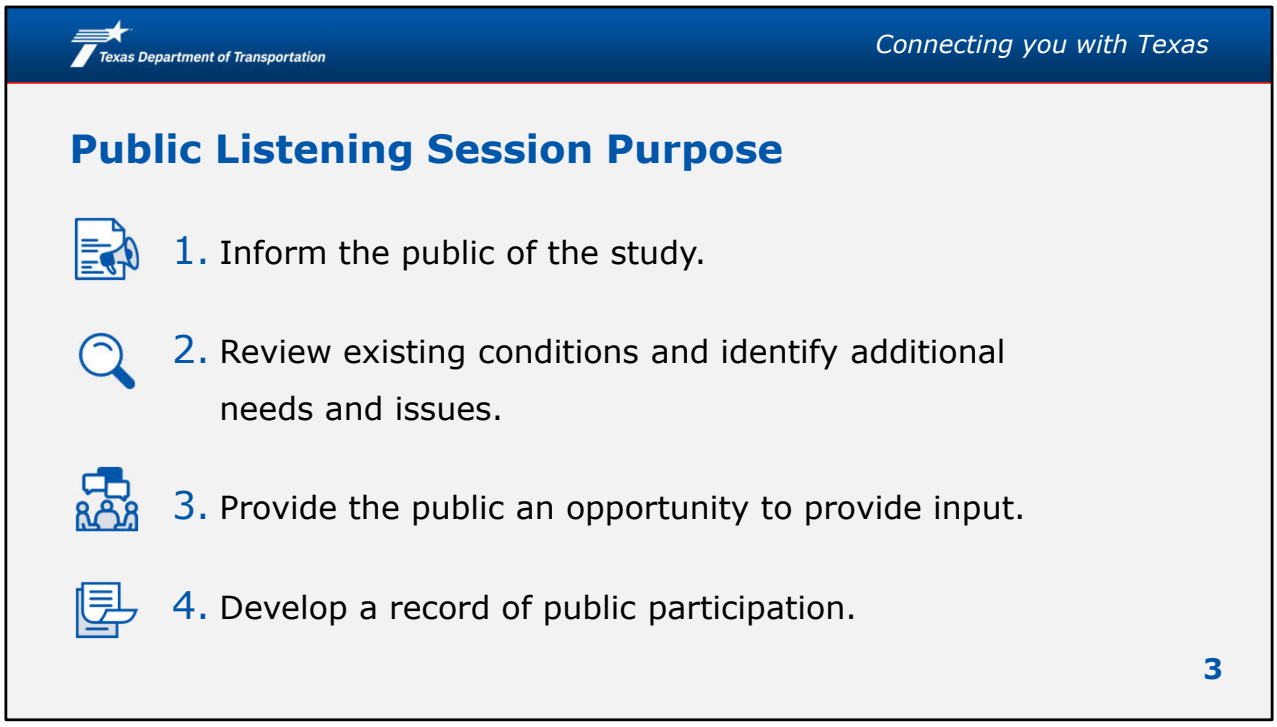
Drive like a Texan is all about saving lives. It's a reminder for everyone in Texas to treat each other with a little bit of the kindness, respect, and neighborly spirit we're famous for, especially on the road. By showing courtesy and care behind the wheel the same way we would in person, we can make our roads safer for all.

Kind - It's that simple. Treat others the way you want to be treated. Say thanks by giving a small wave, or just a friendly nod.

Courteous - Courtesy isn't just about being polite in person. Show respect by letting others merge, giving plenty of space, and practicing patience on the road. Small actions save lives.

Safe - The most important part of any journey is arriving safely. Not only do you keep yourself safe, but you also help protect every driver, passenger, biker, and pedestrian sharing the road.



Slide Presentation Script

TxDOT is holding this public listening session to provide information about the SH 73 Corridor Study and to provide the public the opportunity to review data collected and provide your feedback.

This public listening session has four essential purposes:

1. To inform the public of the status of the study and planning efforts on the study.
2. Review existing conditions and identify additional needs and issues.
3. Provide the public an opportunity to provide input.
4. Finally, to develop a record of public views and participation.

This public meeting is being held in compliance with both federal and state laws. Documentation of this meeting will be made available for the official record.

Texas Department of Transportation

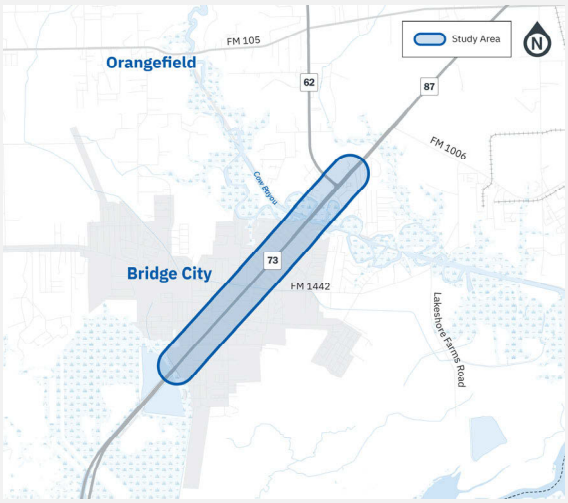
Connecting you with Texas

Study Overview

Study Limits: From 1.3 miles west of FM 1442 to 0.25 miles east of SH 62

County: Orange

Study Purpose: Evaluate current and future transportation needs and identify opportunities to improve safety, mobility, connectivity, and travel reliability while supporting the movement of people and goods throughout the corridor.



