**NOTES:**

1. This plan is used in conjunction with 2-lane freeway single right lane closure, 9' max left shoulder shift traffic control plan (with PCMS in advance of lane closure taper removed).

2. See Queue Warning System (QWS) special provision or RFP for details.

3. Modifications to PCMS messages shall be accepted by the engineer.

4. Adjust QWS components to avoid conflicts with sequential arrow signs or other traffic control devices, narrow shoulders, and ramps.

5. Locate PCMSs per standard specification 1-10.3(3)c. PCMS may be placed on opposite shoulder but avoid ramp gorges when located behind barrier/guardrail or within closure, transverse traffic drums optional.

6. If system fails, see 'Queue Warning System Failure Protocol' provision.

7. If traffic queues reach 5 miles, place additional PCMS at 4.5 miles. Relocate to remain 0.5+/- mile in advance of queue. Truck-mounted PCMS with 10+ inch characters acceptable. Transverse traffic safety drums optional. Remove PCMS when dissipating queues are less than 5 miles. Added PCMS message traffic backups present / watch for slow traffic.

---

**LEGEND**

- Traffic Safety Drum
- Traffic Sensor
- Sequential Arrow Sign
- PCMS Portable Changeable Message Sign

---

**FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 9’ MAX LEFT SHOULDER SHIFT**

<table>
<thead>
<tr>
<th>PCMS 5</th>
<th>PCMS 4</th>
<th>PCMS 3</th>
<th>PCMS 2</th>
<th>PCMS 1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TRAFFIC SENSORS</strong></td>
<td><strong>TRAFFIC CONDITION</strong></td>
<td><strong>LANE CLOSURE</strong></td>
<td><strong>ROADWAY NARROWS</strong></td>
<td><strong>SPEED LIMIT</strong></td>
</tr>
<tr>
<td>None</td>
<td>FF FF FF FF FF</td>
<td>(Blank)</td>
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<td>(Blank)</td>
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<td>FF FF SL SL SL</td>
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</tr>
<tr>
<td>1.91 TO 2.9</td>
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</tr>
<tr>
<td>2.91 TO 4.4</td>
<td>FF SL SL SL SL</td>
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<td>(Blank)</td>
<td>(Blank)</td>
</tr>
<tr>
<td>4.41+</td>
<td>SL SL SL SL SL</td>
<td>(Blank)</td>
<td>(Blank)</td>
<td>(Blank)</td>
</tr>
</tbody>
</table>

---

**QUEUE LOCATION**

- **QUEUE LOCATION**
- **TRAFFIC SENSORS**
- **TRAFFIC CONDITION**
- **LANE CLOSURE**
- **ROADWAY NARROWS**
- **SPEED LIMIT**
- **TRAFFIC WARNING**
- **LANE USE**

---

**FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 9’ MAX LEFT SHOULDER SHIFT**

- 6-MILE QUEUE WARNING SYSTEM
- NOT TO SCALE

---

**6-MILE QUEUE WARNING SYSTEM**

- Washington State Department of Transportation
- TYPICAL TRAFFIC CONTROL PLANS

---

**FILE NAME**

- C:\Users\LintzF\OneDrive - Washington State Department of Transportation\Desktop\Work Zone TCPs\258Fwy1RtLanes9MaxLtShift60to45WZSL40Adv.dgn

---

**DATE**

- 2/18/2022

---

**TIME**

- 8:01:34 AM
FOR 6-MILE QUEUE WARNING SYSTEM
PCMS MESSAGES AND COMPONENT LAYOUT
SEE TC258, SHEET 0A.

LEGEND:
1. TEMPORARY SIGN LOCATION
2. TEMPORARY SIGN LOCATION (5MIN HEIGHT)
3. 28' REFLECTIVE TRAFFIC CONE
4. TRAFFIC SAFETY DRUM
5. RWS TRAFFIC SENSOR
6. RADAR SPEED DISPLAY SIGN (RSDS)
7. SEQUENTIAL ARROW SIGN
8. TRANSPORTABLE ATTENUATOR
9. PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
1. IF FEASIBLE, AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
3. RELocate RSDS AS WORK AREA MOVES DOWNSTREAM. ENGINEER MAY ORDER ADDITIONAL RSDS (WITH W23-6) AND W23-5 PRIOR TO EACH WORK CREW WITHIN WORK AREA.
4. IF USED, PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES AT 45° +/- AND 5' SPACING AT STRATEGIC LOCATIONS.
5. WHEN SHOULDER NARROWS, USE LANE SHIFTS (30:1 MIN SHIFT RATIO) WITH W1-4 SIGNS 500' +/- PRIOR.
6. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS.
7. 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS.
8. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC 8-21.3(3).
9. 5'-8" TEXT (B/W) LED DISPLAY (Amber/Black)
10. SIGNS OPTIONAL IF EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500' +/- FOLLOWING THE DOWNSTREAM TAPER.
11. "TRUCKS LEAVING HIGHWAY" AND "TRUCKS ENTERING HIGHWAY" (W21-30, 48"x48", 5' HEIGHT) SIGNS 500' +/- PRIOR TO WHERE CONSTRUCTION VEHICLES FREQUENTLY EXIT AND ENTER INTO THE OPEN LANE(S). ADJUST TO AVOID W1-4R SIGN.
12. SIGNS ARE BLACK ON GRAY UNLESS OTHERWISE INDICATED.
13. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.
14. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDER PROVIDING ALTERNATIVE ROUTE OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 9' MAX LEFT SHOULDER SHIFT
(45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

