







PHASING LEGEND:

-  NOT IN PROJECT WORK SCOPE
-  PHASE-1
-  PHASE-2
-  PHASE-3
-  PHASE-4
-  BASE STRENGTHENING (IF APPLICABLE)
(APPROXIMATE LIMITS ARE HIGHLIGHTED)

GENERAL NOTES

1) CONTRACTOR SHALL SUPPLY A CALENDAR YEAR SPECIFIC CONSTRUCTION SCHEDULE INDICATING APPROXIMATE START AND END DATES OF PAVEMENT REMEDIATION OPERATIONS, INCLUSIVE OF HOURS OF OPERATION AND APPLICABLE MOT PLAN DETAIL SELECTION BY PARKING LOT (PL) FOR REVIEW AND APPROVAL BY GRANVILLE HEALTH SYSTEMS.

2) CONTRACTOR SHALL HAVE MAINTENANCE OF TRAFFIC MEASURES INSTALLED & INSPECTED BY THE ENGINEER OF RECORD'S REPRESENTATIVE PRIOR TO COMMENCING WORK ON EACH PAVEMENT REMEDIATION PHASE.

3) CONTRACTOR SHALL PLAN CONSTRUCTION PHASING SEQUENTIALLY FROM PHASE 1 TO PHASE 4, REQUESTING INSPECTION PAVEMENT EFFORT WITH 5 BUSINESS DAY NOTICE UPON COMPLETION OF EACH PAVEMENT REMEDIATION PHASE. CONTRACTOR SHALL NOT ADVANCE TO NEXT PAVEMENT REMEDIATION PHASE UNTIL PRIOR PHASE HAS BEEN INSPECTED, PARKING STOPS, AND ALL PAVEMENT MARKINGS HAVE BEEN RESTORED.

4) CONTRACTOR SHALL ACKNOWLEDGE THAT PHASE 2 REMEDIATION EFFORTS SHALL BE PLANNED FOR CRITICAL ANALYSIS OF MINIMAL CONSTRUCTION DURATION DUE TO THE IMPACT OF THESE LOT CLOSURES UPON THE CAMPUS OPERATIONS. IF OVERNIGHT OPERATIONS ARE PROPOSED IN THESE AREAS TO FACILITATE A MINIMAL TIMELINE IN THESE AREAS, CONTRACTOR SPECIFY THIS EXPLICITLY WITHIN CONSTRUCTION SCHEDULE. CONTRACTOR SHALL PRIORITIZE COMPLETION OF EACH LOT OF PHASE 2 WITH CRITICAL DURATION ABOVE COMPLETION OF THE OVERALL PHASE. IN OTHER WORDS, CONTRACTOR SHALL NOT PRIORITIZE CONCURRENT WORK IN EACH LOT OF PHASE 2 UNLESS THIS WILL RESULT IN THE FASTEST COMPLETION OF EACH LOT WITHIN THIS PHASE.

5) CONTRACTOR SHALL PLAN FOR THE ACCESSIBLE WALKWAY CONSTRUCTION IN PARKING LOT 1 & 25 DURING PHASE 2 PAVEMENT REMEDIATION. COMPLETION OF PHASE 2 SHALL INCLUDE INSPECTION OF THE ADA ACCESSIBLE WALKWAY, PARKING STALLS, AND ADJACENT AREAS FOR COMPLIANCE.

7) CONTRACTOR SHALL COMPLY WITH THE PHASING PLAN OF THIS PLAN SO AS TO NOT HAVE CONSTRUCTION VEHICLES TRACK AND TRAVERSE OVER REPAVED LOTS UNTIL THEY HAVE BEEN INSPECTED FOR COMPLETION BY ENGINEER OF RECORD'S REPRESENTATIVE.

8) CONTRACTOR SHALL MAINTAIN ALL MAINTENANCE OF TRAFFIC MEASURES IN PLACE ENSURING SAFE & TRAVERSABLE CONDITIONS FOR VEHICLES AND PEDESTRIANS AT ALL TIMES UNTIL EACH PHASE OF PAVEMENT REMEDIATION HAS BEEN INSPECTED FOR COMPLETION BY ENGINEER OF RECORD'S REPRESENTATIVE.

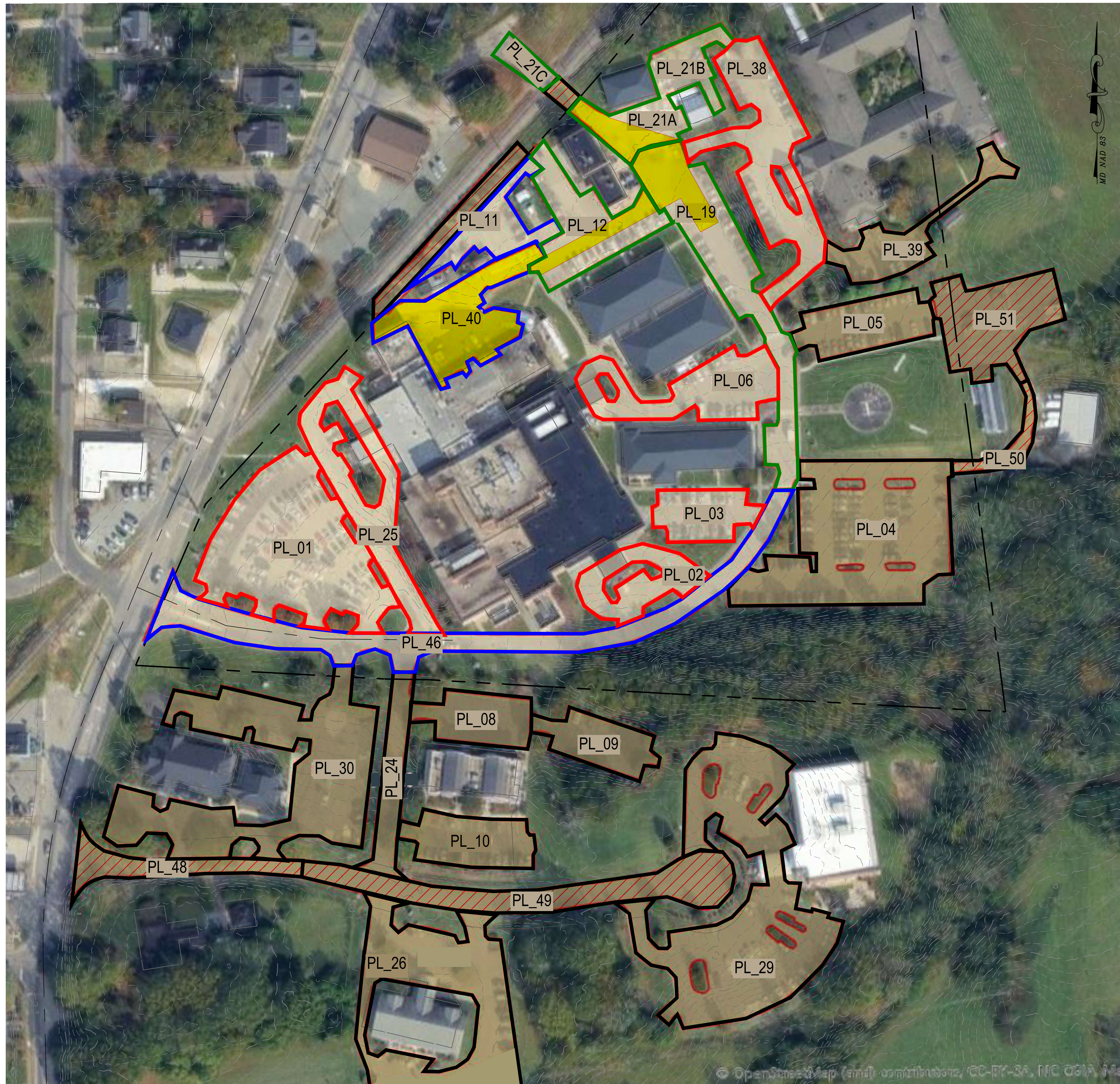
SPECIAL CONSIDERATIONS:

1) PL 26 REPAVEMENT WORK SCOPE SHALL INCLUDE PARKING LOT EXPANSION TO SOUTHERN PROPERTY LIMIT WHICH SHALL INCLUDE APPROPRIATE SUBBASE, BASECOURSE AND WEARING COURSE. LUMP SUM BID SHALL INCLUDE THIS WORK SCOPE.

2) PL 29 WORK SCOPE ONLY INCLUDES RESTRIPING, HOWEVER CONTRACTOR SHALL INCLUDE INSTALLATION OF 6 PARKING STOPS ON THE ADA STALLS TO LIMIT VEHICULAR ENCROACHMENT INTO EXISTING PEDESTRIAN WALKWAY NEAR MAIN ENTRY. LUMP SUM BID SHALL INCLUDE THIS WORK SCOPE.

3) CONTRACTOR SHALL EXPLICITLY INDICATE AN OPTIONAL BID ALLOWANCE FOR 16 TO 25 PARKING STOPS THAT MAY BE INSTALLED FOR PARKING STALLS IN PL 11 (ALONG THE RAILROAD) THAT WOULD BE IN ADDITION (NOT INCLUDED WITHIN) THE BASE LUMP SUM BID UPON OWNER APPROVAL.

4) EXISTING CAMPUS SIGNAGE REPLACEMENT SHALL BE DETERMINED AT THE TIME OF FORMAL PRECONSTRUCTION MEETING AND CONTRACTOR SHOULD BE EXPLICITLY INDICATE THEIR RATES FOR STANDARD SIGNAGE (EG. R-1 30" STOP SIGNS, ETC.) FOR REPLACEMENT CONSIDERATION THAT WILL BE DETERMINED AT A LATER DATE.



NO.	DATE	REVISION	BY

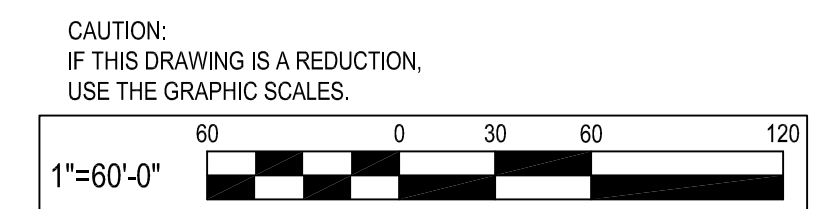


I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of North Carolina.