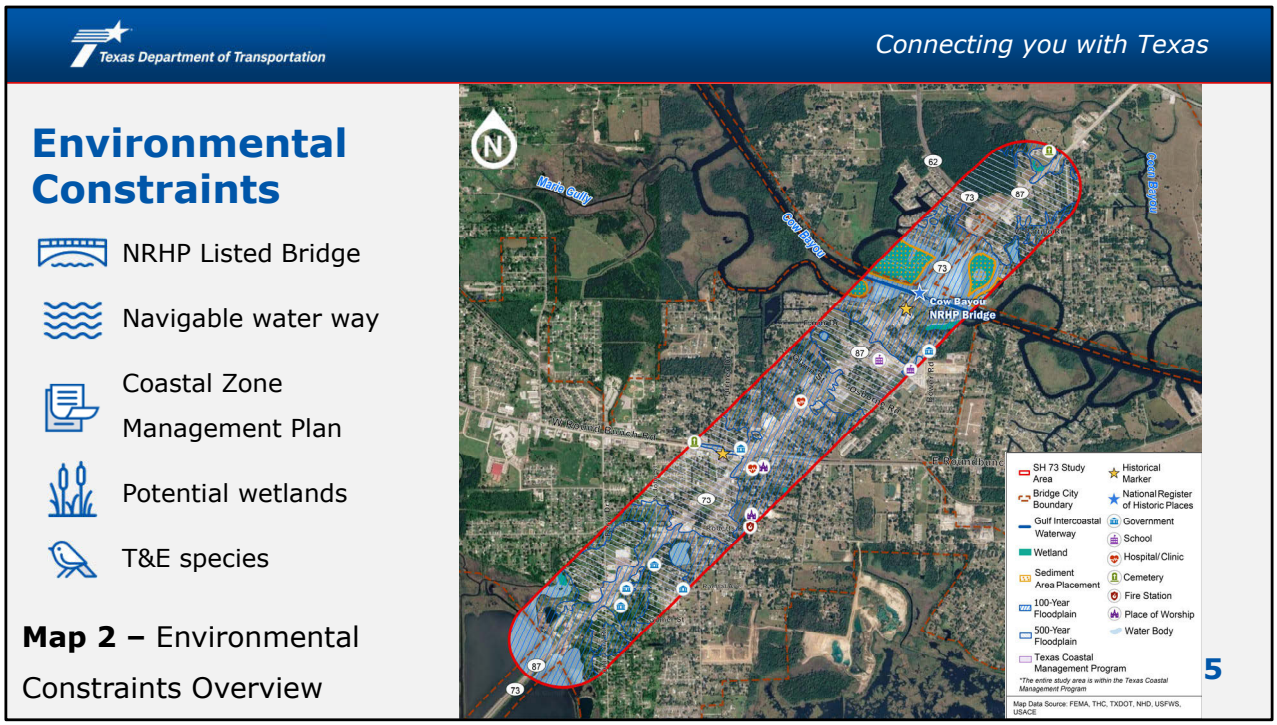
Map 1 – Study Limits of SH 73 Corridor

4

Slide Presentation Script

The SH 73 Corridor Study is studying SH 73 from 1.3 miles west of FM 1442 to 0.25 miles east of SH 62 in Orange County, Texas.

The study purpose is to evaluate current and future transportation needs and identify opportunities to improve safety, mobility, connectivity, and travel reliability while supporting the movement of people and goods throughout the corridor.

