CENTRAL TEXAS

CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

FARM TO MARKET ROAD 969 CORRIDOR SUMMARY REPORT

TRAVIS COUNTY AND BASTROP COUNTY

AUGUST 2026

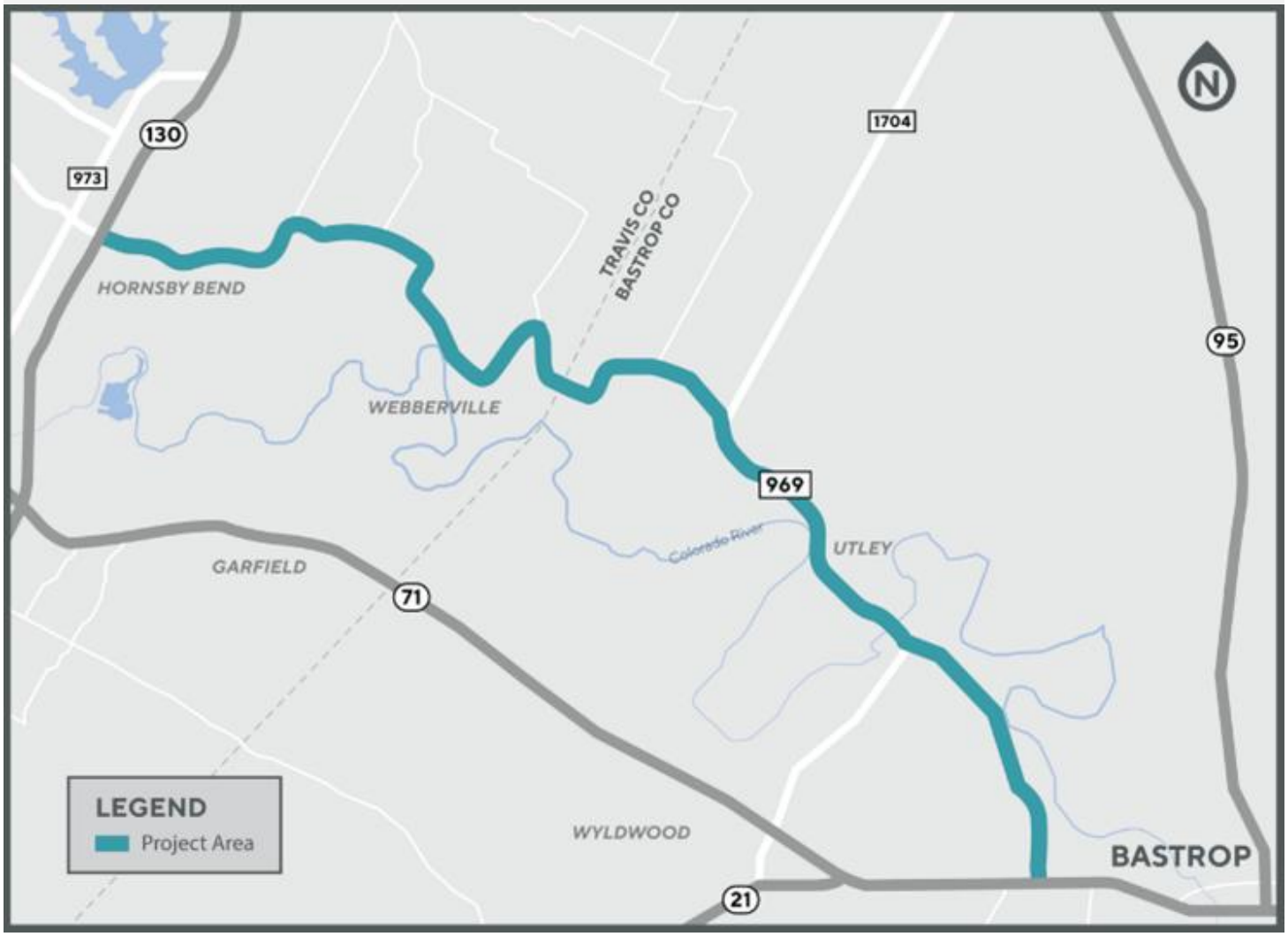


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Executive Summary

The Capital Area Metropolitan Planning Organization (CAMPO) Project Readiness Program is a partnership between CAMPO and the Texas Department of Transportation (TxDOT) to plan for future transportation needs on state-owned highways within the six counties in the CAMPO region. Farm to Market Road (FM) 969 is one of the regional corridors designated by CAMPO's Transportation Policy Board to be studied as part of the Project Readiness Program. A corridor study was conducted for FM 969 to create, assess, and recommend potential alignment alternatives for the roadway. A typical section was also recommended. This report provides a summary of the FM 969 Corridor Study.

As part of the study, three public open houses and public comment periods were held to field comments and feedback from the community on the corridor and the proposed alternatives. Future traffic projections were created using existing traffic volumes, a growth rate based on historical trends, and expected future residential and commercial development traffic. A road safety audit was conducted to identify locations with safety concerns and to identify potential short- and medium-term safety improvements.

The corridor was divided into six segments for the alignment alternatives analysis. Each segment has unique context, challenges, and level of development. Alternatives were developed for each segment. All six segments included widening along the current alignment as an alternative; four segments included new alignments as an alternative. The preferred alternatives for each segment are listed in **Table ES-1** and shown in **Figure ES-1**. A map of all considered alternatives is presented in **Appendix A**.

Table ES-1: Preferred Segment Alternatives

Segment	Preferred Alternative	Explanation
Segment 1	Best Fit Widening	Minimizes potential displacements
Segment 2A	Green (Widening)	Minimizes right of way impacts
Segment 2B	Best Fit Widening	Minimizes potential displacements
Segment 3	Orange	Minimizes impacts to developed areas within Webberville
Segment 4	Green (Widening)	Minimizes right of way impacts
Segment 5	Best Fit Widening	Minimizes potential displacements
Segment 6	Blue	Relocates tie in with SH 71 to existing grade separation



Figure ES-1: Recommended Segment Alternatives

The recommended typical section is a six-lane divided roadway with a shared use path (SUP) on each side. This typical section is shown in **Figure ES-2**.

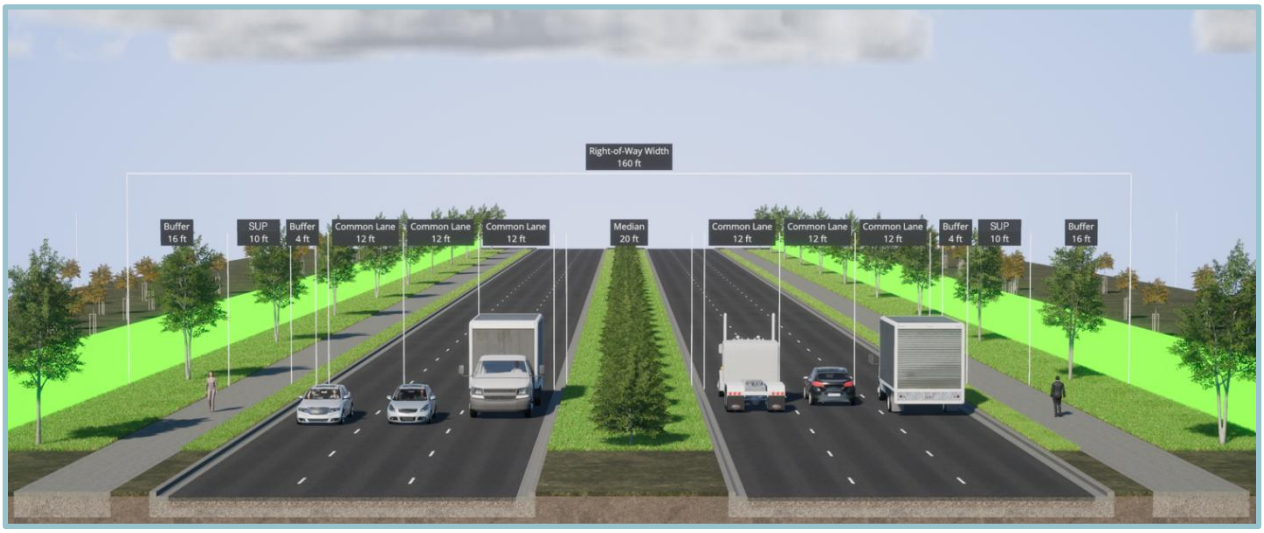


Figure ES-2: Recommended Typical Section

The FM 969 Corridor Study report is the first step in the project development process. Currently, the schematic design, environmental study, engineering design, utility relocation, right-of-way acquisition, and construction phases are unfunded.

Due to the length and complexity of the ultimate design, identification of funding sources and using these sources strategically will be critical to continue the progress of the design. Potential funding sources include:

- TxDOT Unified Transportation Program (UTP) Categorized funding
- Surface Transportation Block Grant (STBG) via CAMPO Project Calls (as available)
- Locally Programmed Funding
- Local Bond Measures
- Creation of Transportation Reinvestment Zone

In addition to identifying funding sources, identification and implementation of funding strategies will need to be considered for continued project development. Potential funding strategies include:

- Advancing early project development (schematic design and environmental studies)
- Foster Regional Partnerships
- Coordinate for Regional and State Funding
- Leverage Local Funding to support early phases
- Evaluate Combining Phasing and Funding Sources

1. Introduction

The Capital Area Metropolitan Planning Organization (CAMPO) Project Readiness Program is a partnership between CAMPO and the Texas Department of Transportation (TxDOT) to plan for future transportation needs on state-owned highways within the six counties in the CAMPO region. The CAMPO Transportation Policy Board authorized the Project Readiness Program to study the needs on regional corridors. These corridors are shown in **Figure 1**.

