

CITY OF STANWOOD

PUBLIC WORKS DEPARTMENT

271ST STREET NW TRAFFIC CALMING

CITY OFFICIALS:

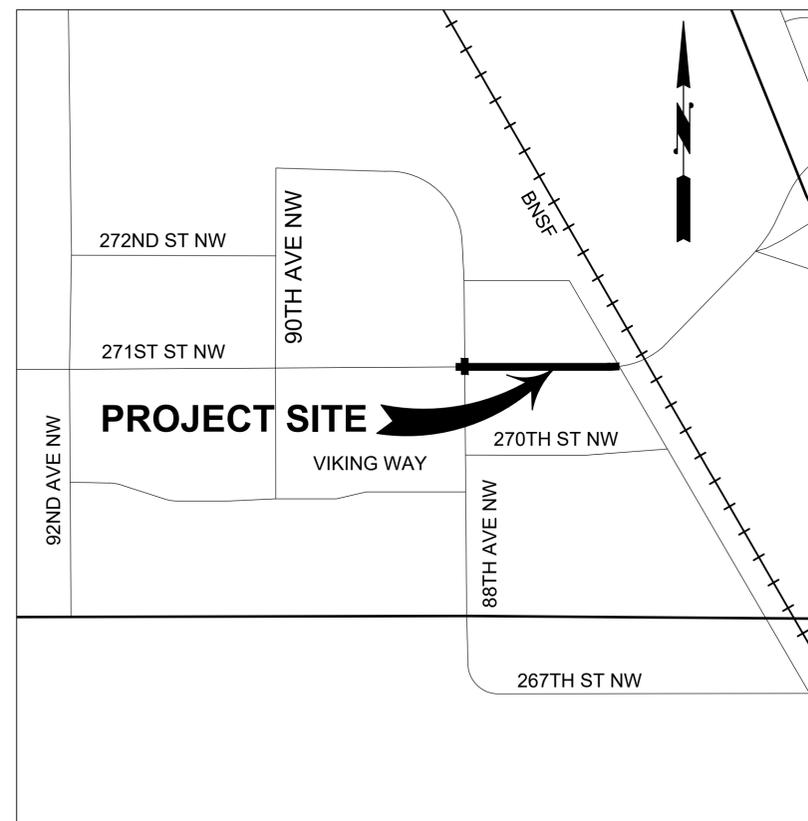
MAYOR:
SID ROBERTS

COUNCIL MEMBERS:

DANI GAUMOND
MARCUS METZ
DARREN ROBB
ROBERT 'CHILI' HICKS
STEVE SHEPRO
TIM SCHMITT
ANDREENA BERGMAN

CITY ADMINISTRATOR:

SHAWN SMITH, P.E.



VICINITY MAP
N.T.S.

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WATER SYMBOLS

EXIST.	PROP.	DESCRIPTION
		CAP/PLUG
		COUPLING
		GUARD POST
		REDUCER
		THRUST BLOCKING
		WATER METER
		FIRE HYDRANT 2--NOZZLE
		FIRE HYDRANT 3--NOZZLE
		FLANGE/BLIND FL (FL) (BL FL)
		MECHANICAL JOINT (MJ)
		PUSH-ON/HUB
		THREAD
		AIR RELIEF VALVE
		BLOW-OFF VALVE
		BUTTERFLY VALVE
		CHECK VALVE
		GATE/GENERAL VALVE
		PLUG VALVE

GAS/POWER/TELEPHONE SYMBOLS

EXIST.	PROP.	DESCRIPTION
		COMMUNICATIONS MANHOLE
		GAS METER
		GAS VALVE
		PAD MOUNTED TRANSFORMER
		POWER VAULT
		TRANSMISSION TOWER
		UTILITY POLE
		UTILITY POLE ANCHOR
		TELEPHONE RISER
		TELEPHONE VAULT

SURVEY SYMBOLS

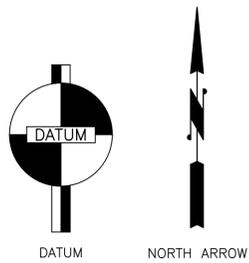
EXIST.	PROP.	DESCRIPTION
		ANGLE POINT
		BENCH MARK
		BLOCK CORNER
		IRON PIPE
		MONUMENT (IN CASE)
		MONUMENT (SURFACE)
		OWNERSHIP TIE
		SECTION CENTER
		SECTION CORNER
		QUARTER CORNER
		SIXTEENTH CORNER
		CLOSING CORNER
		MEANDER CORNER
		WITNESS CORNER
		SOIL BORING/POTHOLING
		SPOT ELEVATION
		TAX LOT/PARCEL NUMBER

SIGNALIZATION SYMBOLS

EXIST.	PROP.	DESCRIPTION
		AERIAL DISCONNECT
		AERIAL TERMINAL COMPARTMENT
		DIPOLE DETECTOR
		QUADRAPOLE DETECTOR
		ROUND LOOP DETECTOR
		PEDESTRIAN DETECTOR
		INDICATOR LIGHT
		OPTICOM SENSOR
		OPTICOM SENSOR W/ INDICATOR LIGHTS
		FLASHING WARNING SYSTEM
		JUNCTION BOXES (TYPE I, II, III)
		PEDESTRIAN PUSHBUTTON POST W/ PUSHBUTTON
		PEDESTRIAN SIGNAL HEAD
		SIGNAL POLE NOTE
		SIGNAL CONTROLLER
		SIGNAL LOAD CENTER
		STREET LIGHT ASSEMBLY
		TRAFFIC SIGN-BRIDGE
		TRAFFIC SIGN-CANTILEVERED
		TRAFFIC SIGN-SINGLE POST
		TRAFFIC SIGN-DOUBLE POST
		TRAFFIC SIGNAL POLE
		TRAFFIC SIGNAL POLE W/ LUMINAIRE
		TRAFFIC SIGNAL SUPPORT POLE
		VEHICLE SIGNAL HEAD
		VEHICLE SIGNAL HEAD W/ ARROW INDICATOR
		WIRE NOTE

SANITARY/STORM SEWER SYMBOLS

EXIST.	PROP.	DESCRIPTION
		SANITARY SEWER CLEAN OUT
		SANITARY SEWER MANHOLE
		STORM DRAIN CATCH BASIN (TYPE 1)
		STORM DRAIN CULVERT
		STORM DRAIN CATCH BASIN (TYPE 2)
		STORM DRAIN MANHOLE
		ENERGY DISSIPATOR
		OVERFLOW STRUCTURE



CHANNELIZATION SYMBOLS

EXIST.	PROP.	DESCRIPTION
		BIKE PATH
		HANDICAP SYMBOL
		ONLY
		RAILROAD CROSSING
		SCHOOL
		STOP
		STRAIGHT ARROW
		LT.RT.STR. ARROW
		LEFT-RIGHT ARROW
		2-WAY LEFT TURN
		LEFT TURN ARROW
		RIGHT TURN ARROW
		LEFT-STRAIGHT ARROW
		RIGHT-STRAIGHT ARROW
		LANE MARKER TYPE I
		LANE MARKER TYPE II

SURFACE FEATURES/LANDSCAPING

EXIST.	PROP.	DESCRIPTION
		BUS STOP
		EMBANKMENT
		MAIL BOX
		RIP RAP
		ROCKERY
		SHRUB
		SIGN
		TREE (CONIFER)
		TREE (DECIDUOUS)
		FENCE POST
		CURB RAMP
		YARD LIGHT

ABBREVIATIONS

AC	ASBESTOS CEMENT	S	SOUTH
ADA	AMERICANS WITH DISABILITIES ACT	SD	STORM DRAIN
ADJ	ADJUST	SEC	SECTION
ALIGN	ALIGNMENT	SLJB	STREET LIGHTING JUNCTION BOX
ALT	ALTERNATE	SPC	STATE PLANE COORDINATES
AP	ANGLE POINT	SPEC	SPECIFICATION
APPROX	APPROXIMATELY	STD	STANDARD
APS	ACCESSIBLE PEDESTRIAN SIGNAL	STLT	STREET LIGHT
ASPH	ASPHALT	SR	STATE ROUTE
AVE	AVENUE	SS	SANITARY SEWER
AVG	AVERAGE	ST	STREET
B	BLACK	STA	STATION
BM	BENCH MARK	S/W	SIDEWALK
BOT	BOTTOM	T	TOWNSHIP, TANGENT
BTWN	BETWEEN	TOC	TOP OF CURB
CB	CATCH BASIN	TV	TELEVISION
CB1	CATCH BASIN TYPE 1	UG	UNDERGROUND
CB2	CATCH BASIN TYPE 2	UTIL	UTILITY
CG	CURB & GUTTER	VERT	VERTICAL
CL	CLASS	W	WEST, WATER LINE
C/L, CL, C	CENTERLINE	W/W	WITH
COM	COMMON	WA	WASHINGTON
COMM	COMMUNICATIONS LINE	WSDOT	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
CONC	CONCRETE	WM	WILLAMETTE PRINCIPAL MERIDIAN
CONN	CONNECTION	Y	YELLOW
CONST	CONSTRUCT		
CONT	CONTINUED/CONTINUOUS		
CSTC	CRUSHED SURFACING TOP COURSE		
CT	CENTER		
Δ	DELTA		
DET	DETAIL		
DI(P)	DUCTILE IRON (PIPE)		
DWG	DRAWING		
E	EAST, VERTICAL DISTANCE BETWEEN PVI AND ROAD SURFACE		
EA	EACH		
EL, ELEV	ELEVATION		
ELE	ELECTRICAL		
EX, EXIST.	EXISTING		
FB	FLASHING BEACON		
FH	FIRE HYDRANT		
FO	FIBER OPTIC LINE		
FT	FEET/FOOT		
FYG	FLUORESCENT YELLOW-GREEN		
G	GAS LINE		
GE	GROUND ELEVATION		
GIS	GEOGRAPHIC INFORMATION SYSTEMS		
GV	GAS VALVE		
HMA	HOT MIX ASPHALT		
HORIZ	HORIZONTAL		
HPS	HIGH PRESSURE SODIUM		
HT	HEIGHT		
IE	INVERT ELEVATION		
IN	INCH/INCHES		
INCL.	INCLUDING		
INT, INTX	INTERSECTION		
K	RATE OF VERTICAL CURVATURE (LENGTH (FT) PER % DIFF. IN GRADE)		
L	LENGTH OF ARC		
LB	POUND		
LBS	POUNDS		
LF	LINEAL FOOT/FEET		
LT	LEFT		
LUMIN	LUMINAIRE		
MAX	MAXIMUM		
MB	MAILBOX		
MH	MANHOLE		
MIN	MINIMUM		
MON	MONUMENT		
MPH	MILES PER HOUR		
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES		
N	NORTH		
NA	NOT APPLICABLE		
NAD	NORTH AMERICAN DATUM		
NAVD	NORTH AMERICAN VERTICAL DATUM		
NEC	NATIONAL ELECTRIC CODE		
NGS	NATIONAL GEODETIC SURVEY		
NO.	NUMBER		
N.T.S.	NOT TO SCALE		
OH	OVERHEAD		
OPP	OPPOSITE		
PC	POINT OF CURVE		
PRC	POINT OF REVERSE CURVE		
PT	POINT OF TANGENT		
PVC	POLYVINYL CHLORIDE / POINT OF VERTICAL CURVE		
PVI	POINT OF VERTICAL INTERSECTION		
PVMT	PAVEMENT		
PVT	POINT OF VERTICAL TANGENT		
PWR	POWER LINE		
R	RADIUS/RANGE		
RCW	REVISED CODE OF WASHINGTON		
REF	REFERENCE		
RR	RAILROAD		
RRFB	RECTANGULAR RAPID FLASHING BEACON		
RT	RIGHT		
R/W, ROW	RIGHT OF WAY		

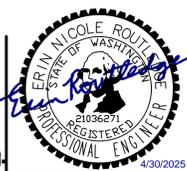
LINE TYPES

LINE TYPE	DESCRIPTION
	SURFACE FEATURES: EXISTING BUILDING LINE
	PROPOSED BUILDING LINE
	EXISTING DITCH
	PROPOSED DITCH
	EXISTING CURB/PAVEMENT/SIDEWALK
	PROPOSED CURB/PAVEMENT/SIDEWALK
	EXISTING FENCE LINE
	PROPOSED FENCE LINE
	EXISTING GRAVEL
	PROPOSED GUARDRAIL
	LAKE/POND
	WETLAND/SWAMP PERIMETER
	RAILROAD
	EXISTING RETAINING WALL
	PROPOSED RETAINING WALL
	RIVERBANK/ShORELINE
	VEGETATION LINE
	SURVEY: EXISTING CENTERLINE
	PROPOSED CENTERLINE
	EXISTING CONTOUR (INTERMEDIATE)
	EXISTING CONTOUR (INDEX)
	PROPOSED CONTOUR (INTERMEDIATE)
	PROPOSED CONTOUR (INDEX)
	EXISTING EASEMENT LINE
	PROPOSED EASEMENT LINE
	EXISTING PROPERTY LINE
	EXISTING RIGHT OF WAY CENTERLINE
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY
	SECTION LINE
	QUARTER SECTION LINE
	16TH SECTION LINE
	UTILITIES (EXISTING) EXISTING GAS LINE
	EXISTING AERIAL POWER
	EXISTING BURIED POWER
	EXISTING STORM DRAIN
	EXISTING FORCE MAIN
	EXISTING SANITARY SEWER
	EXISTING AERIAL TELEPHONE
	EXISTING BURIED TELEPHONE
	EXISTING WATER LINE
	UTILITIES (PROPOSED) PROPOSED GAS LINE
	PROPOSED AERIAL POWER
	PROPOSED BURIED POWER
	PROPOSED STORM DRAIN
	PROPOSED FORCE MAIN
	PROPOSED SANITARY SEWER
	PROPOSED AERIAL TELEPHONE
	PROPOSED BURIED TELEPHONE
	PROPOSED WATER LINE
	CUSTOM: CUT LINE
	FILL LINE
	SILT FENCE
	HIGH VISIBILITY SILT FENCE
	CONSTRUCTION FENCE

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Drawn By	Date
S. DELAVARPOUR	04/2025
Designed By	
J. REN	04/2025
Checked By	
B. POWELL	04/2025
Approved By	
E. ROUTLEDGE	04/2025

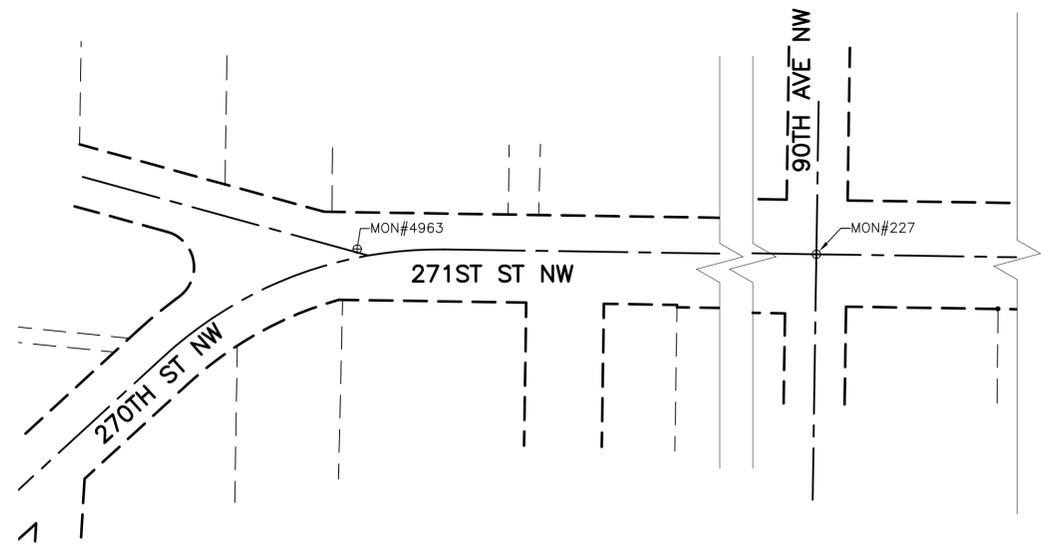
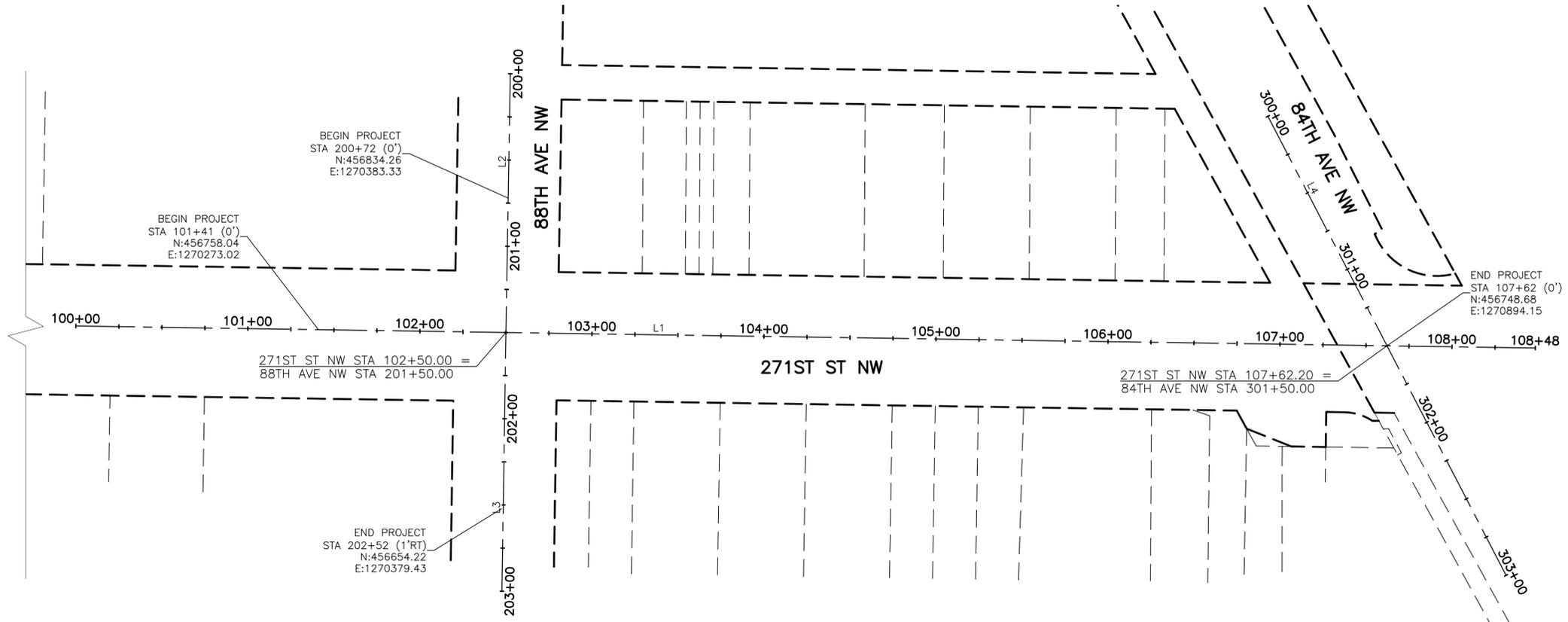
Project Number
20210169.0006

CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING
LEGEND AND ABBREVIATIONS

Drawing No.	GN1
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of Total	23

SURVEY NOTES

1. VERTICAL DATUM BASED ON NAVD 88 (MEAN SEA LEVEL) BASED ON NGS MONUMENT 944 8436 TIDAL 4, ELEV.=9.50'
HORIZONTAL DATUM IS BASED ON WASHINGTON NORTH ZONE SPC NORTH AMERICAN DATUM 1983/2011 GEODETIC PROJECTION BASED ON WSDOT SURVEY CONTROL NETWORK
2. UNDERGROUND UTILITY LOCATIONS FOR WATER, SEWER, STORM, ELECTRIC SERVICE, COMMUNICATION SERVICES AND GAS, AS SHOWN HEREON, ARE BASED UPON, "CLEARMARK" UTILITY LOCATE SERVICES AND THE CITY OF STANWOOD GIS DATA.
3. THE USE OF THIS MAP FOR THE PRECISE LOCATION OF THE UTILITY LINES IS NOT WARRANTED OR GUARANTEED.
4. RCW 19.122 REQUIRES 48 HOUR NOTIFICATION PRIOR TO UNDERGROUND CONSTRUCTION ACTIVITY. CONTACT "CALL BEFORE YOU DIG" UTILITY LOCATE SERVICE AT 811 OR 1-800-424-5555.

