PETERSBURG
ALASKA

Construction Plan

for Asphalt Paving of Unimak And Vesta Streets, and including Pearl F Street.

Developed by: Karl Hagerman, Public Works Director

Construction will conform to the Petersburg Borough Standard Specifications for all aspects of project. The project will consist of the following work:

- **Road Closures.** Periodic road closures will occur during the work. Isolated construction zones will be used during utility adjustments but complete closures will be needed to be efficient with manpower and equipment during grading, rolling and paving efforts. Public notices will be disseminated in advance of any closures. On the day of paving, neighborhood vehicular access will be impacted for long periods. The Borough and Contractor will do their best to re-establish access as soon as possible. In the event of a local emergency such as fire or ambulance request, access will be provided to emergency services.
- **Adjustment of utilities to the surface of the roadway**. This work will include 7 manhole adjustments, 8 water main valve adjustments and one sewer cleanout adjustment and will allow the Borough to access the utilities after the paving is complete. This work will be performed by the Borough and the cost will not be added to the assessments for the paving.
- **Grading of the streets.** The streets in question will be graded to provide a 2% crown for positive surface drainage. If necessary, additional leveling course rock will be spread to achieve this crown. After grading, the streets will be compacted by way of a vibratory drum roller. This work will be performed by the Borough and the cost will not be added to the assessments.
- **Paving.** Paving will be performed by SECON. For each street being paved, an overall width of 22' and 2" final pavement mat thickness will be the goal (two 11' driving lanes) . Adequate paved corner radius' will be installed at the Pearl F Street intersections with Vesta and Unimak Streets to carry vehicular traffic around the corners. A round, 60' diameter cul-de-sac is planned for the ends of Vesta and Unimak Streets.
- **Shouldering after paving.** Edges of asphalt will be protected by grading leveling course up to the edge of the asphalt. The Borough will complete this work and the cost will not be added to the assessments.
- **Changes.** If the LID group desires an increase in width of the street paving, or the diameter of the cul-de-sac, the group must be in agreement and the additional costs will be reflected in the final assessments.
- **Private paving.** If a resident would like a driveway apron or driveway paved, this work must be arranged directly with SECON as these costs will not be included in the LID assessment. Quotes for driveway aprons or driveways can be received by calling or emailing Steven Elliot, SECON Project Manager, at 907-305-0817 or selliot@colaska.com . The Borough encourages any resident interested in a driveway quote to request it as soon as possible, and finalize an agreement if so inclined, so that SECON can order and ship the correct amount of aggregate and asphalt oil to complete all work at hand.

Paving Options to be determined by LID group.

ACP, Type 2. The first is to pave with the usual Asphalt Cement Paving (ACP) that adheres to a Type 2 specification. This material utilizes a well graded rock aggregate that produces a smooth and dense asphalt mat once it is compacted. The aggregate used for this mix must be barged in from Ketchikan and is more expensive than the other option. The end product would provide a smoother ride for vehicles and offer increased longevity under normal traffic conditions. Estimated life is 15-20 years.

ATB. The second option is to pave with an Asphalt Treated Basecourse (ATB) mix design. This material uses a courser mixture of aggregate and utilizes local crushed rock so the mobilization cost is lessened. This mixture is normally used as a base layer to a Type 2 pavement to increase longevity of the surface course, however the mixture can perform well under low traffic situations like those present on Unimak and Vesta Streets. The end product would be more porous after compaction than a Type 2 surface and would therefore be less smooth. Additionally, this mix design uses local rock which is known to be less durable under testing by ADOT. The product would still perform well under low traffic loads and have longevity greater than a chip seal, but lesser than a Type 2 ACP.