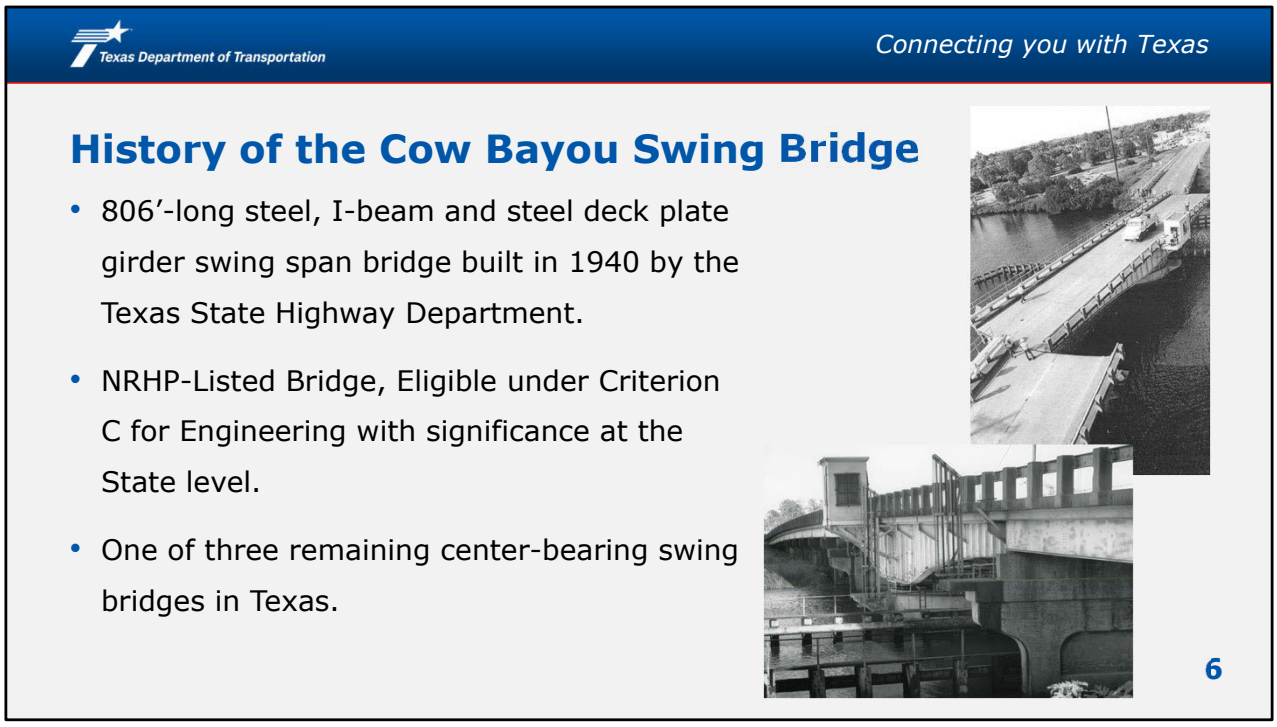


Slide Presentation Script

One component of a Corridor Study is understanding what the study area contains from an environmental perspective. The study team will evaluate what exists in the study area related to the human and natural environment. Several categories of constraints are considered including wetlands, floodplains, historical markers and places, cemeteries and buildings. Some of the main constraints include the historic bridge, the crossing of Cow Bayou, potential wetlands, and habitat for a variety of threatened and endangered species.

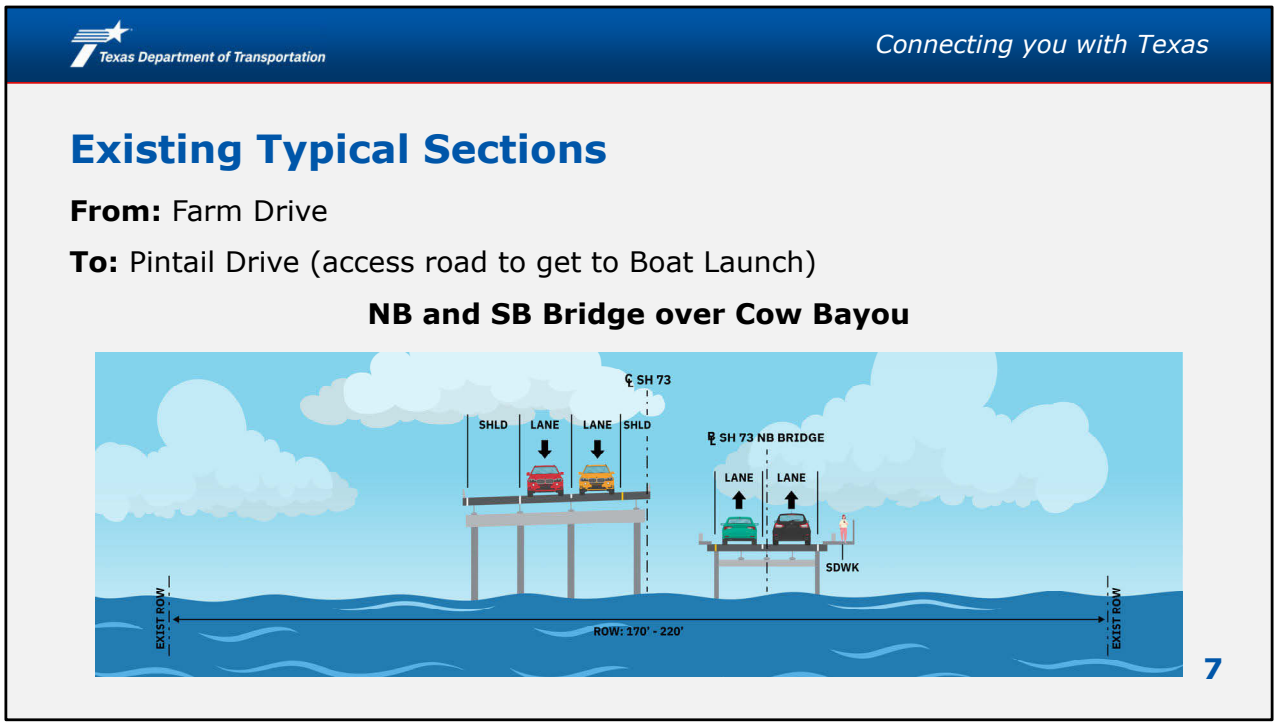
If there are additional constraints that you would like the study team to know about, please use a comment form or the interactive map to provide this information.

The map shown on screen can be viewed in-person at the listening session or online as an exhibit board.



Slide Presentation Script

The Cow Bayou Swing Bridge was built in 1940. It is 806 feet long and is an I-beam and steel deck plate girder center-bearing swing bridge. It is listed on the National Register for Historic Places (NRHP) and is one of three remaining center-bearing swing bridges in Texas.



Slide Presentation Script

The following slides will show typical sections of SH 73 through the study limits, as the roadway configuration varies through the corridor.