NOT TO SCALE
IN THE EVENT OF A SYSTEM FAILURE, SEE SPECIAL PROVISIONS OR RFP

MAY REMAIN IN PLACE (SEE NOTE 7)

LOCATE PCMS PER STD. SPEC 1-10.3(3)C. PCMS MAY BE PLACED ON BOTH 3 Lanes TAKE Turns AT MERGE

3-MILE QUEUE WARNING SYSTEM MESSAGES

3.6 MILE

NOTE:
1. IF FEASIBLE, AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
3. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM ENGINEER MAY ORDER ADDITIONAL RSDS (WITH W23-4) AND W23-5 PRIOR TO EACH WORK CREW WITHIN WORK AREA.
4. IF USED, PLACE DRIVES TRANSVERSELY ACROSS CLOSED Lanes at 45° +/- AND 5 SPACING AT STRATEGIC LOCATIONS.
5. WHEN SHOULDER NARROWS, USE LANE SHIFTS (101 MIN SHIFT TAPER @ 16 MIN WDT) WITH W1-4 SIGNS 500 +/- PRIOR.
6. CONTACT WSDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS.
7. 28' TRAFFIC CONES MAY REMAIN IN PLACE THROUGHOUT THE PROJECT (THEY DO NOT HAVE TO BE REMOVED DAILY/NIGHTLY).
8. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC B-21.3(3).
9. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE, BUT FIRST 50 REQUIRED. DOWNSTREAM TAPER DEVICE SPACE IS 27.
10. SIGNS OPTIONAL IF EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500' FOLLOWING THE DOWNSTREAM TAPER.
11. TRUCKS LEAVING HIGHWAY (W-23-3), "ROAD" ENTERING HIGHWAY (W-23-2, 30-48 MPH), 5'HEIGHT SIGNS 500 +/- PRIOR TO WHERE CONSTRUCTION VEHICLES FREQUENTLY EXIT AND ENTER INTO THE OPEN LANE(S). ADJUST TO AVOID W1-4R SIGN
12. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED
13. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS
14. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDER PROVIDING A DETOUR ALTERNATIVE ROUTE OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.

LEGEND:
T = TEMPORARY SIGN LOCATION
L = TEMPORARY SIGN LOCATION (MIN. HEIGHT)
R = REFLECTIVE TRAFFIC CONE
T = TRAFFIC SAFETY DRUM
Q = QWS TRAFFIC SENSOR
G = RADAR SPEED DISPLAY SIGN (RSDS)
S = PORTABLE TRANSPORTABLE ATTENUATOR
PCMS = PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
3. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM ENGINEER MAY ORDER ADDITIONAL RSDS (WITH W23-4) AND W23-5 PRIOR TO EACH WORK CREW WITHIN WORK AREA.
4. IF USED, PLACE DRIVES TRANSVERSELY ACROSS CLOSED Lanes at 45° +/- AND 5 SPACING AT STRATEGIC LOCATIONS.
### Notes:

1. If feasible, avoid placing lane closure or lane shift tapered within 500’ ahead of existing sign.
2. distance increases as work area moves downstream.
3. Replacing RDSDS as work area moves downstream engineer may order additional RDSDS (W2.3.6) and W2.3.5 prior to each work crew within work area.
4. If used, place devices transversely across closed lanes at 45° +/- and 5’ spacing at strategic locations.
5. When shoulder narrows, use lane shifts (10.1 min shift taper @ 16 min width) with W1.4 signs 500’ +/- prior.
6. Contact WSDOT commercial vehicles services at least 7 days in advance of roadway width restrictions.
7. 28’ traffic cones may remain in place throughout the project (They do not have to be removed daily/nightly).
8. Cover all conflicting signage per standard spec 8-21.3(3).
9. Downstream taper optional across right lane, but first 500’ required. Downstream taper device spacing is 2’.
10. Signs optional if existing speed limit signs present within 1500’ following the downstream taper.
11. ADCY ‘trucks leaving highway’ and ‘trucks entering highway’ (W2.3.11.4-5) Sh (5’ height) signs 500’ +/- prior to where construction vehicles frequently exit and enter into the open lane(s). Adjust to avoid W1.4R sign.
12. Signs are black on orange unless otherwise indicated.
13. Plan is applicable to lane closures of 3 days or less.
14. Bicycles prohibited through work zone consider providing detour alternative, route or shuttle in high-use locations permitting permanent bicycle access.