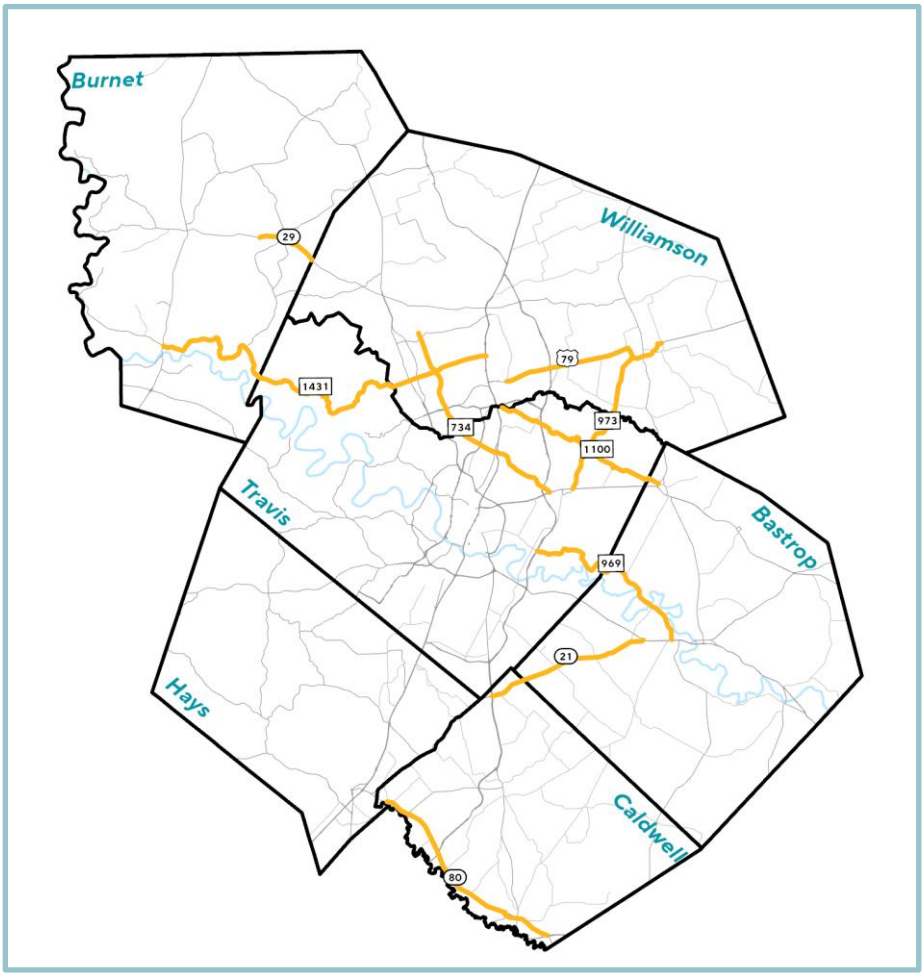


Figure 1: CAMPO Project Readiness Program Corridors

This report provides a summary of the Farm to Market Road (FM) 969 Corridor Study conducted from 2025 to 2026. The study included future traffic projections, public engagement, a road safety audit, and transportation plan review.

1.1. Background

FM 969 is a major collector owned and maintained by TxDOT in Travis and Bastrop Counties that generally travels east/west. The roadway connects Austin and Bastrop and serves as an alternative route to State Highway (SH) 71/SH 21. The corridor passes through the municipal jurisdictions of the City of Austin, Village of Webberville, and City of Bastrop.

1.2. Study Area

The project study limits are from SH 130 in Travis County to SH 71/SH 21 in Bastrop County. These limits are shown in **Figure 2**.



Figure 2: FM 969 Study Area

1.3. Schedule

The FM 969 feasibility study began in early 2025. Data collection and analysis was performed in Spring 2025. Potential improvement concepts were developed in Fall 2025. Recommendations were identified and communicated to the public in Spring 2026.

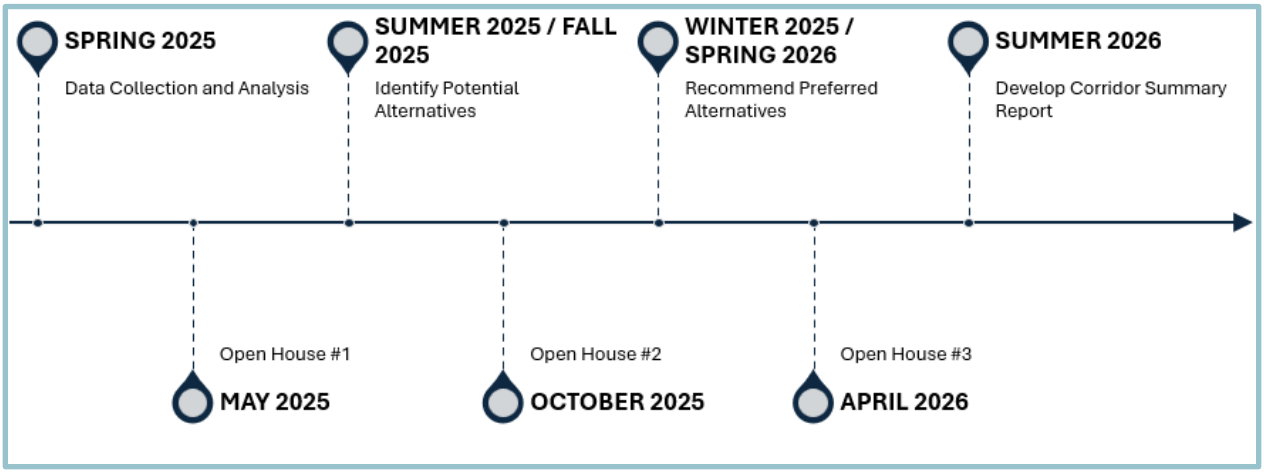


Figure 3: FM 969 Study Timeline

2. Study Intent

The goal of this corridor study is to identify the preferred alignment and typical section between SH 130 in Travis County and SH 71/SH 21 in Bastrop County for FM 969. Various typical sections and alignments were evaluated to determine the preferred alternative. This study serves as an important planning step to accommodate current and anticipated future traffic levels to provide safe and reliable transportation between Austin and Bastrop.

2.1. Study Objective

The purpose of the FM 969 Corridor study is to plan for current and future growth to maintain a high level of mobility and quality of life for residents, businesses, and communities.

The study area has undergone large population growth over the past two decades. From 2003 to 2023, the area experienced traffic growth at an average annual rate of 3.7%. Growth in recent years has occurred at a higher rate, with an average annual growth rate of 9.3% from 2019 to 2023. Improvements to the FM 969 corridor are needed to properly accommodate and serve the continuously increasing population.

3. Existing Conditions Analysis

The FM 969 corridor, spanning from SH 130 to SH 71, serves as a vital east-west connector through Travis and Bastrop counties, including the Village of Webberville and the City of Bastrop. The existing conditions analysis examines roadway characteristics, regional connectivity, and local development patterns, highlighting a mix of rural and urban environments. This section provides an overview of how the corridor functions for local and regional traffic, with attention to current infrastructure and future planning considerations. A map of the existing conditions is available in **Appendix B**.

3.1. Roadway Characteristics

The FM 969 corridor is classified as a major collector roadway. It has four lanes and a two-way left turn lane from SH 130 to Hunters Bend Road, then narrows to two lanes to SH 71. There are many locations along the roadway that present opportunities for improved curvature, such as the two curves between Lazy River Lane and Terri Trail. Much of the corridor is currently rural with sparse development. The endpoints of the corridor at SH 130 and SH 71 are urban with many housing and commercial developments.

3.2. Regional Connectivity

FM 969 serves as an alternate east/west route to SH 71 that connects Austin and Bastrop. The corridor intersects with several TxDOT highways: SH 130, FM 1704, FM 1209, and SH 71. The connection to FM 1209 provides the only mid-route connection to SH 71. The corridor also intersects with the Travis County owned highways of Taylor Lane and Burleson Manor Road.

3.3. Long Range Transportation Plans

A review was performed of the Long Range Transportation Plans in Travis County, Bastrop County, and the City of Bastrop to form a basis for recommendations. Each jurisdiction's plan for the FM 969 corridor is summarized below. The plan excerpts are provided in **Appendix C**.

3.3.1. Travis County

The 2019 Travis County Blueprint identified FM 969 from Hunters Bend Road to Webberville City Limit to be upgraded to a four-lane divided roadway in the Potential Partnership Projects. The County estimates that the project would cost $382.11M. **Figure 4** highlights the Travis County Blueprint within the proximity of the FM 969 Corridor. **Figure 5** is an excerpt from the Travis County Blueprint that shows the county's plan to widen FM 969 to a four-lane divided roadway.

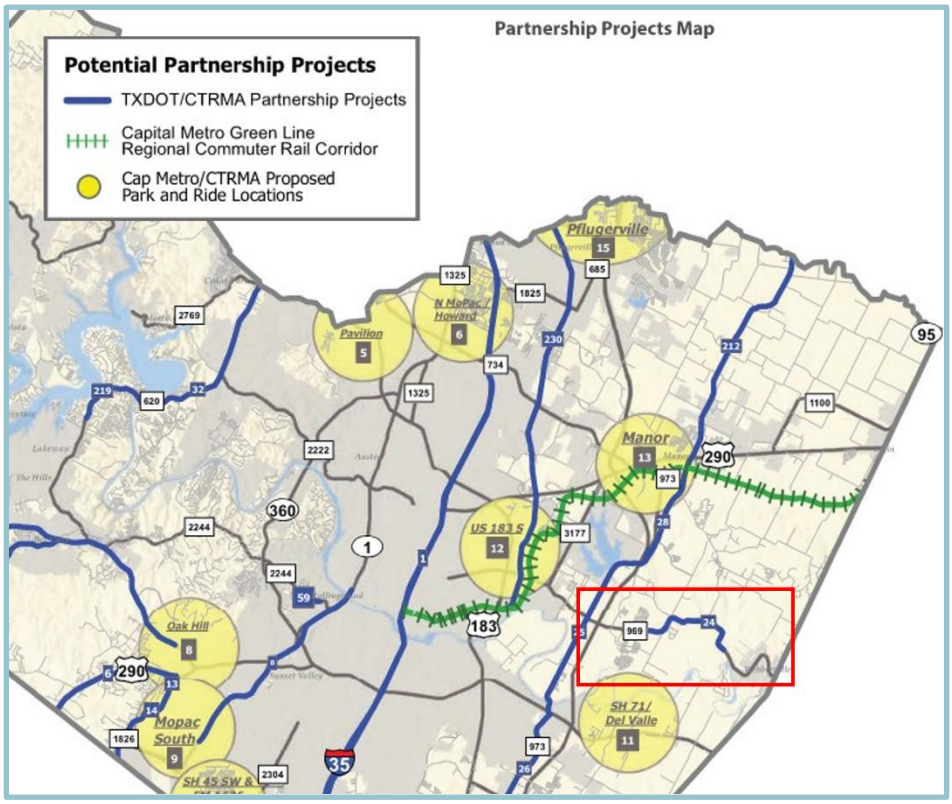


Figure 4: Travis County Blueprint Projects Map

TC MAP ID	Sponsor	Project	Limits/Location	Project Description Functional Class	Project Description	Project Cost (M)	Project Cost (M) YOE 15-30	Project Cost (M) YOE 31-45	ROW Reserve
TxDOT/CTRMA Improvements - Needs Partial or Future Funding									
24	TxDOT/Travis	FM 969	Hunters Bend Rd - Webberville City Limit	MAD-4	4-lane divided roadway	$382.11	$ TBD by Court	$ TBD by Court	TxDOT

Figure 5: Travis County Blueprint Excerpt

3.3.2. Bastrop County

The 2023 Bastrop County Transportation Plan identifies the FM 969 corridor as a planned six-lane divided roadway. **Figure 6** displays the Bastrop County Transportation Plan within the proximity of the FM 969 Corridor.

