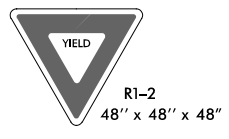
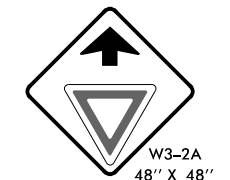
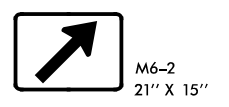
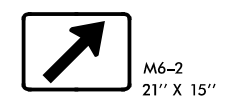
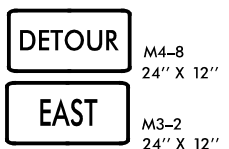
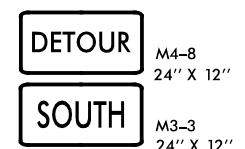
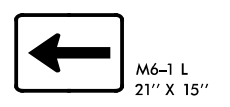
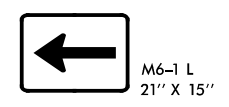
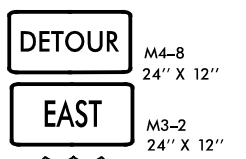
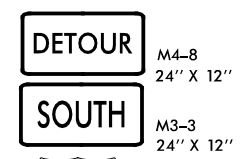
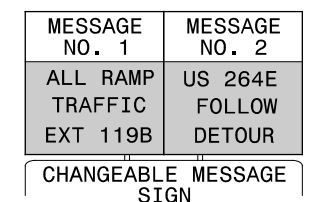
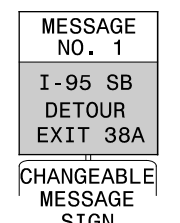
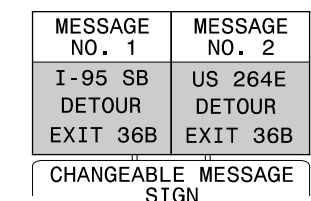
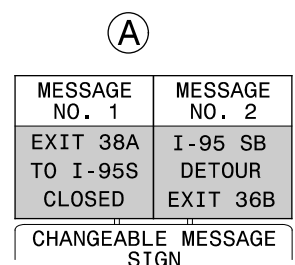
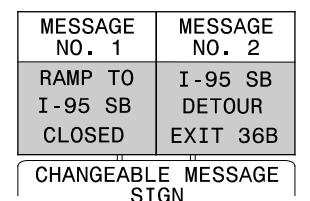
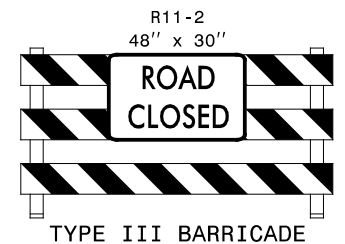
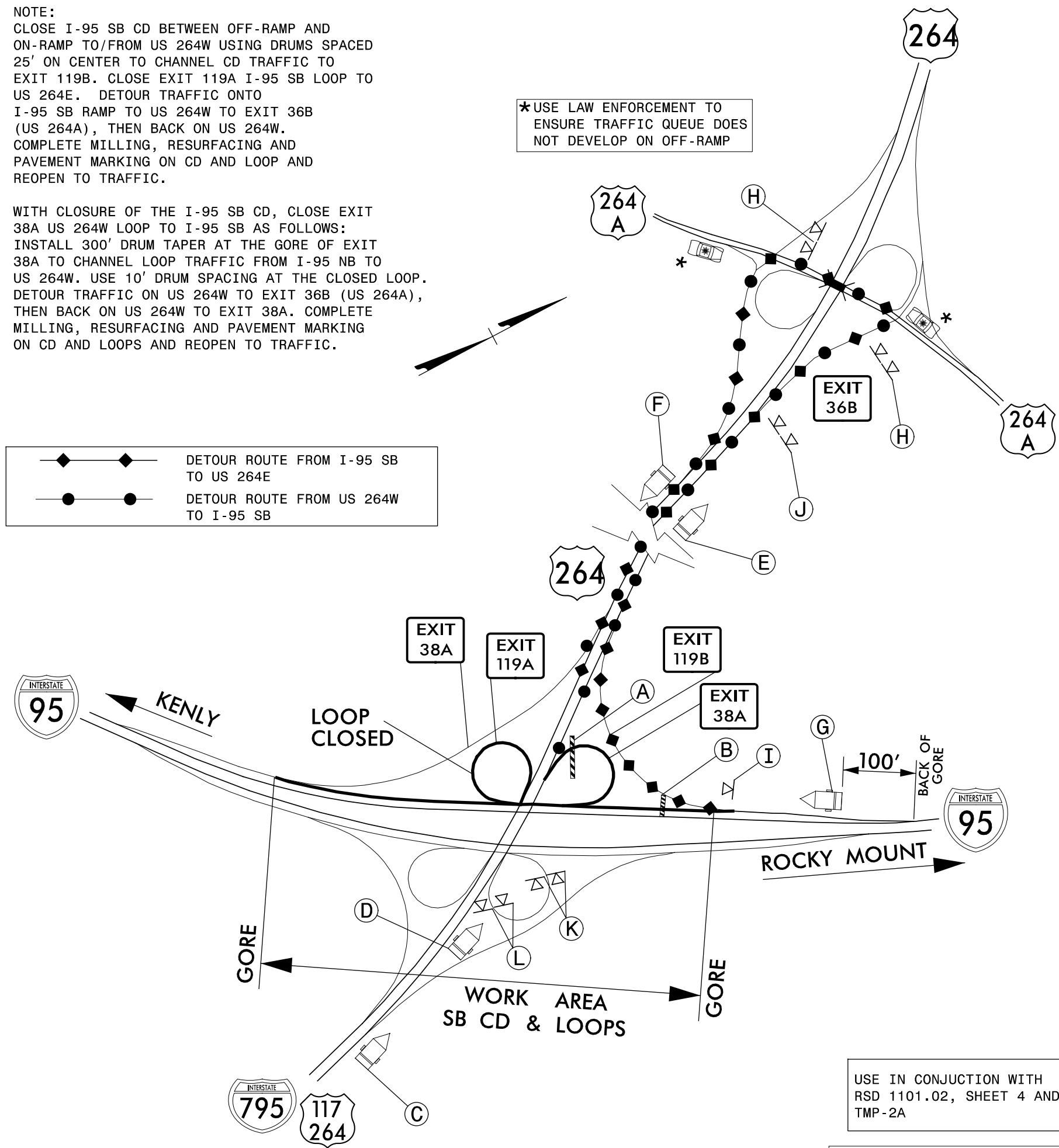
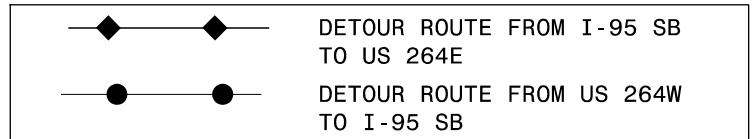