This typical section shows the two bridges crossing the Cow Bayou from Farm Drive to Pintail Drive. The average right of way for this typical section is 170-220 feet.

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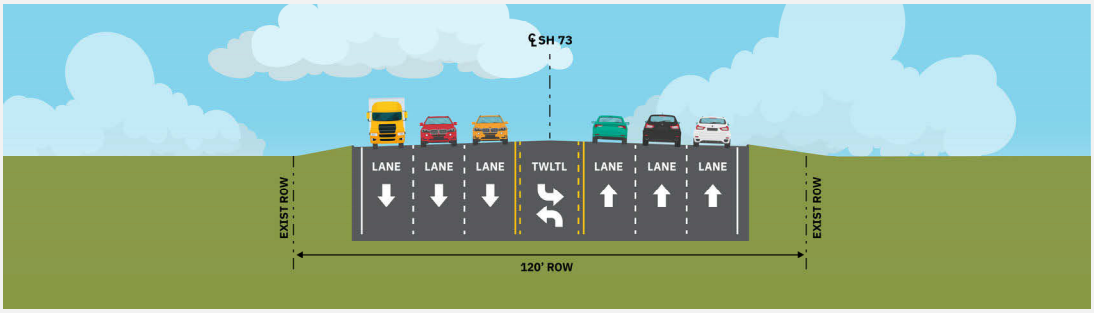
Existing Typical Sections

From: Ferry Drive/Lake Street

To: Farm Drive and Bridge City High School

Suburban 6-Lane with TWLTL



8

Slide Presentation Script

The average right of way for this suburban six-lane typical section from Ferry Drive or Lake Street to Farm Drive and Bridge City High School is 120 feet.

Texas Department of Transportation

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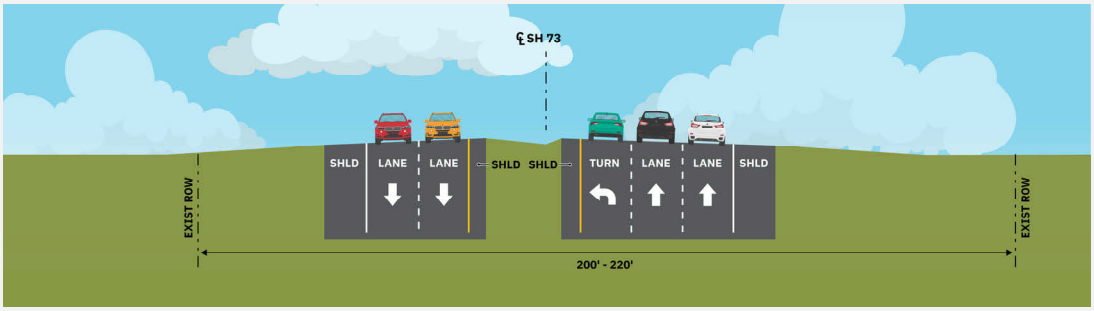
Existing Typical Sections

From: Pintail Drive (access road to get to Boat Launch)

To: SH 62

Suburban 4-Lane Divided with Grass Median



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Slide Presentation Script

This typical section shows SH 73 from Pintail Drive to SH 62. The average right of way for this suburban four-lane typical section is 200-220 feet.