PROJECT PHASING PLAN
GRANVILLE HEALTH SYSTEM PARKING LOT IMPROVEMENT PROJECT
 GRANVILLE HEALTH SYSTEM
 1010 COLLEGE STREET
 OXFORD, NORTH CAROLINA, 27585

DESIGNED:	MFT
DRAWN:	RS
CHECKED:	JL
SCALE:	AS SHOWN
DATE:	04/24/2026
PROJECT:	A0240109.302
DRAWING:	

C101



04/23/2026 10:53:35am User: rasm

	Parking Lot	Parking Lot Description	Parking Lot Pavement Remediation Scope	Area (SY)	Parking Stops	Full Depth Patching
PRESENT WORK SCOPE:						
Phase 1	PL_04	Main Employee Parking Lot - big employee lot south helipad	Mill & Overlay - demo/patch over terminal parking islands	3621	15	Yes
	PL_05	Small Employee Parking Lot - north of helipad	Mill & Overlay	988	17	-
	PL_08	103 Lower Leve Parking Lot - Main	Crack sealing	789	23	Yes
	PL_09	103A Lower Level Parking Lot in the Back by Dumpsters	Crack sealing	782	-	Yes
	PL_10	103 Top level parking lot	Mill & Overlay	947	27	-
	PL_24	Road that connects the Main Driveway to Professional Park Drive between 101 and 103	Mill & Overlay	714	-	-
	PL_26	102 Parking Lot	Mill & Overlay	5632	33	Yes
	PL_29	GPCO parking lot... paved in 2019	Striping (Paint) Only	4217	-	-
	PL_30	101 A and B Parking Lot	Mill & Overlay	3770	19	-
PL_39	Brantwood Side Lot Laundry	Mill & Overlay	855	5	-	
Phase 2	PL_01	Main Parking Lot - Front Entrance	Mill & Overlay	3381	-	-
	PL_02	EMS Breezway Loop and Emergency Personal Parking Area	Mill & Overlay	888	-	-
	PL_03	OR on call Parking Lot near EMS entrance	Mill & Overlay	732	12	-
	PL_06	Emergency Department Parking Lot - visitor parking / handicap	Mill & Overlay	1401	7	-
	PL_25	Driveway Front Entrance and Under Breezway	Mill & Overlay	1531	-	Yes
	PL_38	Brantwood Front Lot Entrance and Exit	Mill & Overlay	2044	-	-
Phase 3	PL_11	Employee Parking - Behind Dumpsters (see Special Considerations, Note 3 on Sheet C101)	Mill & Overlay	1390	16 to 25	-
	PL_40	Loading Dock and Kitchen Section	Mill & Overlay + Base Strengthening (See C101 for Approximate Limits)	1519	-	-
	PL_46	Main Driveway - Primary Entrance thru crosswalk	Mill & Overlay	2472	-	Yes
Phase 4	PL_12	Front Energy Plant - Dr Parking and Health Department Parking	Mill & Overlay + Base Strengthening (See C101 for Approximate Limits)	1346	-	-
	PL_19	Main Driveway - crosswalk thru backside of energy plant	Mill & Overlay + Base Strengthening (See C101 for Approximate Limits)	2181	17	Yes
	PL_21A	Main Driveway - backside of energy plant up to railroad	Mill & Overlay + Base Strengthening (See C101 for Approximate Limits)	523	-	-
	PL_21B	Main Driveway - backside of energy plant up to railroad	Mill & Overlay	785	1	-
	PL_21C	Main Driveway - backside of energy plant north of railroad	Mill & Overlay	2560	-	-
NOT IN WORK SCOPE:						
	PL_48	Professional Park Drive First Half	May need mill & fill at later date.	727	-	-
	PL_49	Professional Park Drive Second Half up to the cul-de-sac	May need crack sealing & full depth patching at later date.	1786	-	-
	PL_50	50 on the map is the gravel road back to the big shed.	Dirt Road. Not in scope at present time.	1493	-	-
	PL_51	51 on map is the newly paved lot	Newly paved lot. Not in scope at present time.	235	-	-

GENERAL NOTES:

1) CONTRACTOR SHALL PARTICIPATE IN A PRECONSTRUCTION MEETING TO CONFIRM CONSTRUCTION SCHEDULE AND ALIGN WITH OPERATIONAL TIME RESTRICTIONS OF GRANVILLE HEALTH SYSTEMS. SPECIFIC HOURS OF CONSTRUCTION OPERATION SHALL BE AGREED TO PRIOR TO CONTRACT AWARD. MATERIAL INTERRUPTION TO GRANVILLE HEALTH SYSTEMS OPERATIONAL ABILITY TO ACCESS HOSPITAL ENTRIES SHALL BE KEPT TO A MINIMUM. CONTRACTOR SHALL SUBMIT A DETAILED LOGISTICS PLAN OF CLOSURES PLANNED FOR KEY PARKING LOTS WHERE REPAVEMENT WORK SHALL BE MINIMIZED: PL_02, PL_03, PL_06.

2) CONTRACTOR SHALL NOT FULLY CLOSE PL 46 OR PL 19 (THE MAIN CIRCULATORY ROADWAY) AT ANY TIME. CIRCULATION MUST BE ABLE TO BE MAINTAINED FOR EMERGENCY VEHICLES (EG. AMBULANCE, FIRE, POLICE) AT ALL TIMES. AT ALL TIMES A 20' WIDTH OF THE ROADWAY MUST BE MAINTAINED FOR FIRE ACCESS PER NFPA REQUIREMENTS.

3) CONTRACTOR SHALL PROVIDE MAINTENANCE OF TRAFFIC FOR VEHICLES AND PEDESTRIANS FOR THE DURATION OF THE CONSTRUCTION PROJECT (WORK ZONE SAFETY MEASURES, REFER TO NC DOT DIVISION 11 OF THE 2024 ROADWAY STANDARD DRAWINGS AND MAINTENANCE OF TRAFFIC SHEETS "MOT" DETAILS PROVIDED WITHIN THESE PROJECT SPECIFICATIONS).

4) CONTRACTOR SHALL MAINTAIN A CURRENT COPY OF THE APPROVED PAVEMENT PROJECT DRAWINGS, PHASING DRAWINGS, AND MAINTENANCE OF TRAFFIC DRAWINGS ONSITE FOR THE DURATION OF THE PROJECT.

5) HOT MIX ASPHALT (HMA) OVERLAY SHALL BE S9.5B - SEE NCDOT SPECIFICATIONS ON SHEET C102.

6) MILL DEPTH SHALL BE 2" MAXIMUM. OVERLAY DEPTH SHALL BE 2" MAXIMUM. EXISTING DRAINAGE PATTERNS SHALL REMAIN.

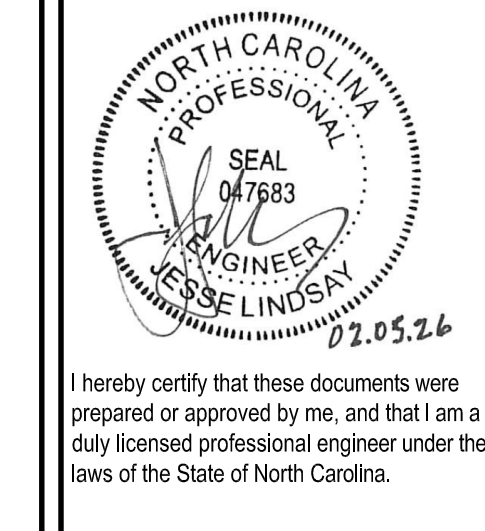
7) FULL DEPTH PATCHING SHALL BE EITHER (2) TWO 3" LIFTS OF L19.0C OR (1) ONE 6" LIFT OF B25.0C, LOCATIONS AS CONFIRMED IN THE FIELD AND PER THE ABOVE PARKING LOT SCHEDULE. ESTIMATED TO BE APPROXIMATELY 250 SY OF FULL DEPTH PATCHING FOR THE WORK SCOPE OF THIS PROJECT.

8) CONTRACTOR SHALL INCLUDE PARKING STOP REPLACEMENT/REPAIR AS NOTED ABOVE WITHIN THEIR WORK SCOPE.

9) CONTRACTOR SHALL INCLUDE PARKING STRIPE REESTABLISHMENT WITHIN THEIR WORK SCOPE.

10) CONTRACTOR SHALL REVIEW THE PROVIDED CONTRACT DOCUMENTS AND PLANS FOR LOGISTICAL UNDERSTANDING AND NOTIFY ENGINEER OF RECORD (GFT INFRASTRUCTURE, INC.) OF ANY OBSERVED DEVIATIONS FROM THE IN-SITU FIELD CONDITIONS FOR ENGINEERING REVIEW PRIOR TO COMMENCING WORK SCOPE. CONTRACTOR SHALL ALLOW 5-7 BUSINESS DAY TURNAROUND FOR FORMAL RESPONSES TO ANY FORMAL REQUESTS FOR ADDITIONAL INFORMATION (RFI) REGARDING THIS WORK SCOPE. SEE CONTRACT DOCUMENTS FOR RFI PROTOCOL.

BY	
REVISION	
DATE	
NO.	



