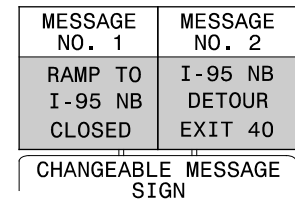
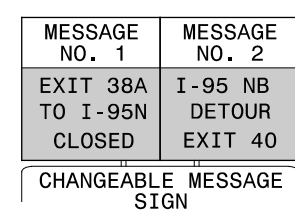


(A)

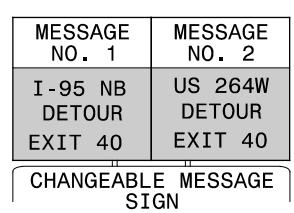
(B)



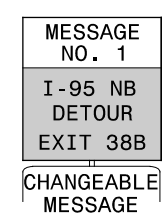
(C)



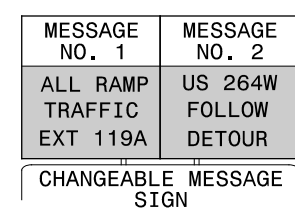
(D)



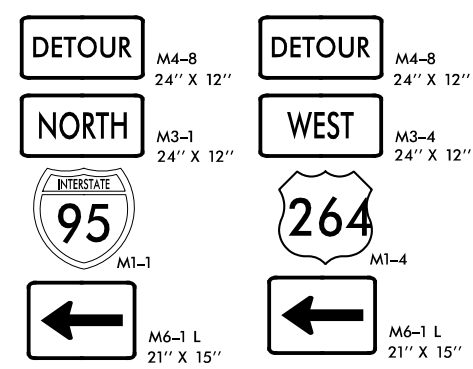
(E)



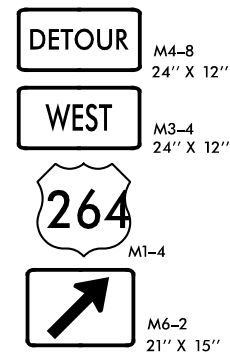
(F)



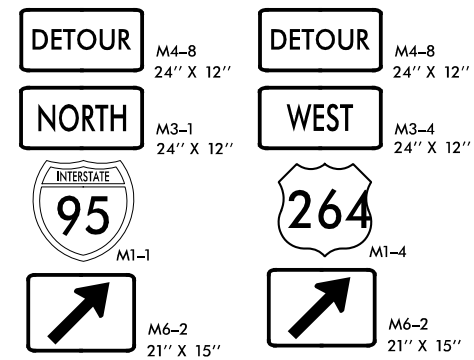
(G)



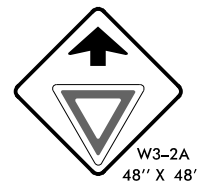
(H)



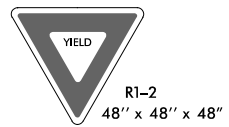
(I)



