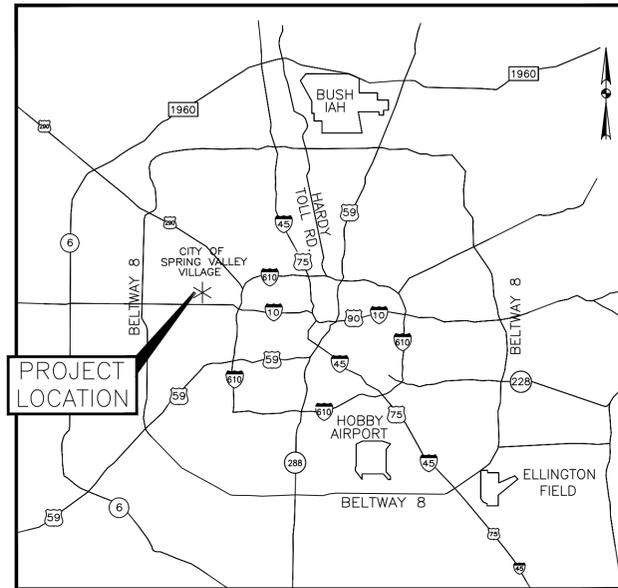


CITY OF SPRING VALLEY VILLAGE

CONSTRUCTION PLANS FOR BINGLE ROAD STRIPING

CITY OF SPRING VALLEY VILLAGE
HARRIS COUNTY, TEXAS
September 2025



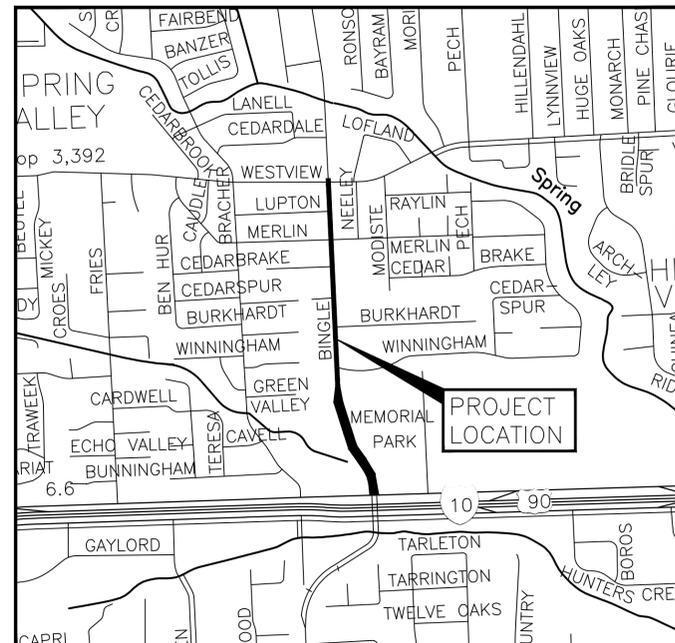
VICINITY MAP
N.T.S.



EST. 1955
SPRING VALLEY
VILLAGE

MAYOR - MARCUS VAJDOS
MAYOR PRO TEAM - ALLEN CARPENTER
CITY COUNCIL - STEVE BASS
CITY COUNCIL - JOHN LISEBY
CITY COUNCIL - DAVID DOMINY
CITY COUNCIL - JOY McCORMACK

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LOCATION MAP
KEY MAP #450Z, 490D
N.T.S.