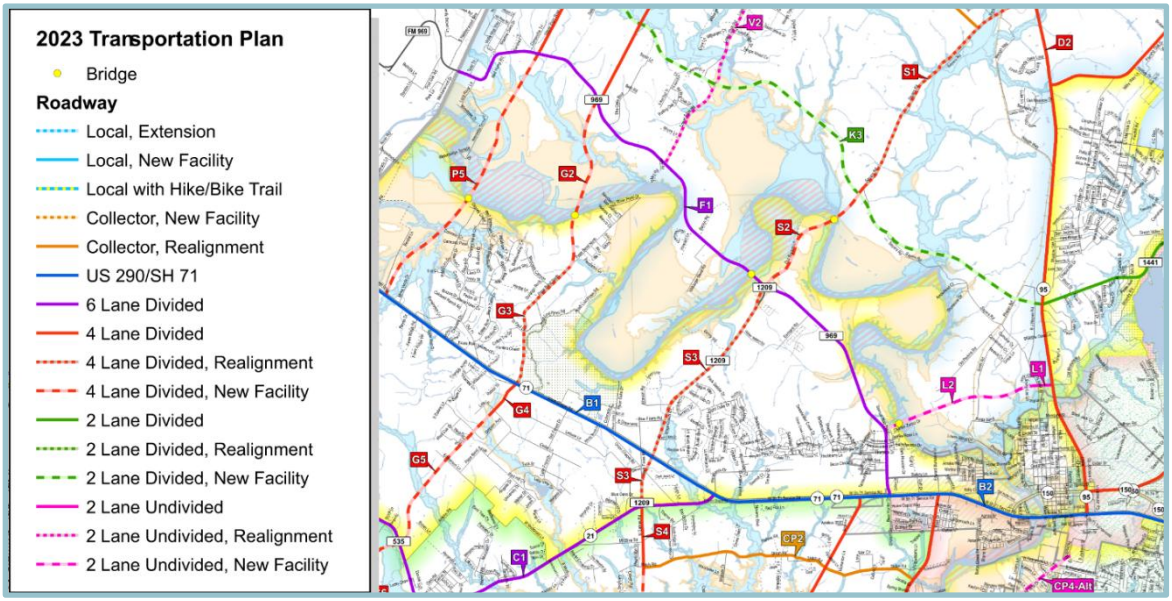


Figure 6: Bastrop County Transportation Plan

3.3.3. City of Bastrop

The 2017 City of Bastrop Transportation Master Plan calls for FM 969 to remain an undivided minor arterial by 2040. **Figure 7** displays the City of Bastrop Transportation Master Plan within the proximity of the FM 969 Corridor.

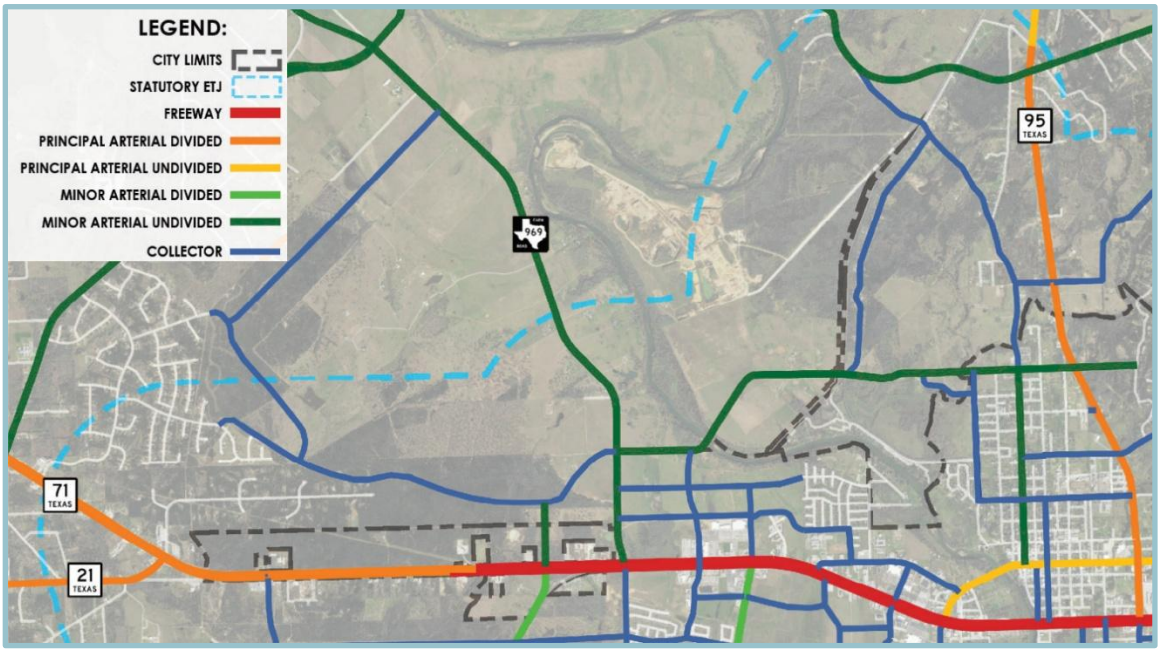


Figure 7: City of Bastrop Transportation Master Plan

3.4. Traffic

Traffic projections for FM 969 were created for analyzing future scenarios. A Traffic Projections Methodology Memo, created as part of this study, details the data collection, growth rate calculations, future developments, and traffic projections. This methodology was approved by TxDOT in April 2025. The full memo is provided in **Appendix D**.

Turning movement counts were collected on Tuesday, August 20, 2024 at 25 intersections along FM 969. A growth rate of 2% was used for the years 2024-2044, and a growth rate of 1% was used for the years 2044-2065. The growth rate is expected to decrease as the area becomes more built out. Site traffic from proposed future developments in the study area were included in the analysis. **Table 1** shows the year scenarios analyzed and the associated growth factors.

Table 1: Traffic Projection Year Scenario

Scenario	Year	Growth Factor
Existing	2024	-
Opening Year	2035	1.22
Design Year	2055	1.51
Pavement Design Year	2065	1.61

Average Daily Traffic (ADT) was calculated at 4 locations on the FM 969 corridor using the projected PM peak hour traffic and peak hour factor (K-Factor) of 11%. The projected ADTs are shown in **Table 2**. The full volume projections are available in **Appendix E**.

Table 2: Projected Average Daily Traffic on FM 969

Year	East of SH 130	East of Taylor Lane	West of FM 1704	North of SH 71
2024	25,000	7,700	7,300	8,500
2035	47,200	25,900	26,000	17,000
2055	54,000	28,000	27,800	18,100
2065	56,200	28,600	28,500	18,300

Due to the anticipated traffic volumes and desire to preserve right-of-way (ROW) for long-term traffic operations, a consistent six-lane typical section is recommended.

3.4.1. Crash Analysis

A Road Safety Audit was conducted to identify short-term and medium-term safety improvements along the FM 969 corridor. A Road Safety Audit is the "formal safety performance examination of an existing or future road or intersection by a multidisciplinary team," per the Federal Highway Administration (FHWA). The purpose of this audit was to evaluate recent crash data to identify short- and medium-term design and operational improvements to enhance safety along the corridor. Crash data from 2019-2023 was analyzed, and safety improvements were recommended. The list of recommended safety improvements is provided in **Table 3**. The full Road Safety Audit is provided in **Appendix F**.

Table 3: Proposed Safety Improvements

Location	Improvement Description	Timeframe
SH 130	Red light running mitigation. Change eastbound and westbound lefts to protected only.	Short
Hunters Bend Road	Pedestrian improvements in all four quadrants	Medium
Cadillac Drive	Trim trees on north side of intersection	Short
Post Oak Road	Confirm height of chevrons and increase quantity. Add advisory speed to alignment warning sign.	Short
Curve at Lazy River Lane	Replace existing curve chevrons and install at four feet high from travel way	Short
Curve at Terri Trail	Replace existing curve chevrons and install at four feet high from travel way	Short
East of Upper Elgin River Road	Add a “no passing” sign to eastbound approach	Short
FM 1704	Make the “stop ahead” and “turn ahead” signs flashing	Short
South of FM 1704	Add a “no passing” sign to westbound approach	Short

3.5. Potential Environmental Constraints and Permitting

As part of the preliminary engineering study, existing and publicly available environmental datasets within the project area were reviewed to identify potential environmental constraints. Applicable regulatory frameworks were also evaluated to determine relevant federal and state requirements associated with protected resources, including surface waters, biological resources, groundwater, hazardous materials, and cultural resources.

The purpose of this review is to identify environmental considerations early in the planning process, allowing for the avoidance or minimization of potential impacts that could affect project development, permitting, or schedule.

The environmental review, summarized in **Table 4**, is tailored to the requirements associated with a locally funded transportation project.

Table 4: Environmental Requirements for a Locally Funded Project (No NEPA Trigger)

Resource (Regulating Entity)	Applicable Regulations Summary	Permit/Approval Details
Jurisdictional Waters of the United States (U.S. Army Corps of Engineers [USACE])	**Regulation:** Section 404 of the Clean Water Act (CWA) regulates activities in jurisdictional waters of the U.S. (WOTUS). **Database Findings:** • Digital files from the United States Geological Survey (USGS) and National Hydrography Dataset (NHD) were reviewed. The proposed project area is intersected by several mapped streams. • The U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory online wetland mapper was reviewed. The project area does contain a mapped wetland.	If work is proposed within the boundary of any streams, a jurisdictional determination will be required. Permitting with USACE could be necessary.