PAVEMENT REMEDIATION PROJECT SPECIFICATIONS
 GRANVILLE HEALTH SYSTEM PARKING LOT IMPROVEMENT PROJECT
 GRANVILLE HEALTH SYSTEM
 1010 COLLEGE STREET
 OXFORD, NORTH CAROLINA, 27585

DESIGNED:	MFT
DRAWN:	RS
CHECKED:	JL
SCALE:	AS SHOWN
DATE:	04/24/2026
PROJECT:	A0240109.302
DRAWING:	

C102

STANDARD NOTES

- A. NCDOT Standard Specifications - The current edition of the North Carolina Department of Transportation Standard Specifications for Roads and Structures, herein referred to as the 'Standard Specifications', and the current edition of the Roadway Standard Drawings, shall apply to all portions of this project except as may be modified by this document.
B. Bidder Prequalification - Bidders are required to be prequalified with NCDOT for their specific discipline. Contractors wishing to become prequalified may obtain information through the NCDOT website at: https://connect.ncdot.gov/business/Pages/default.aspx
C. INTENTIONALLY OMITTED - INTENTIONALLY OMITTED - INTENTIONALLY OMITTED
D. Award of Contract - The contract will be awarded to the lowest responsible, responsive bidder. Alternate items will not be considered in determining the low bidder and will only be evaluated after the award of the contract is made.
E. Contractor Licensing - Bidders are permitted 60 days, after bid opening, to become licensed by the North Carolina Licensing Board. If they fail to do so within 60 days, their bid will be considered non-responsive and will be rejected.
G. Liability Insurance - In addition to any insurance requirements as may be required by the UA, the Contractor is obligated to comply with Article 107-15 of the Standard Specifications including the dollar limits set forth.
H. Buy America - This project shall be governed by the Buy America requirements, for the use of domestic steel and iron products, as outlined in the Standard Specifications.
I. Proprietary Items - When a proprietary (brand name) product, whether material, equipment or procedure, are specified in the plans or specifications, they are used only to denote the style, type, character, and quality desired of the product. They do not restrict the bidder from proposing other brands, makes, or manufacturers, which are determined to be of equal quality. The approval, or disapproval of those products, will be made by Granville prior to allowing those product(s) or material(s) to be incorporated into the work.
J. Retainage by Contractors - Contractors are NOT permitted to retain any amount or percentage from monies due their subcontractors or material suppliers on federally funded projects except as permitted by Subarticle 109-4(B) of the Standard Specifications.
K. Traffic Control - The requirements of the Manual on Uniform Traffic Control Devices (MUTCD) - FHWA, as amended by the NCDOT Supplement to the MUTCD, shall apply. Traffic control, both vehicular and pedestrian, shall be maintained throughout the project as required by the specifications as modified by the project plans or special provisions.
L. Terms - The term "Director" used throughout this contract shall refer to the Director Materials Management position. The term "Granville" shall refer to Granville Medical Center.

ALLOWABLE CHANGES TO THE NCDOT 2024 STANDARD SPECIFICATIONS:

- 1. Article 102-1 Invitation to Bid, page 1-9, delete this section in its entirety.
2. Subarticle 102-8(B) Electronic Bids, page 1-15, delete this section in its entirety.
3. Subarticle 102-9(C)2 Electronic Bids, page 1-17, delete this section in its entirety.
4. Subarticle 102-10 Bid Bond or Bid Deposit, page 1-18, delete lines 16-27.
5. Subarticle 102-11 Delivery of Bids, pages 1-18-19, delete lines 31-32.
6. Subarticle 102-12(A) Paper Bid, page 1-18, line 37, the reference to "Contract Officer" shall be changed to "Director".
7. Subarticle 102-12(B) Electronic Bid, pages 1-18 and 19, delete this section in its entirety.
8. Subarticle 102-13(B)2 Electronic Bids, page 1-19, delete this section in its entirety.
9. Subarticle 103-2(B) Electronic Bids, page 1-22, delete this section in its entirety.
10. Subarticle 103-3(A) Criteria for Withdrawal of Bid, page 1-22, modify the reference "G.S.136-28.1" to "G.S.143-129.1". On page 1-23, in that same subarticle under (5), line 11, modify "State Contract Officer" to "Director".
11. Article 103-7 Contract Bonds, page 1-30, line 5, modify "14" calendar days to "10" calendar days per G.S.143-129.
12. Article 103-9, Failure to Furnish Contract Bonds, page 1-30, line 15, modify "14" calendar days to "10" calendar days per G.S.143-129.
13. Article 105-9 Construction Stakes, Lines and Grades, page 1-48, delete this section in its entirety and substitute the following: "Granville Medical will not set the stakes, lines or grades for this project."
14. Article 108-2, Progress Schedule, page 1-68, add the following requirement as subarticle (D) on page 1-69: "Granville Medical may add additional requirements as noted in the bid proposal".
15. Article 108-3, Preconstruction Conference, page 1-69, line 20, change "Division Engineer" to "Director".

PROJECT SPECIAL PROVISIONS GENERAL

MAINTENANCE OF TRAFFIC:

Unless previously approved, the Contractor shall maintain a minimum of one lane of traffic at all times and will provide driveway access to all areas upon demand. Maintenance of traffic will be accomplished in accordance with the North Carolina Department of Transportation Manual on Uniform Traffic Control Devices.

YARD MAINTENANCE:

This work is being accomplished in front of existing businesses. As such, the Contractor shall take all measures necessary to preserve the existing condition of the yards and lawns. Accordingly, the following restrictions and requirements shall be imposed on the Contractor.

- 1) The Contractor shall take all measures necessary to prohibit damage to existing yard trees.
2) The Contractor shall take all measures necessary to minimize damage to any existing yard shrubs and bushes.
3) The Contractor shall continually keep all paper, wrappers, bottles, cans, material wastes, and other miscellaneous debris cleaned up.

NOTICE TO PROCEED:

The notice to proceed shall state the date on which it is expected the Contractor will begin the construction and from which date contract time will be charged. The Contractor may begin work after the Notice to Proceed is given by Granville Medical. The Contractor shall notify the Project Manager and Director fourteen (14) days prior to beginning work.

MAINTAINING ACCESS:

The Contractor shall control his operations and the operations of his subcontractors and all suppliers so as to provide for the free and unobstructed movement of traffic.

When the work requires the Contractor to conduct his operations in an area, which disrupts the public access, the work shall be coordinated with the Project Manager at least 48 hours prior to commencement of such work.

The Contractor shall not close an area until so authorized by the Project Manager and until the necessary temporary sign(s) is in place.

WATER SOURCE:

The Contractor will be responsible for obtaining a water source. No separate payment will be made for this work, and all associated costs will be considered incidental to other items in the contract.

STORAGE OF MATERIALS:

In addition to Section 106-5 of the January 2018 North Carolina Department of Transportation Standards and Specifications for Roadways and Structures the following shall also apply: Private property shall not be used for storage purposes without written permission of the Owner or lessee of such property. The Contractor shall make all arrangements and bear all expenses for the storage of materials on private property other than areas specifically shown on the plans. Upon request, the Contractor shall furnish the Director a copy of the property owner's permission.

NO SPECIALTY ITEMS:

No items in this contract are considered specialty items.

CARGO PREFERENCE ACT:

Privately owned United States-flag commercial vessels transporting cargoes are subject to the Cargo Preference Act (CPA) of 1954 requirements and regulations found in 46 CFR 381.7. Contractors are directed to clause (b) of 46 CFR 381.7.

SUBSURFACE INFORMATION:

There is no subsurface/geotechnical information available on this project. The Contractor shall make his own investigation of subsurface conditions if desired.

CONSTRUCTION STAKES, LINES, AND GRADES:

Construction stakes, grades, and lines shall be provided by the Contractor at his expense.

HIGH STRENGTH CONCRETE FOR SIDEWALKS:

Use high early strength concrete for all concrete sidewalks shown in the plans and as directed by the Engineer. Provide high early strength concrete that meets the requirements of Article 1000-5 of the 2018 Standard Specifications. Measurement and payment will be in accordance with Section 848 of the 2018 Standard Specifications.

TRAFFIC CONTROL:

The Contractor shall maintain traffic on all streets during construction and shall provide, install and maintain all traffic control devices as shown in the Roadway Standard Drawings or as directed by the Engineer. The lump sum price bid for traffic control shall include but not be limited to providing Signs (portable, stationary, or barricade), Flashing Arrow Boards (FAB), Pilot Vehicle, Flaggers, Cones, and Drums and all labor, tools, equipment and incidentals necessary to furnish, install, maintain and remove traffic control devices when no longer required. This shall also include documentation and layout of existing pavement markings.

CRACK SEALING:

All cracks greater than 1/4" in width in the pavement surface shall be filled with rubberized asphaltic joint sealant. Prior to placing the sealant, the cracks shall be cleaned with a hot compressed air lance to blast vegetation, dirt dampness and loose material from the cracks.

The sealant will be melted in a jacketed double boiler type melting unit, which is equipped with an agitation and recirculation system. The temperature of the heat transfer oil in the melting unit will not exceed 525 degrees F when melting sealant. Sealant will be applied in the prepared cracks at a temperature range of 380 degrees F minimum and 410 degrees F maximum, using a pressure feed wand system to completely fill the crack, leaving a maximum 2" overband of sealant.

The sealant will not be applied when the surface temperature of the pavement is below 40 degrees F. Air temperature during application must be at least 35 degrees F and rising by 10:00 a.m. The Contractor will clean up all spills of asphalt, sealant or other fluids related to all work.

EXISTING UTILITIES

The Contractor shall adhere to the provisions of the 1985 Underground Damage Prevention Act, North Carolina General Statutes 887, Chapter 785, Senate Bill 168, Article 3. To assist the Contractor and utility owners in meeting the requirements of this law, there is a "one-call system" called "NC ONECALL."

Most major utilities with underground facilities in the State subscribe to this service. For calls originating within North Carolina, the NC ONECALL telephone number is 800-632-4949 or 811.

For calls originating outside of North Carolina, the number is 919-855-5760. The Contractor shall include the cost of any coordination and cooperation of utilities in his bid.

No additional compensation shall be allowed for delays or inconvenience sustained by the Contractor due to utility relocation or adjustments. No additional payment will be made for re-mobilization required by the utility's failure to relocate a utility at the request of the Contractor. The Contractor should refer to Section 108-10(B) paragraph s of the Standard Specifications.

Where changes to utility facilities are to be made solely for the convenience of the Contractor, it shall be the Contractor's responsibility to arrange for such changes, and the Contractor shall bear all costs of such changes.

FULL DEPTH PATCHING

Description: The Contractor will be required to patch areas of existing asphalt pavement at various locations that will be designated by the plans and/or the Project Manager. The limits of each individual area to be patched will be marked or designated by the Project Manager. No measurement for payment will be made of any areas patched outside these limits.