**NOTE:**  
 CLOSE I-95 SB CD BETWEEN OFF-RAMP AND ON-RAMP TO/FROM US 264W USING DRUMS SPACED 25' ON CENTER TO CHANNEL CD TRAFFIC TO EXIT 119B. CLOSE EXIT 119A I-95 SB LOOP TO US 264E. DETOUR TRAFFIC ONTO I-95 SB RAMP TO US 264W TO EXIT 36B (US 264A), THEN BACK ON US 264W. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON CD AND LOOP AND REOPEN TO TRAFFIC.

WITH CLOSURE OF THE I-95 SB CD, CLOSE EXIT 38A US 264W LOOP TO I-95 SB AS FOLLOWS:  
 INSTALL 300' DRUM TAPER AT THE GORE OF EXIT 38A TO CHANNEL LOOP TRAFFIC FROM I-95 NB TO US 264W. USE 10' DRUM SPACING AT THE CLOSED LOOP. DETOUR TRAFFIC ON US 264W TO EXIT 36B (US 264A), THEN BACK ON US 264W TO EXIT 38A. 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



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  
 SEAL  
 NORTH CAROLINA PROFESSIONAL ENGINEER  
 SEAL 15876  
 MICHAEL T. RZEPKA

DIVISION OF HIGHWAYS  
 NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 WORK ZONE TRAFFIC CONTROL

DETOURS FOR EXITS 119A & 38A I-95 SB CD TO/FROM US 264E

12/10/2015  
 RA15727\_tmp\_det\_psh\_10.dgn  
 ICA Engineering