### Washington State Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 9’ MAX LEFT SHOULDER SHIFT

(45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

NOT TO SCALE
NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES SEE TC258, SHEET 0B, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE WITHOUT SHOULDER SHIFT SEE TC107, SHEET 2A. ADD R2-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED EXISTING SPEED LIMIT SIGN.
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

CLOSED RIGHT EXIT-RAMP DETAIL

OPEN RIGHT EXIT-RAMP DETAIL

CLOSED RIGHT ON-RAMP DETAIL

OPEN RIGHT PARALLEL ON-RAMP DETAIL

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 9' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)
NOTES:
1. FOR LEGEND, TABLES AND ADDITIONAL NOTES SEE TC258, SHEET 0B, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE WITHOUT SHOULDER SHIFT SEE TC107, SHEET 2B, ADD R2-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED EXISTING SPEED LIMIT SIGN
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

FILE NAME:
TIME:
DATE:
ENTERED BY:
CHECKED BY:
PROJ. ENGR.
REGIONAL ADM.
REVISION DATE: 2B
NOTES:
1. FOR LEGEND, TABLES AND ADDITIONAL NOTES SEE TC258 SHEET 08, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE WITHOUT SHOULDER SHIFT SEE TC107 SHEET 3. ADD R2-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED EXISTING SPEED LIMIT SIGN.
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 9' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

OPEN LEFT EXIT-RAMP DETAIL
LEFT EXIT-RAMPS ARE TO REMAIN OPEN

CLOSED LEFT EXIT-RAMP DETAIL
LEFT EXIT-RAMPS ARE TO REMAIN OPEN

CLOSED LEFT ON-RAMP DETAIL

TYPICAL TRAFFIC CONTROL PLANS
NOTES:
1. THIS PLAN IS USED IN CONJUNCTION WITH 2-LANE FREEWAY SINGLE RIGHT LANE CLOSURE, 9' MAX LEFT SHOULDER SHIFT TRAFFIC CONTROL PLAN (WITH PCMS IN ADVANCE OF LANE CLOSURE TAPER REMOVED).
2. SEE QUEUE WARNING SYSTEM (QWS) SPECIAL PROVISION OR RFP FOR DETAILS.
3. MODIFICATIONS TO PCMS MESSAGES SHALL BE ACCEPTED BY THE ENGINEER.
4. ADJUST QWS COMPONENTS TO AVOID CONFLICTS WITH SEQUENTIAL ARROW SIGNS OR OTHER TRAFFIC CONTROL DEVICES, NARROW SHOULDERS, AND RAMPS.
5. LOCATE PCMS PER STANDARD SPECIFICATION 1-10.3(3)C. PCMS MAY BE PLACED ON OPPOSITE SHOULDER BUT AVOID RAMP GORES. WHEN LOCATED BEHIND BARRIER/GUARDRAIL OR WITHIN CLOSURE, TRANSVERSE TRAFFIC DRUMS OPTIONAL.
6. IF SYSTEM FAILS, SEE 'QUEUE WARNING SYSTEM FAILURE PROTOCOL' PROVISION.
7. IF TRAFFIC QUEUES REACH 5 MILES, PLACE ADDITIONAL PCMS AT 6.5 MILES.
8. IF TRAFFIC QUEUE LOCATION MEASURED FROM HERE
FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 9' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

NOT TO SCALE

NOTES:
1. IF FEASIBLE, AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
3. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM.
4. IF USED, PLACE DRIVES TRANSVERSALLY ACROSS CLOSED LINES AT 45° +/− AND 5 SPACING AT STRATEGIC LOCATIONS.
5. WHEN SHOULDER NARROWS, USE LANE SHIFTS (101 MIN SHIFT TAPER @ 15 MIN WIDTH) WITH W1-4 SIGNS 50' +/− PRIOR.
6. CONTACT WDOT COMMERCIAL VEHICLE SERVICES AT LEAST 7 DAYS IN ADVANCE OF ROADWAY WIDTH RESTRICTIONS.
7. 28' TRAFFIC CONES MAY BE PLACED IN PLACE THROUGHOUT THE PROJECT (THEY DO NOT HAVE TO BE REMOVED DAILY/NIGHTLY).
8. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC 8-21.3(3).
9. DOWNSTREAM TAPER OPTIONAL ACROSS RIGHT LANE, BUT FIRST 80' REQUIRED. DOWNSTREAM TAPER DEVICE SPACING IS 2'.
10. SIGNS OPTIONAL IF EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500' FOLLOWING THE DOWNSTREAM TAPER.
11. IF TRUCKS LEAVING HIGHWAY, THEY MAY ENTER FROM THE RIGHT LANE. W1-4 SIGNS 50' +/− PRIOR TO EACH WORK CREW WITHIN WORK AREA.
12. SIGNS ARE BLACK ON GRAY UNLESS OTHERWISE INDICATED.
13. PLAN IS APPLICABLE TO LANE CLOSURES OF 3 DAYS OR LESS.
14. BICYCLES PROHIBITED THROUGH WORK ZONE CONSIDER PROVISION OPTIONS ALTERNATIVE ROUTE OR SHUTTLE IN HIGH-USE LOCATIONS PERMITTING PERMANENT BICYCLE ACCESS.