Resource (Regulating Entity)	Applicable Regulations Summary	Permit/Approval Details
Waters of the State (Texas Parks & Wildlife Department [TPWD])	**Regulation:** Chapter 86 of the Texas Parks and Wildlife Code (PWC), Title 31 Chapter 69 of the Texas Administrative Code (TAC), and Chapters 51 and 61 of the Texas Natural Resources Code regulate activities that disturb the bed and substrate of any waterbodies determined to be public waters of the State of Texas. **Database Findings:** Digital files from the USGS and NHD were reviewed. The project area is intersected by several mapped streams.	If work is proposed within any stream, a jurisdictional determination will be required to determine whether waters of the state occur within the project area. Coordination with TPWD may be required.
Federally Protected Birds in Travis and Bastrop County (USFWS)	**Regulation:** The Endangered Species Act (ESA) regulates threatened & endangered bird species and associated habitat. **Database Findings:** • Review of the USFWS Information for Planning and Consultation (IPaC) indicated that there is no critical habitat within the project area. However, the Golden-cheeked Warbler (GCWA) is known to occur within Travis County.	No USFWS coordination is required. No further action is required.
Federally Protected Bats in Travis and Bastrop County (USFWS)	**Regulation:** The Endangered Species Act (ESA) regulates threatened & endangered bat species and associated habitat. **Database Findings:** • Review of the USFWS Information for Planning and Consultation (IPaC) indicated that there is no critical habitat within the project area. However, the Tri-colored Bat (TCB) is known to occur within the counties. Next Steps: To ensure USFWS compliance, it is recommended that the following minimum conservation measures be noted in the PS&E for the Contractor to follow: **"***Between May 1 and July 15 (the Pup Season for the TCB), the Contractor will avoid tree removal within the project area. In the event that TCB are encountered on-site during project construction, adverse impacts on the species would be avoided and USFWS would be notified."*	Possible USFWS coordination is required. Suggested minimum conservation measures for the Contractor, to be added to the EPIC sheet are provided in **Next Steps**.

Resource (Regulating Entity)	Applicable Regulations Summary	Permit/Approval Details
Federally Protected Karst Invertebrates in Travis County (USFWS)	**Regulation:** The Endangered Species Act regulates threatened & endangered karst species and associated habitats. **Database Findings:** • Review of the USFWS Information for Planning and Consultation (IPaC) list (**Appendix D: USFWS IPaC Official Species Report**) indicated that there is no critical habitat within the project area. • A review of the USFWS Karst Zones for Travis County indicates that the project area is within Karst Zone 4b, areas which do not contain karst invertebrate species.	No USFWS coordination is required. No further action is required.
Migratory Birds (USFWS)	**Regulation:** The Migratory Bird Treaty Act (MBTA) states that it is unlawful to kill, capture, collect, possess, buy, sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a federal permit issued in accordance with the Act's policies and regulations. **Database Findings:** Review of current and past aerial photography indicates that the proposed project area is in rural and suburban areas and surrounded by residential or agricultural areas. **Next Steps:** To ensure MBTA compliance, it is recommended that thefollowing best management practices be noted in the PS&E for the Contractor to follow: **"***Between October 1 and February 15, the Contractor will remove all old migratory bird nests from any structurethat would be affected by the proposed project. In addition, the Contractor would be prepared to prevent migratory birds from building nests by utilizing nest prevention methods, such as bird- deterrent netting and bird-repelling sprays and/or gels, between February 15 and October 1. In the event that migratory birds are encountered on-site during project construction, adverse impacts on protected birds, active nests, eggs, and/or young would be avoided."*	No USFWS coordination is required. Suggested best management practices for the Contractor, to be added to the EPIC sheet are provided in **Next Steps**.

Resource (Regulating Entity)	Applicable Regulations Summary	Permit/Approval Details
State Protected Species (TPWD)	**Regulations:** Laws and regulations pertaining to state-listed threatened and endangered species are contained in Chapter 68 of the Texas PWC and Sections 65.171 to 65.176 of Title 31 of the TAC. Laws and regulations pertaining to threatened and endangered plant species are contained in Chapter 88 of the Texas PWC and Sections 69.01 to 69.9 of the TAC. **Database Findings:** • The TPWD Annotated County Lists of Rare Species for Travis County and Bastrop County (**Appendix E: TPWD Annotated County List of Rare Species**) were reviewed and includes 136 threatened, endangered, or rare species for Travis County and 84 threatened, endangered, or rare species for Bastrop County. These include: eight state-listed endangered species, ten state-listed threatened species, and 118 rare species for Travis County, and five state-listed endangered species, nine state-listed threatened species, and 70 rare species for Bastrop County. Many of these species are also included on the USFWS IPac list. • Review of aerial photography and the site visit indicates that the proposed project area is rural and suburban areas with minimal likelihood to impact state-listed threatened or endangered species.	No TPWD coordination is required. No further action is required.
Construction Stormwater Pollution (Texas Commission on Environmental Quality [TCEQ])	**Regulation:** Under the Texas Pollutant Discharge Elimination System (TPES) Construction General Permit (CGP), construction activities are regulated to protect water quality. **Database Findings:** • The proposed project will likely disturb more than five acres; therefore, it is considered a large construction activity and coverage under the CGP is required. • The proposed project is within the boundaries of a regulated Municipal Separate Storm Sewer System as defined in Title 40 Code of Federal Regulations Part 122.2. **Next Steps: "***Prior to commencing construction, all temporary erosion and sedimentation control measures must be properly selected, installed, and maintained."*	Preparation of a Storm Water Pollution Prevention Plan (SWP3) is required. The suggested Contractor notes to be added to the PS&E are provided in **Next Steps**.

Resource (Regulating Entity)	Applicable Regulations Summary	Permit/Approval Details
Edwards Aquifer Protection Program (TCEQ)	**Regulation:** TCEQ administers the Edwards Aquifer Protection Program, which serves to regulate activities that have the potential to pollute the Edwards Aquifer. **Database Findings:** TCEQ Edwards Aquifer digital files were reviewed.The project area is not located within the Edwards Aquifer.	No TCEQ coordination is required.
Hazardous Materials (Environmental Protection Agency [EPA] and TCEQ)	**Regulation:** TCEQ regulates hazardous materials and maintains a database of records of known hazardous material sites. **Database Findings:** A preliminary search of the TCEQ and EPA database of registered sites indicated that there are three petroleum storage tank sites, three Brownfield sites, and one RCRA site, recorded within the surrounding area. **Next Steps:** It is recommended the following note be added to the PS&E for the Contractor: "*If hazardous materials presenting a risk to human health or safety are encountered during construction, the Contractor should cease work immediately (where the hazardous materials were identified) and contact the Project Manager.*"	No EPA or TCEQ coordination is required. The suggested Contractor notes to be added to the EPIC sheet are provided in **Next Steps**.
Cultural Resources (Texas Historical Commission [THC] and State Historic Preservation Officer [SHPO])	**Regulation:** Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects on historic properties. Additionally, political subdivisions of the State must comply with the Antiquities Code of Texas and the Rules of Practice and Procedure for the Antiquities Code of Texas. **Database Findings:** A review of the Texas Archeological Sites Atlas did identify two cemeteries adjacent to the project area and four historical markers are located adjacent to the project area.	Notification to the THC and potentially a permit application would be required to comply with the Antiquities Code of Texas.

Resource (Regulating Entity)	Applicable Regulations Summary	Permit/Approval Details
Protected Lands (TPWD/U.S. Department of the Interior)	**Regulation:** • Chapter 26 of the Texas PWC regulates the use and taking of public parks and recreational lands in Texas. • Section 6(f) of the Land and Water Conservation Fund (LWCF) Act requires that properties acquired or developed with LWCF assistance be retained for public outdoor recreation. **Database Findings:** Travis County Appraisal District and Bastrop County Appraisal District data were reviewed to identify any protected lands that could potentially be impacted by the proposed project. One public park (Little Webberville Park) was identified intersecting the east end of the project area. No LWCF properties occur adjacent to the project area.	As new right of way (ROW) and easements are identified during project development, impacts to protected properties will be avoided/minimized. Further steps will be required if impacts to Chapter 26 or Section 6(f) properties cannot be avoided.

Applicable federal and state environmental regulations relevant to the project area were evaluated. Specific permitting requirements and compliance actions will be further refined as project design advances and final right-of-way (ROW) and easement limits are established. The project will be designed to avoid and minimize impacts to regulated environmental resources to the greatest extent practicable.

Coordination with the Texas Historical Commission (THC) will be required in accordance with the Antiquities Code of Texas. Additionally, preparation and implementation of a Stormwater Pollution Prevention Plan (SWP3) will be necessary to comply with the Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit.

Based on the current conceptual design, additional coordination and permitting under Section 404 of the Clean Water Act (CWA) and Texas requirements for waters of the state may be needed if impacts to jurisdictional streams occur. If project design ultimately involves impacts to protected properties, such as historic resources or parkland, and avoidance is not feasible, further coordination and approvals will be required to ensure compliance with Chapter 26 of the Texas Parks and Wildlife Code.

See **Appendix B** for the locations of environmental constraints.

4. Public Engagement

Public engagement was conducted to gain community feedback on the FM 969 Corridor Study. Three open houses were held in May 2025, October 2025, and April 2026. Postcards were sent to addresses within a 500 foot radius along the corridor to notify residents and businesses of the open houses. Community comments were included in the recommendations of preferred alternatives.

4.1. Open House #1

The first open house was held on Thursday, May 15, 2025 at Spiderwood Studios near Webberville. The study was introduced to the public, and feedback, comments, and concerns were fielded.

The public's largest concern was safety, followed by traffic congestion and reliable trip times. The public expressed the need for improvements and was generally supportive of the study. Many comment responses identified the desire for wider shoulders and included concerns about the number of large trucks on the roadway and the sharp curves on the roadway. The feedback received during the meeting confirmed the engineers' observations that there are many locations that could benefit from widening, realignment, and safety improvements.

There were approximately 64 in-person attendees and 293 online attendees. There were 208 commenters. The online comment period was open from May 15, 2025 to June 17, 2025. A summary of selected questions and responses as written in the meeting documentation is shown below. The full documentation for this meeting and public comments is provided in **Appendix G**.