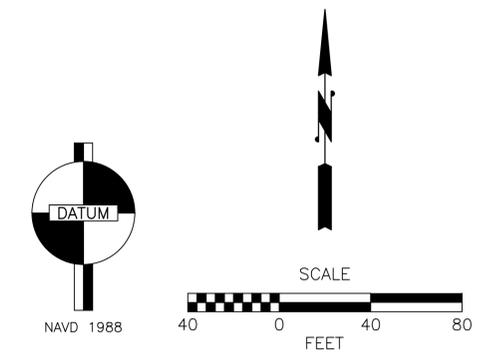


271ST ST NW CONSTRUCTION ALIGNMENT								
SEGMENT NO.	START STATION	END STATION	BEGIN NORTHING	BEGIN EASTING	END NORTHING	END EASTING	LENGTH	BEARING
L1	100+00.00	108+48.41	456760.16	1270132.04	456747.38	1270980.36	848.41	S89° 08' 13.23"E

88TH AVE NW CONSTRUCTION ALIGNMENT								
SEGMENT NO.	START STATION	END STATION	BEGIN NORTHING	BEGIN EASTING	END NORTHING	END EASTING	LENGTH	BEARING
L2	200+00.00	201+50.00	456906.37	1270384.56	456756.39	1270382.01	150.00	S0° 58' 20.55"W
L3	201+50.00	203+00.00	456756.39	1270382.01	456606.41	1270379.69	150.00	S0° 53' 10.17"W

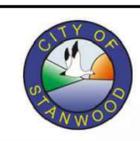
84TH AVE NW CONSTRUCTION ALIGNMENT								
SEGMENT NO.	START STATION	END STATION	BEGIN NORTHING	BEGIN EASTING	END NORTHING	END EASTING	LENGTH	BEARING
L4	300+00.00	303+00.00	456881.75	1270824.92	456615.61	1270963.38	300.00	S27° 29' 14.25"E

SURVEY CONTROL POINTS				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
1	7.83	456803.6610	1267204.9190	MON#4963
2	8.23	456765.8810	1269752.1900	MON#227



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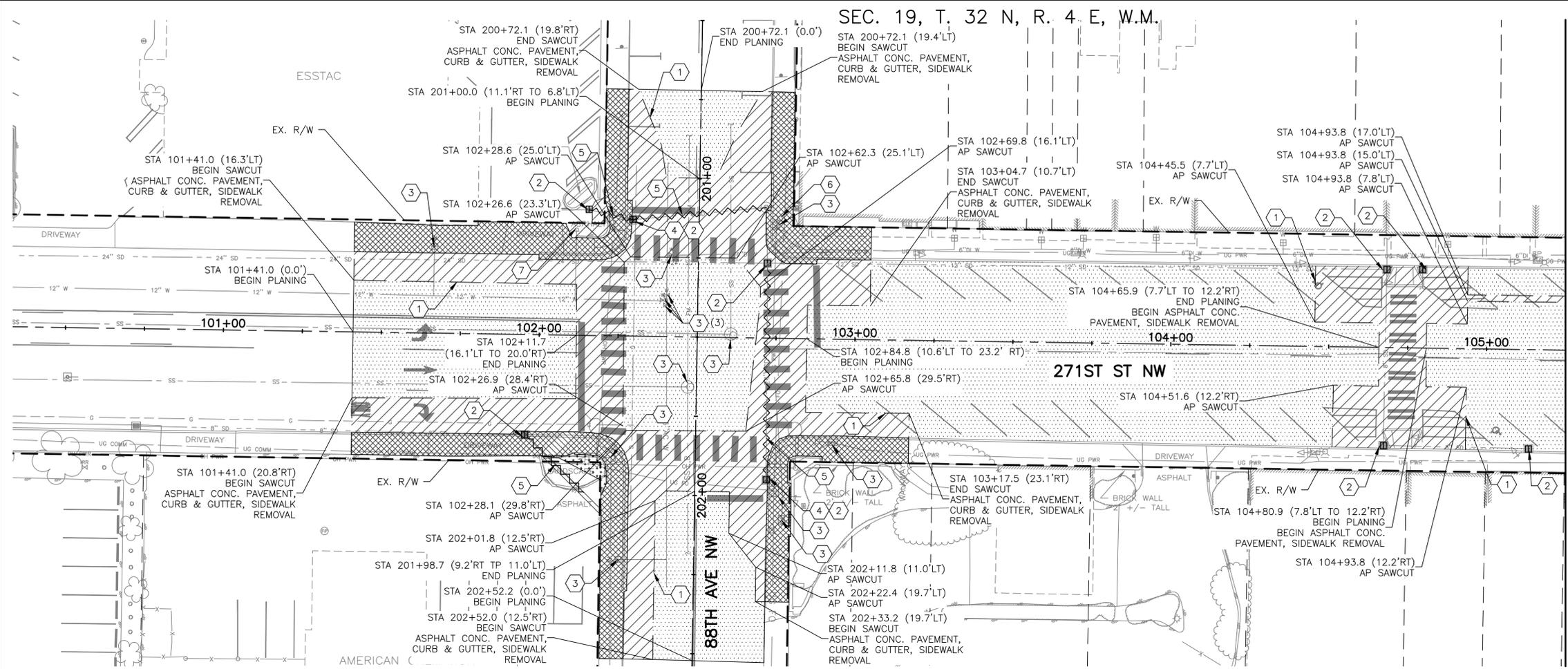
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CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING
SURVEY CONTROL AND
CONSTRUCTION ALIGNMENT PLAN

Drawing No.	AL1
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of Total	23

No.	Date	Revision	By	Appr.

SEC. 19, T. 32 N, R. 4 E, W.M.

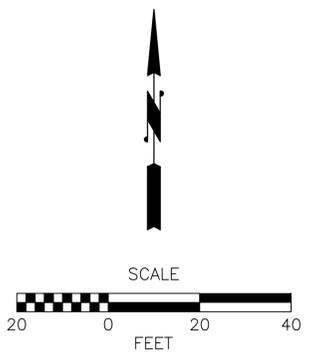


- CONSTRUCTION NOTES**
- 1 SAWCUTTING EXISTING PAVEMENT.
 - 2 INSTALL STORM DRAIN INLET PROTECTION, PER WSDOT STD. PLAN I-40.20.
 - 3 PROTECT EXISTING UTILITY STRUCTURE.
 - 4 REMOVE EXISTING DRAINAGE STRUCTURE.
 - 5 REMOVE OR ABANDON EXISTING DRAINAGE PIPE. SEE SPECIAL PROVISION SECTION 2-02.3.
 - 6 SEE DWG. NO. IL1 FOR PEDESTRIAN LIGHT POLE RELOCATION.
 - 7 RESET EXISTING HYDRANT. SEE DWG. NO. PV1.

- LEGEND**
- CLEARING AND GRUBBING
 - REMOVE EXISTING CEMENT CONC. SIDEWALK AND CEMENT CONC. CURB AND GUTTER
 - REMOVE EXISTING ASPHALT CONC. PAVEMENT (PAID AS ROADWAY EXCAVATION INCL. HAUL)
 - PLANING BITUMINOUS PAVEMENT
 - INLET PROTECTION
 - SAWCUTTING EXISTING PAVEMENT
 - REMOVE/ABANDON EXISTING PIPE

- GENERAL NOTES**
1. SEE DWG. NO. PV1-PV2 FOR LOCATION OF CURB, GUTTER, AND PAVEMENT REPAIR AND ADDITIONAL INFORMATION.
 2. STORM DRAIN INLET PROTECTION SHALL BE INSTALLED IN ALL NEW CATCH BASINS AT THE TIME OF INSTALLATION AND IN ALL EXISTING CATCH BASINS BEFORE COMMENCING WORK PER THESE PLANS. SEE SECTION 8-01.3(9)D.
 3. INLET PROTECTION SHALL BE PROVIDED FOR ALL STORM DRAIN INLETS WITHIN THE PROJECT AREA AND WITHIN 500' DOWNSTREAM OF PROJECT AREA.
 4. FOR SIGN REMOVALS AND RELOCATIONS, SEE STRIPING & SIGNING PLAN.
 5. THE CONTRACTOR SHALL KEEP A MINIMUM 5 FOOT WIDE ACCESSIBLE PEDESTRIAN PATHWAY AT ALL TIMES AND PROTECT AND MAINTAIN PEDESTRIAN ACCESS TO BUILDING DOORWAYS DURING BUSINESS HOURS.
 6. SEE ELECTRICAL PLANS FOR ILLUMINATION REMOVALS, MODIFICATIONS, AND PROTECTION OF EXISTING FACILITIES.
 7. TEMPORARY EROSION/WATER POLLUTION MEASURES SHALL BE REQUIRED IN ACCORDANCE WITH THE STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON.

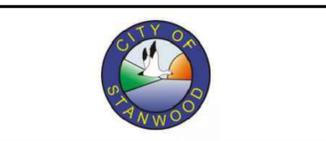
MATCHLINE STA 105+25 - SEE DWG. NO. SP2



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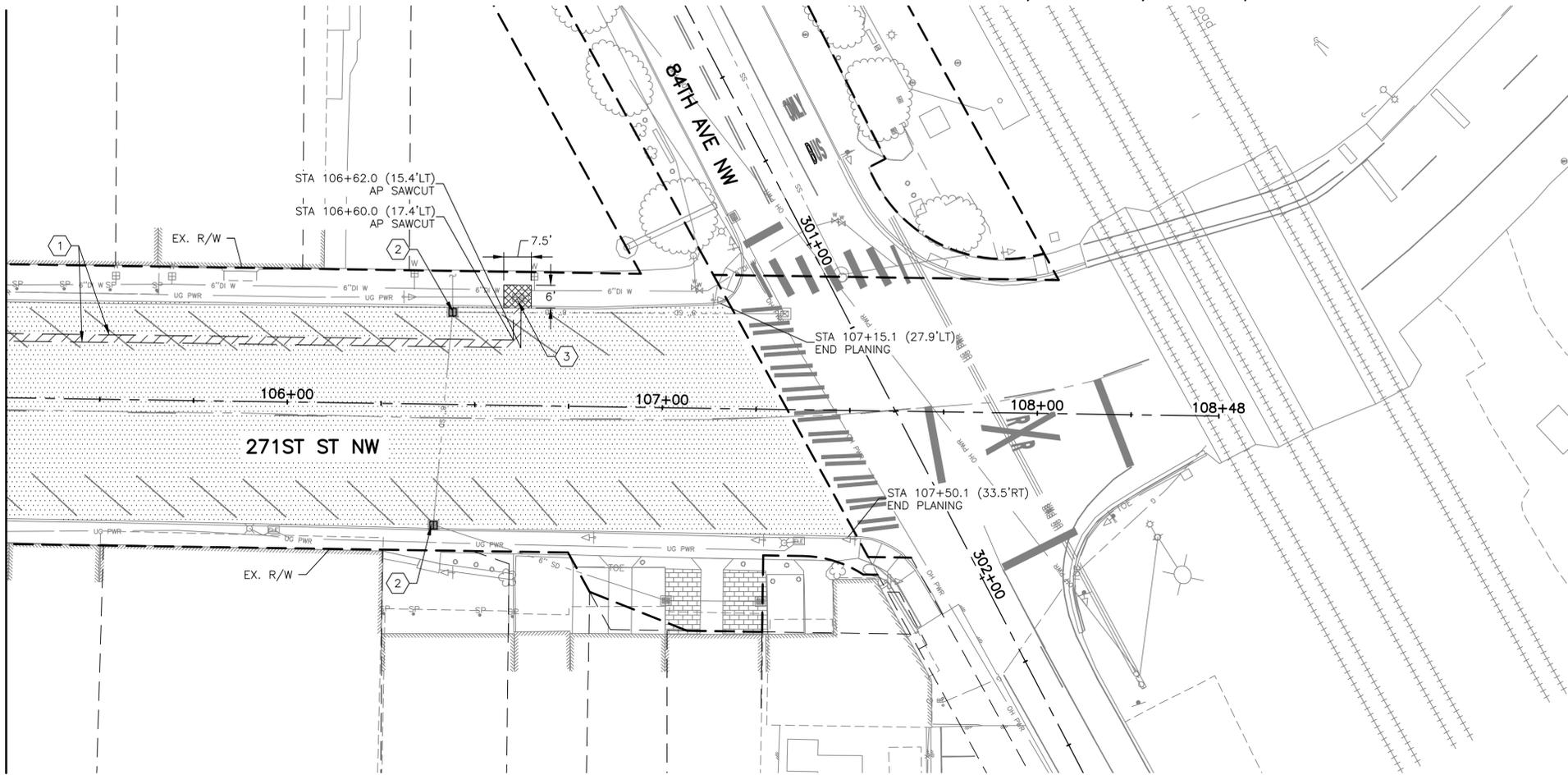


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CITY OF STANWOOD		Drawing No.
271ST STREET NW TRAFFIC CALMING		SP1
SITE PREPARATION AND TESC PLAN		Sheet No.
Project Number 20210169.0006		4 of 23

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MATCHLINE STA 105+25 - SEE DWG. NO. SP1



CONSTRUCTION NOTES

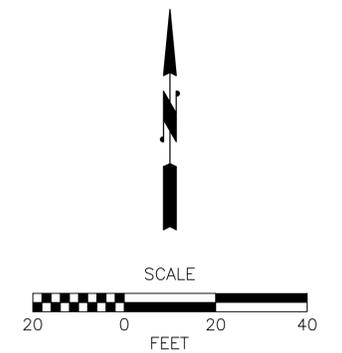
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LEGEND

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GENERAL NOTES

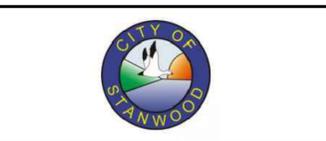
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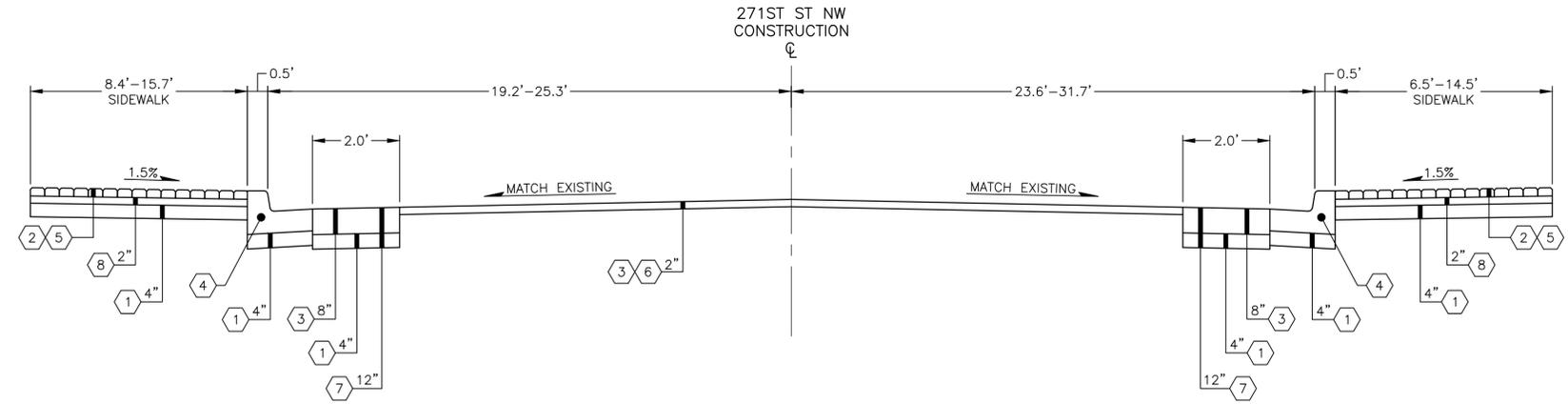
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B. POWELL	04/2025
Approved By	
E. ROUTLEDGE	04/2025

CITY OF STANWOOD
 271ST STREET NW TRAFFIC CALMING
SITE PREPARATION AND TESC PLAN

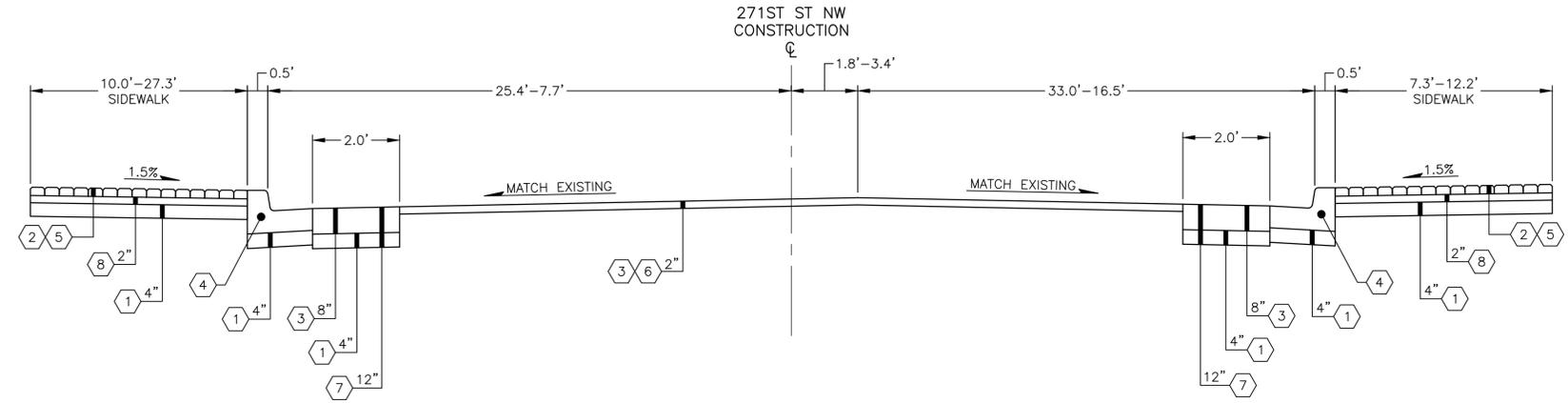
Drawing No.	SP2
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of Total	23

Project Number
20210169.0006

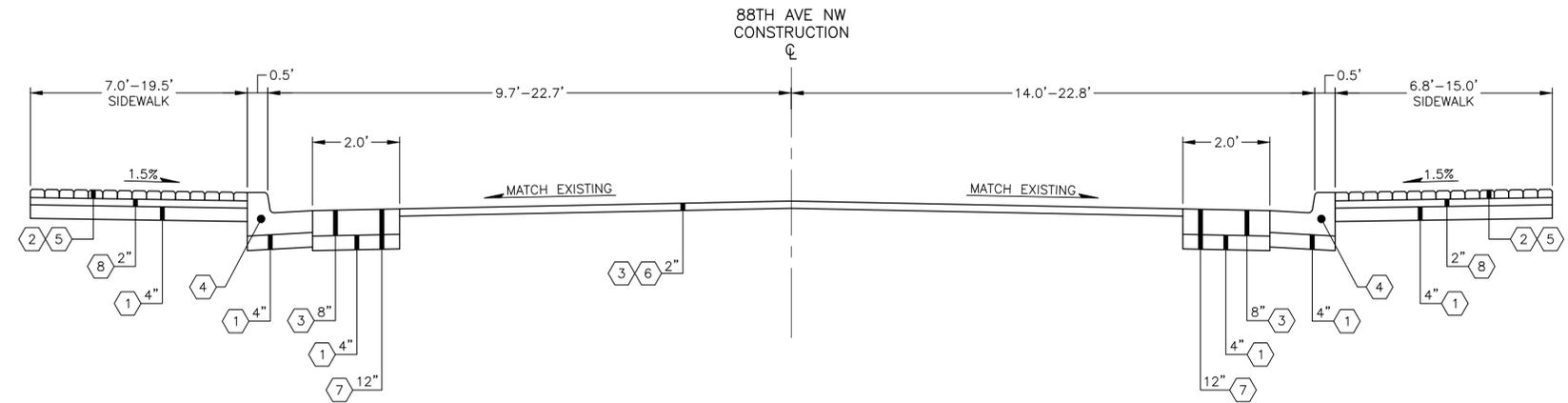
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271ST ST NW – TYPICAL SECTION 1
N.T.S.
STA 101+41 TO STA 102+50



271ST ST NW – TYPICAL SECTION 2
N.T.S.
STA 102+50 TO STA 107+31

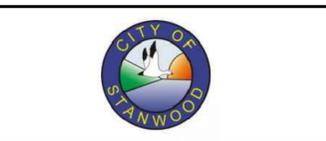


88TH AVE NW – TYPICAL SECTION 1
N.T.S.
STA 200+72 TO STA 202+52

- CONSTRUCTION NOTES**
- 1 CRUSHED SURFACING TOP COURSE.
 - 2 2-3/8" CONCRETE UNIT PAVER. SEE DWG. NO. PV1 FOR COLOR AND PATTERN.
 - 3 HMA CL. 1/2" PG 58H-22.
 - 4 CEMENT CONCRETE TRAFFIC CURB AND GUTTER, PER WSDOT STD. PLAN F-10.12.
 - 5 JOINT SAND PER SPECIAL PROVISIONS 9-38.3.
 - 6 PLANING BITUMINOUS PAVEMENT.
 - 7 ROADWAY EXCAVATION INCL. HAUL.
 - 8 BEDDING SAND PER SPECIAL PROVISION 9-38.2.
 - 9 3-1/8" CONCRETE UNIT PAVER. SEE DWG. NO. PV1 FOR COLOR AND PATTERN LAYOUT.
 - 10 CEMENT CONC. BANDING PER DETAIL, DWG. NO. MD1.
 - 11 GEOTEXTILE FABRIC FOR SEPARATION PER WSDOT STD. SPEC. 2-12.
 - 12 TRIAXIAL GEOGRID REINFORCEMENT FOR SUBGRADE PER SPECIAL PROVISION 2-10.
 - 13 GRAVEL BORROW.