The Contractor will be required to furnish a straight and neat vertical edge along all pavement retained. The Contractor shall remove the existing asphalt and stone base to a total depth of no less than four (4) inches or as directed by the Project Manager. The removed asphalt and stone base shall be disposed of in waste areas provided by the Contractor. The vertical edge of the asphalt pavement shall be coated with a tack coat from top to bottom prior to placing any asphalt concrete in the patch.

The materials and application for the tack coat shall comply with all applicable provisions of Section 605 of the Standard Specifications.

At the end of each workday, asphalt concrete shall have been placed and compacted for all patch areas that were begun that day. The variation of the finished patch surface from the testing edge of a straightedge, when applied parallel to the centerline of the surface, shall not exceed 1/4 inch between any two contact points.

Materials: The Contractor shall place and compact asphalt concrete to the full depth of the patch using either Type B25.0B base course or Type 119.0B binder course. The materials, placement, and compaction shall comply with Section 610 of the Standard Specifications. The asphalt binder course (or black base) shall be placed in a minimum of two lifts.

Measurement: The total measurement for patching shall be included in the base bid. The quantity of patching to be paid for will be the actual number of asphalt tons of patching, measured along the surface of the patch, which has been completed and accepted.

Payment: The price and payment for the above shall be full compensation to patch existing asphalt pavement including but not limited to furnishing neat and straight edges around the patch area; removal and disposal of asphalt pavement and stone base; furnishing and placing a tack coat on the vertical edges or pavement retained; furnishing, placing, and compacting the asphalt concrete; maintaining traffic; clean-up; and any incidentals necessary to complete the work. The cost for asphalt cement and asphalt testing used in the asphalt concrete shall be included in the above base bid.

HAZARDOUS MATERIALS

If the Contractor encounters any materials considered or suspected of being hazardous, he shall immediately secure the area and contact the City of Oxford Fire Department for further instructions.

INSPECTIONS NOTIFICATION REQUIREMENT

Description: The contractor shall notify all applicable agencies forty-eight (48) hours prior to construction commencing including but not limited to: NCDOT, City of Oxford (Fire, Police, Streets, Utilities, Planning, and Stormwater Departments).

PERMITS

Description: The contractor shall comply with all applicable federal, state, and local laws, environmental regulations, and all permit requirements associated with this work scope. The contractor shall ensure that all applicable permits and approvals for all federal, state, and local agencies including but not limited to sedimentation control, stormwater, wetlands, streams, endangered species, historical site, NCDOT encroachment, disposal of material, etc. are obtained prior to work commencing on this project. All permits shall be kept on file at the project site.

QUALITY CONTROL

Contractor shall provide competent, suitable qualified personnel to survey, layout and construct the work as required by the Contract documents. Contractor shall at all times maintain good discipline and order at the site.

All work shall be performed during contract working hours and shall not work on Saturday, Sunday or any legal holiday without the Granville Medical's written consent given after prior written notice.

SAWING EXISTING PAVEMENT

Where asphalt or concrete (curb, sidewalk, roadway, driveways, parking lots, etc.) is to be removed, the Contractor shall provide a neat edge along the pavement being retained by sawing the pavement a minimum of 2" deep and 1' wide before breaking and removing adjacent pavement.

When the Contractor proposes to saw pavement more than one foot from the proposed pavement (curb, sidewalk, structure, etc.), the Contractor shall obtain approval from the Engineer prior to saw cutting and removing pavement.

The cost of sawing asphalt or concrete shall be considered incidental and shall be included in the contract price.

PAVEMENT MARKINGS:

All existing pavement markings shall be noted and recorded by the Contractor. All current pavement markings shall be replaced as they existed prior to construction unless directed by the project manager or their representative. There may be upgrades requested (thermoplastic markings versus paint.)

It is the responsibility of the Contractor/Subcontractor to record all existing parking spaces and replace the existing markings to their original location after the proposed paving or sealing had occurred.

The Contractor shall restore all existing pavement markings obliterated by resurfacing within seven (7) calendar days of their obliteration. Any temporary Pavement markings shall be included in the base bid amount. Payment for replacement of markings shall be on a per linear foot or per each for the appropriate pay item. Pavement markings beyond the street/lot paving limits that are obliterated or damaged by paving activities shall be restored to original condition by the Contractor at no cost to the Granville Medical.

PARKING LOT SEAL COAT:

Sealmaster Website - polymer modified with sand added. See attached spec below - Contractor to work with manufacturer to determine quantity/type of sand needed in the sealer.



POLYMER-MODIFIED MASTERSEAL Asphalt Based Pavement Sealer

SMT-106 REVISED 06/04/25

PRODUCT DESCRIPTION

POLYMER-MODIFIED MASTERSEAL (PMM) is an environmentally friendly mineral filled asphalt emulsion pavement sealer blended with polymers and special surfactants for superior adhesion, flexibility, and durability. Polymer-Modified MasterSeal is a higher solids, faster drying pavement sealer designed to protect and beautify asphalt pavement. Polymer-Modified MasterSeal is formulated to be job-mixed with aggregate. Polymer-Modified MasterSeal meets ASTM D8099/D8099M-17 Standard Specification for Asphalt Emulsion Pavement Sealer.

USES

Polymer-Modified MasterSeal is ideal for all types of pavement surfaces including parking lots, shopping malls, driveways, roadways and more.

ESTIMATING MATERIAL REQUIREMENTS

One gallon of Polymer-Modified MasterSeal will cover approximately 85-95 square feet (9.4 to 10.5 square yards) per coat when properly mixed and applied.

APPLICATION RATE OF MIXED MATERIALS

Apply properly mixed PMM (PMM and sand) and at a rate of 70-82 square feet (7.77 to 9.11 square yards) per gallon. Application rates may vary due to pavement porosity and method of application.

PERFORMANCE CHARACTERISTICS

Table with 3 columns: ASTM, Test Description, Result. Rows include penetration of bituminous materials, density of emulsified asphalt, settling and storage stability, and various physical properties.

Table with 3 columns: Item No., Description, Pass/Fail. Rows include water resistance, adhesion strength, weight per gallon, and various performance metrics.

SURFACE PREPARATIONS

Surface must be clean and free from loose material and dirt. Cracks should be filled with SealMaster Cold Pour or Hot-Applied Crack Filler. Oil stains should be cleaned and primed with SealMaster Oil Spot Primer.

MIXING PROCEDURES

Mix PMM in accordance with the following mix design (based on 100 gallons of PMM for ease of calculation): PMM..... 100 gallons. Sand (40-70 mesh).....200-400 lbs.

APPLICATION EQUIPMENT

Properly mixed PMM shall be applied by mechanical squeegee/brush equipment or spray equipment capable of spraying coatings with sand. Equipment shall have continuous agitation or mixing capabilities to maintain homogeneous consistency of mixed material throughout

Technical Data Sheet

POLYMER-MODIFIED MASTERSEAL Asphalt Based Pavement Sealer

SMT-106 REVISED 06/04/25

the application process. Truck mount or self-propelled squeegee/brush equipment shall have at least 2 squeegee or brush devices (one behind the other) to assure adequate distribution and penetration of mixed PMM into bituminous pavement. Hand squeegees and brushes and brushes shall be acceptable in areas where practicality prohibits the use of mechanized equipment.

APPLICATION PROCEDURES

For optimum performance and durability apply a minimum of two coats of properly mixed PMM. A third coat of mixed PMM may be applied to high traffic areas such as entrances, exits, and drive lanes for added durability. Allow each coat to dry thoroughly before applying successive coats. Allow final coat of PMM to dry for 24 hours prior to opening to vehicle traffic.

APPLICATION CONDITIONS

Mixed PMM shall not be applied when temperature is expected to drop below 50°F during application and for a period of at least 24 hours after application.

LINE STRIPING AND TRAFFIC MARKINGS

Use SealMaster 100% Acrylic Traffic paint for line striping and traffic markings.

CAUTIONS

Both surface and ambient temperature shall be a minimum of 50°F and rising during PMM application. Do not apply if temperature is expected to drop below 50°F within a 24 hour period after PMM application.

PACKAGING AND AVAILABILITY

PMM is available in 5-gallon pails, 55-gallon drums and bulk tanker load quantities. PMM is supported by a national network of SealMaster manufacturing facilities along with a national network of qualified applicators.

WARRANTY AND DISCLAIMER

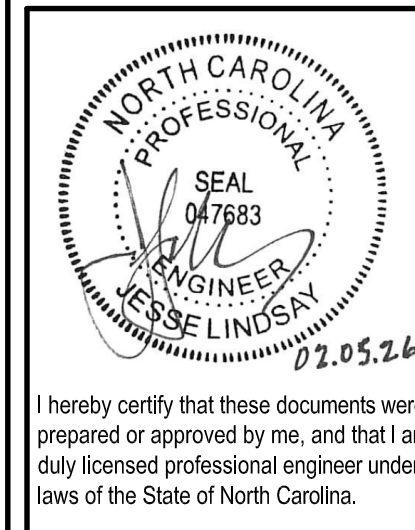
The statements made on this technical data sheet are believed to be true and accurate and are intended to provide a guide for approved application practices. As workmanship, weather, construction, condition of pavement, tools utilized, and other variables affecting results are all beyond our control, the manufacturer warrants only that the material conforms to product specifications and any liability to the buyer or user of this product is limited to the replacement value of the product only. The manufacturer expressly disclaims any implied warranties of merchantability or fitness for a particular purpose.



