

Welcome to the February 11, 2025, Prosper Town Council Work Session

Call to Order/Roll Call

Agenda Item 1.

Discussion regarding the Town's ADA Transition Plan. (LH)

ADA Self-Evaluation and Transition Plan



Kimley»Horn



Agenda

- Goals and Objectives
- ADA Background
- Steps to Compliance
- Tasks Completed in Current Phase
 - Facility Inventory
 - Public Outreach
 - Facilities Review
 - Transition Plan Development
- Future Phases
- Questions and Comments

Background on the ADA - Title II (state and local governments)

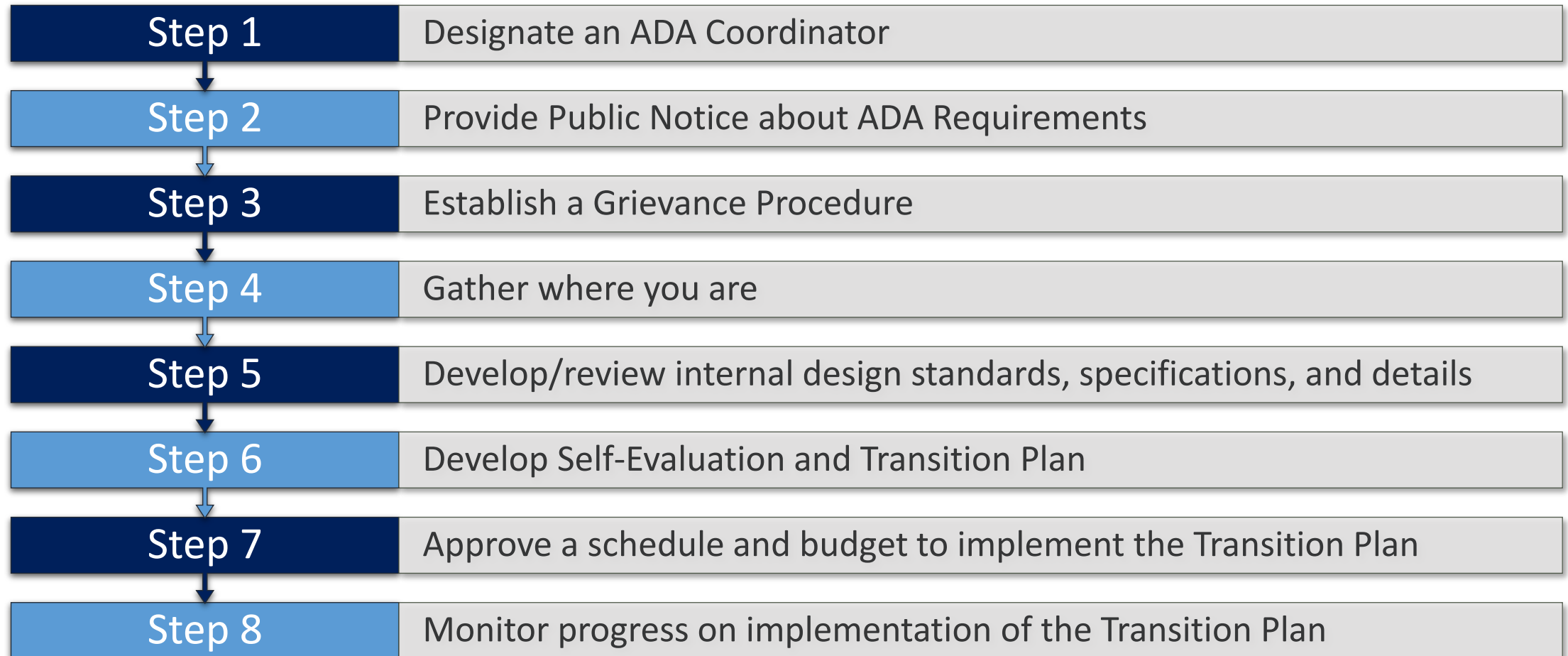
- Non-discrimination based on disability
- Requires local governments to:
 - Develop a grievance procedure
 - Designate someone to oversee Title II compliance (ADA Coordinator)
 - Perform and retain a Self-Evaluation
 - Develop a Transition Plan if structural changes are necessary for achieving program accessibility