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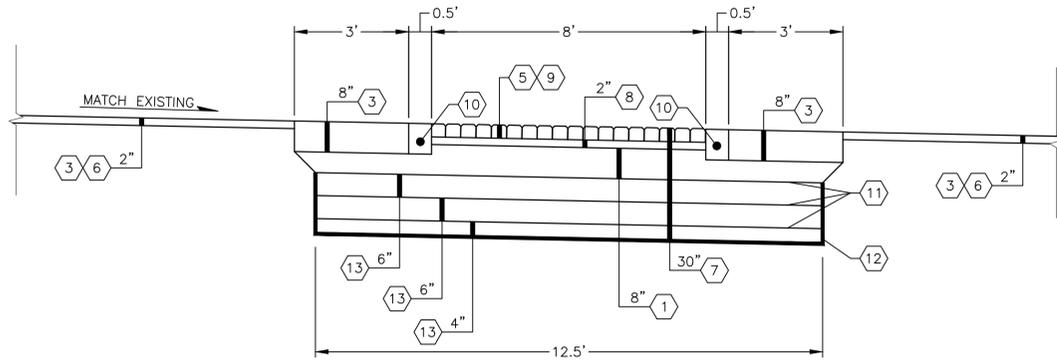


Drawn By S. DELAVARPOUR	Date 04/2025
Designed By J. REN	04/2025
Checked By B. POWELL	04/2025
Approved By E. ROUTLEDGE	04/2025

CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING
TYPICAL ROADWAY SECTIONS

Drawing No. RS1
Sheet No. 6
23 of Total

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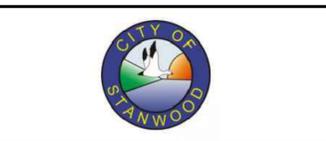


CROSSWALK TYPICAL SECTION
 N.T.S.
 INTERSECTION AT 271ST ST NW AND 88TH AVE NW

- CONSTRUCTION NOTES**
- 1 CRUSHED SURFACING TOP COURSE.
 - 2 2-3/8" CONCRETE UNIT PAVER. SEE DWG. NO. PV1 FOR COLOR AND PATTERN.
 - 3 HMA CL. 1/2" PG 58H-22.
 - 4 CEMENT CONCRETE TRAFFIC CURB AND GUTTER, PER WSDOT STD. PLAN F-10.12.
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J. REN	04/2025
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Approved By	
E. ROUTHLEDGE	04/2025

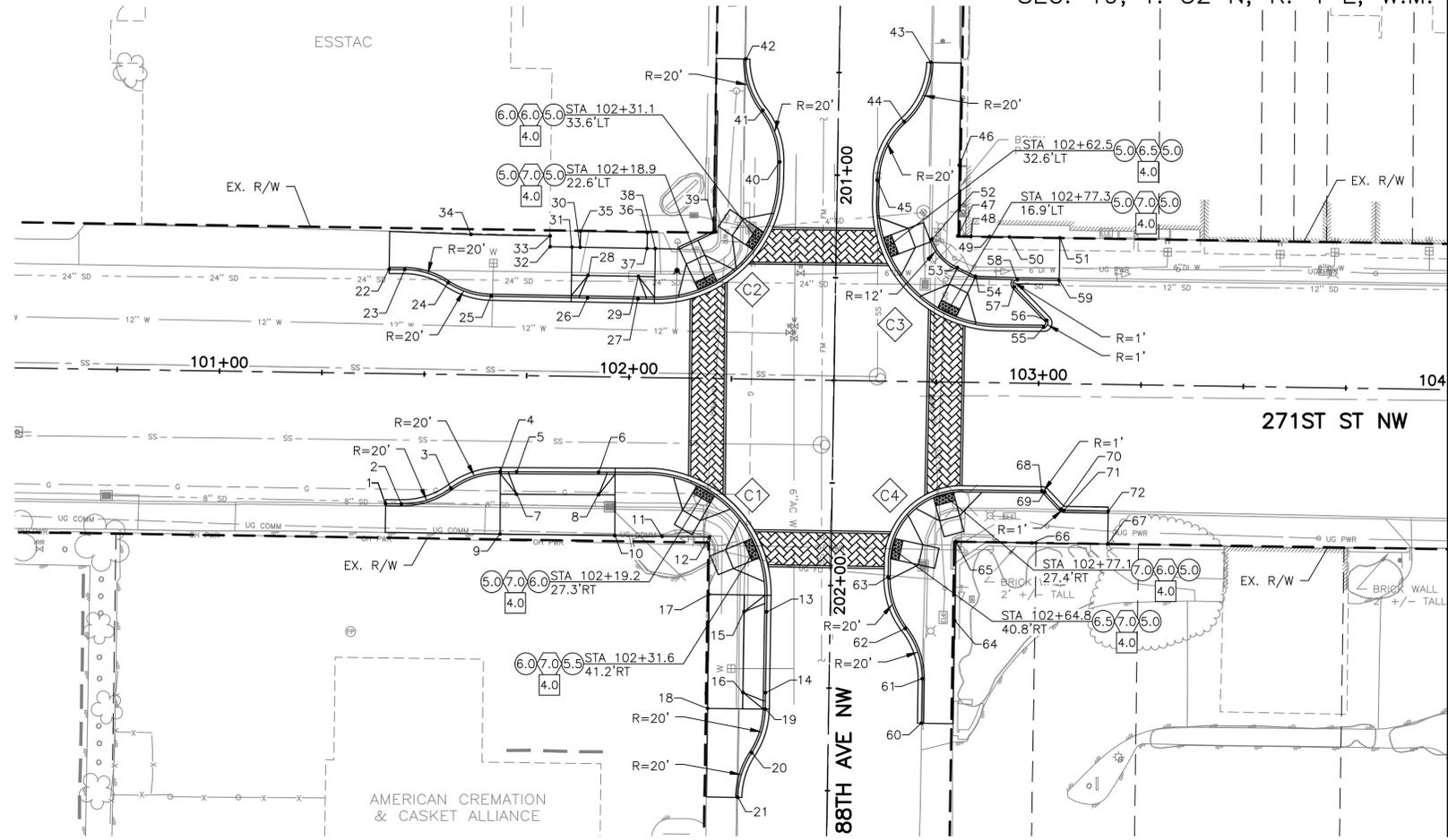
CITY OF STANWOOD
 271ST STREET NW TRAFFIC CALMING

TYPICAL ROADWAY SECTIONS

Drawing No.	RS2
Sheet No.	7
of Total	23

Project Number
 20210169.0006

SEC. 19, T. 32 N, R. 4 E, W.M.



SW CORNER 271ST ST NW & 88TH AVE NW

POINT	STATION/OFFSET	FLOWLINE ELEVATION	CURVE GEOMETRY
PC STA	102+04.67/23.1' RT	8.63	$\Delta = 90'37'12''$
1/4	102+16.06/25.3' RT	8.57	R= 29.50'
1/2	102+25.73/31.7' RT	8.51	T= 29.82'
3/4	102+32.21/41.3' RT	8.45	L= 46.66'
PT STA	102+34.48/52.6' RT	8.40	

LEGEND

CURB RETURN

CURB RAMP TERMINOLOGY KEY
(SEE DWG. NO. CR1 FOR CURB RAMP CONSTRUCTION DETAILS)

FLARE LENGTH (FEET)

RAMP LENGTH (FEET)

LANDING LENGTH (FEET)

STA/OFF ARE TO CENTER OF RAMP AT THE FACE OF CURB

POINT TABLE

POINT NO	STATION	OFFSET	ELEV	ELEV LOCATION
1	101+41.04	31.7' RT	8.61	MATCH EXISTING
2	101+44.88	31.7' RT	8.63	PC/FLOWLINE
3	101+56.92	27.7' RT	8.70	PRC/FLOWLINE
4	101+68.94	23.5' RT	8.77	PT/FLOWLINE
5	101+72.94	23.4' RT	8.79	GRADE BREAK
6	101+92.94	23.2' RT	8.69	GRADE BREAK
7	101+73.00	28.9' RT	9.13	GRADE BREAK
8	101+93.00	28.7' RT	9.05	GRADE BREAK
9	101+69.10	38.7' RT	9.22	MATCH EXISTING
10	101+97.10	38.7' RT	9.12	MATCH EXISTING
11	102+08.67	38.6' RT	9.05	MATCH EXISTING
12	102+20.23	38.6' RT	8.96	MATCH EXISTING
13	202+06.66	15.5' RT	8.42	GRADE BREAK
14	202+26.36	15.5' RT	8.51	GRADE BREAK
15	202+06.68	21.0' RT	8.85	GRADE BREAK
16	202+26.38	21.0' RT	8.89	GRADE BREAK
17	202+02.63	29.7' RT	8.97	MATCH EXISTING
18	202+30.42	29.6' RT	8.97	MATCH EXISTING
19	202+30.36	15.5' RT	8.53	PC/FLOWLINE
20	202+41.07	18.6' RT	8.33	PRC/FLOWLINE
21	202+51.97	21.9' RT	8.13	PT/MATCH EXISTING

NW CORNER 271ST ST NW & 88TH AVE NW

POINT	STATION/OFFSET	FLOWLINE ELEVATION	CURVE GEOMETRY
PC STA	102+05.89/19.1' LT	8.31	$\Delta = 90'02'24''$
1/4	102+17.40/21.3' LT	8.25	R= 30.00'
1/2	102+27.15/27.8' LT	8.19	T= 30.02'
3/4	102+33.70/37.5' LT	8.13	L= 47.14'
PT STA	102+36.01/49.0' LT	8.07	

NE CORNER 271ST ST NW & 88TH AVE NW

POINT	STATION/OFFSET	FLOWLINE ELEVATION	CURVE GEOMETRY
PC STA	102+59.81/43.9' LT	8.33	$\Delta = 90'35'24''$
1/4	102+62.04/32.3' LT	8.41	R= 30.00'
1/2	102+68.56/22.5' LT	8.70	T= 30.31'
3/4	102+78.35/15.9' LT	8.99	L= 47.43'
PT STA	102+89.91/13.7' LT	9.14	

SE CORNER 271ST ST NW & 88TH AVE NW

POINT	STATION/OFFSET	FLOWLINE ELEVATION	CURVE GEOMETRY
PC STA	102+81.92/26.2' RT	8.93	$\Delta = 89'46'48''$
1/4	102+75.05/27.6' RT	8.86	R= 18.00'
1/2	102+69.23/31.5' RT	8.75	T= 17.93'
3/4	102+65.35/37.3' RT	8.64	L= 28.21'
PT STA	102+63.98/44.2' RT	8.54	

POINT TABLE

POINT NO	STATION	OFFSET	ELEV	ELEV LOCATION
22	101+41.04	25.4' LT	8.26	MATCH EXISTING
23	101+44.88	25.4' LT	8.30	PC/FLOWLINE
24	101+55.47	22.3' LT	8.40	PRC/FLOWLINE
25	101+66.06	19.2' LT	8.51	PT/FLOWLINE
26	101+89.59	19.2' LT	8.39	FLOWLINE
27	102+01.90	19.1' LT	8.33	FLOWLINE
28	101+89.60	24.7' LT	8.73	GRADE BREAK
29	102+01.92	24.6' LT	8.44	GRADE BREAK
30	101+87.63	31.5' LT	8.86	GRADE BREAK
31	101+85.62	31.5' LT	8.88	BACK OF WALK
32	101+80.26	31.5' LT	8.92	BACK OF WALK
33	101+80.24	34.1' LT	8.95	BACK OF WALK

POINT TABLE

POINT NO	STATION	OFFSET	ELEV	ELEV LOCATION
34	101+60.90	34.2' LT	9.00	BACK OF WALK
35	101+87.64	35.4' LT	8.66	MATCH EXISTING
36	102+03.95	35.3' LT	8.44	MATCH EXISTING
37	102+03.94	31.4' LT	8.47	GRADE BREAK
38	102+05.94	31.4' LT	8.48	BACK OF WALK
39	102+20.63	35.7' LT	8.65	BACK OF WALK
40	102+36.01	53.0' LT	8.10	PC/FLOWLINE
41	102+31.69	65.5' LT	8.19	PT/FLOWLINE
42	102+27.34	78.0' LT	8.29	MATCH EXISTING

POINT TABLE

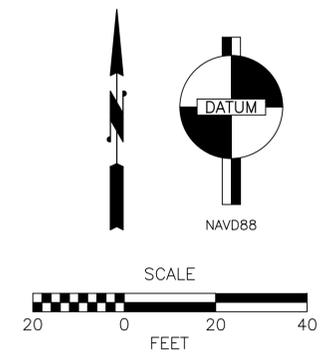
POINT NO	STATION	OFFSET	ELEV	ELEV LOCATION
43	102+72.52	77.8' LT	8.34	PC/FLOWLINE
44	102+66.18	63.3' LT	8.32	PT/FLOWLINE
45	102+59.84	48.9' LT	8.26	PT/FLOWLINE
46	102+79.83	52.8' LT	8.84	BACK OF WALK
47	102+79.75	35.6' LT	9.01	BACK OF WALK
48	102+82.96	35.6' LT	9.05	BACK OF WALK
49	102+87.55	35.6' LT	9.08	MATCH EXISTING
50	102+92.39	35.6' LT	9.06	MATCH EXISTING
51	103+04.68	35.5' LT	9.00	MATCH EXISTING
52	102+73.43	34.8' LT	8.88	PC/CEMENT CONC. BANDING

POINT TABLE

POINT NO	STATION	OFFSET	ELEV	ELEV LOCATION
53	102+79.77	27.9' LT	8.95	PT/CEMENT CONC. BANDING
54	102+84.19	25.9' LT	8.97	AP/CEMENT CONC. BANDING
55	103+01.07	13.7' LT	9.09	PC/FLOWLINE
56	103+01.77	15.4' LT	9.08	PT/FLOWLINE
57	102+93.72	23.4' LT	8.42	PC/FLOWLINE
58	102+94.43	25.2' LT	8.37	PT/FLOWLINE
59	103+04.65	25.2' LT	8.35	MATCH EXISTING

POINT TABLE

POINT NO	STATION	OFFSET	ELEV	ELEV LOCATION
60	102+72.68	83.2' RT	8.29	MATCH EXISTING
61	102+72.67	72.4' RT	8.36	PC/FLOWLINE
62	102+68.33	60.2' RT	8.44	PRC/FLOWLINE
63	102+63.98	47.8' RT	8.52	PT/FLOWLINE
64	102+80.40	58.1' RT	8.95	BACK OF WALK
65	102+80.44	38.9' RT	9.29	BACK OF WALK
66	102+98.95	38.9' RT	9.45	BACK OF WALK
67	103+17.46	38.9' RT	9.50	MATCH EXISTING
68	103+01.22	26.2' RT	9.03	PC/FLOWLINE
69	103+01.94	26.5' RT	9.03	PT/FLOWLINE
70	103+05.92	30.6' RT	8.84	PC/FLOWLINE
71	103+06.63	30.9' RT	8.84	PT/FLOWLINE
72	103+17.45	30.9' RT	8.89	MATCH EXISTING



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STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
21036271
4/30/2025

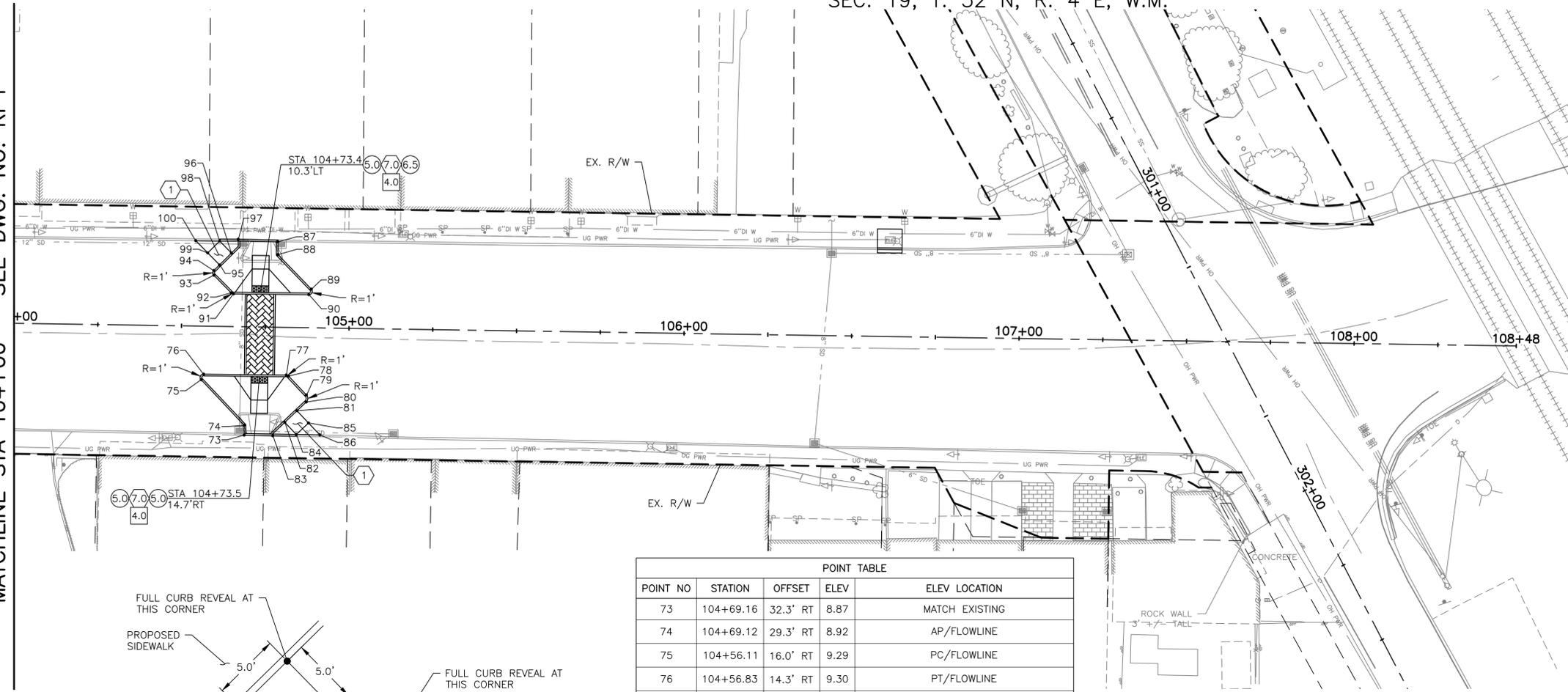
Drawn By S. DELAVARPOUR	Date 04/2025
Designed By J. REN	Date 04/2025
Checked By B. POWELL	Date 04/2025
Approved By E. ROUTLEDGE	Date 04/2025

CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING
ROADWAY AND GRADING PLAN

Drawing No. RP1
Sheet No. 8
23 of Total

SEC. 19, T. 32 N, R. 4 E, W.M.