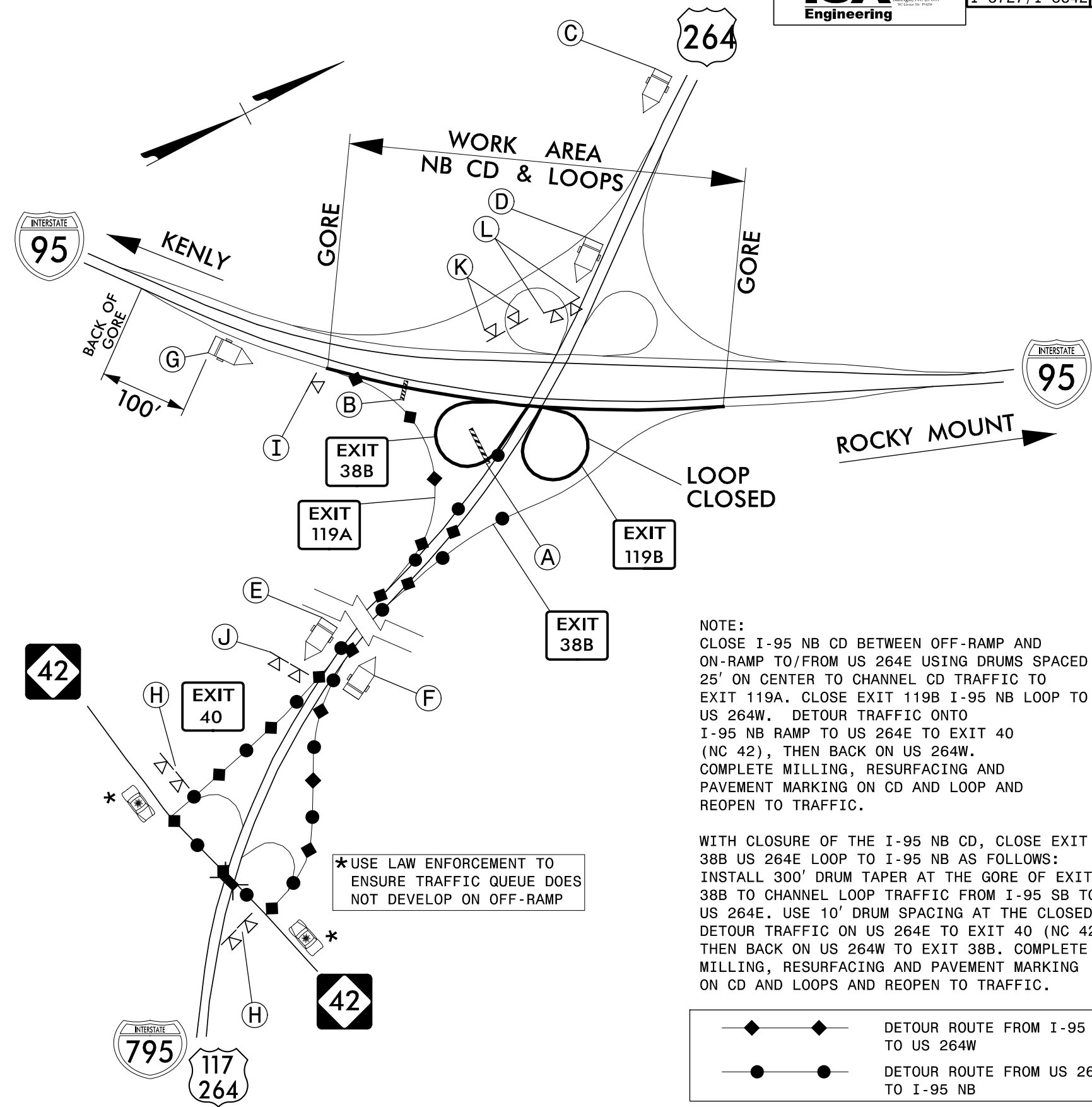
(J)



(K)



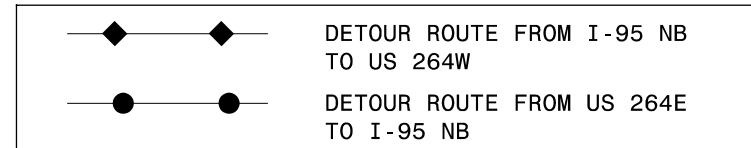
(L)



NOTE:
CLOSE I-95 NB CD BETWEEN OFF-RAMP AND ON-RAMP TO/FROM US 264E USING DRUMS SPACED 25' ON CENTER TO CHANNEL CD TRAFFIC TO EXIT 119A. CLOSE EXIT 119B I-95 NB LOOP TO US 264W. DETOUR TRAFFIC ONTO I-95 NB RAMP TO US 264E TO EXIT 40 (NC 42), THEN BACK ON US 264W. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON CD AND LOOP AND REOPEN TO TRAFFIC.

WITH CLOSURE OF THE I-95 NB CD, CLOSE EXIT 38B US 264E LOOP TO I-95 NB AS FOLLOWS:
INSTALL 300' DRUM TAPER AT THE GORE OF EXIT 38B TO CHANNEL LOOP TRAFFIC FROM I-95 SB TO US 264E. USE 10' DRUM SPACING AT THE CLOSED LOOP. DETOUR TRAFFIC ON US 264E TO EXIT 40 (NC 42), THEN BACK ON US 264W TO EXIT 38B. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON CD AND LOOPS AND REOPEN TO TRAFFIC.

*USE LAW ENFORCEMENT TO ENSURE TRAFFIC QUEUE DOES NOT DEVELOP ON OFF-RAMP



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USE IN CONJUNCTION WITH RSD 1101.02, SHEET 4 AND TMP-2A

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

APPROVED: Michael T. Rzepka DATE 12/10/2015

DETOURS FOR EXITS 119B & 38B I-95 NB CD TO/FROM US 264W