Question 2: Do you have any comments on the study goals or objectives?

Comment themes:

- High traffic volume on FM 969 in the morning, would like FM 969 to be a safer route.
- FM 969 needs more flood mitigation, wider lanes, and turning lanes.
- FM 969 needs to be four lanes instead of two lanes to help alleviate traffic and create a way to pass safely.
- Traffic lighting needs to be adjusted along FM 969, as well as a light added to Taylor Lane.
- FM 969 needs to be cleared of brush along the roadway.
- Many participants agreed with the study goal objectives.

Question 5: Why do you travel on FM 969 (Choose all that apply)? (numbers are approximate)

Comment themes:

- I own or operate a business on FM 969: 15
- To commute to/from school or work: 60
- Shopping/errands: 60
- Travel for personal use: 70
- Travel for business: 25
- I don't use FM 969: 5
- Other: 15

Question 9: Is there anything else you would like to tell us about FM 969?

Comment themes:

- Many participants noted that they would like to get more information on Highway 71 in Bastrop TX and noted that they would like an overpass installed on Highway 71.
- Noted that there is a high number of 18-wheelers/gravel trucks that take FM 969 causing traffic, unsafe passing, and creating a dangerous road for members of the community.
- Would like to see wider shoulders, FM 969 widened to four lanes, with a turning lane.
- Many noted the rapid growth of Bastrop and the significance of addressing FM 969.
- Participants noted the dangerous curves along FM 969, and the flooding creating a dangerous drive for roadway users.
- Noted that they would like to see more law enforcement on the roadway to address speeding and other traffic laws.

4.2. Open House #2

The second open house was held on Thursday, October 2, 2025 at Spiderwood Studios near Webberville. Attendees were asked to share their thoughts on the proposed improvements and alternatives and provide general comments about the corridor. The presented alternatives broke the corridor into segments. All segments included widening along the existing alignment as an alternative, and some segments had new alignments proposed.

The public showed support for improving curves in the roadway and limiting impacts to the surrounding areas. There were also concerns about traffic flow and construction.

There were approximately 30 in-person attendees and 387 online visits. There were 15 in-person commenters and 4 online commenters. The online comment period was open from October 2, 2025 to November 3, 2025. A summary of selected questions and responses as written in the meeting documentation is shown below. The full documentation for this meeting and public comments is provided in **Appendix H**.

Question 4: What zip code or city/town to you commute or travel to often?

- 78666: 3
- 78602: 2
- 78745: 1
- 78634: 1
- 78759: 1
- 78934: 1
- 78754: 1
- 78751: 1
- 78731: 1
- 78704: 1
- 78650: 1
- 78621: 1

Question 5: What are your comments on Improvement Concept – Segment 1?

Comment themes:

- Minimize curves
- Roundabouts preferred over traffic signals
- Curvy areas need to be widened for safety

Question 6: What are your comments on Improvement Concept – Segment 2?

Preferred paths:

- Blue (1 response)
- Purple (1 response)
- Yellow (1 response)

Question 7: What are your comments on Improvement Concept – Segment 3?

Preferred paths:

- Yellow (1 response)
- Purple (1 response)

Question 8: What are your comments on Improvement Concept – Segment 4?

Preferred paths:

- Purple (3 responses)
- Orange (1 response)
- Yellow (1 response)

Question 9: What are your comments on Improvement Concept – Segment 5?

Comment themes:

- Width of road
- Traffic lights vs roundabouts

Question 10: What are your comments on Improvement Concept – Segment 6?

Preferred paths:

- Blue (2 responses)
- Yellow (1 response)

Question 11: Are there additional criteria you would like us to consider when evaluating the proposed improvement options? If so, what are they?

Comment themes:

- Roundabout concerns
- Traffic flow issues

Question 12: General Comment Section: Is there anything you would like to tell us about FM 969?

Comment themes:

- Curves and safety
- Traffic flow issues
- ROW
- Construction concerns

4.3. Open House #3

The third open house was held on Wednesday, April 15, 2026 at Spiderwood Studios near Webberville. CAMPO and TxDOT shared feedback that had been received at the second open house. Short term and long term recommendations were shared with the public for comment.

The public voiced concerns about certain intersections and locations on the FM 969 corridor. They showed support for the proposed alternatives and thought that the alternatives will address their issues.

There were approximately 54 in person attendees and 126 online attendees. There were 26 comments received. The online comment period was open from April 15, 2026 to May 18, 2026. A summary of selected questions and responses as written in the meeting documentation is shown below. The full documentation for this meeting and public comments is provided in **Appendix I**.

Question 5: What are your comments on the preferred alternatives?

Comment themes:

- Support for the proposed alternatives and belief that they will improve roadway conditions by enhancing the safety and increasing visibility for drivers.
- Concerns about several high-risk intersections and roadway segments that continue to experience frequent crashes. Areas specifically identified include:
    - FM 1209 & FM 969 intersection
    - The left-turn movement onto FM 969 from FM 1704
    - The SH 71 & FM 969 intersection
    - Austin's Colony connection to SH 71
- Increased traffic volumes continue to grow due to airport-related activity, truck traffic, and development along and adjacent to FM 969
- Support for roadway widening improvements along the north side of FM 969
- Safety concerns

Question 6: Do you have any additional comments?

Comment themes:

- Concerns about congestion at the FM 1209/FM 969 intersection, with several commentors supporting a traffic signal
- Increased truck traffic related to construction along FM 969 and SH 71
- Support for additional travel lanes and roundabouts to improve traffic flow, enhance safety, reduce emissions, and accommodate alternative transportation options
- Safety concerns
- Increase sweeping to remove debris from construction and gravel trucks

5. Alternatives Development

Due to the length and varying levels of development along the FM 969 corridor, the analysis of alternatives was split into six distinct segments. The segments are:

- Segment 1: SH 130 to 1000’ east of Decker Creek Drive
- Segment 2: 1000’ east of Decker Creek Drive to 3000’ east of Burleson Manor Drive
- Segment 3: 3000’ east of Burleson Manor Drive to Travis/Bastrop County Line
- Segment 4: Travis/Bastrop County Line to 1 mile east of FM 1704
- Segment 5: 1 mile east of FM 1704 to 750’ South of Sam Houston Drive
- Segment 6: 750’ south of Sam Houston Drive to SH 71/SH 21

5.1. Conceptual Typical Section

The recommended typical section, shown in **Figure 8**, is a six-lane divided roadway with a shared use path (SUP) on both sides. This typical section was determined based off the projected future traffic, the received public comments, and the local jurisdictions’ Long Range Transportation Plans. Alternatives are available in **Appendix A**.

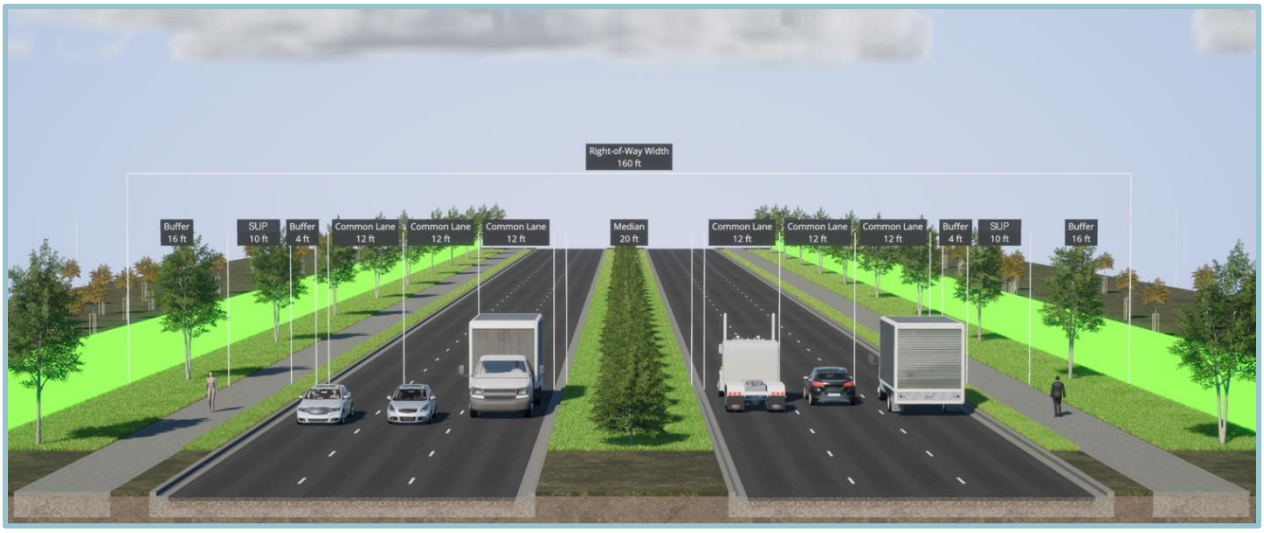


Figure 8: Recommended FM 969 Typical Section

The study area is expected to transition from majority rural to urban as more developments are constructed along FM 969. Currently, most of the development is at the end points of the network at SH 130 and SH 71. Development is expected to fill inwards along FM 969.

5.2. Evaluation Criteria

Each alternative was scored using three categories. These categories were Proposed Right of Way (ROW), travel time, and projected crash frequency. These categories are discussed further below.

- Approximate Proposed ROW
  - The amount of additional ROW acreage that would need to be acquired for each alternative. These areas were calculated by performing a Geographic Information Systems (GIS) analysis and based on a conceptual typical section ROW footprint. The ultimate footprint is to be refined during the schematic phase.
- Travel Time
  - Projected number of minutes to travel along the segment. This was based on segment length and design speed of 45 mph. The proposed design speed is reduced from the current speed limit on the corridor in anticipation of development.
- Projected Crash Frequency
  - Projected number of crashes per year using Existing (2024) traffic volumes. This analysis was performed using the Highway Safety Manual Predictive Method for Urban and Suburban Arterials Analysis Spreadsheet.

5.3. Preliminary Alternatives

Due to the length and differing characteristics of FM 969, the corridor was split into segments to help aid the analysis of preliminary alternatives. Each segment analyzed was identified to fit into two separate categories of analysis: “widening only” and “widening/realignment.” **Figure 9** depicts the limits of each segment.