MATCHLINE STA 104+00 - SEE DWG. NO. RP1



CONSTRUCTION NOTES

- ① CONSTRUCT SIDEWALK TRANSITION PER DETAIL THIS DWG.

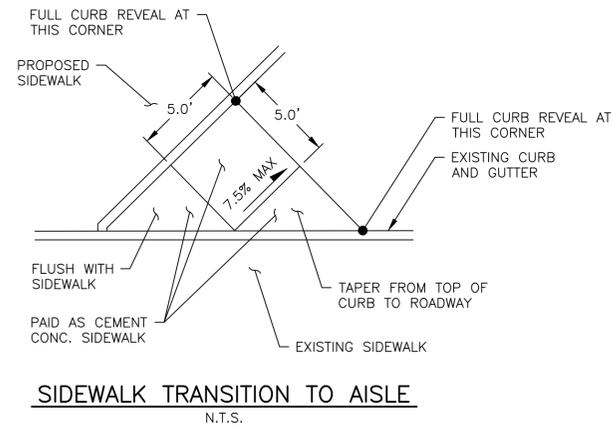
LEGEND

- ◇ CURB RETURN

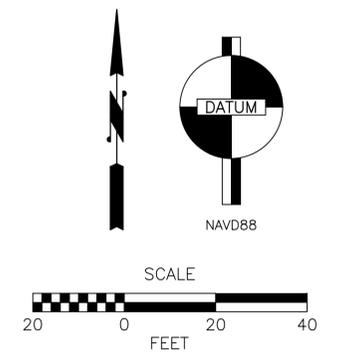
CURB RAMP TERMINOLOGY KEY

(SEE DWG. NO. CR1 FOR CURB RAMP CONSTRUCTION DETAILS)

- (X.X) FLARE LENGTH (FEET)
- (X.X) RAMP LENGTH (FEET)
- (X.X) LANDING LENGTH (FEET)
- STA/OFF ARE TO CENTER OF RAMP AT THE FACE OF CURB



POINT TABLE				
POINT NO	STATION	OFFSET	ELEV	ELEV LOCATION
73	104+69.16	32.3' RT	8.87	MATCH EXISTING
74	104+69.12	29.3' RT	8.92	AP/FLOWLINE
75	104+56.11	16.0' RT	9.29	PC/FLOWLINE
76	104+56.83	14.3' RT	9.30	PT/FLOWLINE
77	104+81.47	14.2' RT	9.37	PC/FLOWLINE
78	104+82.19	14.5' RT	9.36	PT/FLOWLINE
79	104+87.57	20.0' RT	9.00	PC/FLOWLINE
80	104+87.54	22.1' RT	8.99	PT/FLOWLINE
81	104+84.85	24.8' RT	8.97	BOTTOM OF RAMP
82	104+81.26	28.3' RT	9.38	FLUSH WITH CURB/TOP OF RAMP
83	104+77.76	32.3' RT	9.34	MATCH EX. SIDEWALK/TOP OF CURB
84	104+84.75	31.8' RT	9.30	MATCH EX. SIDEWALK/TOP OF RAMP
85	104+88.33	28.3' RT	8.90	BOTTOM OF RAMP
86	104+91.76	31.9' RT	8.77	MATCH EX./BOTTOM OF RAMP/FLOWLINE
87	104+78.39	25.5' LT	8.50	MATCH EXISTING
88	104+78.45	21.6' LT	8.59	AP/FLOWLINE
89	104+88.56	11.5' LT	9.21	PT/FLOWLINE
90	104+87.85	9.8' LT	9.25	PC/FLOWLINE
91	104+65.38	9.7' LT	9.22	PT/FLOWLINE
92	104+64.67	10.0' LT	9.19	PC/FLOWLINE
93	104+59.41	15.2' LT	9.06	PT/FLOWLINE
94	104+59.40	16.6' LT	9.05	PC/FLOWLINE
95	104+61.06	18.3' LT	8.89	BOTTOM OF RAMP
96	104+64.57	21.9' LT	8.93	FLUSH WITH CURB/TOP OF RAMP
97	104+66.53	26.0' LT	9.03	MATCH EX. SIDEWALK/TOP OF CURB
98	104+60.99	25.4' LT	9.01	MATCH EX. SIDEWALK/TOP OF RAMP
99	104+57.49	21.8' LT	8.82	BOTTOM OF RAMP
100	104+53.87	25.4' LT	8.50	MATCH EX./BOTTOM OF RAMP/FLOWLINE



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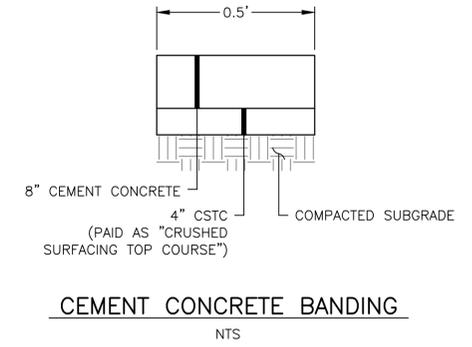


Drawn By	Date
S. DELAVARPOUR	04/2025
Designed By	
J. REN	04/2025
Checked By	
B. POWELL	04/2025
Approved By	
E. ROUTLEDGE	04/2025

CITY OF STANWOOD
 271ST STREET NW TRAFFIC CALMING
ROADWAY AND GRADING PLAN

Drawing No.	RP2
Sheet No.	9
of Total	23

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J. REN	04/2025
Checked By	
B. POWELL	04/2025
Approved By	
E. ROUTLEDGE	04/2025

Project Number
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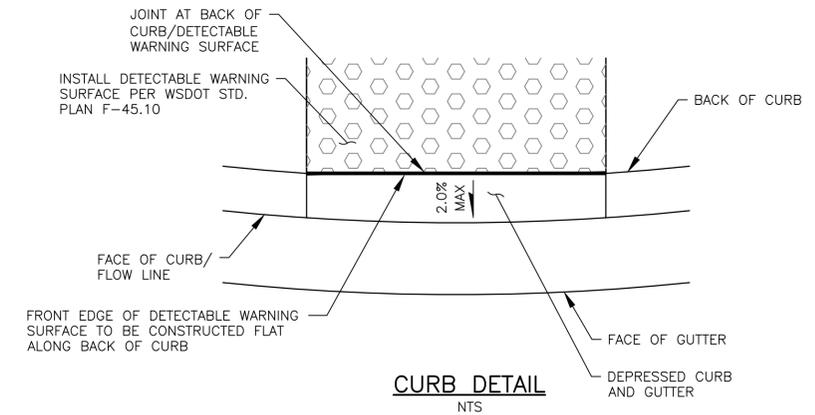
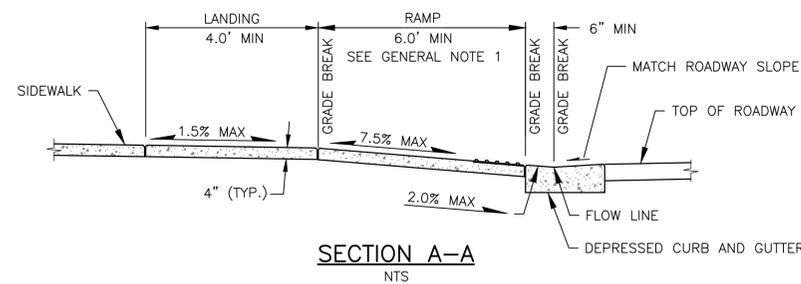
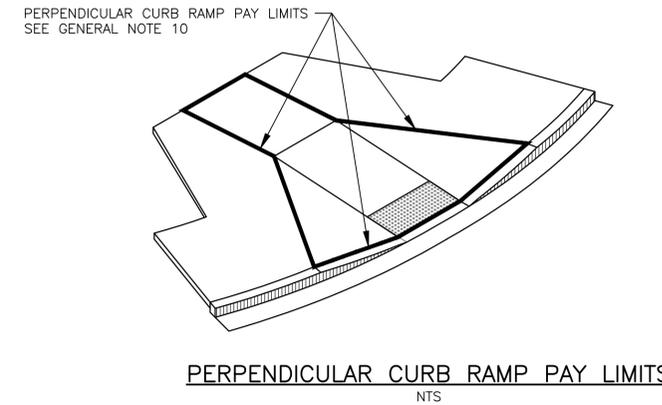
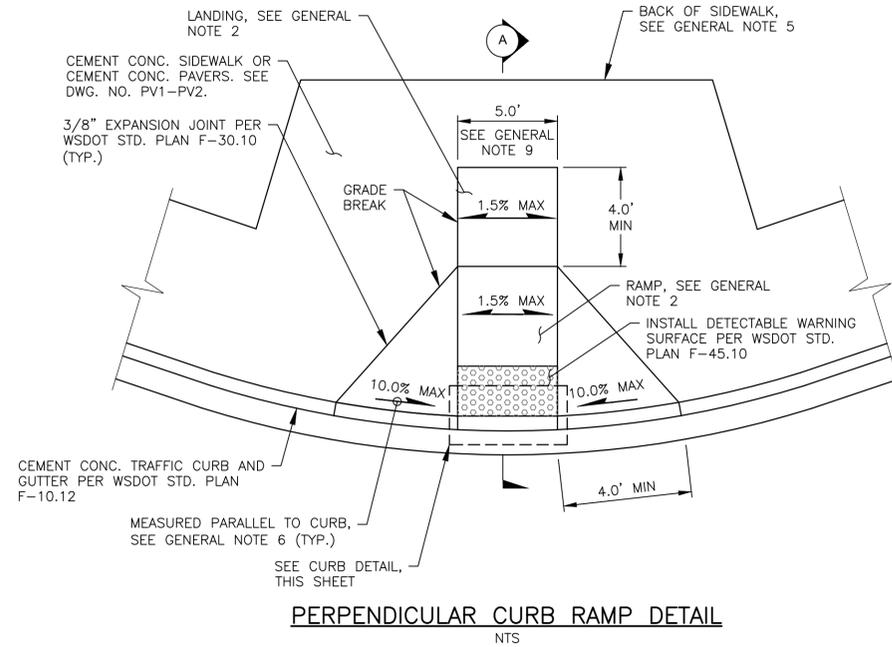
CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING

MISCELLANEOUS DETAILS

Drawing No.	MD1
Sheet No.	10
	23
	of Total

GENERAL NOTES:

- MINIMUM RAMP LENGTH FOR TYPE PERPENDICULAR RAMPS SHALL BE 6.0 FEET, WITH A RAMP RUNNING SLOPE NOT TO EXCEED 7.5%. RAMP SHALL BE LENGTHENED TO ACHIEVE 7.5% OR LESS SLOPE TO A MAXIMUM LENGTH OF 8 FEET. THE LENGTH OF THE RAMP MUST ALLOW FOR A MINIMUM 4 FOOT TURNING SPACE BEHIND RAMP. THE LENGTH AND RUNNING SLOPE OF THE RAMP MUST BE APPROVED BY THE ENGINEER PRIOR TO PLACING CEMENT CONCRETE.
- THE INTENDED CROSS SLOPE FOR ALL RAMPS AND ALL TURNING SPACES IS 1.5%. DUE TO EXISTING GUTTER AND ROADWAY SLOPES, ACHIEVING 1.5% MAY NOT BE POSSIBLE. CONTRACTOR SHALL CONSTRUCT WITH CROSS SLOPE AS CLOSE TO 1.5% (OR LESS) AS POSSIBLE WITHIN EXISTING CONDITIONS. CROSS SLOPE MUST BE APPROVED BY THE ENGINEER PRIOR TO PLACING CEMENT CONCRETE.
- AVOID PLACING JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- BACK OF WALK LIMITS VARY FOR EACH CURB RAMP LOCATION, SEE ROADWAY AND GRADING PLAN SHEETS FOR PLAN VIEW FOR EACH CURB RAMP.
- MINIMUM FLARE LENGTH SHALL BE 4 FEET, WITH A MAXIMUM SLOPE OF 10.0%. FLARE SHALL BE LENGTHENED TO ACHIEVE A SLOPE OF 10.0% OR LESS. FINAL LENGTHS AND SLOPES MUST BE APPROVED BY THE ENGINEER PRIOR TO PLACING CEMENT CONCRETE.
- SEE RP DRAWINGS FOR CURB RAMP LENGTHS. LENGTHS SHALL BE ADJUSTED TO ACHIEVE REQUIRED SLOPES TO ACCOMMODATE EXISTING SITE CONDITIONS. ALL SLOPES AND LENGTHS MUST BE APPROVED BY THE ENGINEER PRIOR TO POURING CEMENT CONCRETE. TO MEET ADA GUIDELINES A MAXIMUM CROSS SLOPE OF 2.0% IS ALLOWED ON SIDEWALKS AND RAMPS.
- THE LENGTH AND WIDTH DIMENSIONS SHOWN ON THESE CURB RAMP DETAIL SHEETS SHALL BE MEASURED TO AND FROM THE FINISHED EDGES OF CONCRETE AND EXCLUDING JOINTS.
- THE BID ITEM "CEMENT CONC. CURB RAMP TYPE _____" DOES NOT INCLUDE THE ADJACENT CURB & GUTTER, DEPRESSED CURB & GUTTER, PEDESTRIAN CURB, OR SIDEWALKS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ADHERING TO ADA REQUIREMENTS STRICTLY FOR ALL PEDESTRIAN FACILITIES AND TO ENSURE THAT MAXIMUM ALLOWABLE SLOPES ARE NOT EXCEEDED IN ANY LOCATION WITHOUT PRIOR APPROVAL BY THE ENGINEER. CONTACT DESIGNER DURING CONSTRUCTION IF THERE ARE ANY AREAS THAT ADA COMPLIANCE IS NOT POSSIBLE FOR UNFORESEEN REASONS.



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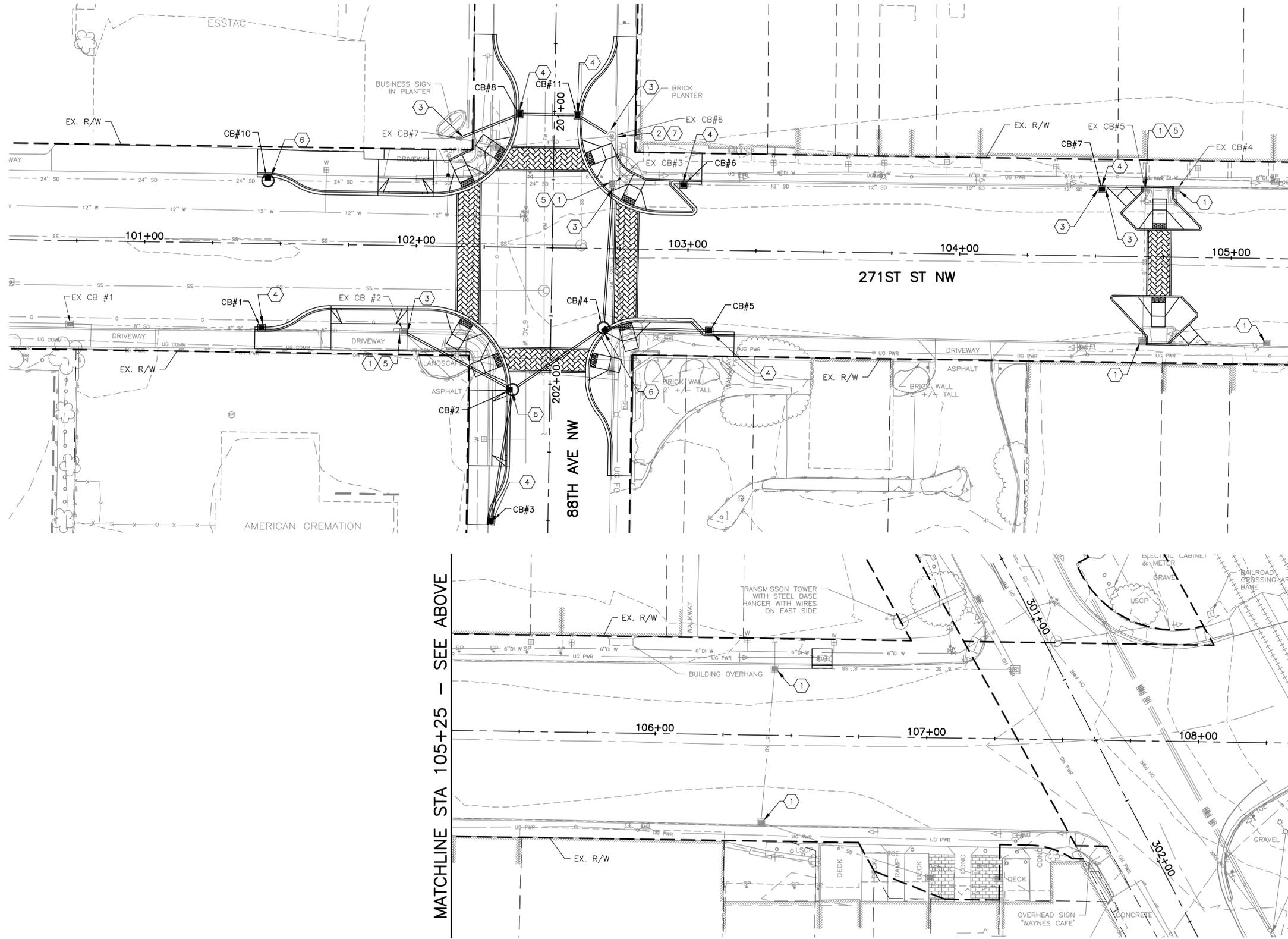
Drawn By	Date
S. DELAVARPOUR	04/2025
Designed By	
J. REN	04/2025
Checked By	
B. POWELL	04/2025
Approved By	
E. ROUTLEDGE	04/2025

Project Number
20210169.0006

CITY OF STANWOOD
 271ST STREET NW TRAFFIC CALMING
CURB RAMP DETAILS

Drawing No.	CR1
Sheet No.	11 of 23

SEC. 19, T. 32 N, R. 4 E, W.M.



CONSTRUCTION NOTES

- 1 ADJUST CATCH BASIN TO FINISHED GRADE.
- 2 ADJUST MANHOLE TO FINISHED GRADE.
- 3 CONNECT TO DRAINAGE STRUCTURE.
- 4 INSTALL CATCH BASIN TYPE 1 PER WSDOT STD. PLAN B-5-20 WITH VANED GRATE PER WSDOT STD. PLAN B-30.30.
- 5 REPLACE EXISTING RECTANGULAR GRATE WITH NEW RECTANGULAR SOLID METAL LOCKING COVER PER WSDOT STD. PLAN B-30.20.
- 6 INSTALL CATCH BASIN TYPE 2-48" PER WSDOT STD. PLAN B-10.20 WITH VANED GRATE PER WSDOT STD. PLAN B-30.30.
- 7 REPLACE EXISTING CIRCULAR RING AND COVER WITH NEW RING AND COVER PER WSDOT STD. PLAN B-30.70.

LEGEND

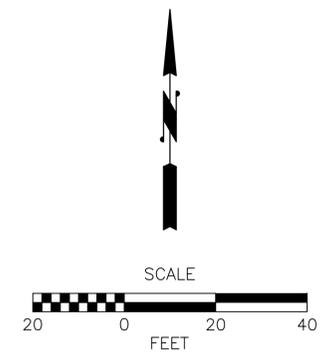
- TYPE 1 CB PER WSDOT STD PLAN B-5.20
- STORM PIPE
- TYPE 2 CB PER WSDOT STD. PLAN B-30.30

GENERAL NOTES

1. SEE SITE PREPARATION PLANS FOR ALL UTILITY REMOVALS.
2. THE OFFSETS OF ALL CATCH BASINS ARE MEASURED TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
3. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF STANWOOD STANDARDS AND THE MOST CURRENT COPY OF THE "STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION" (WSDOT/APWA).
4. TEMPORARY EROSION/WATER POLLUTION MEASURES SHALL BE REQUIRED IN ACCORDANCE WITH THE STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON.
5. A PRECONSTRUCTION MEETING SHALL BE HELD WITH THE CITY PRIOR TO THE START OF CONSTRUCTION.
6. ALL TRENCHES LOCATED IN THE R.O.W. SHALL BE BACKFILLED WITH BANK RUN GRAVEL FOR TRENCH BACKFILL PER STANWOOD STREET AND UTILITY STANDARDS 2B.190.
7. ALL STORM DRAIN PIPE AND SERVICES SHALL BE INSTALLED WITH DETECTABLE MARKING TAPE INSTALLED 18" ABOVE THE PIPE CROWN, OR 12" BELOW FINISHED GRADE (WHICHEVER IS DEEPER). DETECTABLE MARKING TAPE SHALL CONFORM TO WSDOT/APWA STANDARD SPECIFICATIONS, WITH MESSAGE CONVEYING "STORM DRAIN" AND BE COLORED CODED GREEN. IN ADDITION, ALL CURVILINEAR PIPES SHALL BE INSTALLED WITH 14 GAUGE COATED COPPER WIRE WRAPPED AROUND THE PIPE, BROUGHT UP BARED AND WRAPPED THREE TIMES AROUND THE MANHOLE RING OR CATCH BASIN FRAME. TAPE AND INSTALLATION SHALL BE PER WSDOT/APWA STANDARDS. THE CONTRACTOR SHALL FURNISH AND INSTALL THE TAPE AND WIRE.
8. CALL UNDERGROUND UTILITIES AT 1-800-424-5555 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATIONS.
9. ALL CATCH BASINS AND INLETS SHALL HAVE A VANED GRATE PER WSDOT STD PLAN B-30.30, UNLESS NOTED OTHERWISE IN THE PLANS.
10. THE CONTRACTOR SHALL POTHOLE ALL UTILITY CROSSINGS PRIOR TO STARTING CONSTRUCTION OF THE STORMWATER PIPE.