Goals and Objectives

- Develop a comprehensive list of barriers
- Provide a detailed outline of methods to remove barriers
- Provide a realistic schedule with cost projections for the removal of barriers
- Master plan for accessibility
- **Required by law, failure to complete can result in withholding of state and federal funds, settlement agreements with DOJ, private lawsuits**

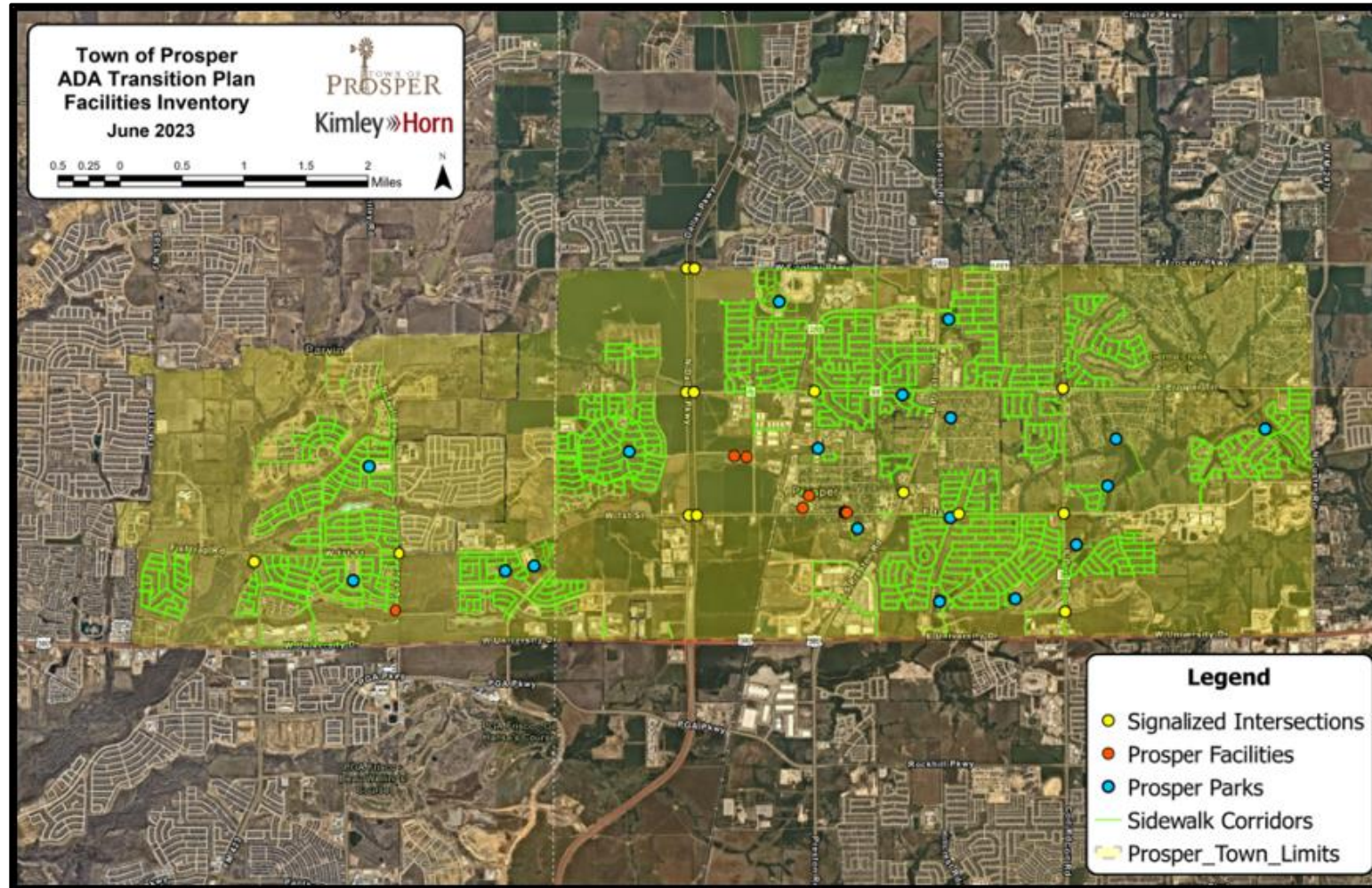
Steps to Compliance



Tasks Completed in Current Phase

- Facility Inventory Development - Establish inventory of all public pedestrian facilities owned or maintained by the Town
 - Sidewalk corridors, driveways and associated unsignalized intersections
 - Pedestrian equipment at signalized intersections
 - Buildings and parking lots
 - Parks and park sidewalks/trails
- Public Outreach
- Self-Evaluation
- Transition Plan Development

Facility Inventory Development



Public Outreach Approach

Online Public Outreach Program – Public Access Survey and Map

- Introduce the project
- Help prioritize facilities to be evaluated in future phases
- Gather input regarding accessibility concerns/issues
- Administered through the Town's website and social media
- Results have been documented in the Transition Plan



Public Input Summary

Online public survey results:

- 39 individual survey responses received.

Wikimap:

- 12 responses were received
 - 5 comments: a new signalized pedestrian crossing is desired
 - 2 comments: a pedestrian crossing is dangerous or difficult
 - 2 comments: a portion of sidewalk is obstructed
 - 3 comments: sidewalk missing where desired

Self-Evaluation

Staff invited to the initial kick-off meeting included:

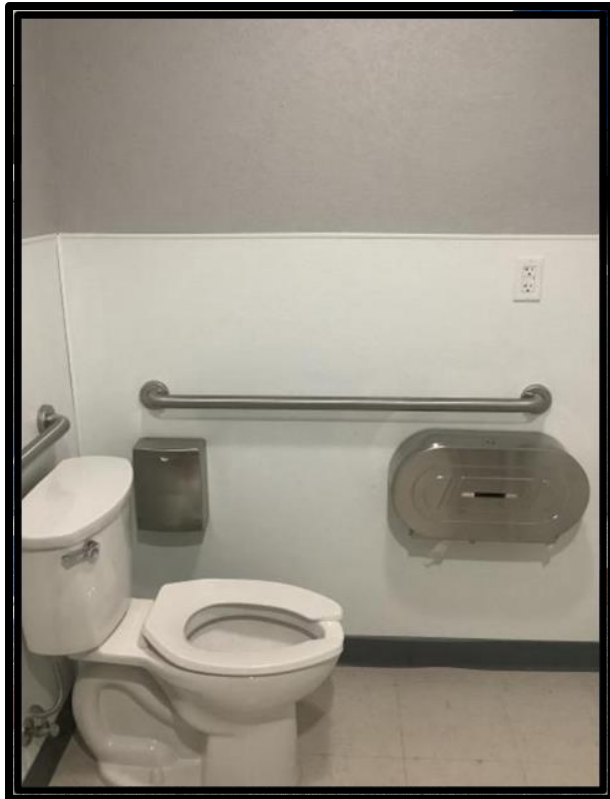
- Town Manager Office
- Human Resources
- Emergency Management Office
- Library
- IT
- GIS
- Building Inspection
- Facilities
- Public Works (Streets and Traffic Signals)
- Parks (New Facilities and Maintenance)
- Engineering
- Public Information Office
- Utility Billing

Facility Evaluations

Facility Type	Evaluated Count
Buildings	3
Parks	3
Signalized Intersections	14
Unsignalized Intersections	74
Sidewalk Corridors	10 miles

Facility Evaluation Findings

Buildings



GRAB BAR DOES NOT EXTEND FAR
ENOUGH FROM THE REAR WALL –
REQUIRED IS A MINIMUM 54-INCHES
AND THIS IS 51-INCHES

PARKING SIGN MOUNTED TOO
LOW - REQUIRED IS 60-INCHES
THIS IS 47-INCHES



Facility Evaluation Findings

Parks



**OVERHEAD PROTRUSION AT
FRONTIER PARK**

**NO ACCESSIBLE ROUTE TO
THE FITNESS EQUIPMENT AT
FRONTIER PARK**



Facility Evaluation Findings

Signalized Intersection Pedestrian Equipment

COMPLIANT:

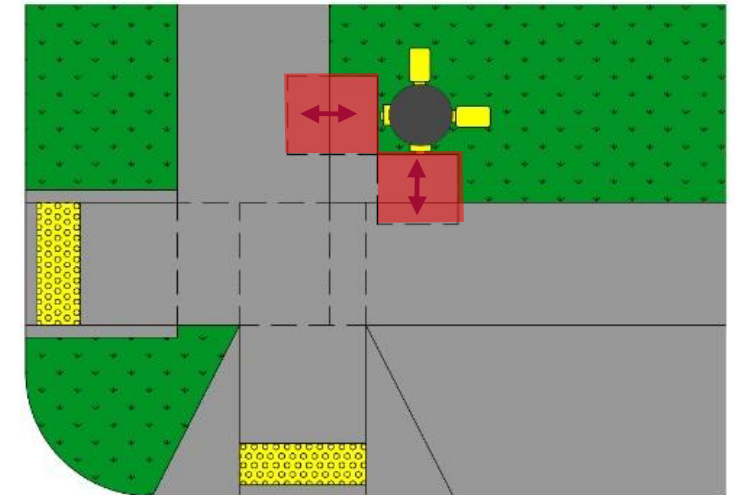


Northwest corner of
Richland Blvd and S Coit Rd

NON-COMPLIANT:



Southeast corner of
Fishtrap Rd and S Teel Pkwy



ISSUES – PUSH BUTTON REACH
RANGE IS GREATER THAN 10 INCHES

Facility Evaluation Findings

Unsignalized Intersection Curb Ramps

COMPLIANT:

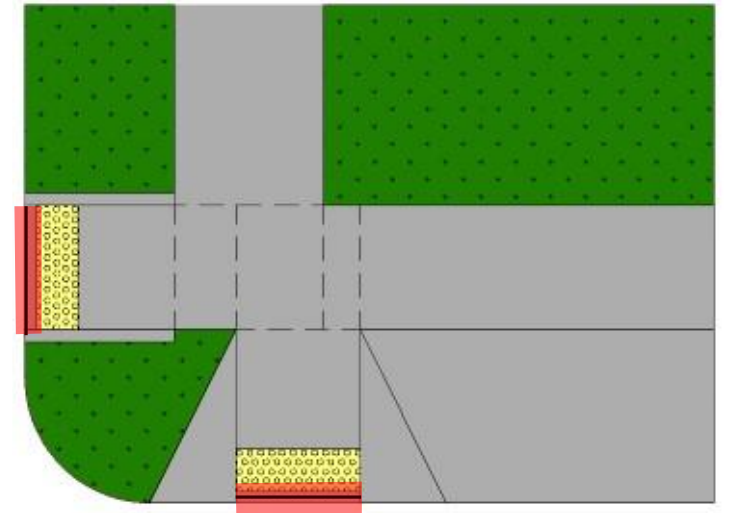


*Southeast corner of
S Windsong Pkwy and Bluestem Dr*

NON-COMPLIANT:



*Northeast corner of
S Windsong Pkwy and Desert Willow Dr*



**ISSUES – FLUSH TRANSITION TO
ROADWAY DOES NOT EXIST**

Facility Evaluation Findings

Sidewalk Corridors



**SINKING AND PONDING
PROSPER TRAIL**



**CRACKING AND VEGETATION
S WINDSONG PKWY**

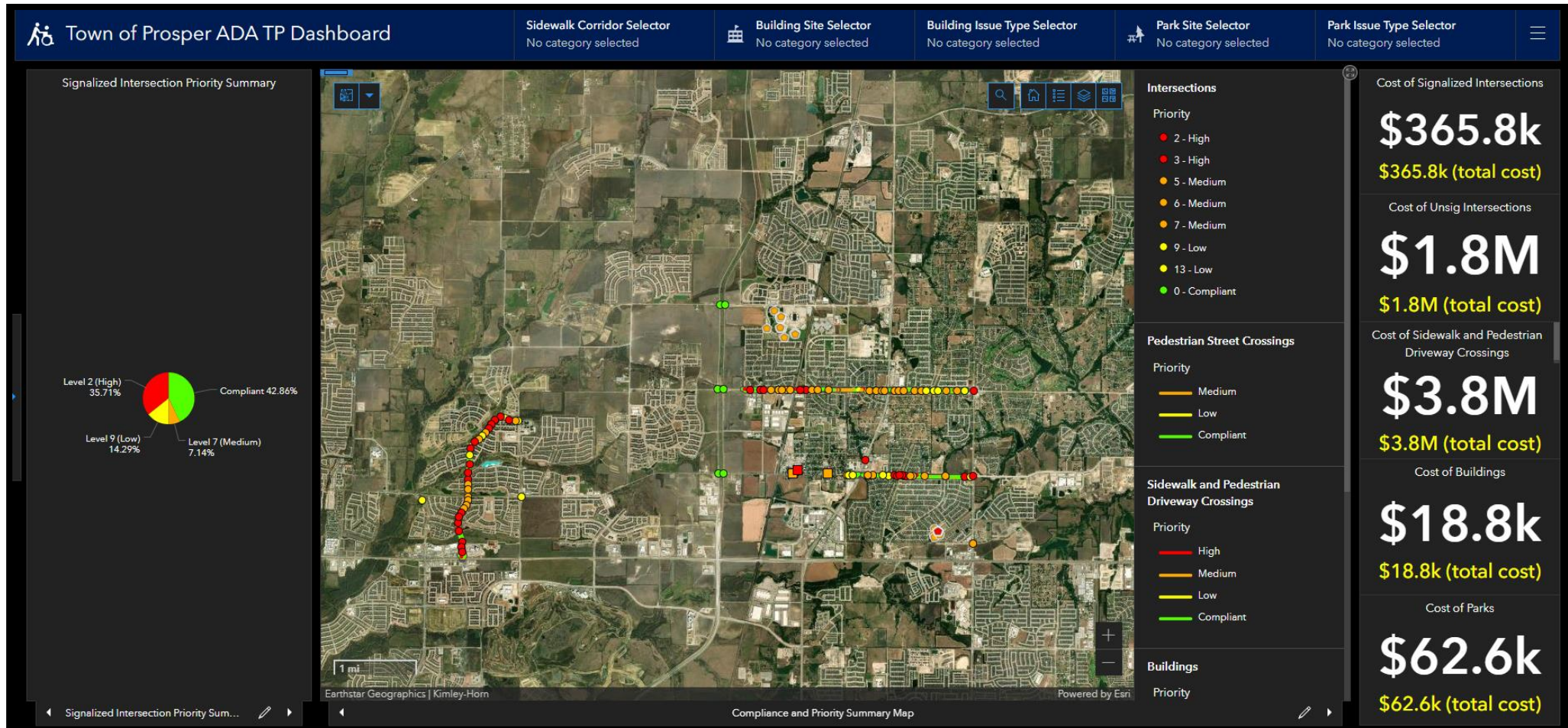
Transition Plan Development

- Defined project purpose, goals, and objectives
- Defined ADA Coordinator's roles and responsibilities
- Developed grievance policy, procedure, and complaint form
- Developed ADA public notice
- Created evaluation and prioritization criteria to identify improvements
- Summarized public outreach feedback received through the online survey
- Developing a multi-year budget for improvements at evaluated facilities
- Developing a multi-year budget and schedule of future phases to complete the evaluation of programs, parks, buildings, and pedestrian facilities within the public right-of-way.