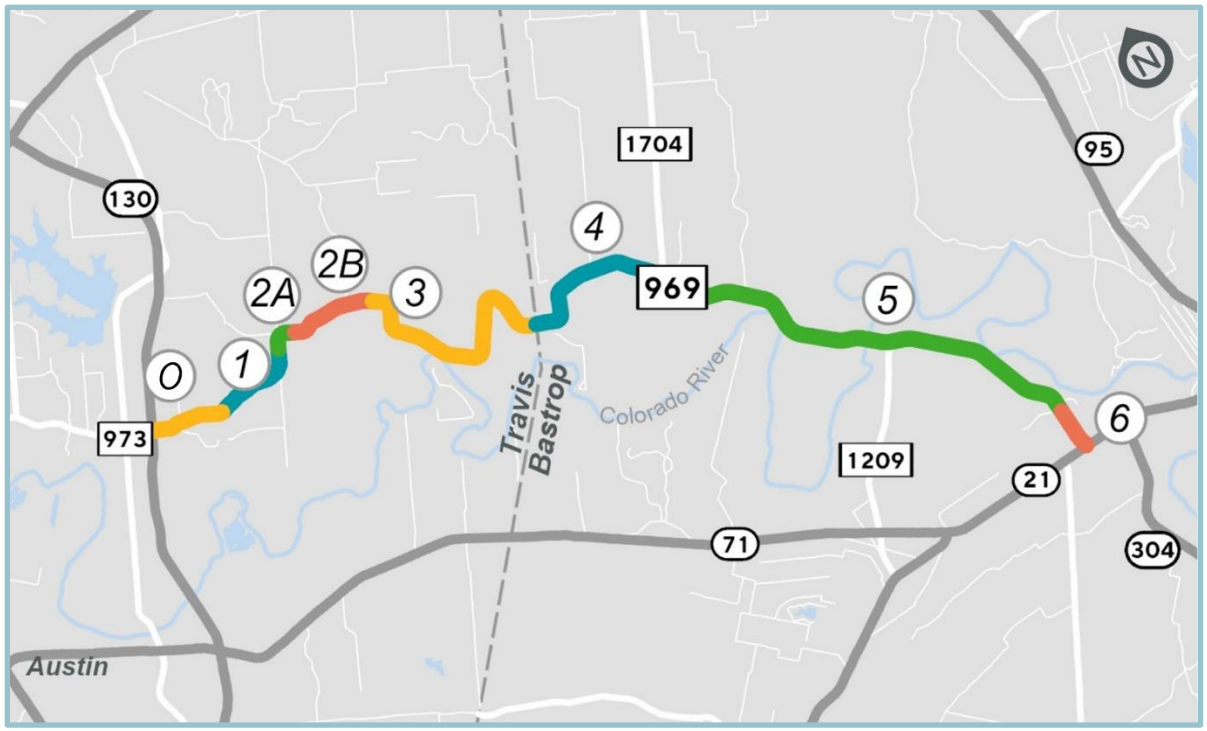


Figure 9: FM 969 Segments

Note that Segment 0 was recently realigned and widened to a four-lane section in 2022. Therefore, no recommendation was made for the realignment of this segment as part of the study. This study recommends a typical section of six-lane divided roadway for Segment 0 with center widening with refinement to be determined in schematic design phase.

5.3.1. Widening Only

The existing alignments for **Segments 1, 2B,** and **5** were identified to have a suitable existing alignment and/or could not be reasonably realigned without impacting multiple existing developments. **Figure 10** shows the segments where widening along the existing alignment is proposed.



Figure 10: Segments with Proposed Widening

The "widening only" analysis included evaluating the potential impacts based off four distinct widening alternatives described below:

- Center Widening
  - The existing roadway is widened on both sides to meet the full width of the conceptual typical section. This typically results in impacts on both sides of the roadway. This type of widening can be preferred when development adjacent to the ROW is not near the existing road.
- Right Widening
  - The existing roadway is widened/reconstructed based on the holding of the left (northern ROW line for FM 969) and widening to the right side to meet the full width of the conceptual typical section. This typically results in impacts on one side of the roadway. This can be preferred when existing development is present on the north side of the roadway.
- Left Widening
  - The existing roadway is widened/reconstructed based on the holding of the right (southern ROW line for FM 969) and widening to the left side to meet the full width of the conceptual typical section. This typically results in impacts on one side of the roadway. This can be preferred when existing development is present on the south side of the roadway.
- Best Fit Widening
  - The existing roadway is widened/reconstructed based on a hybrid of the right, left, and center widenings to meet the full width of the conceptual typical section. This can be preferred when there are existing developments on both sides of the roadway and can reduce overall impacts to existing developments.

The evaluation scores for Segments 1, 2B, and 5 are shown in **Table 5**, **Table 6**, and **Table 7**, respectively.

Table 5: Segment 1 – Hornsby Bend Evaluation Results

Category	No Build	Right Widening	Center Widening	Left Widening	Best Fit
Proposed ROW (acres)	0	12	10	12	11
Travel Time (minutes)	1.9	1.9	1.9	1.9	1.9
Projected Crash Frequency (crash/yr)	22.2	19.1	19.1	19.1	19.1

Table 6: Segment 2B Evaluation Results

Category	No Build	Right Widening	Center Widening	Left Widening	Best Fit
Proposed ROW (acres)	0	14	12	13	12
Travel Time (minutes)	1.3	1.3	1.3	1.3	1.3
Projected Crash Frequency (crash/yr)	2.2	0.8	0.8	0.8	0.8

Table 7: Segment 5 Evaluation Results

Category	No Build	Right Widening	Center Widening	Left Widening	Best Fit
Proposed ROW (acres)	0	84	61	54	54
Travel Time (minutes)	9.8	9.8	9.8	9.8	9.8
Projected Crash Frequency (crash/yr)	16.4	6.7	6.7	6.7	6.7

5.3.2. Widening/Realignment Alternatives

Segments 2A, 3, 4, and **6** were identified as opportunities to improve operations, safety, and access of FM 969 using realignment where environmental constraints did not preclude the feasibility of realignment alternatives. **Figure 11** shows the segments that were evaluated for proposed realignment alternatives.

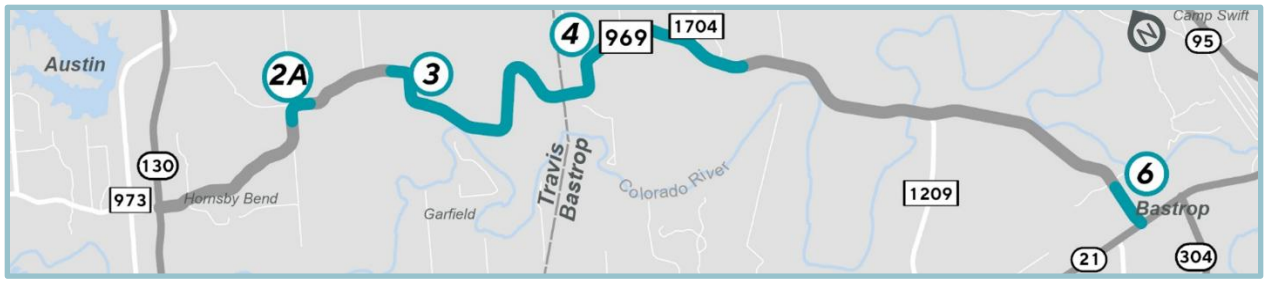


Figure 11: Segments with Realignment Alternatives Considered

Segment 2A

Due to the complexity of the intersection of Taylor Lane at FM 969, three alternatives were evaluated. These alternatives are shown in **Figure 12**. Descriptions for each alternative are discussed below. The evaluation scores are shown in **Table 8**.

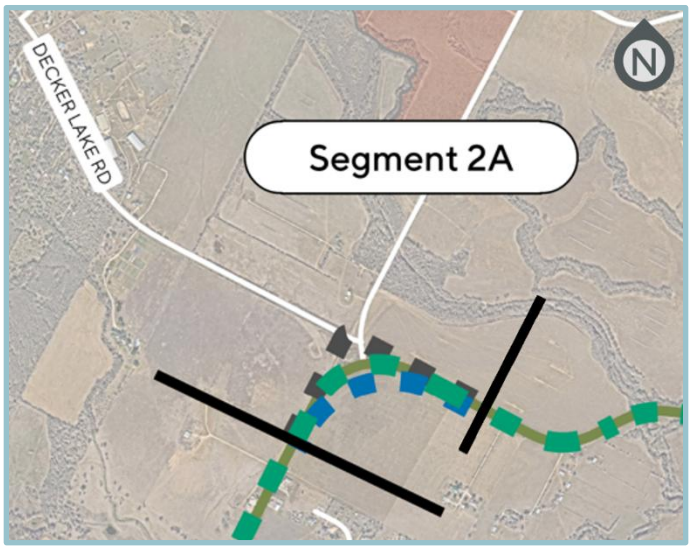


Figure 12: Segment 2A Alternatives

The **green** alternative assumes a center widening of the existing alignment to the proposed typical section.

The **blue** alternative realigns FM 969 with a flattened curve, allowing more space for a future intersection realignment.

The **gray** alternative realigns FM 969 to produce a four-legged intersection with Taylor Lane and Decker Lake Road.

Table 8: Segment 2A Evaluation Results

Category	No Build	Green	Blue	Gray
Proposed ROW (acres)	0	4	6	5
Travel Time (minutes)	0.7	0.7	0.7	0.8
Projected Crash Frequency (crash/yr)	1.3	0.5	0.4	0.5

Segment 3

Due to the proximity of development in the Village of Webberville along with the alignment of existing FM 969, five alternatives were developed and evaluated. These alternatives are shown in **Figure 13**. Descriptions for each alternative are discussed below. The evaluation scores are shown in **Table 9**.