Texas Department of Transportation

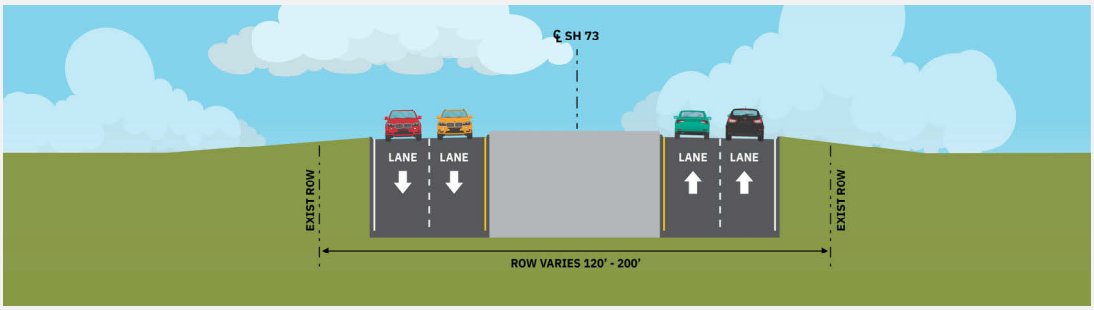
Connecting you with Texas

Existing Typical Sections

From: SH 62

To: Briggs Drive

Suburban 4-Lane Divided with Concrete Median



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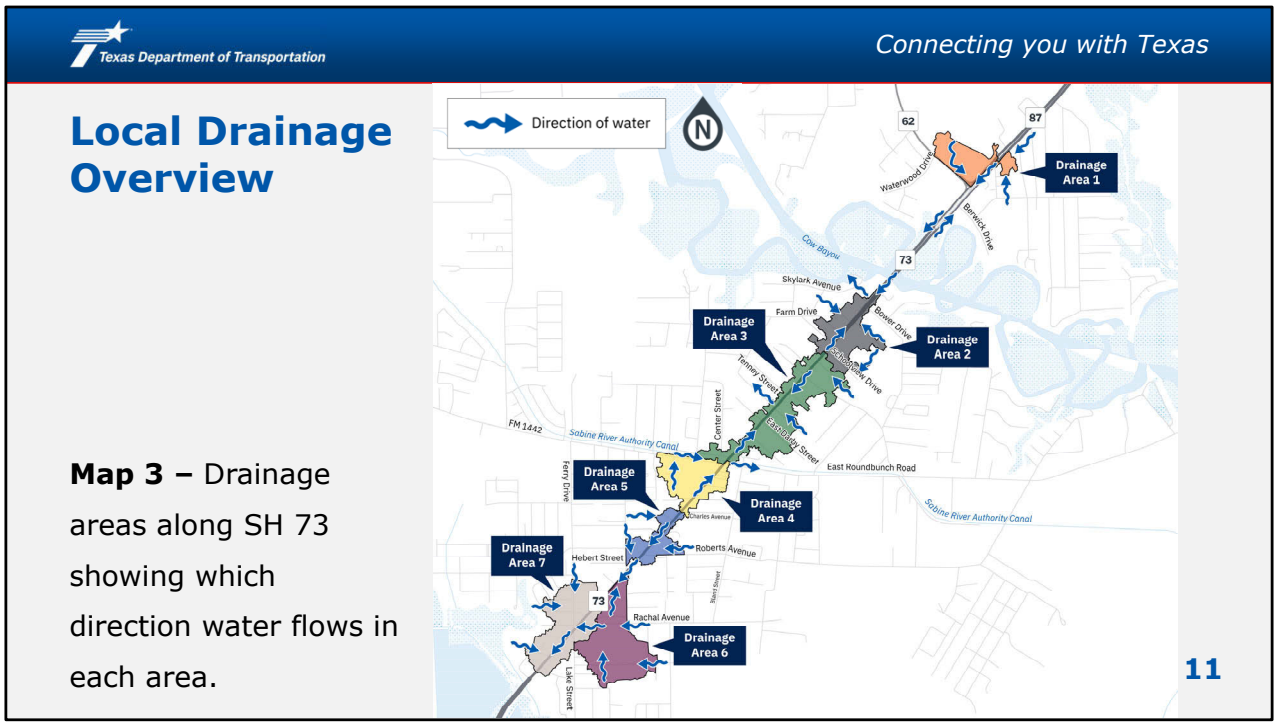
Slide Presentation Script

The final section of the SH 73 Corridor Study area is from SH 62 to Briggs Drive. The average right of way for this suburban four-lane typical section is 120-200 feet.



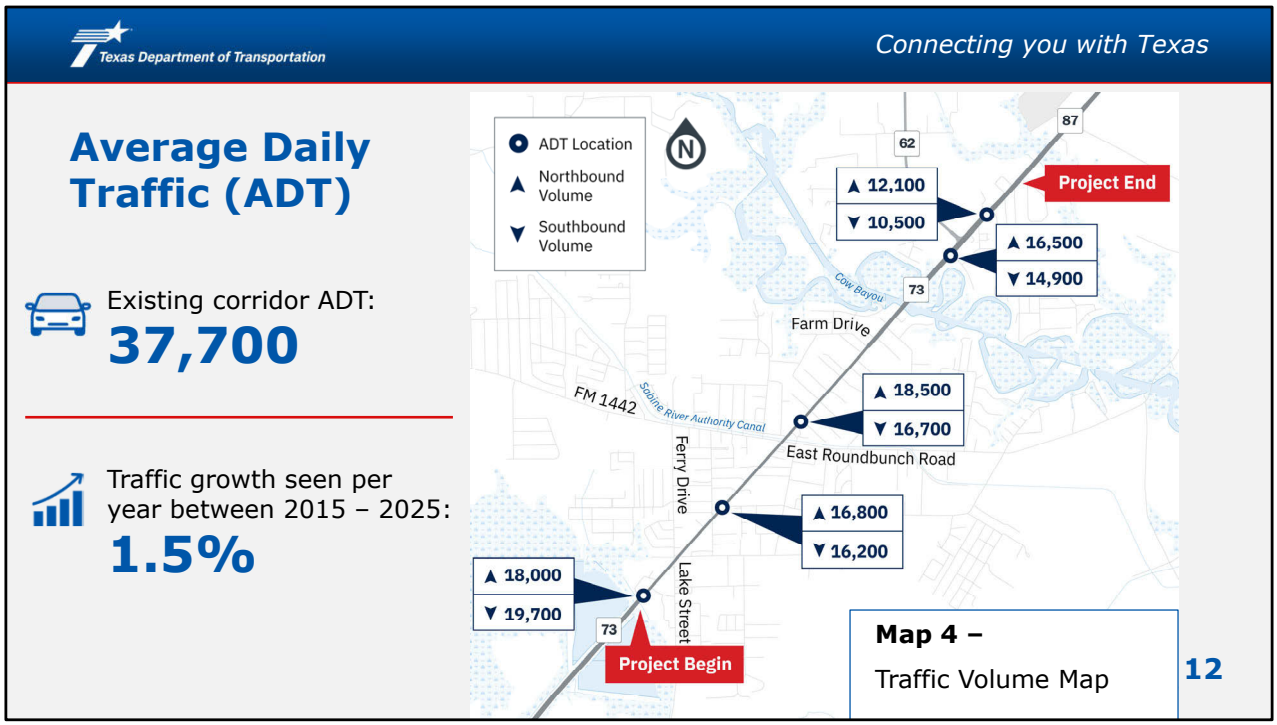
Slide Presentation Script

The map on this slide shows drainage areas along the corridor. A drainage area is the land where all the rain that falls eventually flows to the same point. The blue arrows represent the direction that water flows in each area.