Summary of Estimated Improvement Costs for Evaluated Facilities

Facility Type	Priority			
	High	Medium	Low	Total
Buildings	\$2,000	\$14,800	\$2,000	\$18,800
Parks	\$23,700	\$38,300	\$600	\$62,600
Signalized Intersections	\$266,400	\$26,000	\$73,400	\$365,800
Public Rights-of-Way Sidewalk	\$791,700	\$2,083,500	\$960,700	\$3,835,900
Public Rights-of-Way Unsignalized Intersections	\$791,500	\$909,700	\$136,700	\$1,837,900
Prosper Totals	\$1,875,300	\$3,072,300	\$1,173,400	\$6,121,000

Dashboard



Future Phases

- Evaluate remaining Town building, park, and public rights-of-way facilities
- Evaluate Town services, policies, and practices and modify these if they are determined to be non-compliant
- Update Transition Plan with future phase findings
- Monitor and track ADA compliance efforts

Questions?

Agenda Item 2.

Discussion regarding the Town's paving standards. (DH)

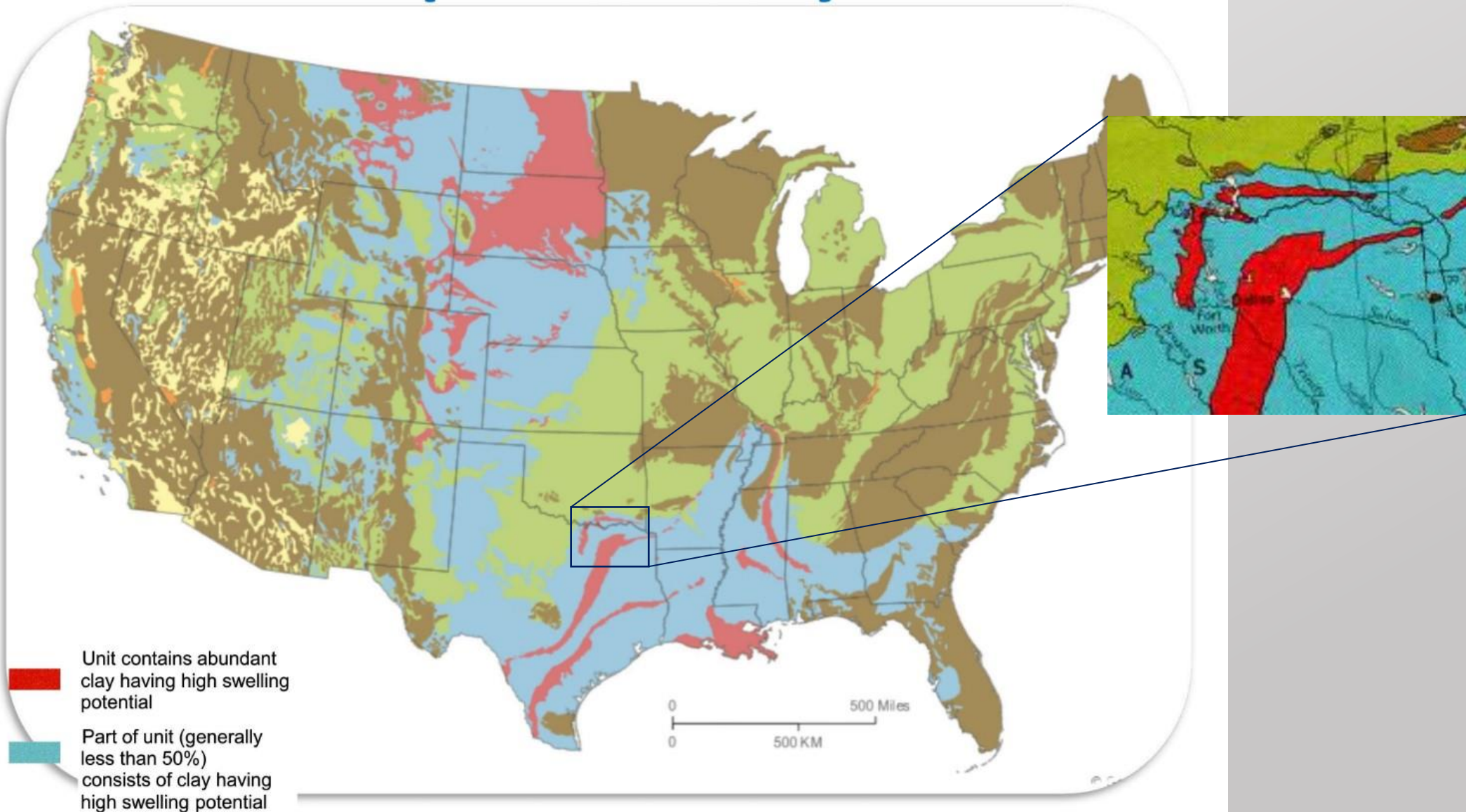
Town of Prosper

PAVING AND SUBGRADE DESIGN REQUIREMENTS

Quick Background

- Town has two geologic formations: Eagle Ford and Austin Chalk
- Eagle Ford is known for Very Expansive Clays
- Town adopted Paving and Subgrade Design Standards in early 2019 to address various 'needs'.

Expansive Clays



Previous Standards

- Pavement standard was a “one size fits all” approach
 - Adequate for paving and subgrade needs of Austin Chalk
 - Under conservative for varying conditions of Eagle Ford’s expansive clays
- Needed robust guidelines for Eagle Ford areas
- Needed to define consistent testing methods and parameters to be used by third party consultants for geotechnical recommendation

Updating Standards

- Staff started research in 2016, and provided first draft for feedback from development community in 2018
- Town started by comparing to neighboring cities with same Eagle Ford Formation
 - Town used Frisco's Paving and Subgrade Design Standards which they recently updated in 2017 as a template
- Town sought input from development community through PDC



August 23, 2018

August 23, 2018
Greater Texas Land Resources
 10950 Research Blvd
 Frisco, Texas 75033
 Attention: Mr. Clint Richardson
 Engineer

Re: Town of Prosper Engineering Design Standards
Pavement and Subgrade Design Requirements Opinion Letter
Town of Prosper, Texas
ALPHA Report No. G180601-A

Re: Pavement and Subgrade
Town of Prosper, Texas
ALPHA Report No. G180601-A