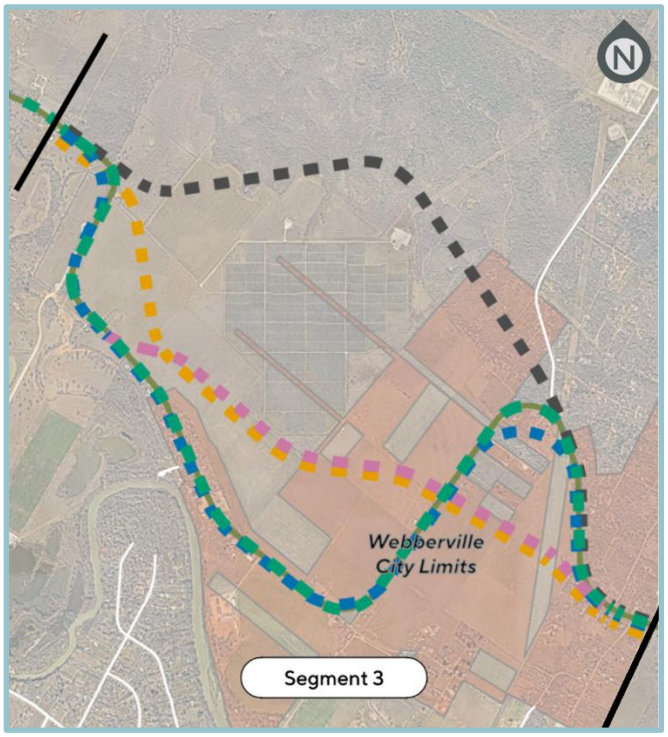


Figure 13: Segment 3 Alternatives

The **green** alternative assumes a center widening of the existing alignment to the proposed typical section.

The **blue** alternative realigns FM 969 on the existing alignment with flatter curves.

The **gray** alternative realigns FM 969 to the north of the Webberville Solar Farm and ties into the existing FM 969, avoiding impacts to much of the development in Webberville.

The **purple** alternative realigns FM 969 to just west of the Village of Webberville, moving the roadway to the area between south of the solar farm and north of the developed areas of Webberville, limiting impacts to homes and businesses. This alignment creates a new intersection where it crosses the existing FM 969 between Post Oak Road and Blake Manor Road, then continues east where it merges with the existing alignment of FM 969 just west of the Travis/Bastrop County Line.

The **orange** alternative realigns FM 969 beginning at the first curve in Segment 3, west of the Village of Webberville. This alignment moves the roadway to the area between south of the solar farm and north of the developed areas of Webberville, limiting impacts to the village. This alignment creates a new intersection where it crosses the existing FM 969 between Post Oak Road and Blake Manor Road, then continues east where it merges with the existing alignment of FM 969 just west of the Travis/Bastrop County Line.

Table 9: Segment 3 – Webberville Evaluation Results

Category	No Build	Green	Blue	Gray	Purple	Orange
Proposed ROW (acres)	0	30	39	52	53	56
Travel Time (minutes)	6.3	6.3	6.0	4.8	4.5	4.7
Projected Crash Frequency (crash/yr)	10.2	4.1	3.9	3.1	2.9	3.1

Segment 4

Due to the winding alignment and curvature of the existing FM 969, five alternatives were developed and evaluated. These alternatives are shown in **Figure 14**. Descriptions for each alternative are discussed below. The evaluation scores are shown in **Table 10**.

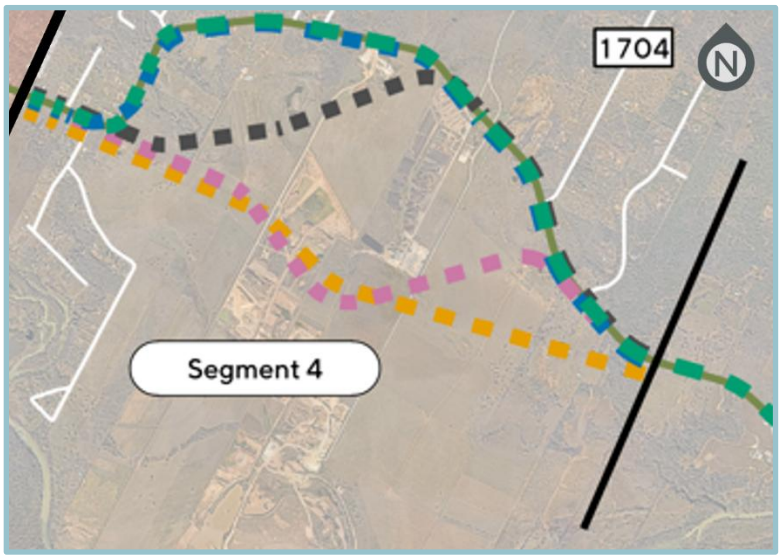


Figure 14: Segment 4 Alternatives

The **green** alternative assumes a center widening of the existing alignment to the proposed typical section.

The **blue** alternative realigns FM 969 on the existing alignment with flatter curves.

The **gray** alternative realigns FM 969 to bypass the sharp curves at the western end of the segment. This alignment ties back into the existing FM 969 between Upper Elgin River Road and FM 1704.

The **purple** alternative realigns FM 969 to create a more direct roadway, bypassing the sharp curves at the western end of the segment. This alignment ties back into the existing FM 969 east of FM 1704. This alignment includes two new curves to reduce the total floodplain crossing area.

The **orange** alternative realigns FM 969 to create the most linear roadway of these alternatives, bypassing the sharp curves on the western end of the segment. This alignment ties back into the existing FM 969 east of FM 1704.

Table 10: Segment 4 – Western Bastrop County Evaluation Results

Category	No Build	Green	Blue	Gray	Purple	Orange
Proposed ROW (acres)	0	31	33	49	57	57
Travel Time (minutes)	5.4	5.4	5.3	4.9	4.3	4.7
Projected Crash Frequency (crash/yr)	8.8	3.5	3.5	3.2	2.9	3.1

Segment 6

Due to the proximity of development along SH 71 and existing FM 969 and connectivity considerations to SH 71, five alternatives were developed and evaluated. These alternatives are shown in **Figure 15.** Descriptions for each alternative are discussed below. The evaluation scores are shown in **Table 11**.

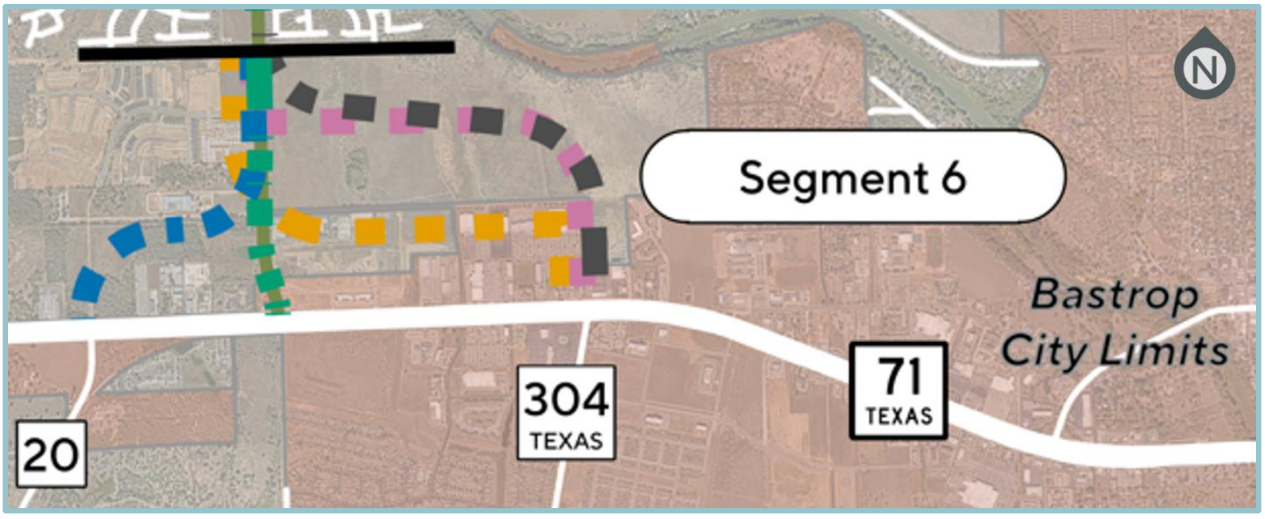


Figure 15: Segment 6 Alternatives

The **green** alternative assumes a center widening of the existing alignment to the proposed typical section.

The **blue** alternative follows the portion of existing FM 969 and realigns the southern portion to tie into SH 71 at the existing overpass location of SH 20. This alignment would create a fourth leg to the SH 71 & SH 20 intersection.

The **gray** alternative realigns FM 969 to provide a continuous new roadway parallel to Blakey Lane. This alignment connects with the intersection Edward Burleson Lane & Blakey Lane to create the third leg at the intersection. This alternative follows Edward Burleson Lane to the intersection of SH 71 & SH 304.

The **purple** alternative realigns FM 969 to create a new four-legged intersection at FM 969 & Puerto Plata Avenue. This alignment creates a new roadway parallel to Blakey Lane. This alignment connects with the intersection of Edward Burleson Lane & Blakey Lane to create the third leg at the intersection. This alternative follows Edward Burleson Lane to the intersection of SH 71 & SH 304.

The **orange** alternative realigns FM 969 to follow Blakey Lane and Edward Burleson Lane. This alignment ties into the SH 71 & SH 304 intersection.

Table 11: Segment 6 – SH 71 Tie-In Evaluation Results

Category	No Build	Green	Blue	Gray	Purple	Orange
Proposed ROW (acres)	0	7	16	24	25	18
Travel Time (minutes)	1.0	1.0	1.4	1.9	1.8	2.1
Projected Crash Frequency (crash/yr)	2.3	1.0	1.3	1.8	1.7	1.7

6. Preferred Alternatives

Based on further analysis paired with multiple rounds of public engagement and coordination with local government stakeholders, preferred alternatives were identified for each segment. These preferred alternatives are shown in **Figure 16** and are discussed in detail below.



Figure 16: Recommended Segment Alternatives

Segment 1: **Best Fit Widening**

Provides most flexibility without significantly realigning the roadway and balances impacts to existing developments.

Segment 2A: **Green**

Widening minimizes ROW impacts which provides most flexibility without significantly realigning the roadway. Further analysis is needed in the schematic phase of the project to determine intersection configuration and geometry with Taylor Lane and Decker Lake Road.

Segment 2B: **Best Fit Widening**

Provides most flexibility without significantly realigning the roadway and balances impacts to existing developments.

Segment 3: **Orange**

Minimizes impacts to developed areas within Webberville and reduces the overall travel length. Further analysis is needed in the schematic phase to determine intersection configuration and geometry at the western and eastern tie in locations with existing FM 969.

Segment 4: **Green**

Widening minimizes right of way impacts, balances needs of roadway capacity with impacts to existing developments and avoids creating new floodplain crossings.