It is important to understand the point to which water flows and how much water is going there because that controls how much water the design must handle so it does not impede traffic operations or reliability.

The map shown on screen can be viewed in-person at the listening session or online as an exhibit board.

Let us know where you see drainage issues occur through the online survey or comments in-person or online.



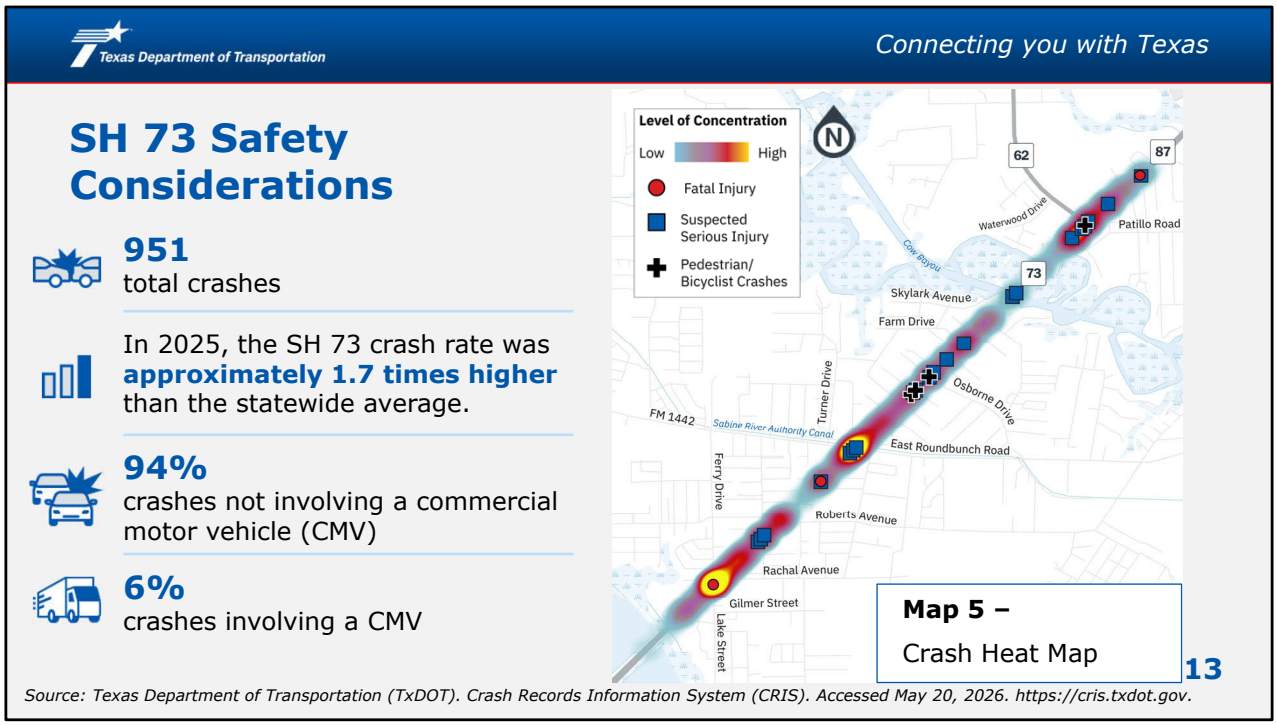
Slide Presentation Script

This slide is an overview of the average daily traffic, or ADT that is seen on the SH 73 Corridor. The map shown on screen can be viewed in person at the listening session or online as an exhibit board.

Currently, the corridor has approximately 37,700 vehicles pass through it each day. From 2015 to 2025, traffic grew 1.5% each year.

Throughout the day, the corridor sees traffic peak hours which are the times of day when the most people are on the road. Typically, these are in the morning when people are driving to work or school and, in the evening, when they are driving home. The peak hours for this corridor were identified to be between 5:00-6:00 am and 4:30-5:30 pm.

Three key intersections were identified and evaluated for level of service or LOS, or how well traffic moves through the intersection based on an A to F rating, with A being the best. During both the AM and PM peak travel times, the intersections of SH 73 and Ferry Drive, SH 73 and FM 1442, and SH 73 and SH 62 were all graded level of service C in the AM peak, and level of service E in the PM peak. Based on this level of service, all three intersections experience substantial congestion during the PM peak.