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Land Surveying Firm No. 10046700
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INTERIM REVIEW
Not intended for construction,
bidding or permit purposes.
Engineer: JENNIFER M. STEEN
P.E. Serial No.: 105177
Date: 9/26/25

ONE-CALL NOTIFICATION SYSTEM
CALL BEFORE YOU DIG!!!
(713) 223-4567 (In Houston)
1-800-545-6005
(New Statewide Number Outside Houston)

GENERAL CONSTRUCTION NOTES:

- WARNING: THE CONSTRUCTION AREA CONTAINS ELECTRIC AND COMMUNICATION LINES. CONDUITS MAY CONTAIN HIGH VOLTAGE ELECTRICAL WIRING. SOME ELECTRICAL WIRING MAY BE BURIED BELOW GROUND WITHOUT CONDUITS. THE CONTRACTOR SHALL EXERCISE CAUTION.
- THE DRAWINGS SHOW AS MUCH INFORMATION AS CAN BE REASONABLY OBTAINED BY SURVEYS AND FROM CITY AND UTILITY RECORDS REGARDING THE LOCATION AND NATURE OF GAS LINES, STORM DRAINS, WATER LINES, ETC. HOWEVER, THE ACCURACY OR COMPLETENESS OF SUCH INFORMATION IS NOT GUARANTEED. THE CONTRACTOR SHALL CONTACT 811 PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING LOCATION OF ALL EXISTING UTILITIES PRIOR TO EXCAVATION. CONTRACTOR TO NOTIFY ENGINEER OF ANY CONFLICTS PRIOR TO CONTINUING CONSTRUCTION.
- CONTRACTOR SHALL NOTIFY THE CITY OF SPRING VALLEY VILLAGE AT (713) 465-8308 A MINIMUM OF FORTY-EIGHT (48) HOURS IN ADVANCE OF COMMENCING CONSTRUCTION.
- THE BIDDER SHALL VISIT THE SITE OF THE WORK AND EXAMINE LOCAL CONDITIONS TO BE ENCOUNTERED, IMPROVEMENTS TO BE PROTECTED AND CONDUCT OTHER RESEARCH NECESSARY TO ASSURE THAT THEY UNDERSTAND THE PROJECT THOROUGHLY AND ARE FULLY AWARE OF ALL CONDITIONS AND CONSTRAINTS WHICH MAY BE ENCOUNTERED DURING THE COURSE OF CONSTRUCTION.
- EQUIPMENT AND MATERIALS SHALL NOT BE STORED ON PUBLIC RIGHT-OF-WAY DURING THE COURSE OF CONSTRUCTION WITHOUT PRIOR APPROVAL BY AND COORDINATION WITH THE ENGINEER. ANY MATERIAL AND EQUIPMENT APPROVED BY THE ENGINEER FOR TEMPORARY PLACEMENT ALONG THE PUBLIC RIGHT-OF-WAY OR OUTSIDE THE EASEMENT AREAS SHALL BE ADEQUATELY BARRICADED FOR EACH DIRECTION OF TRAVEL.
- CONTRACTOR TO PROVIDE ACCESS TO RESIDENT DRIVEWAYS THROUGHOUT CONSTRUCTION.
- CONSTRUCTION TO COMMENCE ON ONE SIDE OF THE STREET AND MAINTAIN DIRECTION ON ONE SIDE UNTIL COMPLETE AND RESTORED TO MATCH EXISTING SURFACE CONDITIONS.
- IN THE EVENT OF DAMAGE TO UNDERGROUND FACILITIES, WHETHER SHOWN OR NOT ON THE DRAWINGS, THE CONTRACTOR SHALL MAKE OR PAY FOR THE NECESSARY REPAIRS TO PLACE THE FACILITIES BACK IN SERVICE AT NO INCREASE IN THE CONTRACT PRICE. ALL SUCH REPAIRS SHALL CONFORM TO THE REQUIREMENTS OF THE COMPANY OR AGENCY OPERATING THE FACILITY.
- EXISTING PAVEMENTS, CURBS, SIDEWALKS, AND DRIVEWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE REPLACED WITH NEW CONSTRUCTION FROM JOINT TO JOINT PER SPECIFICATIONS AND DETAILS IN ACCORDANCE WITH CITY OF SPRING VALLEY VILLAGE. AT NO ADDITIONAL COST TO OWNER.
- CONDITION OF THE ROAD AND/OR RIGHT-OF-WAY, UPON COMPLETION OF JOB, SHALL BE AS GOOD AS OR BETTER THAN THE CONDITION PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH RESIDENTS WITHIN FORTY-EIGHT (48) HOURS OF ANY DRIVEWAY ACCESS RESTRICTIONS. CONTRACTOR SHALL WORK TO MINIMIZE INCONVENIENCE TO THE RESIDENTS.
- SURFACE RESTORATION AT THE END OF ALL CONSTRUCTION PROJECTS. THE CONTRACTOR SHALL RESTORE EXISTING FACILITIES (I.E. PROPERTY) EQUAL TO OR BETTER THAN EXISTING SITE CONDITIONS PRIOR TO CONSTRUCTION.
- THE LOADING AND UNLOADING OF ALL PIPE, MANHOLES AND OTHER ACCESSORIES SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED PRACTICES AND SHALL AT ALL TIMES BE PERFORMED WITH CARE TO AVOID ANY DAMAGE TO THE MATERIAL. THE CONTRACTOR SHALL LOCATE AND PROVIDE THE NECESSARY STORAGE AREAS FOR MATERIALS AND EQUIPMENT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAFEGUARDING AND PROTECTING ALL MATERIAL AND EQUIPMENT STORED ON THE JOB SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STORAGE OF MATERIALS IN A SAFE AND WORKMANLIKE MANNER TO PREVENT INJURIES, DURING AND AFTER WORKING HOURS, UNTIL PROJECT COMPLETION