ALPHA TESTING, INC. (ALPHA) provides in the following sections of proposed Pavement and Subgrade Design Requirements as detailed by its These design requirements are currently in draft format and were submitted by Clint Richardson with Greater Texas Land Resources. The purpose of general opinions regarding the new pavement design standards and exhaustive review of the Town of Prosper's requirements.

History

History

It is our understanding that the design requirements generally follow requirements and are to be implemented as a result of continued design and construction of the Austin Chalk formation and the Austin Chalk formation street pavements. The Town of Prosper is located on the Austin Chalk formation, namely the Eagle Ford formation and the Austin Chalk formation generally consists of highly plastic clays overlying shale and/or caliche. The Austin Chalk formation generally consists of highly plastic and/or calicheous clays overlying the Eagle Ford formation.

The active clays associated with the Eagle Ford and Austin Chalk to movements due to changes in their moisture contents. Increases in moisture can result in drying and shrinkage of moisture increases typically occur due to normal upward migration, resulting in swell of these soils and subsequent heave shrinkage can occur along the pavement edge due to moisture systems or lack of proper irrigation along pavement edges. localized settlement of pavement edges.

Opinions/Comments

Opinions/Comments

- Table 5.1: Lime thickness of 12 inches for the Ford formation would require 2 lifts to complete.



September 4, 2018
Proposal No.: GP16-3001-3

Frank Jaromin
Town of Prosper
409 E. First Street
Prosper, Texas 75078

Subject: Proposed Geotechnical Review
Town of Propser Draft Pavement Design Manual

Mr. Jaromin:

We are pleased to submit this proposal for the geotechnical review of the Town of Design Manual.

PROJECT DESCRIPTION

We understand that the Town has authored a Draft Pavement Design Manual and design specifications contained therein. We understand that the Town has modified using some of the City of Frisco pavement specifications and subgrade preparation

SCOPE OF SERVICES

The object of this geotechnical review is to review the draft document and to provide comments on the design of the pavement structure. All services provided will be performed in accordance with those generally accepted engineering standards prevailing at the time and in the location of the project.