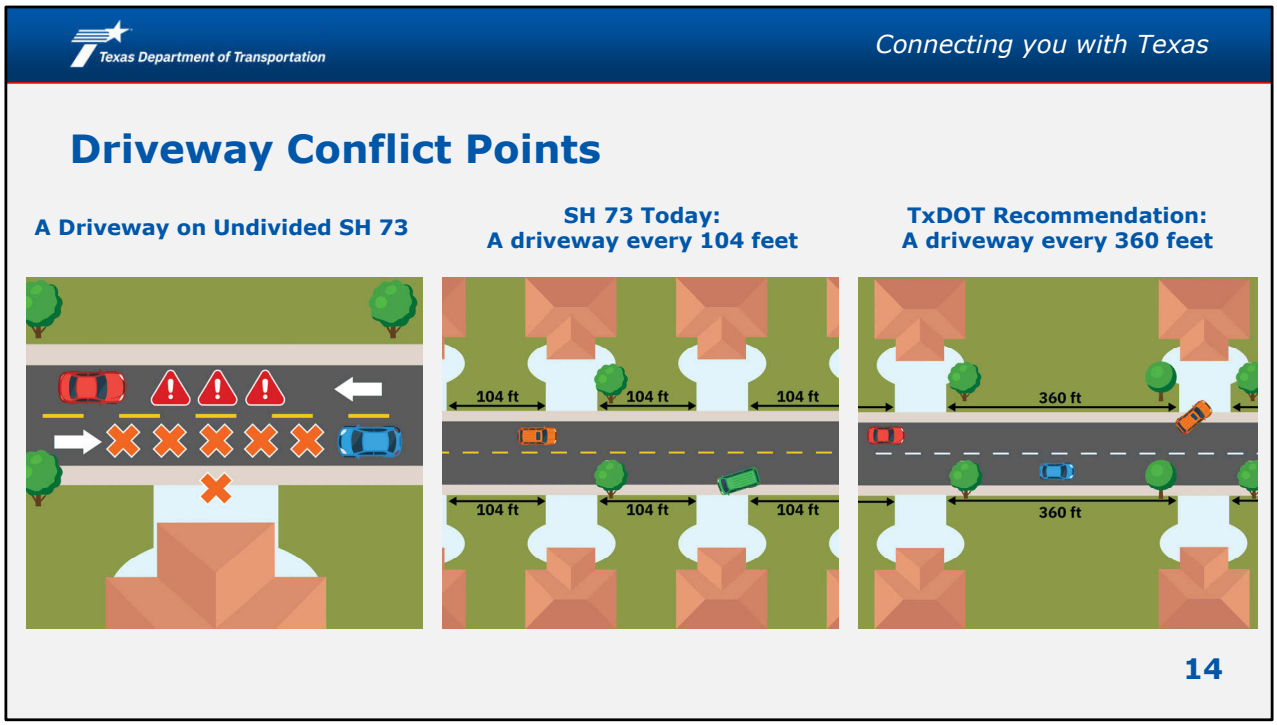
Slide Presentation Script

This slide is an overview of crash data for the SH 73 corridor. The map shown on screen can be viewed in-person at the listening session or online as an exhibit board.

From 2020 to 2025, the corridor had 951 crashes, the majority of the crashes did not result in injury, however 3 crashes did result in fatal injuries.

In 2025, the crash rate was 1.7 time higher than the statewide average for similar corridors.

Just over 6% of the crashes were related to commercial motor vehicles, and nearly 94% being related to personal vehicles.



Slide Presentation Script

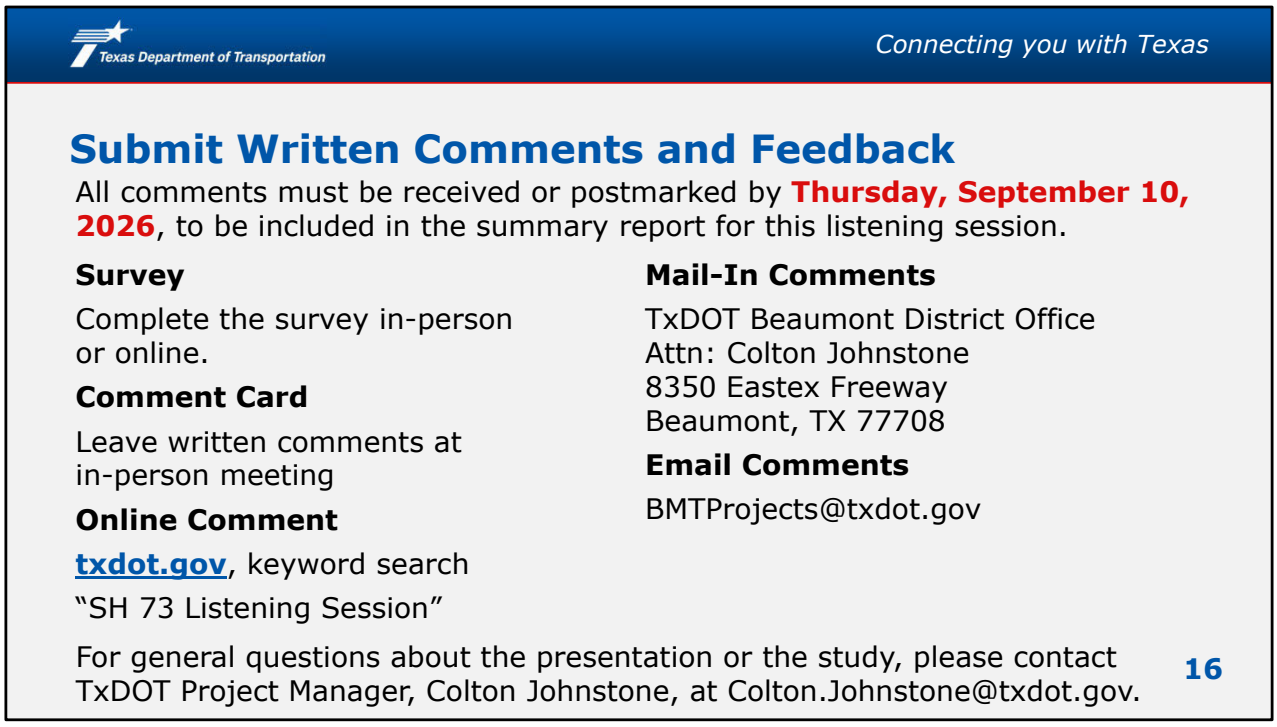
This slide gives an overview of driveway conflict points in the corridor. On this portion of SH 73, there are 252 driveways with an average spacing of 104 feet apart, with the average driveway experiencing 9 conflict points. This results in 43.7 crashes per mile per year.