- CONTRACTOR SHALL PROVIDE SHEETING, SHORING AND BRACING AS NECESSARY TO PROTECT WORKMEN AND EXISTING UTILITIES DURING ALL PHASES OF CONSTRUCTION, AS PER O.S.H.A. REQUIREMENTS.
- ALL FINISHING GRADES SHALL VARY UNIFORMLY BETWEEN FINISHED ELEVATIONS.
- PRIOR TO CONSTRUCTION, CONTRACTOR SHALL COORDINATE WITH RESIDENTS WHEN INTERRUPTING EXISTING SERVICES.
- CONTRACTOR SHALL PROVIDE PROPERTY OWNERS 2 WEEKS NOTICE PRIOR TO START OF CONSTRUCTION, TO ALLOW PROPERTY OWNERS TIME TO REMOVE PERSONAL PROPERTY WITHIN THE EXISTING R.O.W. LIMITS THAT MAY BE DAMAGED DURING CONSTRUCTION INCLUDING MAILBOXES, LANDSCAPING, HARDSCAPE, ETC.
- FOR ANY WATER OR SANITARY LINE REPAIR EMERGENCIES, CONTACT CITY OF SPRING VALLEY VILLAGE AT (713)465-8308.
- THERE WILL BE NO SEPARATE PAYMENT FOR WORK SHOWN ON THESE PLANS, UNLESS SPECIFICALLY ESTABLISHED IN THE BID PROPOSAL SECTION OF THE CONTRACT DOCUMENTS. INCLUDE COST OF THIS WORK IN THE CONTRACT UNIT PRICE FOR ITEMS OF WHICH THIS WORK IS A COMPONENT OR INCIDENTAL.
- EXISTING UTILITY INFORMATION SHOWN IS NOT GUARANTEED TO BE ACCURATE AND ALL INCLUSIVE. ALL EXISTING UTILITY LOCATIONS ARE APPROXIMATE AND SHOULD BE VERIFIED BY THE CONTRACTOR IN ADVANCE OF HIS CONSTRUCTION. ANY CONFLICT OR DISCREPANCY DISCOVERED MUST IMMEDIATELY BE BROUGHT TO THE ENGINEER'S ATTENTION.
- THE CONTRACTOR ON BEHALF OF THE OWNER, SHALL OBTAIN ALL CONSTRUCTION PERMITS PRIOR TO THE COMMENCEMENT OF WORK.
- THE WORK AREA SHALL BE BARRICADED AND ILLUMINATED DURING DARKNESS AND PERIODS OF INACTIVITY, WHEN IN AN AREA OF DIRECT PUBLIC ACCESS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STORAGE OF MATERIAL AND EQUIPMENT IN A SAFE AND WORKMAN LIKE MANNER TO PREVENT INJURIES. DURING AND AFTER WORKING HOURS UNTIL PROJECT COMPLETION. THERE SHALL BE NO PAYMENT MADE TO THE CONTRACTOR FOR STORED MATERIAL.
- SWPPP BEST MANAGEMENT PRACTICES SHALL BE MAINTAINED BY CONTRACTOR THROUGHOUT CONSTRUCTION AS PART OF ORIGINAL UNIT BID PRICE. ALL PIPE AND REINFORCEMENT STEEL SHALL BE KEPT FREE OF DIRT AND OTHER DEBRIS. ANY DAMAGE TO THE COATING OF THE VARIOUS MATERIALS MUST BE REPAIRED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ADEQUATE AND POSITIVE DRAINAGE AT ALL TIMES DURING CONSTRUCTION OF PROPOSED FACILITIES. NATURAL GROUND ADJACENT TO UTILITY TRENCH EXCAVATION TO BE GRUBBED PRIOR TO PLACEMENT OF EXCESS TRENCH MATERIAL. (NO SEPARATE PAY)
- ALL UNSATISFACTORY AND/OR WASTE MATERIALS INCLUDING VEGETATION, ROOTS, CONCRETE AND DEBRIS SHALL BE DISPOSED OFFSITE BY THE CONTRACTOR. NO DIRECT PAYMENT WILL BE MADE, BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE VARIOUS BID PROPOSAL ITEMS.
- ALL MANHOLES ARE TO BE CONSTRUCTED TO ALLOW FOR A MINIMUM OF 1 FOOT OF VERTICAL ADJUSTMENT.
- ALL TRENCH EXCAVATION, BEDDING AND BACKFILL SHALL BE IN CONFORMANCE WITH TCEQ AND THE CITY OF SPRING VALLEY VILLAGE STANDARD DETAILS - EXCAVATION AND BACKFILL FOR UTILITIES AND UTILITY BACKFILL SPECS, UNLESS OTHERWISE SHOWN IN PLANS.
- CONTRACTOR SHALL PROTECT ALL TREES ADJACENT TO WORK AREA. NO TREES SHALL BE REMOVED WITHOUT PERMISSION OF OWNER. SEE TREE PROTECTION PLAN FOR DETAILS.
- CONTRACTOR SHALL PROVIDE 6" MINIMUM CLEARANCE AT STORM SEWER, SANITARY SEWER AND WATER LINE CROSSINGS.
- EXCAVATE MUCK, ORGANIC MATERIAL AND UNSUITABLE SOIL PRIOR TO PLACING FILL. PLACE SUITABLE MATERIAL IN 8" MAXIMUM LOOSE LIFT AND COMPACT TO 95% STANDARD PROCTOR DENSITY.
- ALL BACKFILL SHALL BE PLACED 8" LIFTS AND COMPACTED TO 95% STANDARD PROCTOR DENSITY AND BE TESTED BY AN APPROVED TESTING LAB.

- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE FLAGMEN, SIGNING, STRIPING AND WARNING DEVICES, ETC. DURING CONSTRUCTION BOTH DAY AND NIGHT IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
- CONTRACTOR SHALL VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND PAVEMENT BEFORE CONSTRUCTION. ANY VERIFICATIONS THAT ARE INCONSISTENT WITH THE PLANS NEED TO BE REPORTED TO THE ENGINEER BEFORE CONSTRUCTION BEGINS.
- LAWS TO BE OBSERVED, THE CONTRACTOR SHALL MAKE HIMSELF FAMILIAR WITH AND AT ALL TIME SHALL OBSERVE AND COMPLY WITH ALL FEDERAL, STATE, AND LOCAL LAWS, ORDINANCES, AND REGULATIONS WHICH IN ANY MANNER AFFECT THE CONDUCT OF THE WORK AND SHALL INDEMNIFY AND SAVE HARMLESS THE CITY AND ITS REPRESENTATIVES AGAINST ANY CLAIM ARISING FROM THE VIOLATION OF ANY SUCH LAW, ORDINANCE, OR REGULATIONS, WHETHER BY HIMSELF OR BY HIS EMPLOYEES.
- CONTRACTOR TO TERMINATE AND PLUG SPRINKLER SYSTEMS AT THE ROAD RIGHT-OF-WAY. PROPERTY OWNER RESPONSIBLE TO REPAIR IRRIGATION SYSTEM. CONTRACTOR TO BE PAID PER EACH LOT.
- EXISTING DRIVEWAYS WILL BE REPLACED WITH CONCRETE. CITY TO COORDINATE CUSTOM DRIVEWAYS WITH RESIDENTS PRIOR TO BIDDING. RESIDENTS WITH CUSTOM DRIVEWAYS, AS NOTED ON THE PLANS, ARE RESPONSIBLE FOR REPLACING THEIR DRIVEWAY. RESIDENTS WERE COMPENSATED BY THE CITY PRIOR TO BIDDING.
- GRADING WITHIN 10' OF EXISTING TREES SHALL BE COMPLETED BY HAND EXCAVATION. ALL WORK COMPLETED BY HAND EXCAVATION SHALL BE CONSIDERED INCIDENTAL THROUGHOUT THE LIMITS OF THE PROJECT.
- THE CITY WILL PROVIDE METAL CURB DRAIN OPENINGS FOR THE CONNECTION OF PROPOSED 4-INCH PVC CURB DRAINS. CONTRACTOR TO BE PAID FOR INSTALLATION OF CURB DRAIN PER DRAWING DETAILS.