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PAVEMENT REMEDIATION PROJECT SPECIFICATIONS GRANVILLE HEALTH SYSTEM PARKING LOT IMPROVEMENT PROJECT GRANVILLE HEALTH SYSTEM 1010 COLLEGE STREET, OXFORD, NORTH CAROLINA, 27585

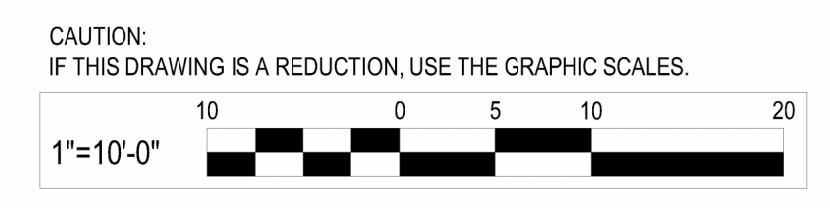
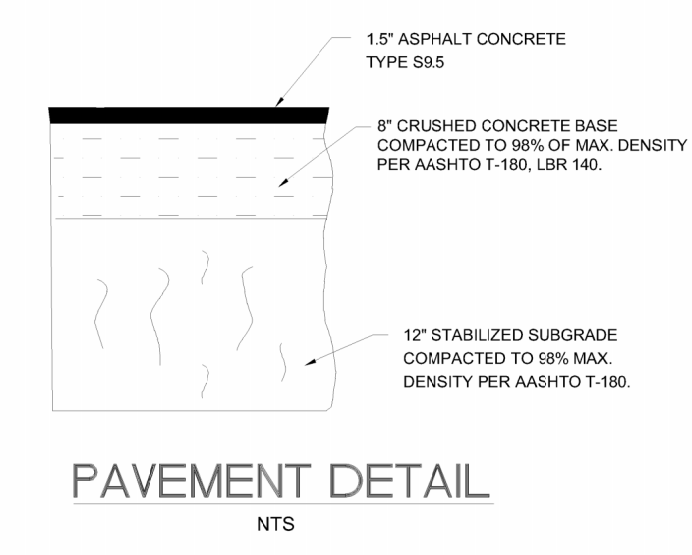
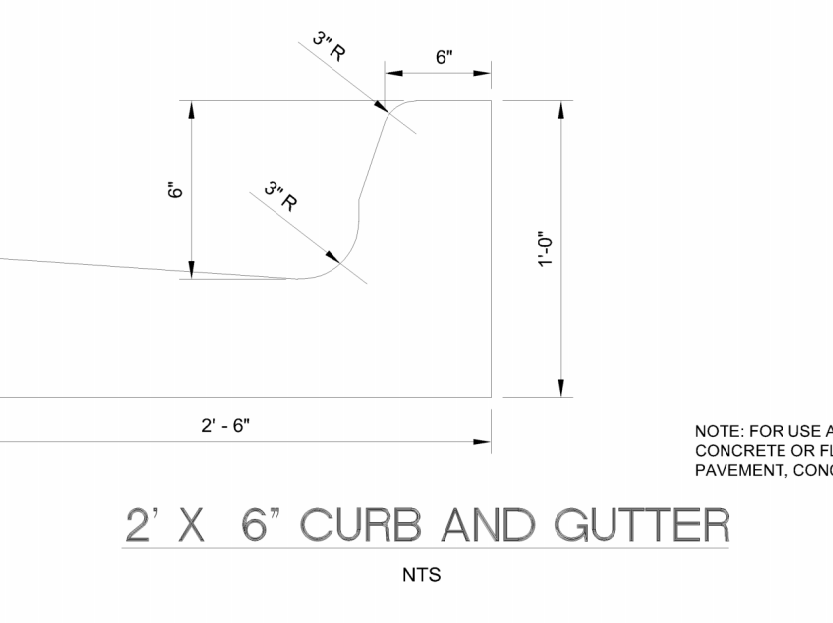
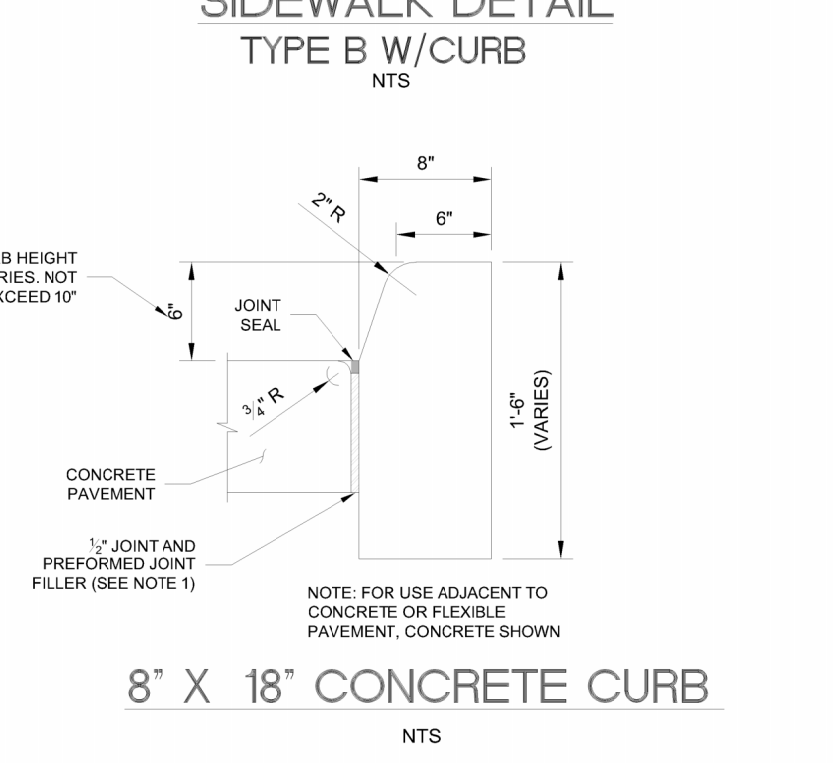
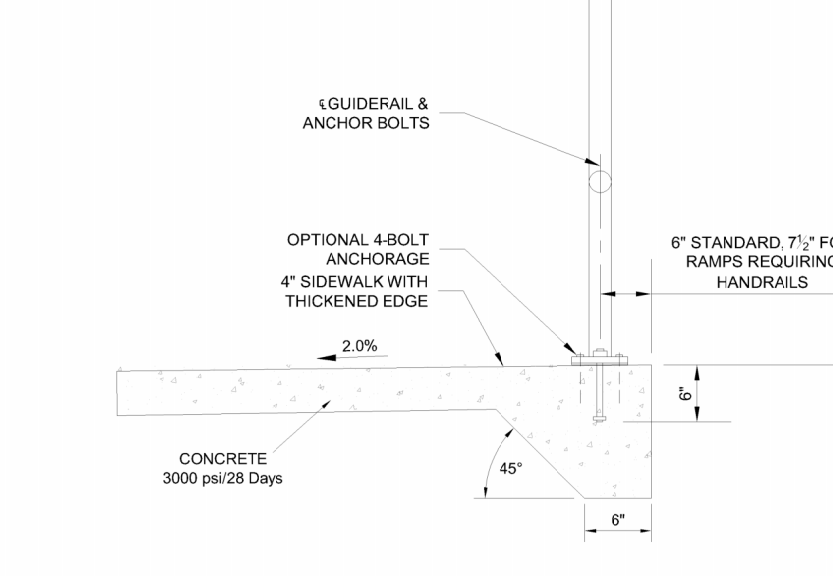
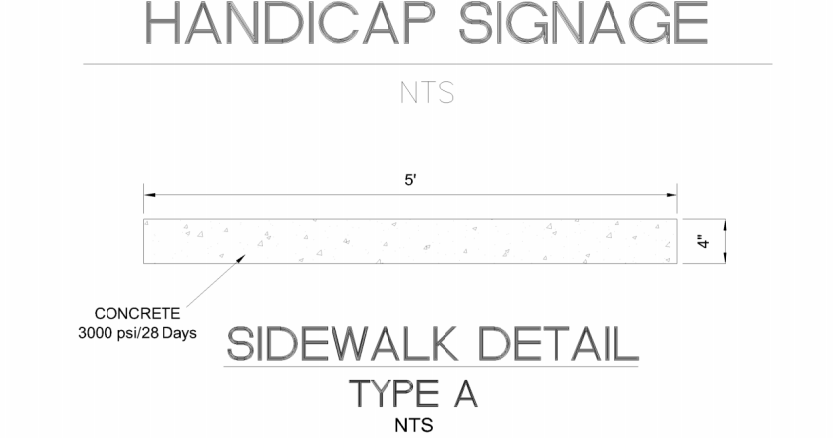
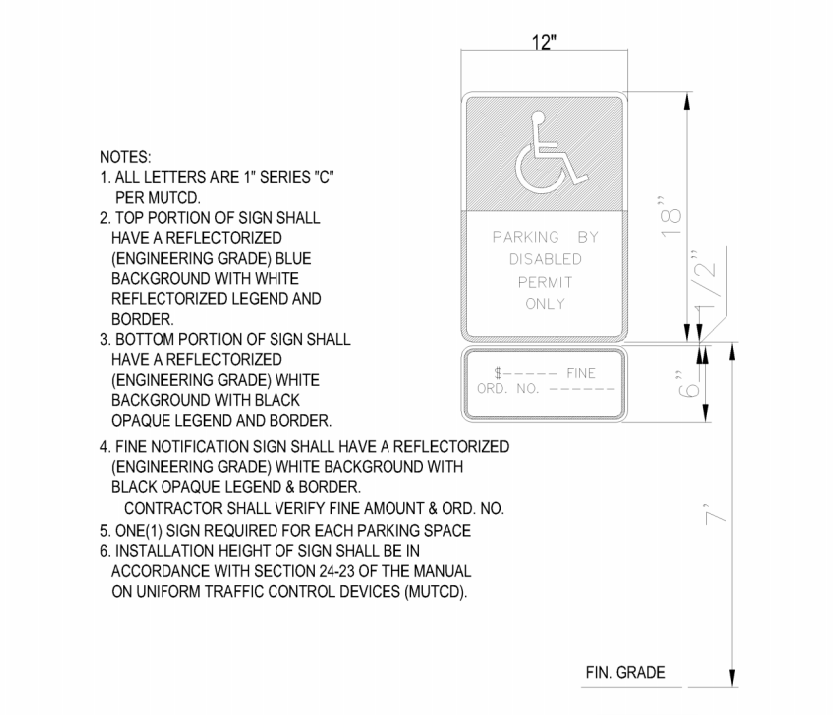
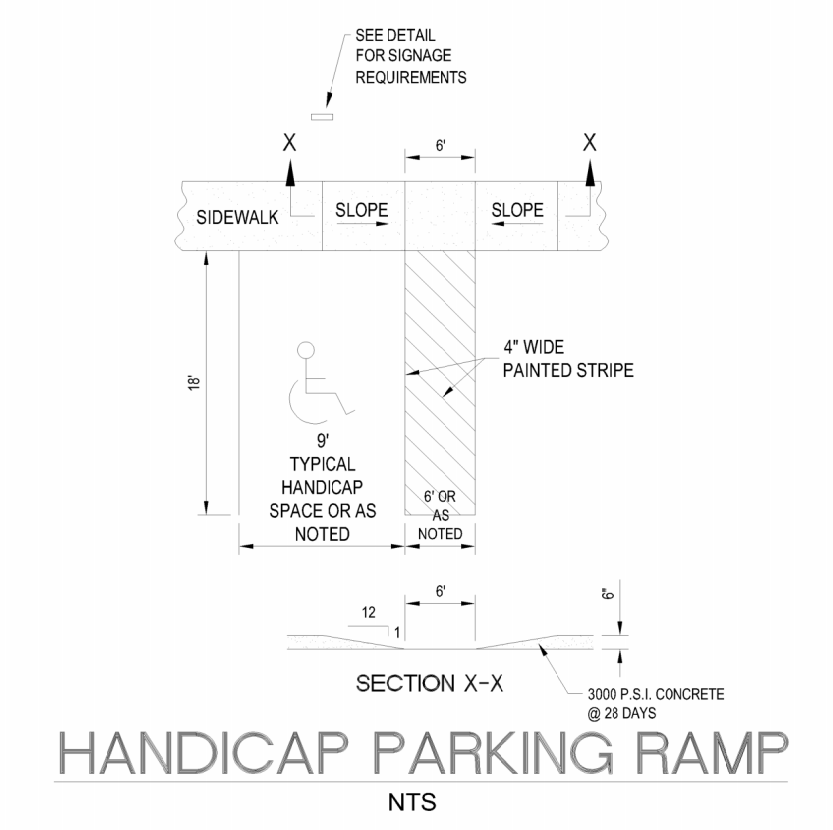
Table with columns: DESIGNED: MFT, DRAWN: RS, CHECKED: JL, SCALE: AS SHOWN, DATE: 04/24/2026, PROJECT: A0240199.302, DRAWING:

C103

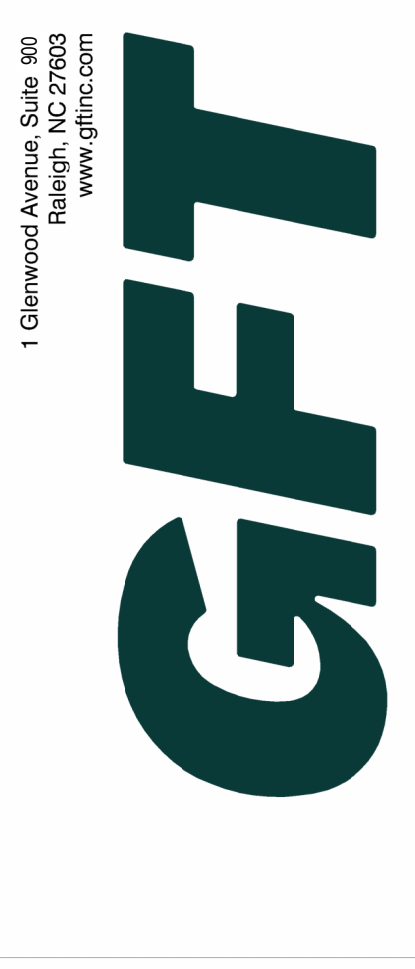
NC GRID
NAD 83(2011)

LEGEND

- BO BOLLARD
- TV CABLE PED.
- CO CLEAN OUT
- CP **COMPUTED POINT**
- CI CURB INLET
- EX AXLE
- ECM EX. CONC. MONUMENT
- EIP EX. IRON PIPE
- EIR EX. IRON ROD
- EIS EX. IRON STAKE
- EPK EX. PARKER KALON NAIL
- FH FIRE HYDRANT
- FDC FIRE DEPARTMENT CONNECTION
- GW GUY WIRE
- HH HAND HOLE
- ICV IRRIGATION CONTROL VALVE
- IPS IRON PIPE SET
- 100 INDEX CONTOUR
- INT INTERMEDIATE CONT.
- LIGHT LIGHT POLE
- OHU OVERHEAD UTILITIES
- PKS PARKER KALON NAIL SET
- PP POWER POLE
- RW RIGHT-OF-WAY
- SM SEWER MANHOLE
- SIGN SIGN
- SEV SPOT ELEVATION
- SD STORM MANHOLE
- TE TELE. PED.
- TBM TEMP. BENCHMARK
- SIZE TREE
- WM WATER METER
- WV WATER VALVE
- WVA WATER VAULT
- YI YARD INLET
- TL TREELINE TREE
- SD STORM DRAIN LINE
- T TELE. LINE



NO.	DATE	REVISION	BY



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License # 27585 Expiration Date:

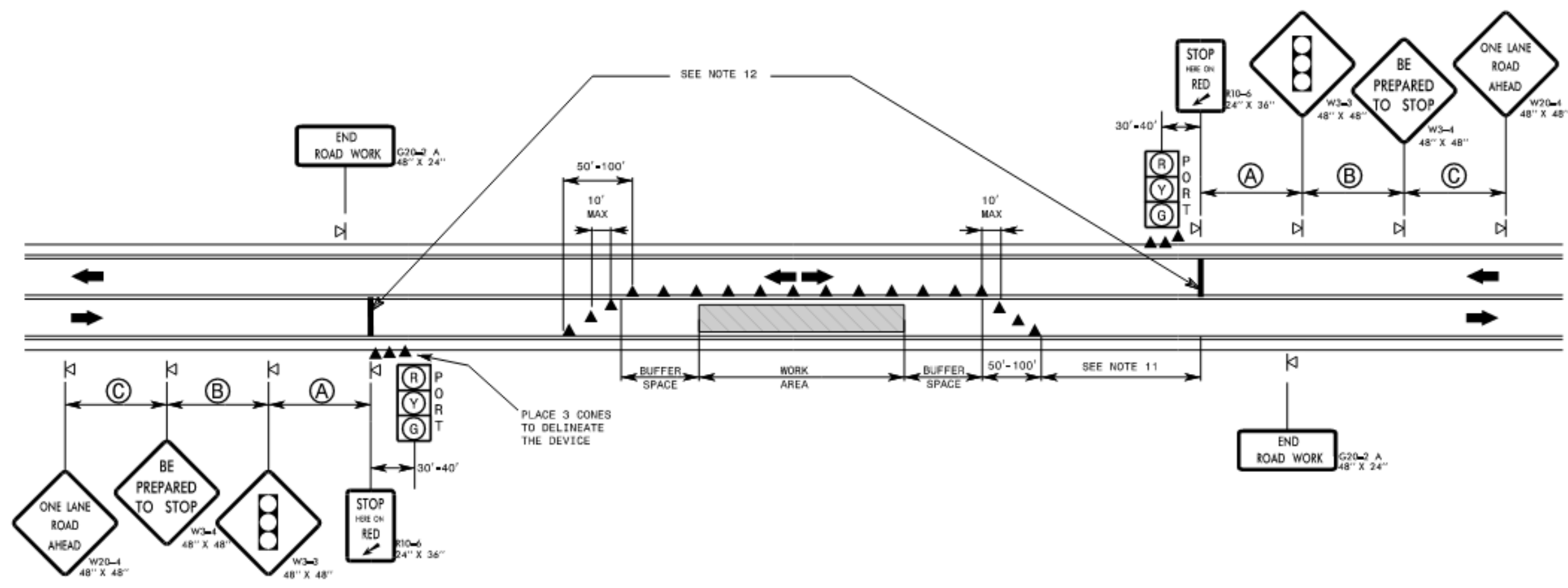
ADA IMPROVEMENT PLAN

GRANVILLE HEALTH SYSTEM PARKING LOT IMPROVEMENT PROJECT

GRANVILLE HEALTH SYSTEM
1010 COLLEGE STREET
OXFORD, NORTH CAROLINA 27565

DESIGNED: MFT
DRAWN: RS
CHECKED: JL
SCALE: AS SHOWN
DATE: 04/24/2026
PROJECT: A0240109.302
DRAWING:

C104



GENERAL NOTES

- REFER TO RSD, 1101.11, SHEETS 1 & 4, FOR "L" DISTANCE AND SIGN SPACING.
- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC.
- REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- FOR POSTED SPEED LIMITS BELOW 45 MPH, CHANNELIZING DEVICE SPACING SHALL BE 40 FEET IN THE TANGENTS. FOR POSTED SPEED LIMITS GREATER THAN OR EQUAL TO 45 MPH, CHANNELIZING DEVICE SPACING SHALL BE 80 FEET IN THE TANGENTS.
- EXTEND LANE CLOSURES AT THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE IS PROVIDED TO THE SIGNAL (REFER TO RSD 1101.11, SHEET 2).
- DRUMS OR SKINNY DRUMS MAY BE USED IN LIEU OF CONES. REFER TO RSD 1180.01 FOR SKINNY DRUM REQUIREMENTS.
- REFER TO THE CURRENT MUTCD FOR REQUIREMENTS AND PROCEDURES.
- DO NOT EXCEED A 1 MILE LANE CLOSURE LENGTH UNLESS OTHERWISE SHOWN IN THE TMP OR AS DIRECTED BY THE ENGINEER.
- DO NOT PLACE TEMPORARY SIGNALS IN LOCATIONS SUCH THAT VEHICLE QUEUES WILL REACH WITHIN 100' OF EITHER SIDE OF ACTIVE RAILROAD TRACKS OR ANOTHER SIGNALIZED INTERSECTION.
- INTERSECTIONS AND DRIVEWAYS LOCATED WITHIN THE ONE-LANE OPERATION WILL REQUIRE ADDITIONAL SIGNALIZATION.
- ALLOW ADEQUATE ROOM FOR ROAD USERS TO RETURN TO THEIR NORMAL DRIVING PATH.
- STOP BARS REQUIRED FOR OPERATIONS OCCUPYING A SINGLE LOCATION FOR MORE THAN ONE DAYLIGHT PERIOD.
- THIS DETAIL IS APPLICABLE FOR OPERATIONS IN PLACE FOR 72 HOURS OR LESS. FOR LONGER DURATION OPERATIONS, SIGNING AND PAVEMENT MARKINGS MAY NEED TO BE ALTERED.

