

ORDINANCE 23-18

AN ORDINANCE OF THE CITY OF WHITE HOUSE, TENNESSEE AMENDING THE MUNICIPAL CODE TITLE 16, STREETS AND SIDEWALKS, ETC., CHAPTER 2 STREET, SIDEWALK AND DRAINAGE DESIGN STANDARDS SECTION 16-220.

WHEREAS, for the purpose of keeping up with the current details and specifications for the city's infrastructure improvements and additions.

WHEREAS, this document describes transportation design requirements that present a comprehensive approach to designing new and modified streets within the City of White House, Tennessee.

WHEREAS, the Public Services Director and the City Administrator have determined after full review that these changes are beneficial to the city for current and future development.

NOW, THEREFORE, BE IT ORDAINED by the Board of Mayor and Aldermen of the City of White House, Tennessee that the following sections of the White House Municipal Code are amended as follows:

TITLE 16: STREETS AND SIDEWALKS, ETC.  
CHAPTER 2: STREET, SIDEWALK, AND DRAINAGE DESIGN STANDARDS  
SECTION: 16-220

*\*Amends are made in bold, italics, and underlined text.*

**16-220. Pavement structure components. *At the discretion of the Public Services Director, or designee, density testing may be requested with the following requirements within this section.*** (1) Sub-base. The layer(s) of specified or selected material of designed thickness placed on a subgrade to support a base course, surface course, or both. A minimum of one (1) boring shall be obtained for any roadway segment. The distance between borings shall not exceed two hundred fifty feet (250'). A second boring shall be required in the trench of any installed utilities. Therefore, where utility trenches exist, the contractor shall be required to do two (2) borings per ~~locations~~ **location**, one boring in the trench and one in compacted subgrade. Multiple samples shall be taken alternately among lanes and shall be evenly spaced. The public services director may require more frequent testing to ensure that the subbase meets the adequacies presented in the design report. However, if borings have already been completed by the underground utility contractor, then additional utility borings shall not be required.

(2) Sub-base proof-roll. ~~Prior to scheduling a sub-grade proof-roll,~~ **When applicable,** the public services department must be in receipt of all density testing data required to be completed at this stage of construction (sub grade should have been tested every two hundred fifty feet (250'), alternating lanes testing to be completed on cut or fill). It is the responsibility of the contractor to provide independent density verification prior to proof-rolling, and at no cost to the city.

After fine grading of sub grade, but prior to placing base material, the sub grade must be proof rolled with a loaded tandem axle dump truck or pan. The contractor shall schedule this inspection. The geotechnical engineer, public services department and contractor shall be represented. The public services department reserves the right to conduct or require additional testing at any time. The minimum acceptable sub grade density is ninety-five percent (95%) of maximum proctor density.

No base course material or curbs should be placed prior to written approval of the sub grade from the public service's department office.

NOTE: Any completed and approved sub grade left exposed for over two (2) weeks or damaged by inclement weather must be re-inspected and approved by the public service's department. This may include another proof roll if necessary in the judgment of the public service's department. Any excavation within a tested and city approved sub grade shall be treated as new excavation and complete density testing **if required** and proof-rolling requirements must be met.

(3) Base course. The mineral aggregate base (stone base) shall be crushed stone as manufactured by local quarries in accordance with current TDOT Standard Specifications. The composite gradation of aggregate for the mineral aggregate base and for surface courses shall be Class A, Grading D, Pug Mill Mix, as specified in the current edition of TDOT Standard Specifications for Road and Bridge Construction. Placement of base course material is only permitted on a city approved sub grade. All base course materials are to be density tested every two hundred fifty feet (250') in alternating lanes with a minimum of two (2) tests on any road no matter the length. Thickness of base course material must be verified at each density test location. The following compaction requirements must be met: Graded aggregate base course (ninety-eight percent (98%) of modified proctor density). It is the responsibility of the contractor to provide independent density verification at no cost to the city.

This ordinance shall become effective upon its final reading and adoption by the Board of Mayor and Aldermen, and publication, the public welfare requiring it.

First Reading:                      October 19, 2023                      PASSED

Second Reading:                      November 16, 2023                      PASSED

  
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John Corbitt, Mayor

ATTEST:

  
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Derek Watson, City Recorder