NOTES:
1. IF FEASIBLE, AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
3. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM.
4. IF USED, PLACE DRIVES TRANSVERSALLY ACROSS CLOSED LINES AT 45° +/− AND 5 SPACING AT STRATEGIC LOCATIONS.
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NOTES:
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES SEE TC258, SHEET 0B, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE (WITHOUT SHOULDER SHIFT) SEE TC107, SHEET 2A. ADD R2-1 (45) SIGN AFTER ON-RAMP MERGES NEAR COVERED EXISTING SPEED LIMIT SIGN.
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

CLOSED RIGHT EXIT-RAMP DETAIL

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 9' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

NOT TO SCALE
NOTES:
1. FOR LEGEND, TABLES AND ADDITIONAL NOTES SEE TC258 SHEET 0B, 1A, OR 1B.
2. FOR RIGHT RAMP DETAILS FOR A SINGLE RIGHT LANE CLOSURE WITHOUT SHOULDER SHIFT SEE TC107 SHEET 3. ADD R2-1 (45) SIGN AFTER ON-RAMP Merges Near COVERED EXISTING SPEED LIMIT SIGN.
3. SEE DETOUR PLAN FOR ADDITIONAL RAMP CLOSURE DETOUR SIGNAGE.

OPEN LEFT EXIT-RAMP DETAIL

CLOSED LEFT EXIT-RAMP DETAIL
LEFT EXIT-RAMPS ARE TO REMAIN OPEN

FREEWAY (2 LANES): SINGLE RIGHT LANE CLOSURE, 9' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

WASHINGTON STATE
Department of Transportation

TYPICAL TRAFFIC CONTROL PLANS

TC258

FILE NAME:
C:\\Users\\LintzF\\OneDrive - Washington State Department of Transportation\\Desktop\\Work Zone TCPs\\258Fwy1RtLanes9MaxLtShift60to45WZSL40Adv.dgn

TIME: 2/18/2022 8:01:43 AM
DIFF: 0

DATE: 2/18/2022
PLOTTER BY: LINTZ

DESIGNED BY: HAAPALA & LINTZ

ENTERED BY: LINTZ

PREPARED:

LOCALS

REGIONAL ADMIN.

DATE: 2/18/2022

DATE: 2/18/2022

NOT TO SCALE
C. Sheet 3 needed only when ramps are present on the left side of freeway.

and accept it.

REPLACE THE OLD WORK ZONE CELLS (or Update if the new work zone cells are already used).

grayscale automatically when designers print in black/white.

Which plots to use will be determined from work zone traffic analysis performed by the Region Traffic Operations (see WSDOT Traffic Manual Sections #2. Replace the old work zone cells using the Replace Cells icon command. Select Tools -> Cells -> Replace Cells. Set the Method to Replace and either PRINTING IN FULL COLOR OR GRAYSCALE (BLACK/WHITE):

WSDOT Staff

REVISION

PROJ. ENGR.

ENTERED BY

DESIGNED BY

DATE

TIME

[0x0]REVISION

[71x34]PROJ. ENGR.

[71x52]ENTERED BY

[71x61]DESIGNED BY

[71x79]DATE

[86x175]C. Sheet 3 needed only when ramps are present on the left side of freeway.

and accept it.

REPLACE THE OLD WORK ZONE CELLS (or Update if the new work zone cells are already used).

grayscale automatically when designers print in black/white.

Which plots to use will be determined from work zone traffic analysis performed by the Region Traffic Operations (see WSDOT Traffic Manual Sections #2. Replace the old work zone cells using the Replace Cells icon command. Select Tools -> Cells -> Replace Cells. Set the Method to Replace and either PRINTING IN FULL COLOR OR GRAYSCALE (BLACK/WHITE):

WSDOT Staff

REVISION

PROJ. ENGR.

ENTERED BY

DESIGNED BY

DATE

TIME