TxDOT's design guidelines recommend drives to be spaced 360 feet apart, which is 3.5 times more spaced out than what the current design of SH 73 has.

The graphics shown on screen can be viewed in-person at the listening session or online as an exhibit board.

Slide Presentation Script

The SH 73 Corridor Study began in Summer 2026 with data collection and a public listening session. In fall 2026, the study team will identify transportation improvements and meeting with stakeholders. In Winter 2026, the study team will develop alternative concepts and share those with the public later in the spring. After the public meeting, the study team will review public input and screen alternatives in spring 2027. The study team will then finalize recommended alternatives to present in a final report in Spring 2027.



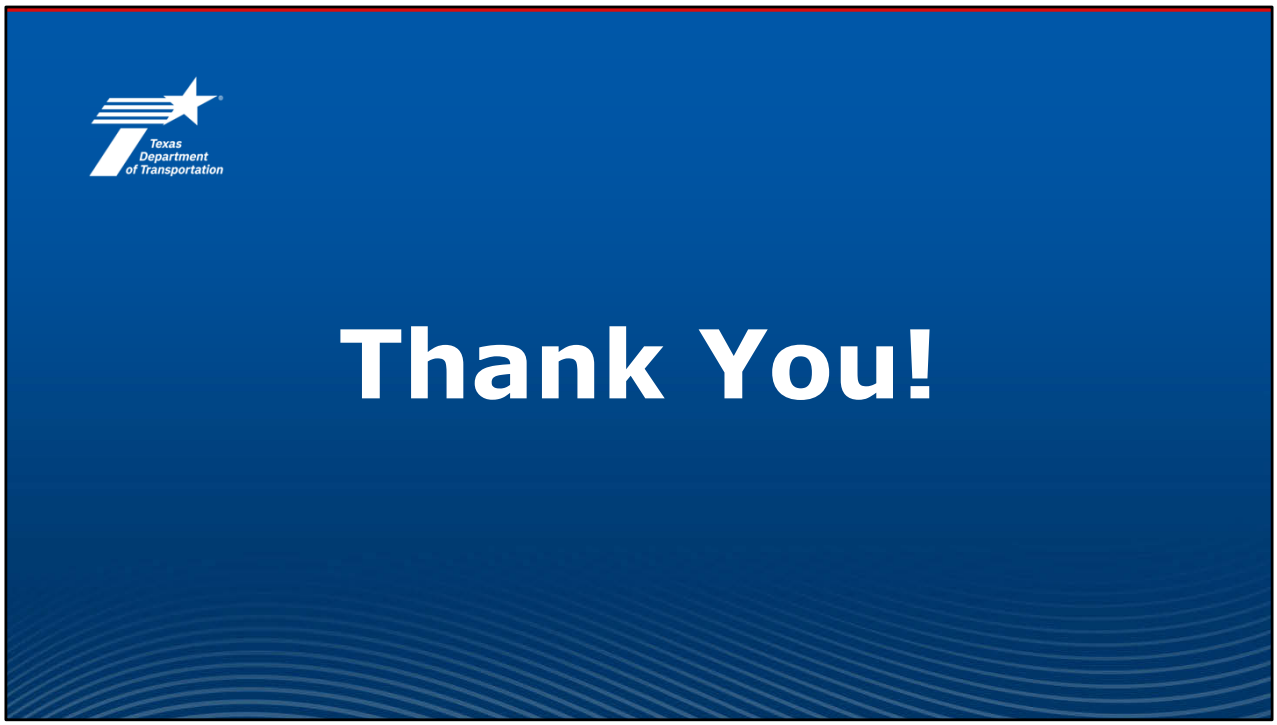
Slide Presentation Script

This slide shares how you can submit written comments and feedback for this listening session. All comments must be received or postmarked by Thursday, September 10, 2026, to be included in the summary report for this listening session.

To submit comments you may do any of the following.

1. Complete the survey in-person at the listening session or online.
2. Leave written comments at the in-person meeting using a comment card that will be provided.
3. You can comment online at txdot.gov, keyword search "SH 73 Listening Session"
4. Comments can be mailed to the TxDOT Beaumont District Office, attention Colton Johnstone, 8350 Eastex Freeway, Beaumont, TX 77708
5. Comments can be emailed to B M T Projects at TxDOT dot gov

For general questions about the presentation or the study, please contact TxDOT Project Manager, Colton Johnstone, at Colton dot Johnstone at TxDOT dot gov.



Slide Presentation Script

We sincerely appreciate your participation and interest in the SH 73 Corridor Study. Your comments and concerns will receive careful consideration.

Thank you, this concludes the presentation.