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**Title:** AN ORDINANCE TO AMEND TITLE 9, STREETS AND SIDEWALKS, OF THE JONESBORO CODE OF ORDINANCES, TO AMEND AND CREATE ADDITIONAL STREET SPECIFICATIONS

**Sponsors:** Engineering

**Indexes:** Code of Ordinances amendment

**Code sections:**

**Attachments:** 1. CG-4

Date	Ver.	Action By	Action	Result
11/20/2007	1	City Council	Tabled	Pass
11/6/2007	1	Public Works Council Committee	Recommended to Council	Pass

AN ORDINANCE TO AMEND TITLE 9, STREETS AND SIDEWALKS, OF THE JONESBORO CODE OF ORDINANCES, TO AMEND AND CREATE ADDITIONAL STREET SPECIFICATIONS  
 WHEREAS, the City of Jonesboro Engineering Department desires to amend Section 9.44.03 and Section 9.32.03 B.4.c and to create Section 9.44.05 of the Jonesboro Code of Ordinances.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF JONESBORO, ARKANSAS THAT:

SECTION 1: That Section 9.44.03 of the Code of Ordinances of the City of Jonesboro, Arkansas, is hereby amended to read as follows:

- C. The City of Jonesboro does hereby amend the Street Improvement Program Standards Manual by allowing 18” wide high back curb and gutter. Design shall conform to Drawing CG-4 as set forth by the City of Jonesboro Engineering Department.

SECTION 2: That Section 9.32.03 B.4.c of the Code of Ordinances of the City of Jonesboro, Arkansas, is hereby amended to read as follows:

- c. Integral curb: The cross section of the integral curb shall conform to the city’s standards, and the concrete mix used shall be the same as that used in the concrete pavement, and shall be poured as one course construction, with special attention being given to spading and tamping to insure adequate compaction and surface free from honeycomb. All integral curb sections shall make allowance for driveway opening in accordance with city standards. The concrete for integral curb may be left high on the outside form by a notch in the screed or it may be carried back from the paver after the pavement surface has been struck off. The integral curb shall be shaped by a “mule” or by a straightedge guided by templates of proper shape, temporarily inserted in the concrete at regular intervals. The final finish shall match the texture of the adjoining pavement. Designed low points and flat grades shall be checked by pouring a small amount of water into the gutter at some distance from the inlet before final finishing operations are completed. All joint spacing shall be constructed in accordance with the below standards:

1. Expansion joints: Shall be placed at all driveway radii, intersection radii, and all permanent stationary structures. Preformed expansion joint filler shall be of non extruding type and conform to ASTM Designation D1751 or AASHTO M153. Acceptable materials may be found on the current AHTD "Qualified Products List". Material shall completely separate concrete the full width and depth of the curb and gutter section.
2. Contraction joints: Contraction joints shall saw cut with a maximum spacing of fifteen (15') feet. All joints shall be cut to a minimum depth of twenty-five percent (25%) of the thickness of the curb section.

Material used in filling these joints shall be as specified in Section 501 AHTD Standard Specifications or as approved by the City Engineer.

SECTION 3: That Chapter 9.44 of the Code of Ordinances of the City of Jonesboro, Arkansas, is hereby amended with the addition of Section 9.44.05 titled Proof Rolling Specifications to read as follows:

9.44.05 Proof Rolling Requirements

- A. Proof rolling of subgrade and base materials shall be performed prior to the placement of curb and gutter, base material, and flexible or rigid pavement, as applicable. All tests shall be performed under the direction of the Professional Engineer responsible for project construction. Said Engineer shall notify the office of the City Engineer at least 24 hours prior to proof rolling so that the test may be witnessed, as necessary. Failure of city staff to witness proof rolling tests in no way relieves Contractor or Project Engineer of their responsibility to comply with these requirements. All proof roll tests will be performed with a rubber-tire tandem-axle dump truck weighing a minimum of 45,000 pounds unless otherwise approved in writing by the City Engineer. A current weight ticket must be provided at time of proof roll test to verify loading criteria. Proof rolled material shall show no significant signs of movement during proof rolling.

SECTION 4: The Mayor, Doug Formon, and the City Clerk, Donna K. Jackson, are hereby authorized by the City Council for the City of Jonesboro to execute these amendments to the Jonesboro Code of Ordinance.