MATCHLINE STA 105+25 - SEE BELOW

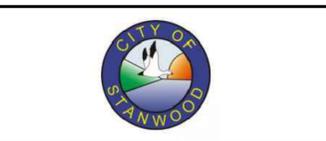
MATCHLINE STA 105+25 - SEE ABOVE



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No.	Date	Revision	By	Appr.

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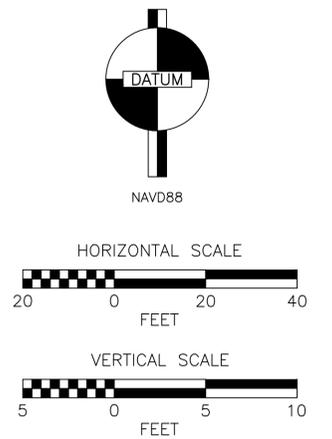
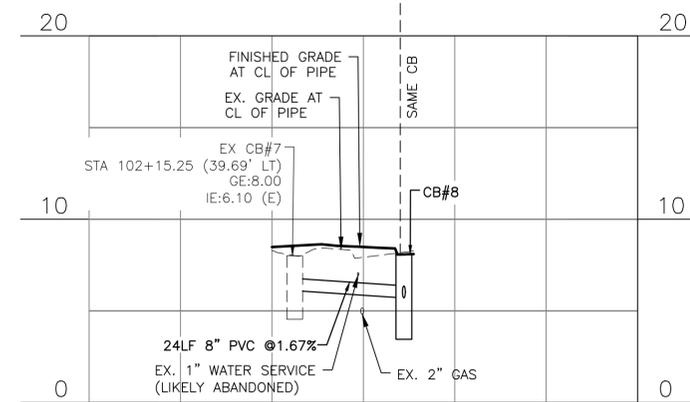
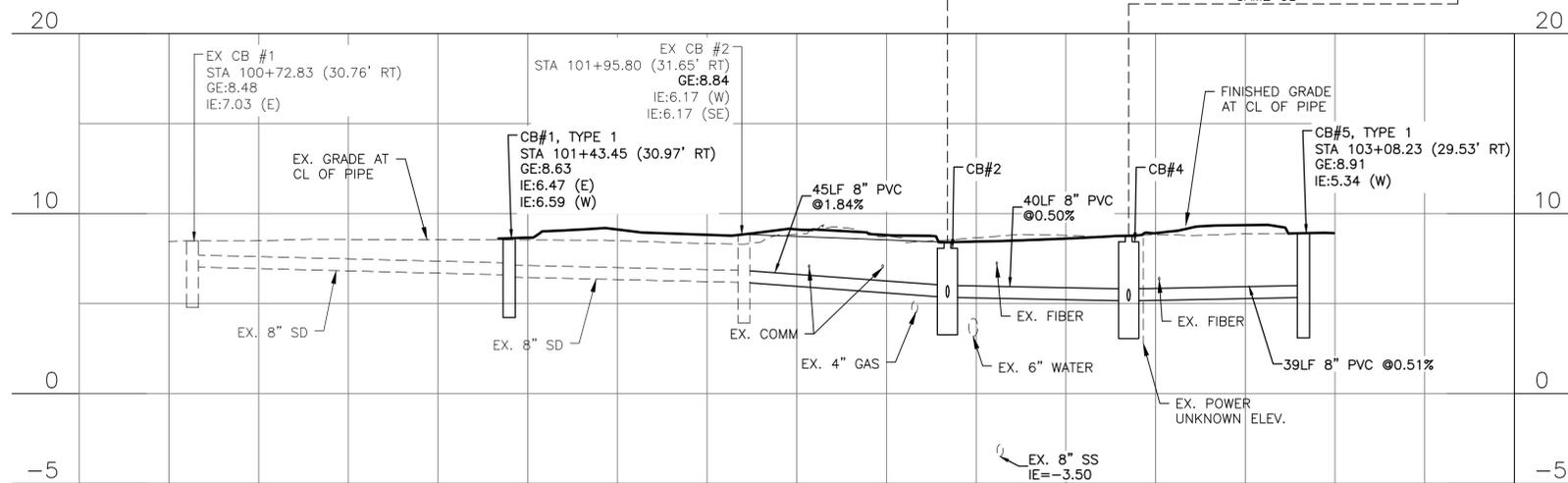
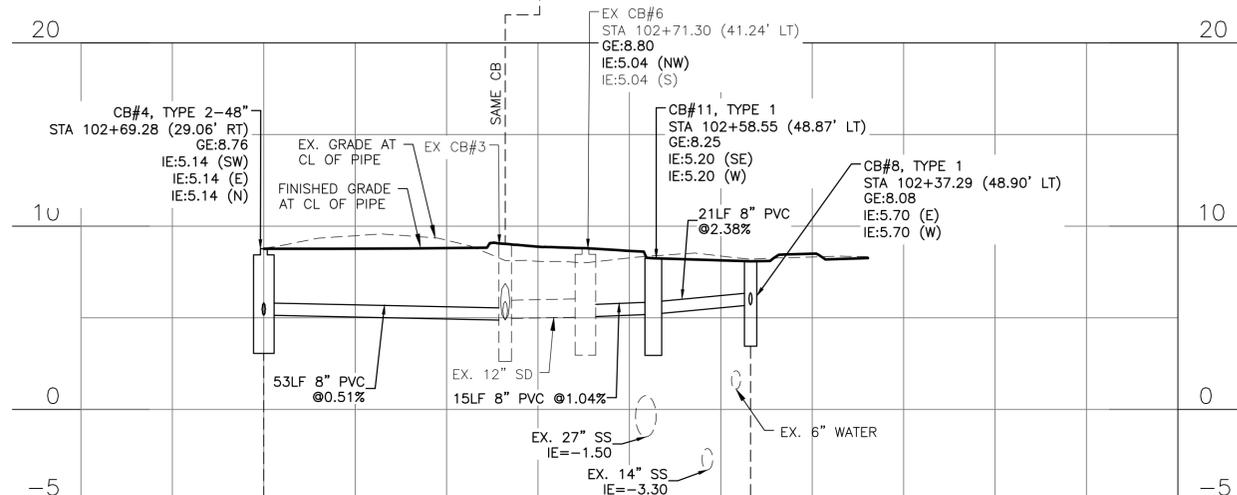
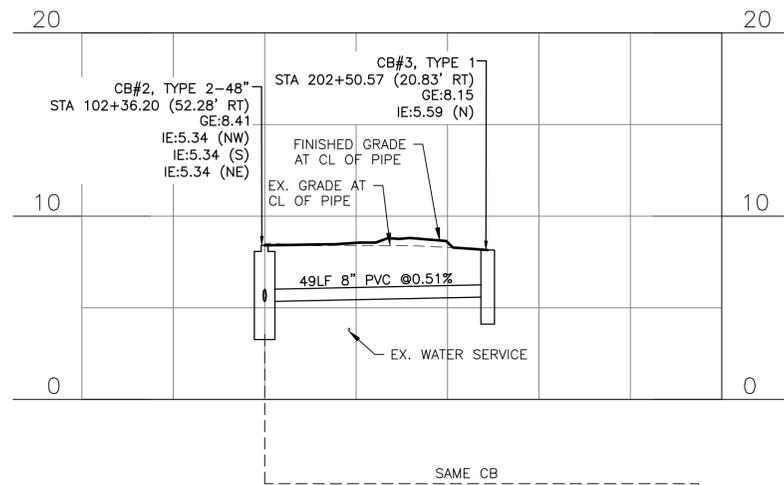
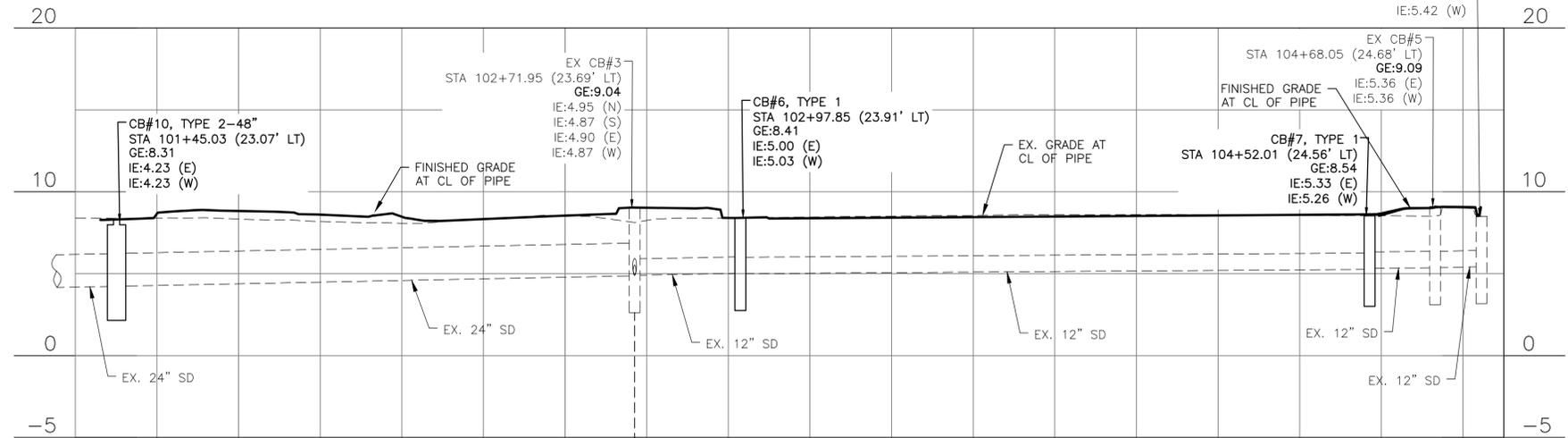
Drawn By	Date
S. DELAVARPOUR	04/2025
Designed By	
J. REN	04/2025
Checked By	
B. POWELL	04/2025
Approved By	
E. ROUTLEDGE	04/2025
Project Number	20210169.0006

CITY OF STANWOOD
 271ST STREET NW TRAFFIC CALMING
DRAINAGE PLAN AND PROFILE

Drawing No.	DP1
Sheet No.	12 of 23

SEC. 19, T. 32 N, R. 4 E, W.M.

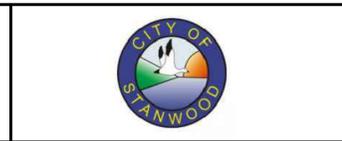
EX CB#4
STA 104+79.43 (24.77' LT)
GE:8.50
IE:5.42 (W)



Apr 29, 2025 - 9:05am - 2021 On-Call, 0006 - 271st St NW Traffic Calming PS&E/CADD/02 - Plan Sheets/2021/0169/0006 DP.dwg Layout Name: DP2

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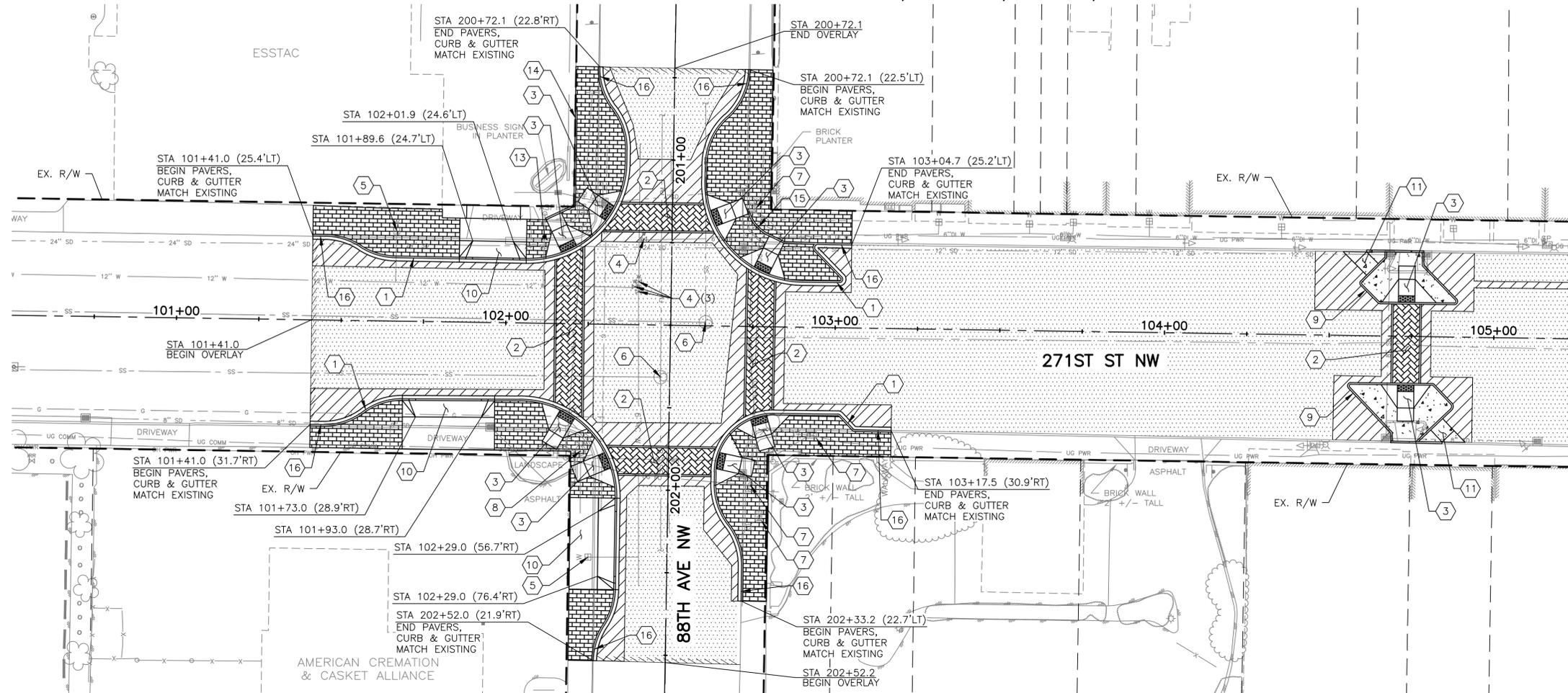


Drawn By S. DELAVARPOUR	Date 04/2025
Designed By J. REN	04/2025
Checked By B. POWELL	04/2025
Approved By E. ROUTLEDGE	04/2025

CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING
DRAINAGE PROFILES

Drawing No. DP2
Sheet No. 13
23 of Total

SEC. 19, T. 32 N, R. 4 E, W.M.

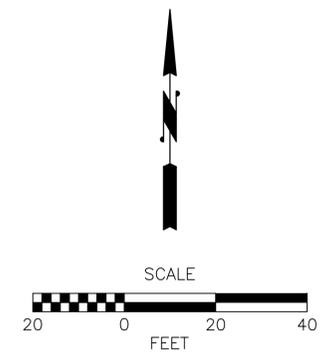


MATCHLINE STA 105+25 - SEE DWG. NO. PV2

- CONSTRUCTION NOTES**
- 1 CONSTRUCT CEMENT CONC. TRAFFIC CURB AND GUTTER 4 IN. HEIGHT, PER WSDOT STD. PLAN F-10.12.
 - 2 CONSTRUCT CONCRETE UNIT PAVER CROSSWALK, SEE DWG. NOS. RS1-RS2.
 - 3 CONSTRUCT CEMENT CONC. CURB RAMP TYPE PERPENDICULAR PER DETAILS ON DWG. NO. CR1.
 - 4 ADJUST WATER VALVE TO FINISHED GRADE.
 - 5 ADJUST WATER METER BOX TO FINISHED GRADE.
 - 6 ADJUST SANITARY SEWER MANHOLE TO FINISHED GRADE.
 - 7 ADJUST EXISTING JUNCTION BOX TO FINISHED GRADE. (PAID AS PART OF "ILLUMINATION SYSTEM - COMPLETE")
 - 8 ADJUST EXISTING COMMUNICATION MANHOLE TO FINISHED GRADE.
 - 9 CEMENT CONCRETE TRAFFIC CURB 4 IN. HEIGHT, PER WSDOT STD. PLAN F-10.12.
 - 10 CONSTRUCT CEMENT CONC. DRIVEWAY ENTRANCE TYPE DROP CURB PER CITY OF STANWOOD STD. DETAIL T-18.
 - 11 CONSTRUCT SIDEWALK TRANSITION TO AISLE PER DETAIL, DWG. NO. RP2.
 - 12 CONSTRUCT CONCRETE UNIT PAVER SIDEWALK, SEE DWG. NO. RS1.
 - 13 RESET EXISTING HYDRANT.
 - 14 CONSTRUCT CEMENT CONC. PEDESTRIAN CURB PER WSDOT STD. PLAN F-10.12-04.
 - 15 CEMENT CONC. BANDING PER DETAIL, DWG. NO. MD1.
 - 16 CONSTRUCT CEMENT CONC. TRAFFIC CURB AND GUTTER TRANSITION FROM 4 IN HEIGHT TO MATCH EXISTING.

- LEGEND**
- 2" HMA CL 1/2" PG 58H-22 OVERLAY
 - 8" HMA CL 1/2" PG 58H-22 OVER 4" CSTC
 - CEMENT CONC. SIDEWALK PER WSDOT STD. PLAN F-30.10
 - 2-3/8" CONCRETE UNIT PAVER, RUSTIC BLEND COLOR. SET IN HERRINGBONE PATTERN. SEE SPECIAL PROVISION-9-38.1.
 - DETECTABLE WARNING SURFACE PER WSDOT STD. PLAN F-45.10
 - 3-1/8" CONCRETE UNIT PAVER, RUSTIC BLEND COLOR. SET IN HERRINGBONE PATTERN. SEE SPECIAL PROVISION 9-38.1.
 - PAVING LIMITS

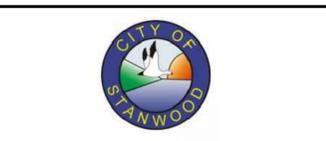
- GENERAL NOTES**
1. SEE DWG. NO. DP1 FOR PROPOSED DRAINAGE WORK AND ADJUSTMENTS.