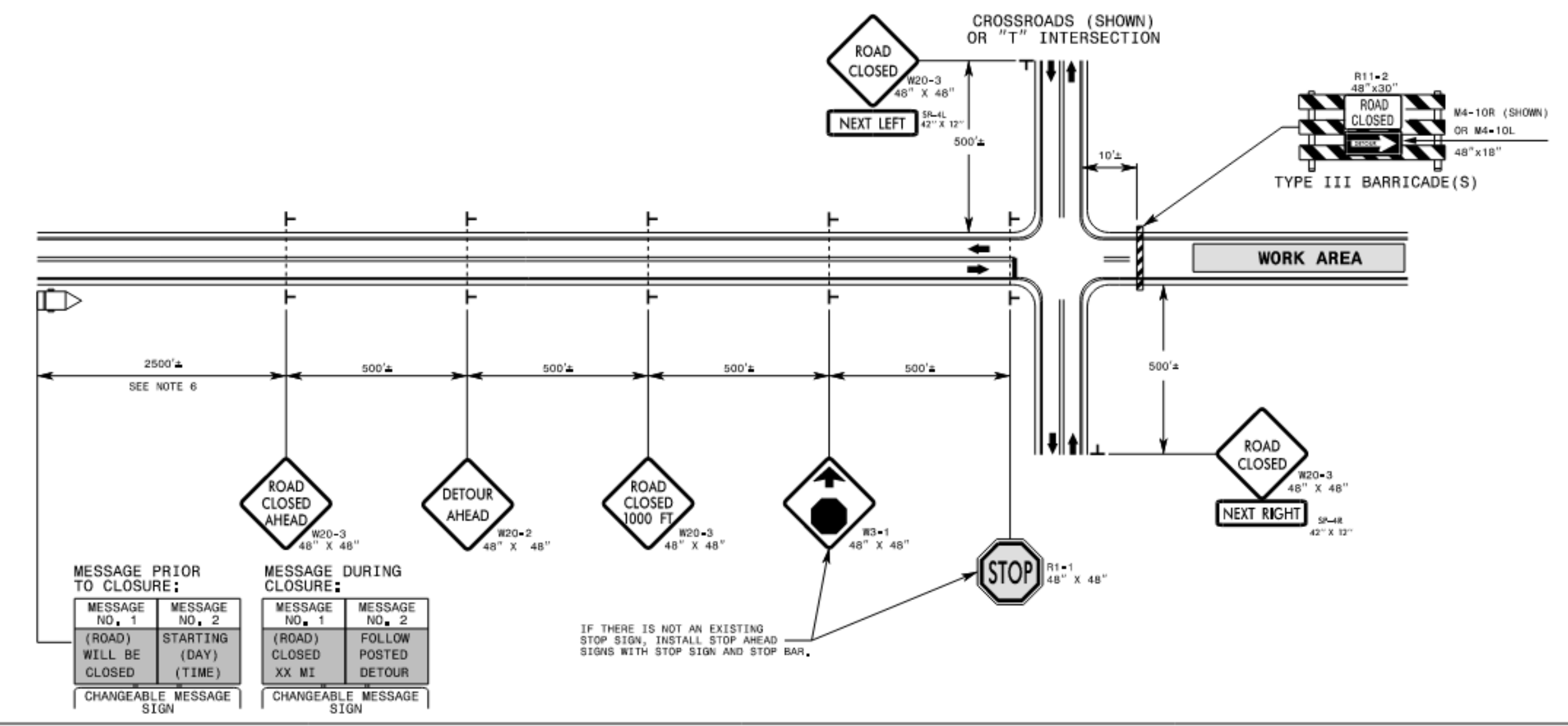
LEGEND

- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW
- PORTABLE SIGNAL
- CONE

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY STANDARD DRAWING FOR
TEMPORARY LANE CLOSURES
2-LANE, 2-WAY ROADWAY-1 LANE CLOSED
PORTABLE TEMPORARY SIGNALS

SHEET 17 OF 19
1101.02



GENERAL NOTES

- USE THIS RSD. FOR CROSS-ROADS AS SHOWN OR FOR "T" INTERSECTIONS ON 2-LANE, 2-WAY AND MULTILANE UNDIVIDED AND DIVIDED ROADWAYS.
- INSTALLATION OF DETOUR ROUTING PANELS, TEMPORARY ROUTE MARKERS, DESTINATION SIGNS, AND ANY NECESSARY MODIFICATIONS TO EXISTING OR PROPOSED REGULATORY OR WARNING SIGNS WILL BE MADE BY OTHERS (STATE OR CITY FORCES) UNLESS OTHERWISE DESIGNATED IN THE PLANS. A MINIMUM 30 CALENDAR DAY NOTICE IS REQUIRED TO BE PROVIDED TO STATE FORCES BEFORE A ROADWAY IS CLOSED TO TRAFFIC SUCH THAT THE NECESSARY PROVISIONS CAN BE MADE TO INSTALL DETOUR ROUTE SIGNS, AND TO INFORM LOCAL EMERGENCY AND LAW ENFORCEMENT PERSONNEL, SCHOOLS, OR ANY OTHER PARTIES AFFECTED BY THE ROAD CLOSURE.
- INSTALL SIGNS BEFORE BARRICADES WHEN CLOSING THE ROADWAY TO TRAFFIC. REMOVE BARRICADES BEFORE SIGNS WHEN OPENING THE ROADWAY TO TRAFFIC. INSTALL/REMOVE SIGNS AND BARRICADES WITHIN THE SAME CALENDAR DAY.
- POSITION BARRICADES SUCH THAT THE STRIPES ARE SLOPED DOWNWARD IN THE DIRECTION TOWARD WHICH TRAFFIC MUST TURN IN DETOURING.
- USE PORTABLE SIGNS IF ROAD CLOSURE IS TO BE IMPLEMENTED FOR LESS THAN THREE DAYS, OR FOR EMERGENCIES. IN THIS CASE, NO STOP BAR IS NECESSARY.
- USE CMS ON ROADWAYS EXCEEDING 5000 ADT. CMS SHOULD BE POSITIONED NO MORE THAN 7 DAYS BEFORE CLOSURE AND SHOULD REMAIN FOR AT LEAST 2 WEEKS AFTER CLOSURE BEGINS, OR AS DIRECTED BY THE ENGINEER. DATES SHOULD BE AVOIDED ON THE CMS, USE DAY OF WEEK INSTEAD.

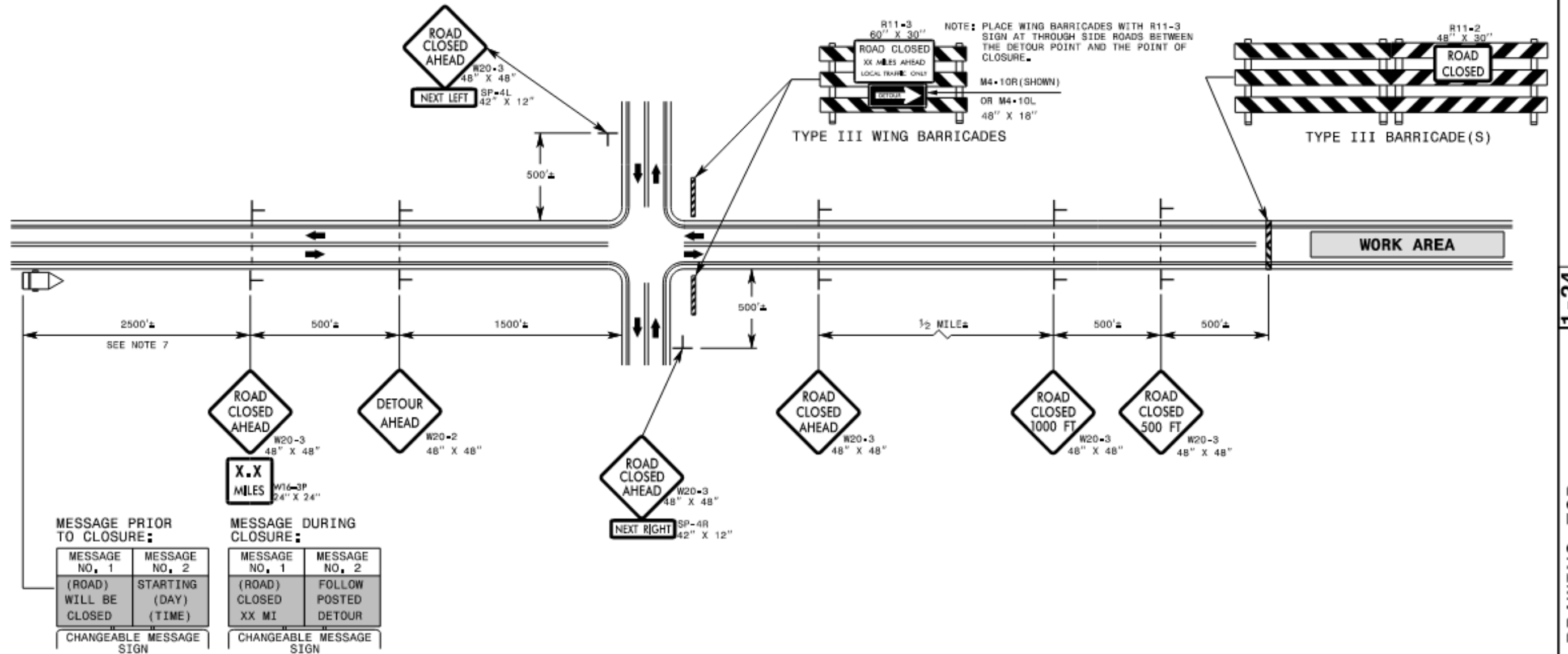
LEGEND

- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TYPE III BARRICADE
- CHANGEABLE MESSAGE SIGN (CMS)

