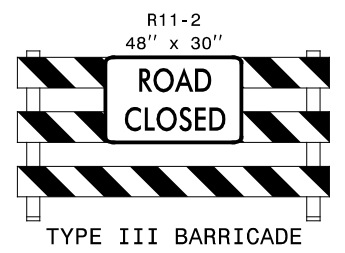


A



B

MESSAGE NO. 1	MESSAGE NO. 2
RAMP TO I-95 SB CLOSED	USE US 264E EXIT 40

CHANGEABLE MESSAGE SIGN

C

MESSAGE NO. 1
I-95 SB DETOUR EXIT 40

CHANGEABLE MESSAGE SIGN

D

MESSAGE NO. 1
I-95 SB DETOUR

CHANGEABLE MESSAGE SIGN

E

MESSAGE NO. 1
DETOUR AHEAD KEEP RT

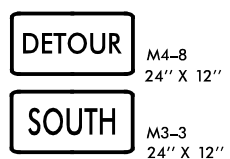
CHANGEABLE MESSAGE SIGN

F

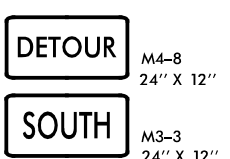
MESSAGE NO. 1	MESSAGE NO. 2
ROAD CLOSED AHEAD	ALL TRAF NEXT EXIT

CHANGEABLE MESSAGE SIGN

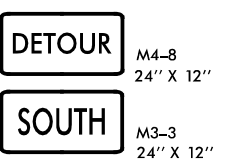
G



H

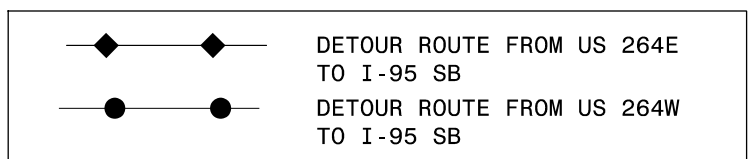


I



J

NOTE:
CLOSE I-95 SB CD BETWEEN ON-RAMP AND I-95 SB USING 25' DRUM SPACING TO CHANNEL CD TRAFFIC EXIT 119A. CLOSE EXIT 38A RAMP USING 10' DRUM SPACING. DETOUR RAMP TRAFFIC ALONG US 264E TO EXIT 40 (NC 42), THEN ALONG NC 42 TO I-95 SB. DETOUR TRAFFIC ON EXIT 38A LOOP TO EXIT 119A LOOP TO US 264E TO EXIT 40 (NC 42), THEN ALONG NC 42 TO I-95 SB. COMPLETE MILLING, RESURFACING AND PAVEMENT MARKING ON CD AND REOPEN TO TRAFFIC.



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

DETOUR FOR EXIT 38A RAMP AND CD US 264 TO I-95 SB

12/10/2015 RA15727_tmp_det_psh_12.dgn ICA Engineering