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J. REN	04/2025
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B. POWELL	04/2025
Approved By	
E. ROUTLEDGE	04/2025

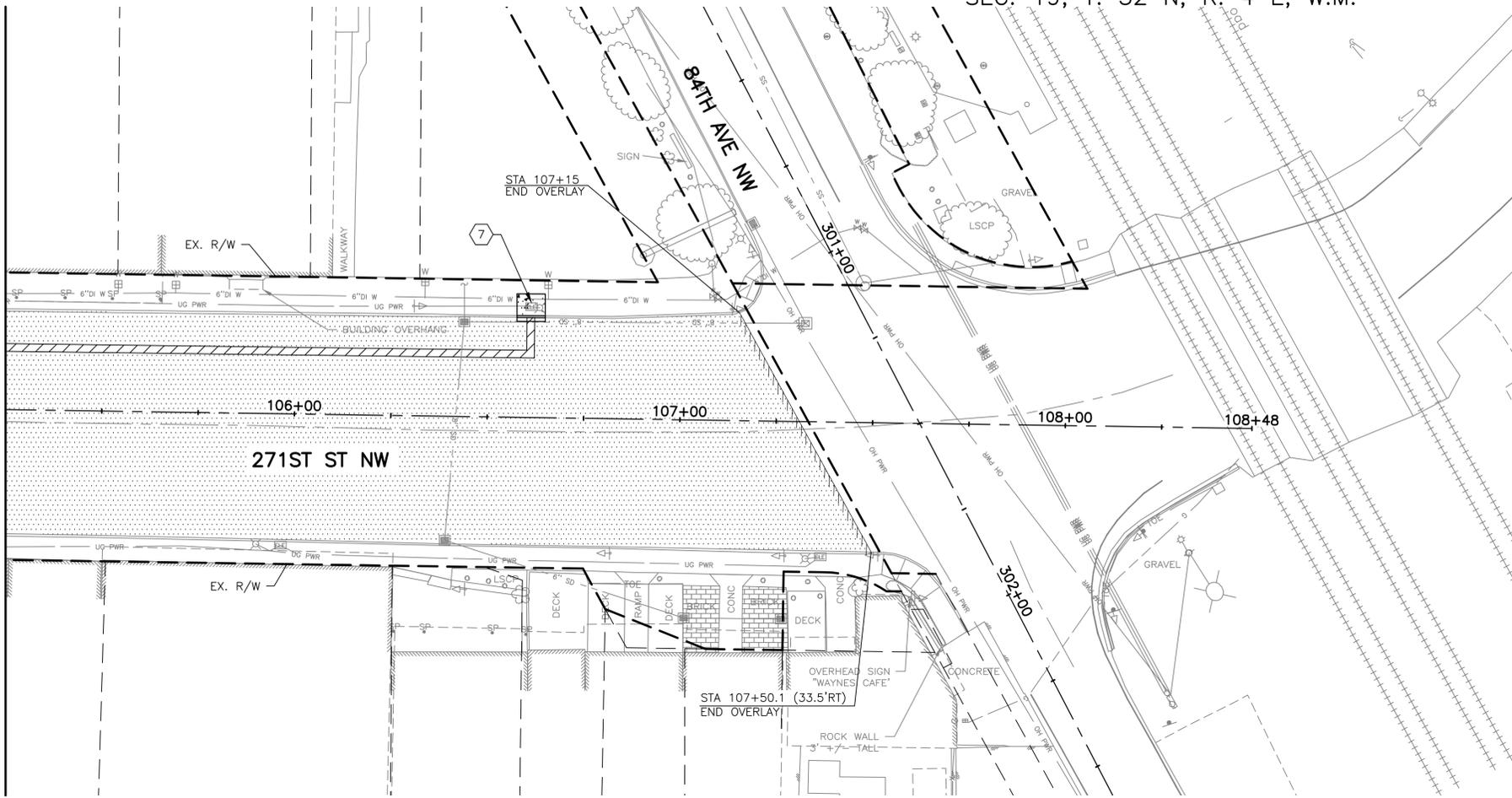
CITY OF STANWOOD
 271ST STREET NW TRAFFIC CALMING
PAVING PLAN

Drawing No. **PV1**
 Sheet No. 14 of 23

Project Number: 20210169.0006

SEC. 19, T. 32 N, R. 4 E, W.M.

MATCHLINE STA 105+25 - SEE DWG. NO. PV1



CONSTRUCTION NOTES

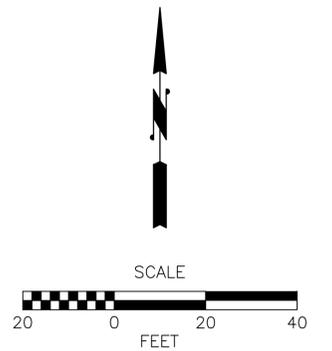
- 1 CONSTRUCT CEMENT CONC. TRAFFIC CURB AND GUTTER 4 IN. HEIGHT, PER WSDOT STD. PLAN F-10.12.
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LEGEND

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GENERAL NOTES

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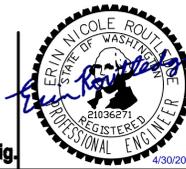
Apr 29, 2025 - 9:06am sean.delavarpour X:\Stanwood_City of Projects\20210169 - 2021 On-Call\0006 - 271st St NW Traffic Calming PS&E\CADD\02 - Plan Sheets\20210169\0006 PV.dwg Layout Name: PV2

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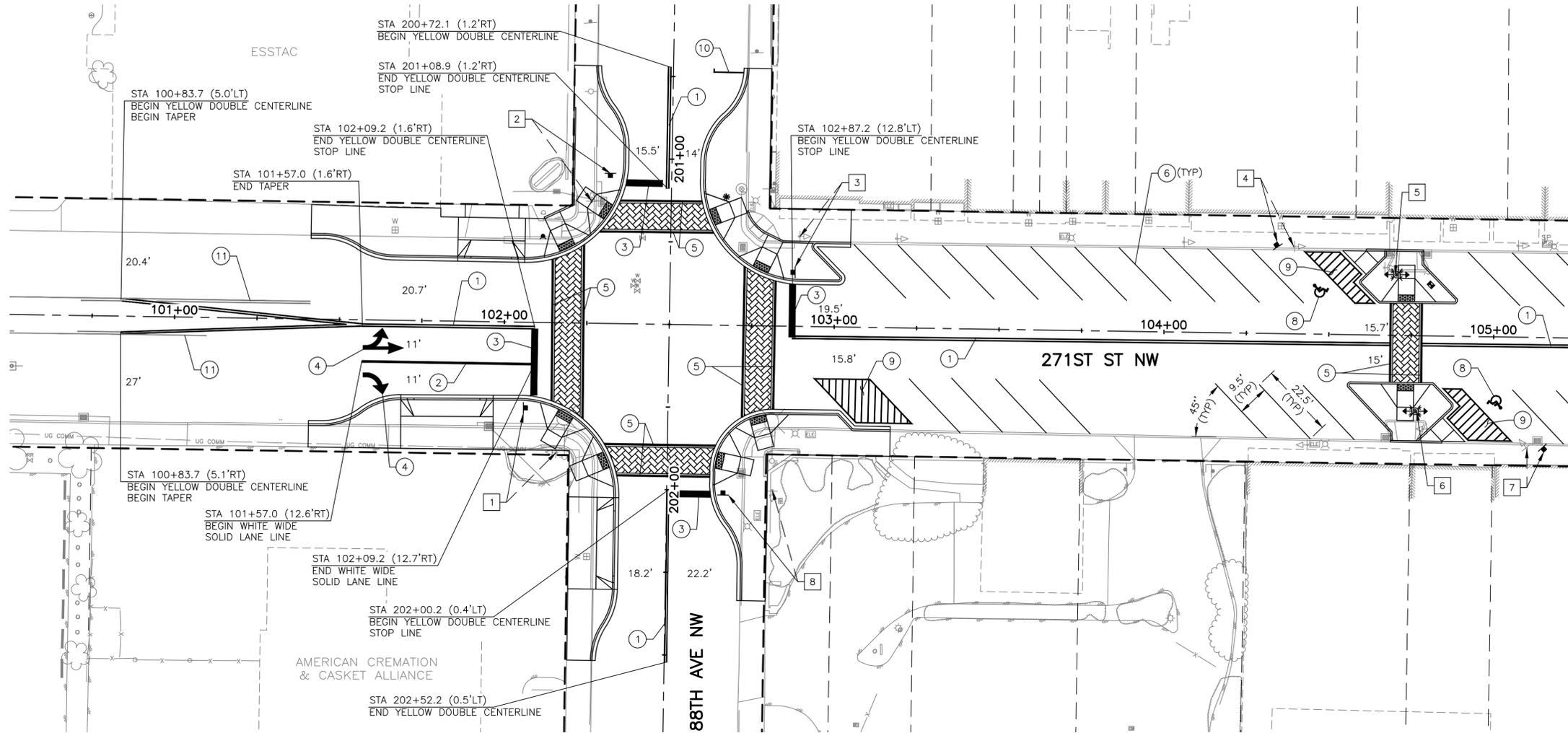


Drawn By	Date
S. DELAVARPOUR	04/2025
Designed By	
J. REN	04/2025
Checked By	
B. POWELL	04/2025
Approved By	
E. ROUTLEDGE	04/2025

Project Number
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CITY OF STANWOOD
 271ST STREET NW TRAFFIC CALMING
PAVING PLAN

Drawing No.	PV2
Sheet No.	15 of 23



MATCHLINE STA 105+25 - SEE DWG. NO. CH2

- CHANNELIZATION NOTES:**
- ① PLASTIC YELLOW DOUBLE CENTERLINE, PER WSDOT STD. PLAN M-20.10.
 - ② PLASTIC WHITE WIDE SOLID LANE LINE, PER WSDOT STD. PLAN M-20.10.
 - ③ PLASTIC STOP LINE, PER WSDOT STD. PLAN M-24.60.
 - ④ PLASTIC TRAFFIC ARROW, PER CITY OF STANWOOD STD. PLAN T-10.
 - ⑤ PLASTIC CROSSWALK LINE. 6-INCH WIDTH. SEE THIS DWG. FOR PLACEMENT.
 - ⑥ PAINTED WHITE EDGE LINE PER WSDOT STD. PLAN M-20.19.
 - ⑦ NOT USED
 - ⑧ ACCESS PARKING SPACE SYMBOL (STANDARD) PER WSDOT STD. PLAN M-24.60.
 - ⑨ WHITE LINE CROSSHATCH DETAIL, SEE THIS DWG.
 - ⑩ WHITE PARKING LINE DETAIL, SEE THIS DWG.
 - ⑪ REMOVE EXISTING MARKINGS.

- SIGN LEGEND**
- (X) - NEW SIGN
 - XXR - REMOVE EXISTING SIGN
 - XX (NEW LOCATION) - EXISTING SIGN TO BE RELOCATED
 - XX (EXISTING LOCATION)
 - - NEW SIGN
 - ▣ - EXISTING SIGN

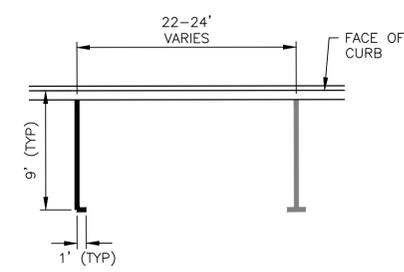
CHANNELIZATION SYMBOL SCHEDULE

SYMBOL	STATION
	101+57
	101+57
	104+47
	105+01

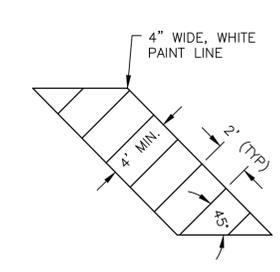
NOTE: SYMBOL STATIONS ARE PROVIDED AT THE BASE OF SYMBOL. SYMBOLS SHALL BE CENTERED IN LANE OR IN PARKING STALL.

SIGN SCHEDULE

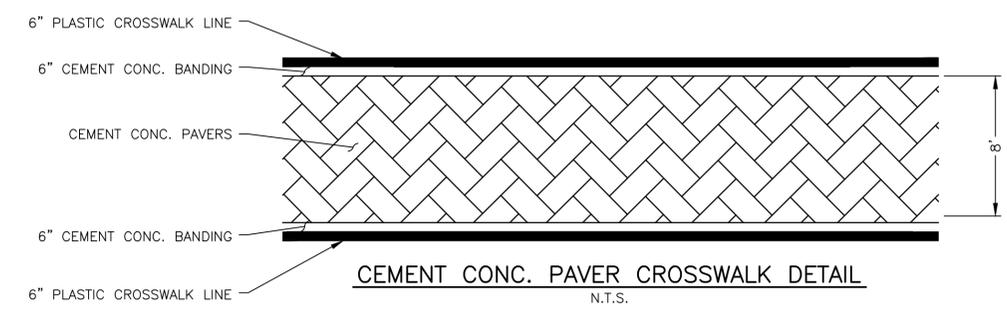
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2	102+31	44.8' LT	EXISTING	EX	EX	METAL	STOP	RELOCATE EXISTING SIGN TO NEW POST
3	102+87	16.3' LT	EXISTING	EX	EX	METAL	STOP	RELOCATE EXISTING SIGN TO NEW POST
4	104+34	26.8' LT	EXISTING	EX	EX	METAL	ADA PARKING	RELOCATE EXISTING SIGN TO NEW POST
5	104+70	18.4' LT	W11-2	30	30	N/A	PEDESTRIAN CROSSING	INSTALL NEW SIGN AND POST PER DWG. NO. IL1
6	104+77	22.8' RT	W11-2	30	30	N/A	PEDESTRIAN CROSSING	INSTALL NEW SIGN AND POST PER DWG. NO. IL1
7	105+16	33.7' RT	EXISTING	EX	EX	METAL	ADA PARKING	RELOCATE EXISTING SIGN TO NEW POST
8	102+67	50.7' RT	EXISTING	EX	EX	METAL	STOP	RELOCATE EXISTING SIGN TO NEW POST



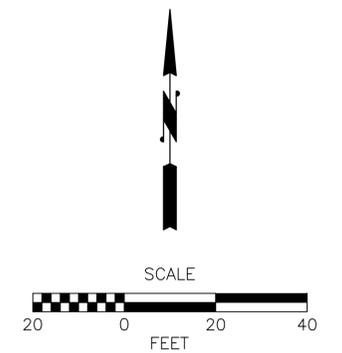
WHITE PARKING LINE DETAIL
N.T.S.



WHITE LINE CROSSHATCH DETAIL
N.T.S.

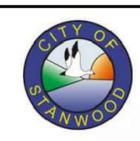


CEMENT CONC. PAVER CROSSWALK DETAIL
N.T.S.



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Drawn By	Date
S. DELAVARPOUR	04/2025
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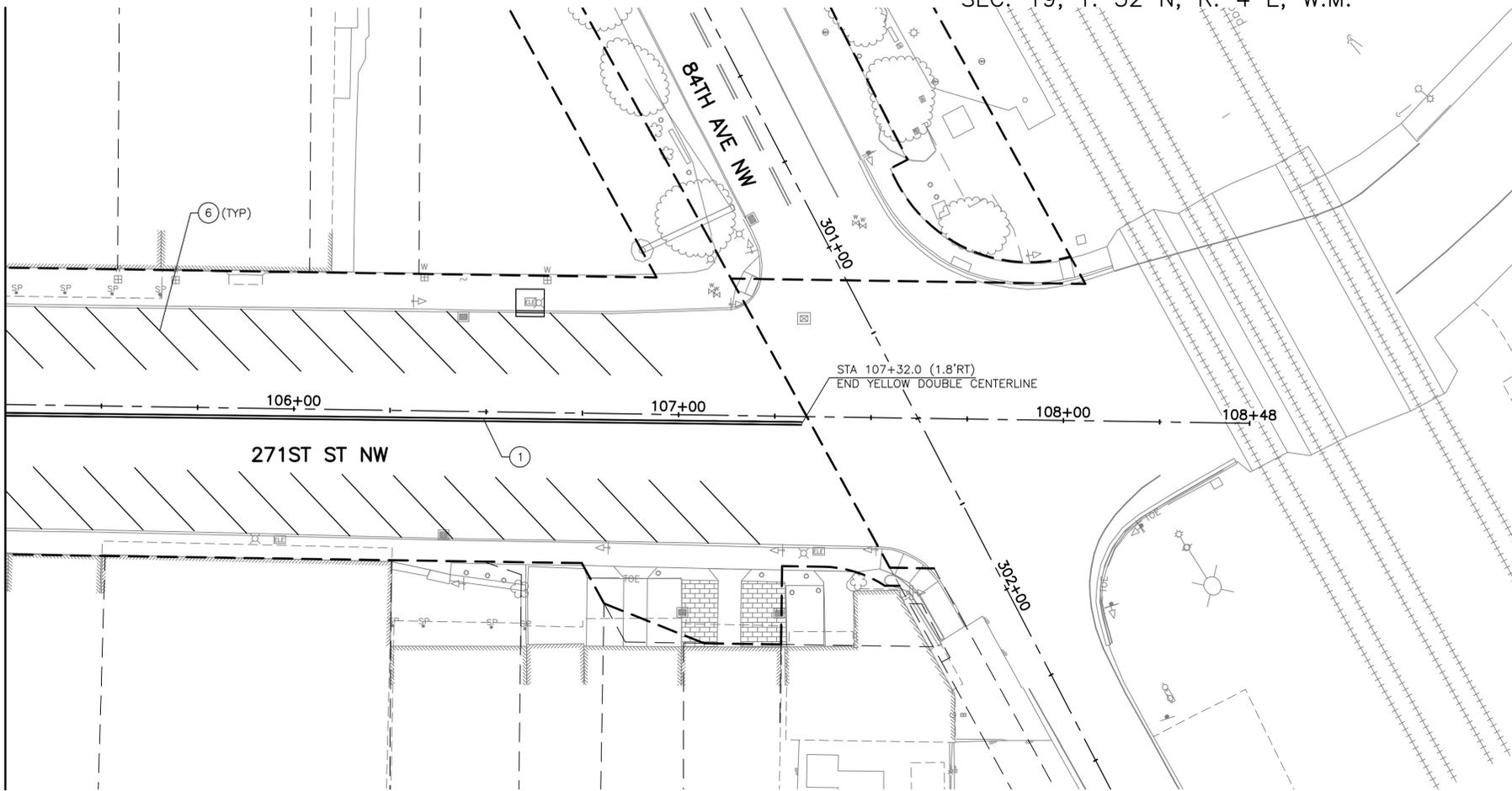
Project Number
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CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING
STRIPING AND SIGNING PLAN

Drawing No.	CH1
Sheet No.	16
of Total	23

SEC. 19, T. 32 N, R. 4 E, W.M.

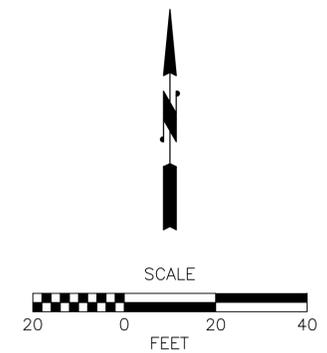
MATCHLINE STA 105+25 - SEE DWG. NO. CH1



CHANNELIZATION NOTES:

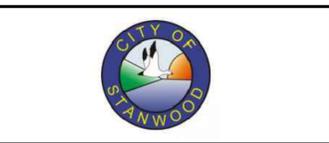
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- ⑩ WHITE PARKING LINE DETAIL, SEE THIS DWG.
- ⑪ REMOVE EXISTING MARKINGS.