Engineering Review and Letter Report

D&S will review and comment on the provided draft Town Pavement can be very cursory, commenting on best practices and constructabi review letters from Alpha and Rone provided to D&S Engineering on is desired, D&S will also contact other local municipalities to deter their roadways based on those practices, as well as provide a detai in the different geologic environments of North Texas. Our op provided in a letter report.

SCHEDULE

We anticipate that our review of the Draft Pavement Design M performed within 2 weeks of receipt of a signed agreement or offi

14805 Trinity Blvd., Fort Worth,
Phone: 817.529.8464 • Fax: 817.529.8465
Texas Engineer Firm Registration # _____
Oklahoma Engineering Firm Certificate of Authorization # _____



August 22, 2018

Mr. Scott Shipp
Blue Star Land
8000 Warren Parkway, Suite 100
Frisco, Texas 75034

Re: Proposed Engineering Design Standards
Town of Prosper, Texas
Pavement and Subgrade Design Requirements

Dear Mr. Shipp:

Dear Mr. Shipp:

Rone Engineering Services, Ltd. (Rone) is pleased to offer this opinion letter regarding the referenced design ordinance under consideration by the Town of Prosper. We understand the ordinance is being modeled after the ordinance that has been in place in Frisco, Texas for several years now, with the most recent update in 2017. A copy of the proposed design standard was provided to Rone by Mr. Shipp with Blue Star Land.

Background

The Town of Prosper and the City of Frisco are each located in the geologic area of the two dominant soil formations known as the Palo Verde and the Frisco. The City of Frisco has a long history of providing residential development with a design standard that is appropriate for the area.

Background

The Town of Prosper and the City of Frisco are each located along the escarpment zone between two dominant soil formations known as the Eagle Ford and the Austin Chalk formations. In the early 2000's, the City of Frisco implemented pavement and subgrade design requirements in an effort to provide roadways throughout the City that would perform in a manner that would reduce the need for repairs to the pavement section. In spite of this effort, the City has experienced localized pavement distress and pavement failure well ahead of the anticipated design life of a number of these the pavement sections.

The high plasticity clay soils that overlie the more stable shale and sandstone formations in the escarpment have been found to have a higher water content and higher organic matter content than the geologic formations are highly expansive when they are exposed to water. This has led to the need for proper ingredients (calcium and other stabilizers) in the design standards for the pavement sections.

The high plasticity clay soils that overlie the more stable shale and chalky limestone bedrocks of the geologic formations are highly expansive when given access to free water. The area along the escarpment has been found to have high levels of soluble sulfates which, when given the proper ingredients (calcium and water), can lead to sulfate induced heave. The City of Frisco's design standards addressed these issues by establishing a testing and design protocol that involves removing unsuitable materials from the pavement subgrade profile, possible double application of lime slurry, and moisture conditioning of the subgrade to a calculated depth based on the estimated free swell potential.

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New Requirements

- Created clear guidelines on testing methods and sampling
- Defined consistent parameters to be used for geotechnical recommendations on all road types
- Developed Moisture Conditioning requirements in the Eagle Ford

Examples and Takeaways

- Standard is not 100% 'guaranteed' from cracking and other pavement failures
 - Several other variables can come into play
- Standards shall greatly reduce potential for road failures

- NB DNT Frontage vs SB DNT Frontage







- Star Trail



Questions?

Executive Session

- Section 551.087 – To discuss and consider economic development incentives and all matters incident and related thereto.
- Section 551.072 – To discuss and consider the purchase, exchange, lease, or value of real property for municipal purposes and all matters incident and related thereto.
- Section 551.074 – To discuss and consider personnel matters and all matters incident and related thereto.
- Section 551.071 – Consultation with the Town Attorney to discuss legal issues associated with any agenda item.

The Town Council will reconvene after Executive Session.

Reconvene into Work Session

Adjourn