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DIVISION OF HIGHWAYS
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ROADWAY STANDARD DRAWING FOR
TEMPORARY ROAD CLOSURES
CLOSURE AT DETOUR POINT

SHEET 2 OF 9
1101.03



GENERAL NOTES

- USE THIS RSD. FOR 2-LANE, 2-WAY, AND MULTILANE DIVIDED AND UNDIVIDED ROADWAYS.
- INSTALLATION OF DETOUR ROUTING PANELS, TEMPORARY ROUTE MARKERS, DESTINATION SIGNS, AND ANY NECESSARY MODIFICATIONS TO EXISTING OR PROPOSED REGULATORY OR WARNING SIGNS WILL BE MADE BY OTHERS (STATE OR CITY FORCES) UNLESS OTHERWISE DESIGNATED IN THE PLANS. PROVIDE A MINIMUM 30 CALENDAR DAY NOTICE TO STATE FORCES BEFORE A ROADWAY IS CLOSED TO TRAFFIC SUCH THAT THE NECESSARY PROVISIONS CAN BE MADE TO INSTALL DETOUR ROUTE SIGNS, INFORM LOCAL EMERGENCY AND LAW ENFORCEMENT PERSONNEL, SCHOOLS, OR ANY OTHER PARTIES AFFECTED BY THE ROAD CLOSURE.
- INSTALL SIGNS BEFORE THE BARRICADES WHEN CLOSING THE ROADWAY TO TRAFFIC. REMOVE BARRICADES BEFORE SIGNS WHEN OPENING THE ROADWAY TO TRAFFIC. INSTALL/REMOVE SIGNS AND BARRICADES WITHIN THE SAME CALENDAR DAY.
- USE ADDITIONAL TYPE III BARRICADES IN STAGGERED LOCATIONS SUPPLEMENTED WITH SIGN R11-3 IN THE EVENT THAT TRAFFIC MUST BE MAINTAINED BEYOND THE DETOUR POINT.
- POSITION WING BARRICADES ON THE SHOULDERS AND SLOPE THE STRIPES DOWNWARD IN THE DIRECTION TOWARD WHICH TRAFFIC MUST TURN IN DETOURING.
- USE PORTABLE SIGNS IF ROAD CLOSURE IS TO BE IMPLEMENTED FOR LESS THAN THREE DAYS, OR FOR EMERGENCIES.
- USE CMS ON ROADWAYS EXCEEDING 5000 ADT. CMS SHOULD BE POSITIONED NO MORE THAN 7 DAYS BEFORE CLOSURE AND SHOULD REMAIN FOR AT LEAST 2 WEEKS AFTER CLOSURE BEGINS, OR AS DIRECTED BY THE ENGINEER. DATES SHOULD BE AVOIDED ON THE CMS, USE DAY OF WEEK INSTEAD.

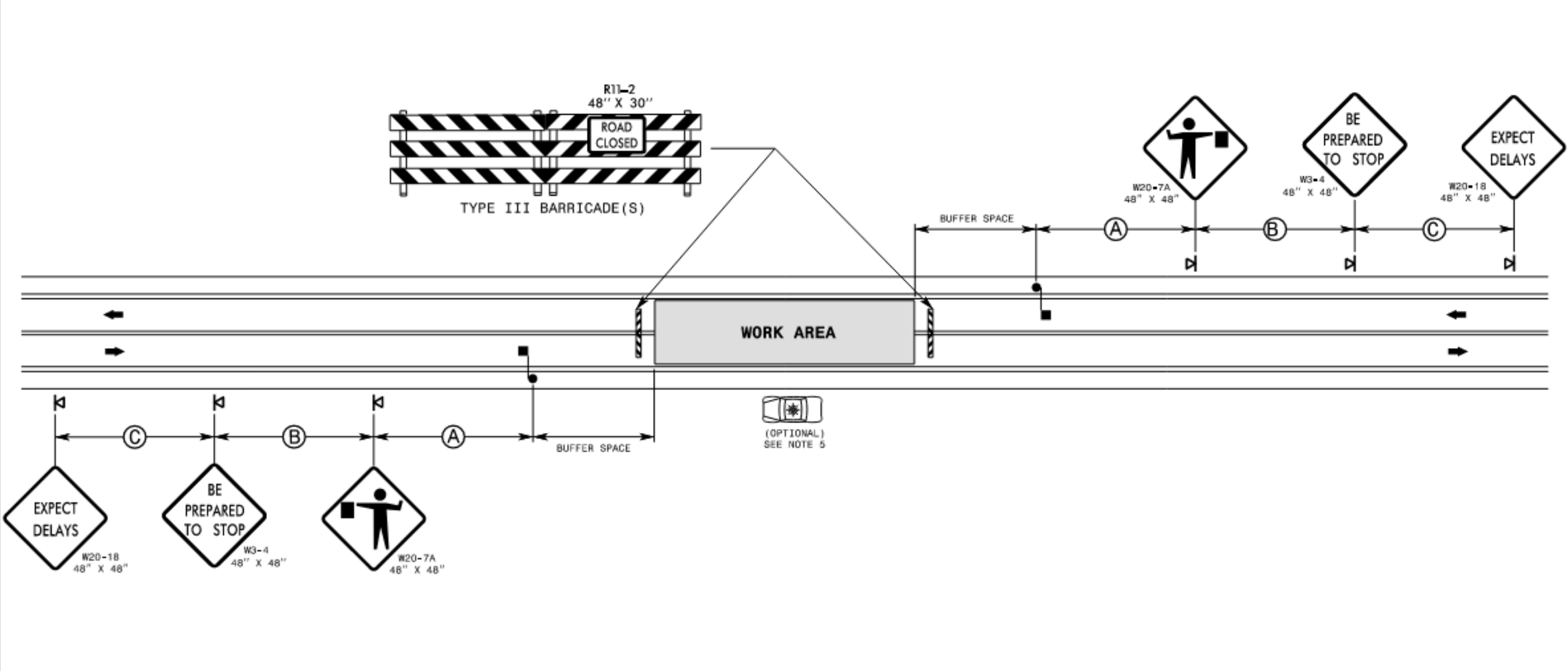
LEGEND

- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TYPE III BARRICADE
- CHANGEABLE MESSAGE SIGN (CMS)

STATE OF NORTH CAROLINA
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RALEIGH, N.C.

ROADWAY STANDARD DRAWING FOR
TEMPORARY ROAD CLOSURES
CLOSURE BEYOND DETOUR POINT

SHEET 1 OF 9
1101.03



GENERAL NOTES

- USE THIS DETAIL FOR OPERATIONS SUCH AS ERECTION AND REMOVAL OF OVERHEAD SIGNS, BRIDGE GIRDERS, OR OTHER TYPES OF CONSTRUCTION OVER LOW VOLUME, SECONDARY ROADS WHERE THE ENTIRE TRAVELWAY MUST BE CLOSED TO TRAFFIC.
- DO NOT EXCEED 30 MINUTES AT A TIME FOR ROAD CLOSURE.
- IMPLEMENT THIS TYPE OF ROAD CLOSURE DURING PERIODS OF LOW TRAFFIC VOLUMES, DEplete THE EXISTING TRAFFIC QUEUE BEFORE REclosing THE ROADWAY TO TRAFFIC IF MULTIPLE CLOSURES ARE REQUIRED.
- REFER TO RSD, 1101.11, SHEETS 2 & 4, FOR SIGN SPACING AND BUFFER SPACE.
- LAW ENFORCEMENT MAY BE USED TO SUPPLEMENT FLAGGER, AS DIRECTED BY THE ENGINEER.
- USE FLAGGERS TO CONTROL TRAFFIC AT INTERSECTIONS AFFECTED BY THE ROAD CLOSURE. SUPPLEMENT FLAGGERS LOCATED AT INTERSECTIONS WITH FLAGGER AHEAD SIGNS (W20-7A) PLACED APPROXIMATELY 250 FT. IN ADVANCE OF THE FLAGGER. FOR SIGNALIZED INTERSECTIONS PLACE SIGNALS IN THE FLASH MODE AND USE LAW ENFORCEMENT.
- REFER TO THE CURRENT MUTCD FOR FLAGGER CONTROL, REQUIREMENTS, AND PROCEDURES.
- DO NOT EXCEED A 1 MILE ROAD CLOSURE LENGTH UNLESS OTHERWISE SHOWN IN THE TMP OR AS DIRECTED BY THE ENGINEER.
- IF VEHICLE QUEUES WILL REACH WITHIN 100' OF EITHER SIDE OF ACTIVE RAILROAD TRACKS, PROVIDE A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER TO PREVENT VEHICLES FROM STOPPING WITHIN THE GRADE CROSSING. PROVIDE OFFICER OR FLAGGER EVEN IF AUTOMATIC WARNING MEASURES ALREADY EXIST.

LEGEND

- TYPE III BARRICADE
- PORTABLE SIGN
- FLAGGER
- DIRECTION OF TRAFFIC FLOW
- LAW ENFORCEMENT

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY STANDARD DRAWING FOR
TEMPORARY ROAD CLOSURES
SHORT DURATION - FOR 2-LANE, 2-WAY ROADWAYS

SHEET 8 OF 9
1101.03

NO.	DATE	REVISION	BY

1 Glenwood Avenue, Suite 800
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STATE OF NORTH CAROLINA
PROFESSIONAL ENGINEER
JESSE LINDSEY
2.05.26

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License # Expiration Date:

PAVEMENT REMEDIATION
PROJECT SPECIFICATIONS

GRANVILLE HEALTH SYSTEM PARKING
LOT IMPROVEMENT PROJECT

GRANVILLE HEALTH SYSTEM
1010 COLLEGE STREET
OXFORD, NORTH CAROLINA 27565

DESIGNED:	MFT
DRAWN:	RS
CHECKED:	JL
SCALE:	AS SHOWN
DATE:	04/24/2026
PROJECT:	A0240199.302
DRAWING:	

C106