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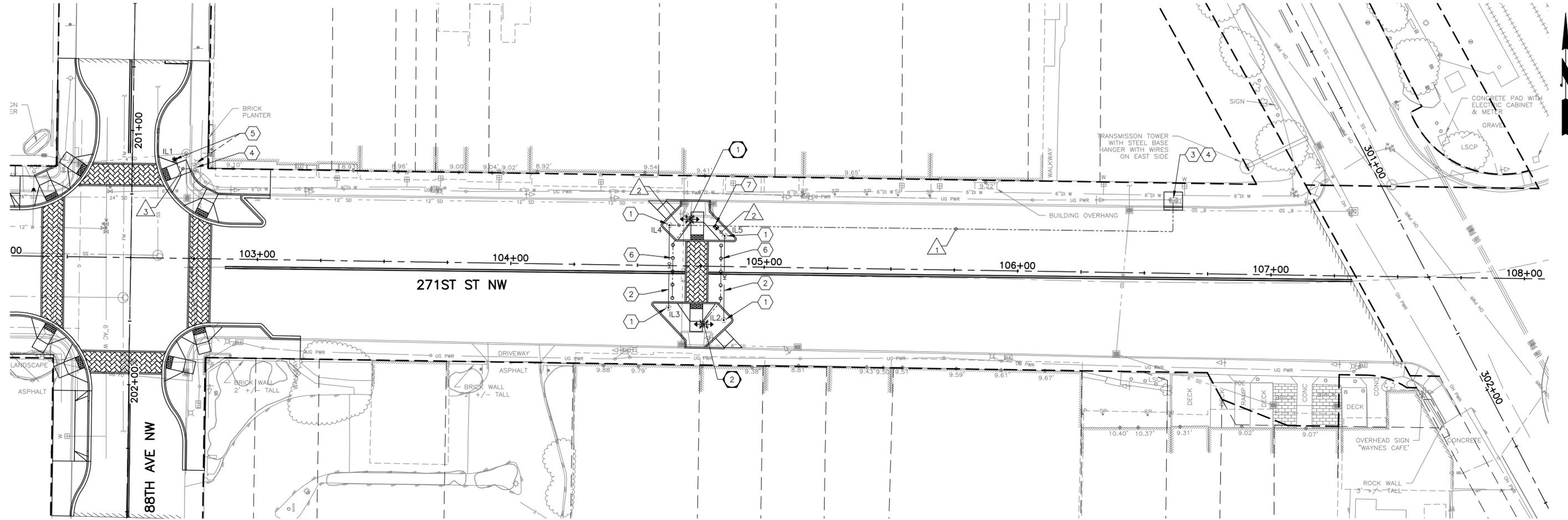
Drawn By	Date
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E. ROUTLEDGE	04/2025

CITY OF STANWOOD
 271ST STREET NW TRAFFIC CALMING
STRIPING AND SIGNING PLAN

Drawing No.	CH2
Sheet No.	17
of Total	23

Project Number
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PUSHBUTTON SCHEDULE

POLE NUMBER	DIRECTION ARROW	SIGN	ATTACHMENT ANGLE*	VOICE MESSAGE
1	LEFT	R10-25	270	YELLOW LIGHTS ARE FLASHING
2	LEFT	R10-25	270	YELLOW LIGHTS ARE FLASHING

*SEE POLE ORIENTATION & ATTACHMENT POINT DETAIL

RRFB POLE SCHEDULE

POLE NUMBER	STATION AND OFFSET	FOUNDATION TYPE	ELEVATION
1	104+69.8' (18.4' LT)	SEE RECTANGULAR RAPID FLASHING BEACON DETAIL ON DWG. NO. IL2	9.19
2	104+77.0 (22.8' RT)	SEE RECTANGULAR RAPID FLASHING BEACON DETAIL ON DWG. NO. IL2	9.47

WIRE SCHEDULE

CONDUIT SIZE	ILLUMINATION #12	ILLUMINATION #8	BARE GROUND #8	NOTES
1 2"	2	0	1	
2 1"	2	0	1	
3 1"	0	2	1	

LEGEND:

- RECTANGULAR RAPID FLASHING BEACON
- ALUMINUM SUPPORT POLE AND FOUNDATION
- IN PAVEMENT WARNING LIGHTS
- OVERHEAD STRING LIGHTS
- PEDESTRIAN LUMINAIRE
- TYPE 1 JUNCTION BOX

ILLUMINATION SCHEDULE

POLE NUMBER	PROPOSED STATION AND OFFSET	FOUNDATION TYPE	ELEVATION
IL1	102+66.8 (38.8'LT)	SEE DWG NO IL2 FOR FOUNDATION DETAIL	8.74
IL2	104+84.3 (21.1'RT)	SEE DWG NO IL2 FOR FOUNDATION DETAIL	9.37
IL3	104+62.5 (16.5'RT)	SEE DWG NO IL2 FOR FOUNDATION DETAIL	9.68
IL4	104+62.4 (16.0'LT)	SEE DWG NO IL2 FOR FOUNDATION DETAIL	9.36
IL5	104+84.2 (12.1'LT)	SEE DWG NO IL2 FOR FOUNDATION DETAIL	9.54

SIGNAL POLE NOTES:

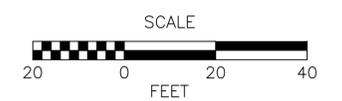
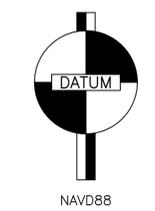
1. CONSTRUCT FOUNDATION PER WSDOT STD PLAN J-21.10, AND RRFB POLE SCHEDULE. INSTALL ACCESSIBLE (AID) PUSHBUTTON, BEACON, SOLAR PANEL, WIRELESS TRANSMITTER/RADIO, AND CONTROLLER. INSTALL AND CONNECT FIVE (5) LIGHT GUARD IN-ROADWAY LIGHTS PER MANUFACTURER INSTALLATION GUIDE.

CONSTRUCTION NOTES:

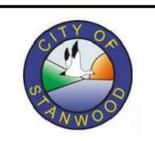
1. CONSTRUCTION FOUNDATION AND INSTALL ALUMINUM SUPPORT POLE PER DETAILS ON DWG. NO. IL2.
2. INSTALL STRING LIGHTING PER DETAIL ON DWG. NO. IL2.
3. INSTALL PROPOSED CONDUIT INTO EXISTING JUNCTION BOX. COIL AND CAP WIRING IN JUNCTION BOX. WIRING TO BE USED FOR FUTURE PROJECT.
4. ADJUST JUNCTION BOX.
5. REMOVE AND RELOCATE EXISTING PEDESTRIAN LUMINAIRE PER LUMINAIRE SCHEDULE. CONSTRUCT NEW FOUNDATION PER DWG. NO. IL2. REMOVE EXISTING CONDUIT BACK TO JUNCTION BOX. SPLICE AND INSTALL NEW CONDUCTORS AND CONDUIT TO EXISTING JUNCTION BOX.
6. INSTALL IN ROADWAY LIGHTS (IRWL) PER SPECIAL PROVISION 8-20.
7. INSTALL TYPE 1 JUNCTION BOX PER WSDOT STD. PLAN J-40.10.

GENERAL NOTES:

1. UTILITY LOCATION (DIAL-A-DIG) PRIOR TO CONSTRUCTION WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONFLICTS ARE TO BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.
2. ALL JUNCTION BOXES AND CONDUIT RUNS SHALL BE INSTALLED AS SHOWN IN THE PLANS. LOCATIONS SHOWN ARE SCHEMATIC. EXACT LOCATIONS TO BE CONFIRMED BY THE ENGINEER. SEE WSDOT STD. PLANS J-10, J-40.10, AND J-40.30. ALL JUNCTION BOXES SHALL HAVE NON-SLIP FRAME AND LID.
3. UNLESS OTHERWISE SPECIFIED, ALL PROPOSED ELECTRICAL CONDUIT SHALL BE SCHEDULE 80 PVC.
4. EQUIPMENT GROUNDS SHALL BE #8 (MIN) WITH #4 COPPER TO THE #4 HOOPS OF SIGNAL POLE OR STREET LIGHT FOUNDATION PER NEC.
5. SEE DWG. NO. SP1, SP2, PV1 AND PV2 FOR ELECTRICAL EXCAVATION AND FULL DEPTH REPAIR.



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Z. MURPHY	04/2025
Checked By	
S. POWELL	04/2025
Approved By	
E. ROUTLEDGE	04/2025

Project Number
20210169_0006

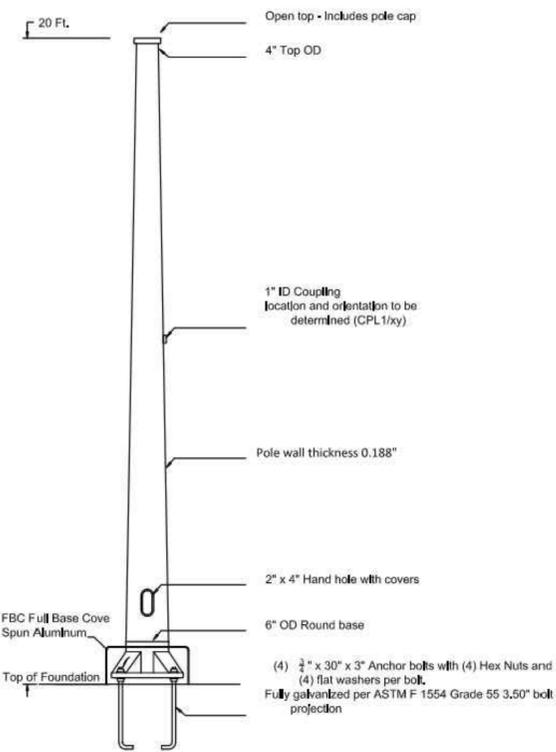
CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING
ELECTRICAL PLAN AND DETAILS

Drawing No.	IL1
Sheet No.	18
of Total	23

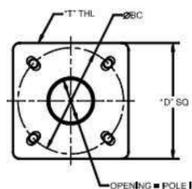
No.	Date	Revision	By	Appr.

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RTA
Round Tapered Aluminum Poles



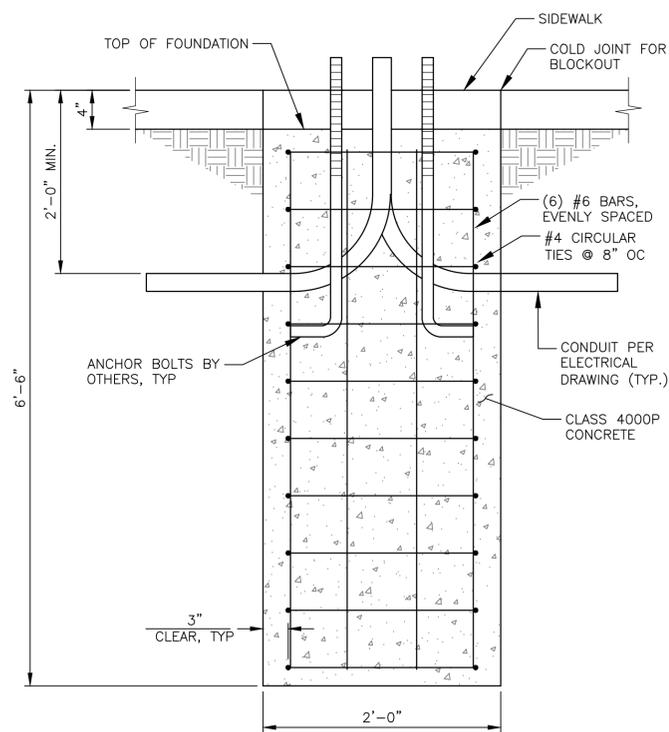
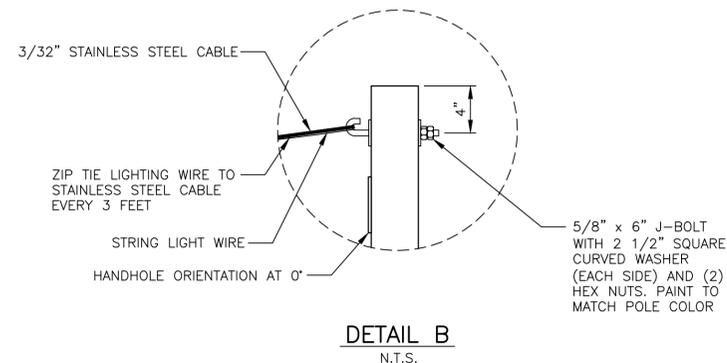
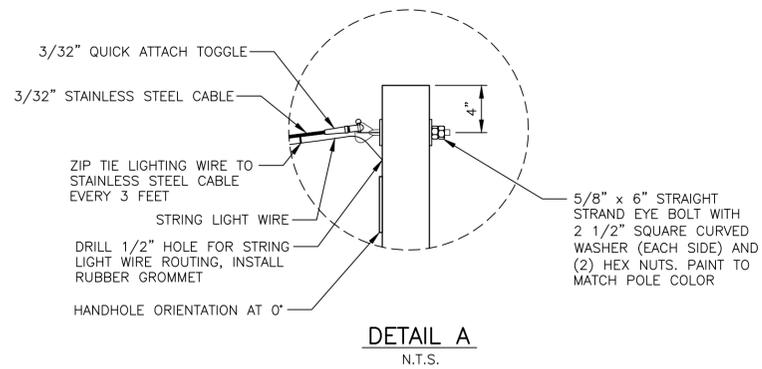
BASE DETAIL



ANCHORAGE AND TEMPLATE INFORMATION							
Shaft base size	Bolt circle A	Bolt projection B	Base square C	Base plate thickness	Template description	Anchor bolt description	Bolt size (In. x In. x In.)
6"	9'-10"	3.50"	10.25"	0.188"	ABTEMPLATE P.500033	AB30-0 2H WASHER	3/4 x 30 x 3

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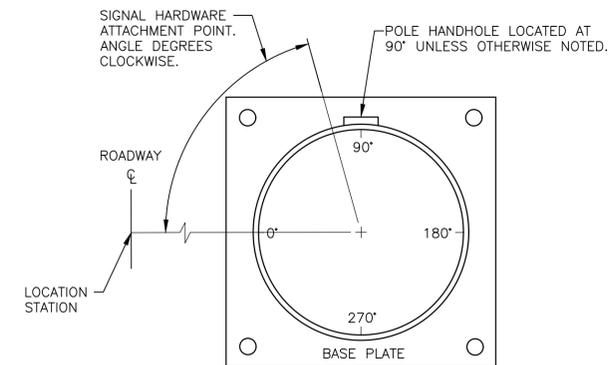
ALUMINUM SUPPORT POLE DETAIL
N.T.S.



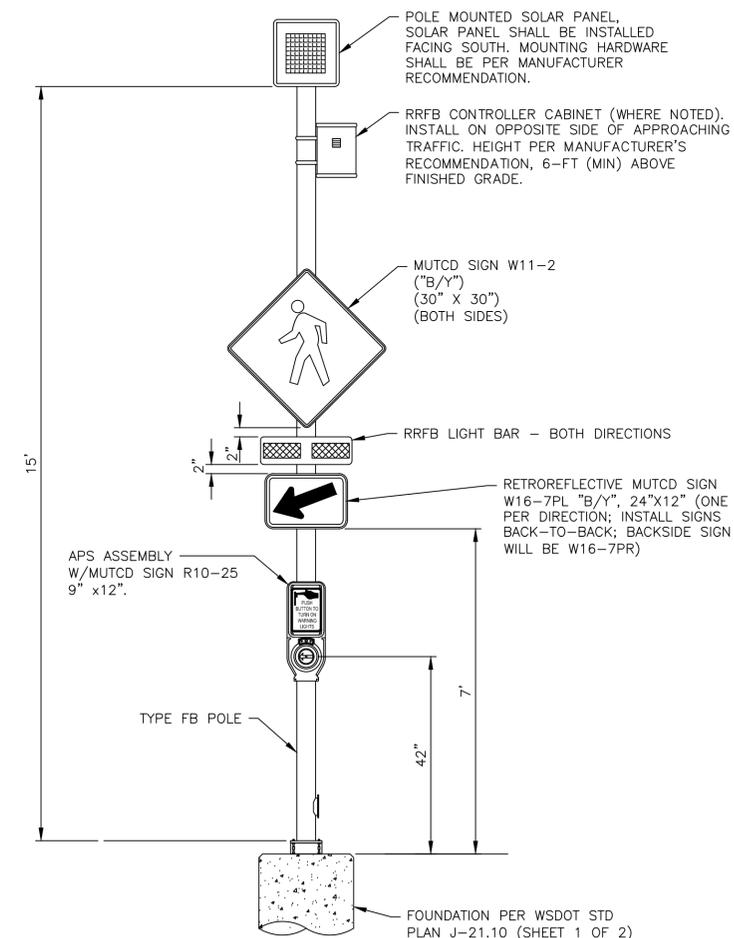
GENERAL NOTES:

1. BASE PLATE AND ANCHOR BOLTS PER MANUFACTURER'S RECOMMENDATIONS.
2. LUMINAIRE EPA NOT TO EXCEED 2 SQUARE FEET.

PEDESTRIAN AND ALUMINUM SUPPORT POLE FOUNDATION DETAIL (LUMINAIRE ON TOP OF POLE)
N.T.S.



POLE ORIENTATION & ATTACHMENT POINT DETAIL
PLAN VIEW
N.T.S.



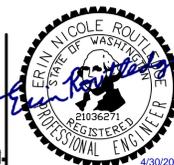
RECTANGULAR RAPID FLASHING BEACON
N.T.S.

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Approved By	
E. ROUTLEDGE	04/2025

Project Number	20210169_0006
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CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING
ELECTRICAL PLAN AND DETAILS

Drawing No.	IL2
Sheet No.	19
of Total	23

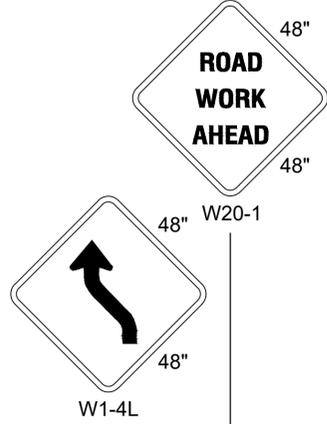
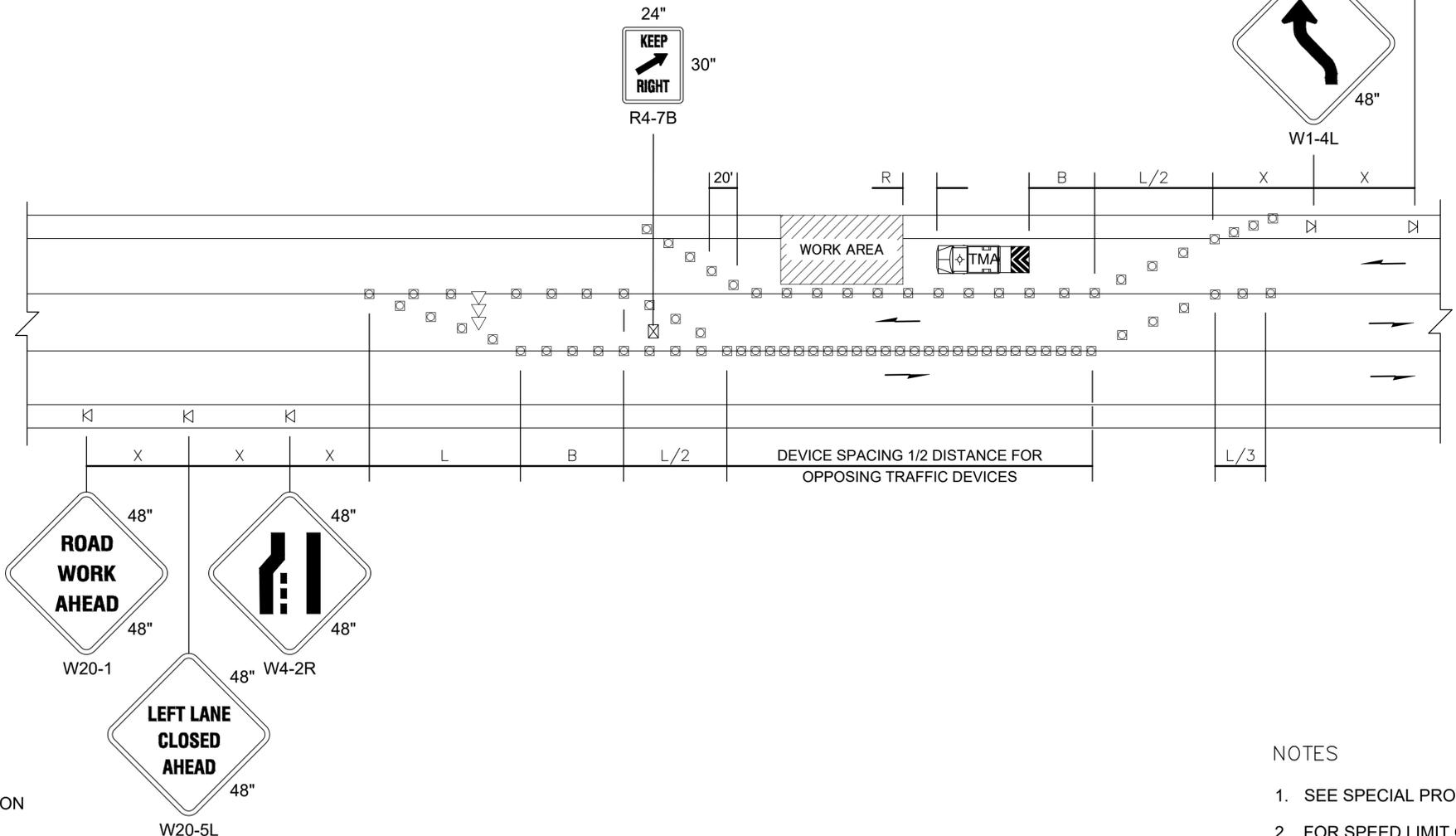
BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730
TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R										
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.					HOST VEHICLE WEIGHT > 22,000 lbs.					
< 45 MPH	45-55 MPH	> 55 MPH			< 45 MPH	45-55 MPH	> 55 MPH			
100'	123'	172'			74'	100'	150'			
PROTECTIVE VEHICLE (WORK VEHICLE) = R										
NO SPECIFIED DISTANCE REQUIRED										

SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800' □
RURAL ROADS	45 / 55 MPH	500' □
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' □
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' □ (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' □ (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	-