Segment 5: **Best Fit Widening**

Best Fit Widening provides most flexibility without significantly realigning the roadway and balances impacts to existing developments.

Segment 6: **Blue**

Optimizes tie-in location with SH 71 at existing grade separation with FM 20. This location allows travelers on FM 969 to travel west via the SH 71 frontage road, south via FM 20, or east via the SH 71 frontage road.

7. Next Steps

The FM 969 Corridor Study report is the first step in the project development process. Currently, the schematic design, environmental study, engineering design, utility relocation, right-of-way acquisition, and construction phases are unfunded. There is no anticipated timeline for the commencement of future phases. Future steps for the FM 969 project are shown below in **Figure 17**.

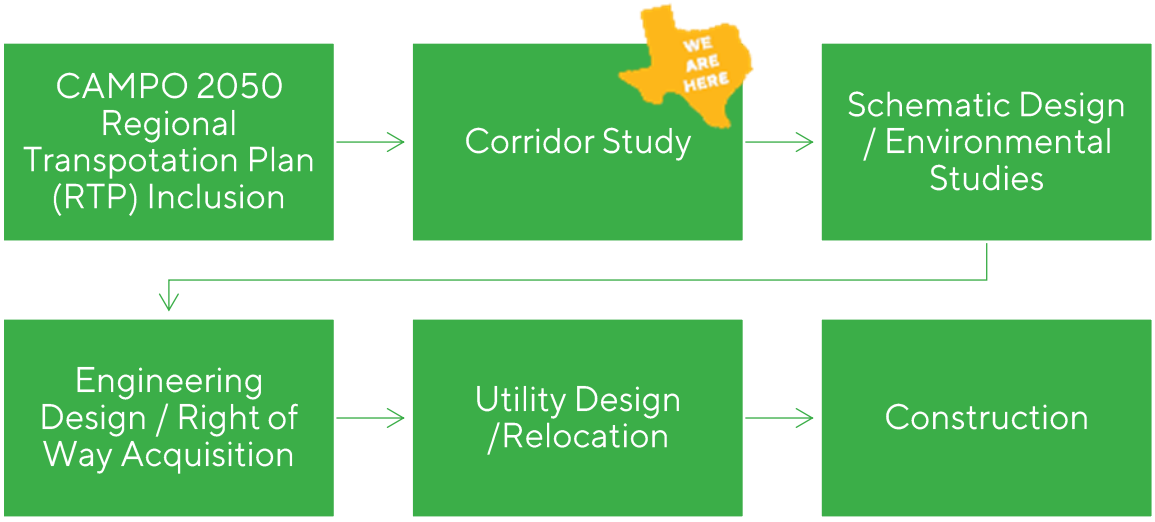


Figure 17: Project Development Cycle

7.1. Inclusion of Recommendations into Local Plans

FM 969 was included in the 2050 CAMPO Regional Transportation Plan (Adopted May 2025). **Figure 18** displays where FM 969 currently fits within TxDOT's planning and programming process.

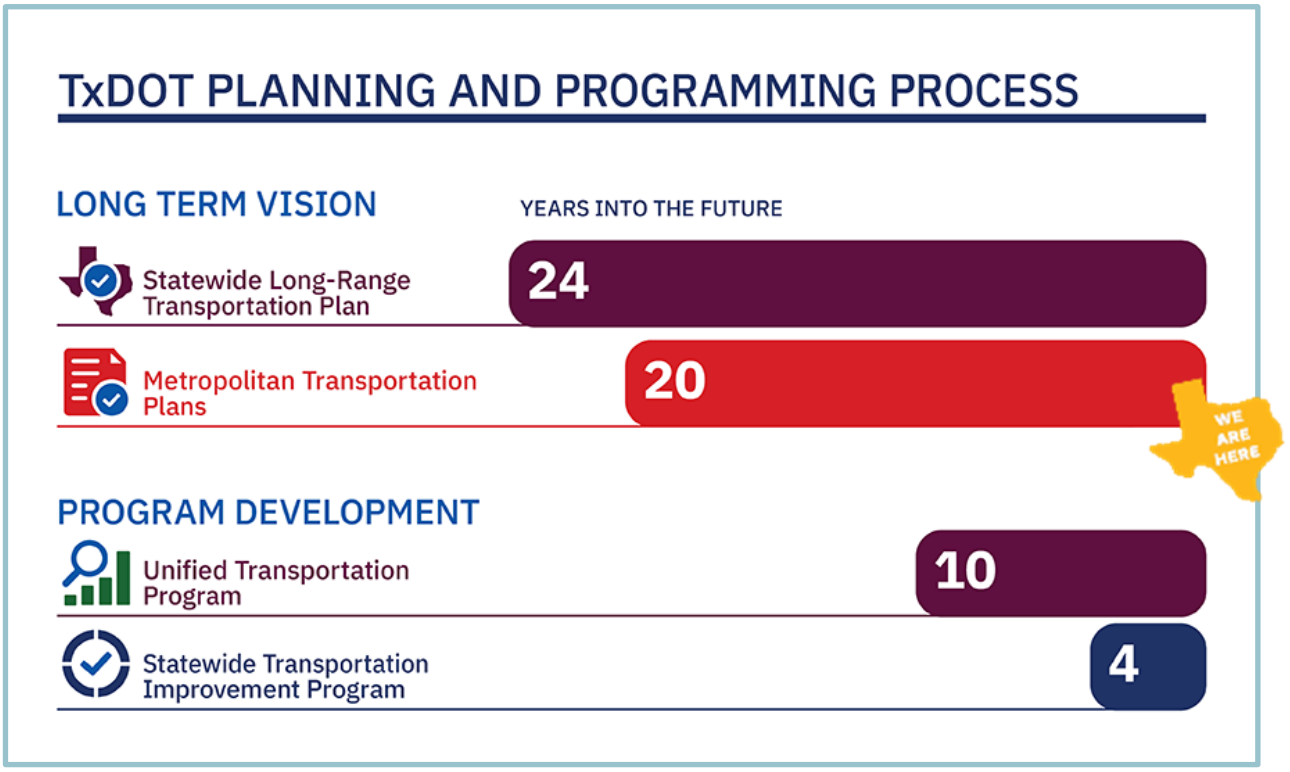


Figure 18: TxDOT Planning and Programming Process (credit TxDOT)

7.1.1. Local Long Range Plan Inclusion

Adopting or revising local transportation plans to reflect the recommended preferred alternatives for both the county and city level is a reasonable next step to ensure there is strong backing from local governments, that they support the project, and are committed to preserving the right of way needed for future improvements.

7.1.2. County Corridor Agreements (CCA)

Additionally, counties should look to engage with TxDOT by executing a County Corridor Agreement after updating all necessary transportation plans to commit to preserving the ultimate corridor footprint from future development. This enables counties and TxDOT to have meaningful coordination with developments and indicate where development should be discouraged to allow for the future corridor improvements.

7.1.3. UTP/STIP Inclusion

Furthermore, TxDOT should explore the feasibility of including the FM 969 corridor to the Unified Transportation Program (UTP) and eventually the Statewide Transportation Improvement Program (STIP). Inclusion in the UTP would advance the project past the corridor study and into schematic design and environmental studies as funding becomes available.

7.2. Identify Potential Funding Sources and Strategies

Due to the sizable length and scale of improvements proposed, careful consideration and planning into obtaining appropriate funding during each phase of the project is critical to ensure the recommendations move into detailed design and eventually get constructed.

7.2.1. Funding Sources

A range of federal, state, and local funding sources are available to advance the FM 969 corridor through the project development cycle. FM 969's inclusion in the CAMPO 2050 RTP and its status as an on-system TxDOT facility makes it eligible for the following:

State Funding (TxDOT UTP Categories):

- The TxDOT UTP organizes transportation funding into 12 categories that collectively support system preservation, mobility improvements, safety, and strategic priorities, with categories 2, 4, and 7 serving as the primary funding sources for major roadway expansion projects and categories 11 and 12 providing flexibility to advance projects and address funding gaps.

Federal:

- Surface Transportation Block Grant (STBG)
    - A flexible federal funding source administered through MPOs that can fund all phases of roadway projects, from early design through construction. It is typically accessed through competitive regional funding processes, such as regional project calls.

County / Local:

- County and Municipal Funding
    - Locally generated tax revenues and fees that can be applied to any phase of the project.
- Bond Measures
    - Coordinated voter-approved debt to fund transportation projects upfront and repay those costs over time using local tax revenues.
- Transportation Reinvestment Zones (TRZ)
    - A designated zone that captures future increases in property tax revenue generated by a transportation project and uses that revenue to fund or reimburse project costs, helping advance projects that lack sufficient funding.

7.2.2. Funding Strategies

Advancing the corridor from planning to implementation will require a coordinated, phased funding approach that leverages local, regional, state, and federal funding sources. Given the project is not currently programmed in the UTP or STIP, early investments and strategic positioning will be critical to improve competitiveness and secure funding across all phases of development.

Advance Early Project Development

- Use flexible funding sources to complete schematic design and environmental studies/clearance
- Improves project readiness and positions the corridor for future funding opportunities

Foster Regional Partnerships

- Coordinate between Bastrop County, Travis County, affected municipalities, CAMPO and TxDOT to establish unified project vision and funding strategies
- Pursue cost-sharing opportunities and joint funding commitments that improve competitiveness for state and federal funding programs
- Develop partnership frameworks (such as interlocal agreements) to facilitate project development and implementation

Coordinate for Regional and State Funding

- Compete through CAMPO funding programs and secure inclusion in the TIP/STIP
- Position the project for long-term funding through UTP

Leverage Local Funding

- Use county and municipal funding to support early phases, ROW acquisition, and utilities
- Provide required local match for federal funding and demonstrate local commitment

Combine Phasing and Funding Sources

- Divide the corridor into segments to align with available funding
- Utilize multiple funding sources across phases (local, STBG, UTP) to advance the project incrementally

Appendix A – Alternatives and Typical Section Exhibits

Appendix B – Existing Conditions and Environmental Constraints Exhibit

Appendix C – Long Range Transportation Plans and Descriptions

Appendix D – Traffic Projections Methodology Memo

Appendix E – Traffic Volume Diagrams

Appendix F – Road Safety Audit

Appendix G – Open House #1 Summary Report

Appendix H – Open House #2 Summary Report

Appendix I – Open House #3 Summary Report