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/60	40	80
35/45	30	60
25/30	20	40



LEGEND

- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- ▶▶ SEQUENTIAL ARROW SIGN
- ▬ TMA TRANSPORTABLE ATTENUATOR
- TEMPORARY SIGN LOCATION (5' MOUNTING HEIGHT)

NOTES

1. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
2. FOR SPEED LIMIT OF 30 MPH OR LESS, USE SIGN W1-3 IN LIEU OF SIGN W1-4.
3. RECOMMENDED EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
4. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

LANE SHIFT - THREE LANE ROADWAY
NOT TO SCALE

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ERIN NICOLE ROUTLEDGE
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
21036271

Drawn By S. DELAVARPOUR	Date 04/2025
Designed By J. REN	04/2025
Checked By E. POWELL	04/2025
Approved By E. ROUTLEDGE	04/2025

CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING
TRAFFIC CONTROL PLAN

Drawing No. TC1
Sheet No. 20
23 of Total

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MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	840

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	40	40	60	90	120	130	150	160	170	190
10'	40	60	90	90	150	170	190	200	220	240

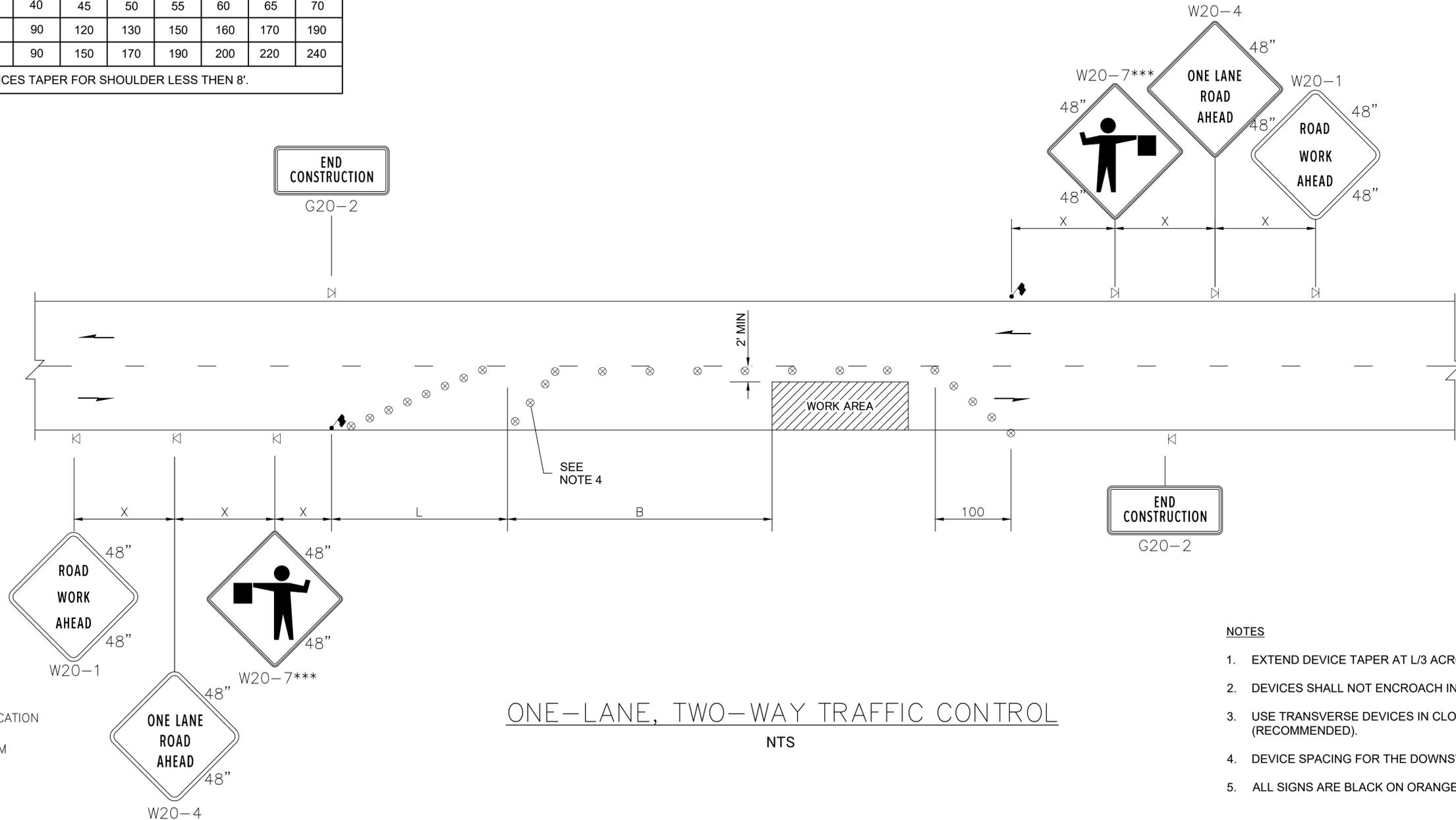
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.

SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730
TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R										
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.						HOST VEHICLE WEIGHT > 22,000 lbs.				
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH					
100'	123'	172'	74'	100'	150'					



- LEGEND**
- ⊠ TEMPORARY SIGN LOCATION
 - ⊗ TRAFFIC SAFETY DRUM
 - 🚧 FLAGGING STATION

- NOTES**
1. EXTEND DEVICE TAPER AT L/3 ACROSS SHOULDER.
 2. DEVICES SHALL NOT ENCROACH INTO THE ADJACENT LANE.
 3. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000' (FT) (RECOMMENDED).
 4. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT).
 5. ALL SIGNS ARE BLACK ON ORANGE.

ONE-LANE, TWO-WAY TRAFFIC CONTROL
NTS

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Project Number	20210169.0006
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CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING
TRAFFIC CONTROL PLAN

Drawing No.	TC2
Sheet No.	21 of 23

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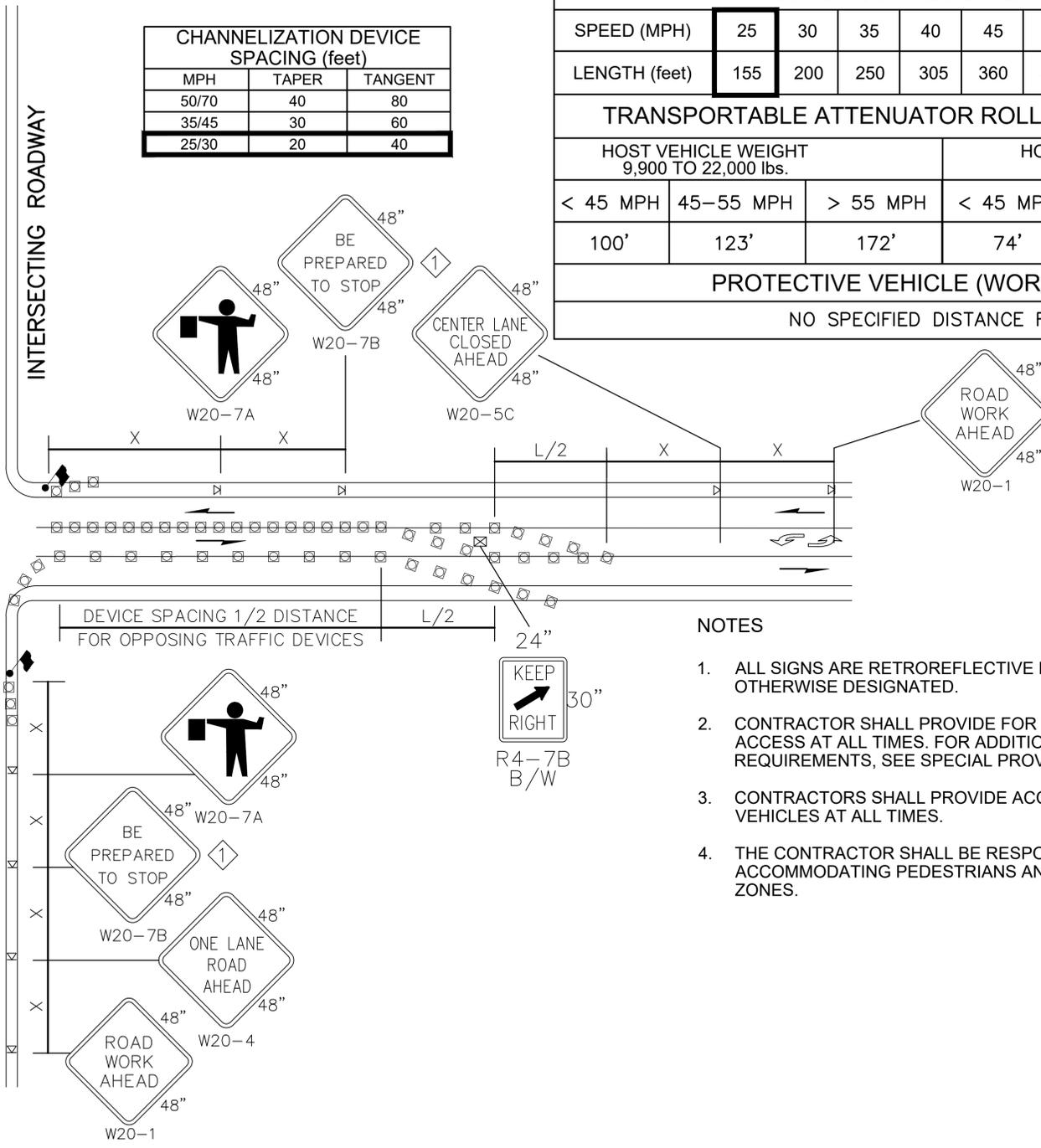
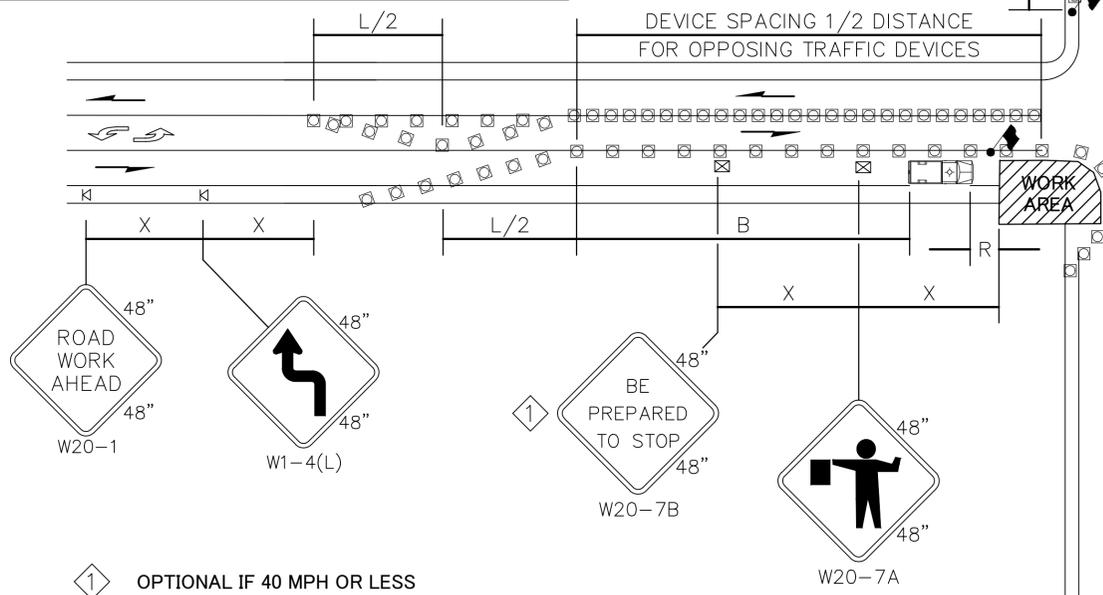
MINIMUM TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	-	-

SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' ± (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730
TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R										
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.					HOST VEHICLE WEIGHT > 22,000 lbs.					
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH
100'	123'	172'	74'	100'	150'	74'	100'	150'	74'	100'
PROTECTIVE VEHICLE (WORK VEHICLE) = R										
NO SPECIFIED DISTANCE REQUIRED										

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40



- NOTES**
- ALL SIGNS ARE RETROREFLECTIVE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
 - CONTRACTOR SHALL PROVIDE FOR RESIDENTIAL AND BUSINESS ACCESS AT ALL TIMES. FOR ADDITIONAL INFORMATION AND REQUIREMENTS, SEE SPECIAL PROVISIONS.
 - CONTRACTORS SHALL PROVIDE ACCESS FOR EMERGENCY SERVICES VEHICLES AT ALL TIMES.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAFELY ACCOMMODATING PEDESTRIANS AND BICYCLISTS THOUGHT WORK ZONES.

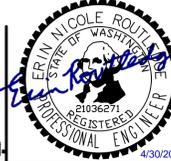
- LEGEND**
- FLAGGING STATION
 - TEMPORARY SIGN LOCATION
 - CHANNELIZING DEVICES (TRAFFIC DRUMS)
 - PROTECTIVE VEHICLE - RECOMMENDED
 - TEMPORARY SIGN LOCATION (5' MOUNTING HEIGHT)

INTERSECTION LANE CLOSURE - THREE LANE ROADWAY
NOT TO SCALE

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E. ROUTLEDGE	04/2025

CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING
TRAFFIC CONTROL PLAN

Drawing No.	TC3
Sheet No.	22
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GENERAL NOTES:

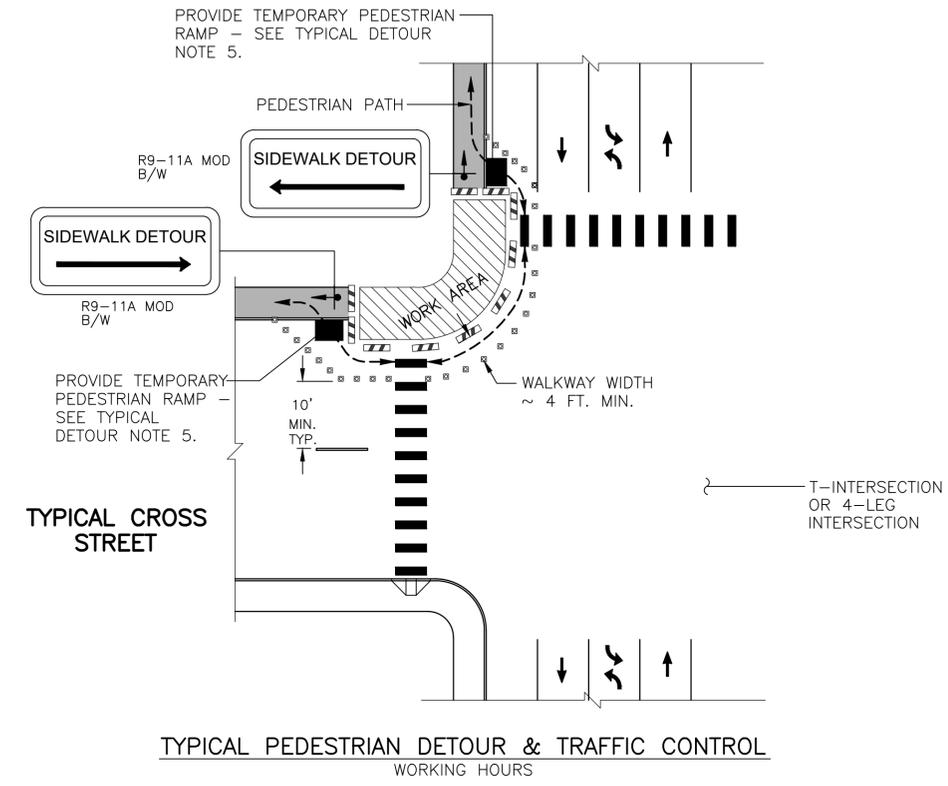
1. WORK ZONES ARE IDENTIFIED AT SELECT LOCATIONS TO CONVEY THE AREAS OF CONSTRUCTION THAT ARE INTENDED TO OCCUR AT THE SAME TIME AND TO IDENTIFY SIGN REQUIREMENTS. WORK IS TO BE DONE IN ZONES IN ORDER TO ACCOMMODATE PEDESTRIAN DETOURS AND ALTERNATIVE ROUTES. THE CONTRACTOR SHALL SEQUENCE THE WORK ZONES SO THAT THE WORK ZONES MATCH WITH THE WORK AREAS SHOWN IN THE DETOUR PLANS.
2. THE CONTRACTOR MAY SUBMIT AN ALTERNATIVE PEDESTRIAN DETOUR AND TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE CONTRACTING AGENCY. HOWEVER IT IS NOT GUARANTEED THAT THE ALTERNATIVE PLAN WILL BE ACCEPTED. THE CONTRACTOR SHALL USE THIS PLAN AS THE BASIS FOR THE CONTRACT BID.
3. WHEN WORKING ON CURB RAMP AND SIDEWALK SEGMENTS, PROVIDE A 4 FOOT PEDESTRIAN WALKWAY DETOUR AT THE EDGE OF THE ROADWAY, PER TYPICAL PEDESTRIAN DETOUR & TRAFFIC CONTROL, DWG. NO. PTC1. DETOUR SHALL BE ACCESSIBLE DURING WORKING HOURS AT ALL TIMES. DURING NON-WORKING HOURS, PROVIDE PEDESTRIAN ACCESS THRU THE WORK ZONE BY THE USE OF TEMPORARY MEASURES SUCH AS STEEL PLATES, CRUSHED SURFACING, COLD MIX ASPHALT, OR OTHER MEASURES APPROVED BY THE ENGINEER.
4. A FLAGGER MUST BE PROVIDED AT ALL TIMES WHILE WORK IS OCCURRING ON A CURB RAMP TO ASSIST PEDESTRIANS AND BICYCLE TRAFFIC THRU SIDEWALK DETOURS AND/OR WORK ZONE, AND PROVIDE ASSISTANCE WITH ACTIVATING PEDESTRIAN PUSH BUTTONS.
5. SIGNS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY.
6. PEDESTRIAN DETOUR AND TRAFFIC CONTROL MEASURES SHALL BE PREPARED AND MAINTAINED PER THE SPECIAL PROVISIONS (SEE 1-07.23), AND TC1-TC3.

LEGEND

-  TYPE 2 BARRICADE
-  CLASS B SIGN
-  CHANNELIZING DEVICES
-  WORK AREA
-  EXISTING SIDEWALK
-  TEMPORARY PEDESTRIAN RAMP

TYPICAL DETOUR NOTES

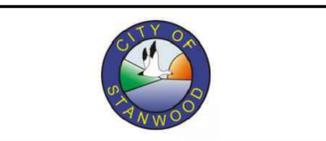
1. CONTRACTOR SHALL USE TRAFFIC SAFETY DRUMS FOR PEDESTRIAN CHANNELIZATION.
2. FOR USE OF THIS DETOUR DURING NON-WORKING HOURS, THE CONTRACTOR MUST OBTAIN THE APPROVAL OF THE ENGINEER.
3. A MINIMUM OF ONE FLAGGER MUST BE PROVIDED AT ALL TIMES WHILE WORK IS OCCURRING TO ASSIST PEDESTRIANS THROUGH SIDEWALK DETOURS AND/OR WORK ZONE AND PROVIDE ASSISTANCE WITH ACTIVATING PEDESTRIAN PUSH BUTTONS.
4. CONTROLS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY. CONTRACTOR TO PROVIDE APPROPRIATE VEHICLE TRAFFIC CONTROL MEASURES, IN CONJUNCTION WITH PEDESTRIAN DETOURS AND TRAFFIC CONTROL.
5. PROVIDE TEMPORARY PEDESTRIAN PLATFORM FOR ACCESS TO WALKWAY. PROVIDE SINGLE RAMP TEMPORARY PEDESTRIAN PLATFORM WITH EDGE BOARD PER WSDOT TRAFFIC CONTROL PLAN TC-53. CONTRACTOR MAY SUBMIT AN ALTERNATE RAMP FOR REVIEW AND APPROVAL BY THE CONTRACTING AGENCY, HOWEVER IT IS NOT GUARANTEED THAT THE ALTERNATE RAMP WILL BE ACCEPTED.



TYPICAL PEDESTRIAN DETOUR & TRAFFIC CONTROL
WORKING HOURS

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CITY OF STANWOOD
271ST STREET NW TRAFFIC CALMING
TRAFFIC CONTROL PLAN

Drawing No.	TC4
Sheet No.	23
of Total	23

Project Number
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