STORM SEWER CONSTRUCTION NOTES:

- STORM SEWERS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF SPRING VALLEY VILLAGE GENERAL DESIGN AND CONSTRUCTION STANDARDS.
- STORM SEWERS SHALL BE INSTALLED, BEDDED AND BACKFILLED IN ACCORDANCE WITH CITY OF SPRING VALLEY VILLAGE DETAIL.
- ALL STORM SEWERS CONSTRUCTED IN SIDE LOT EASEMENTS SHALL BE R.C.P. (C-76 CLASS III) UNLESS SPECIFIED OTHERWISE AND SHALL BE BEDDED IN ACCORDANCE WITH THE CITY OF SPRING VALLEY VILLAGE DETAIL.
- ALL PROPOSED PIPE STUB-OUTS FROM MANHOLES OR INLETS ARE TO BE PLUGGED WITH 8" THICK BRICK WALLS UNLESS OTHERWISE NOTED.
- ALL STORM SEWER PIPES 18" AND LARGERS TO BE REINFORCED CONCRETE PIPE ASTM C76 CLASS III OR HIGH-PERFORMANCE POLYPROPYLENE INCLUDING INLET LEADS CROSSING UNDER EXISTING OR PROPOSED PAVEMENTS. ALL INLETS LEADS SHALL BE 18" REINFORCED CONCRETE PIPE OR LARGER, ALL STORM SEWER PIPE SHALL BE RUBBER GASKETED.

PAVING AND DRAINAGE NOTES:

- ALL CONCRETE PAVING SHALL BE IN ACCORDANCE WITH SPEC. SECTION 02751.
- ALL CONCRETE TO TEST 3500 P.S.I. AT 28 DAYS.
- ALL REINFORCING STEEL SHALL BE F=60 K.S.I.
- CONTRACTOR SHALL COORDINATE WITH RESIDENTS WITHIN 48 HOURS OF ANY DRIVEWAY ACCESS RESTRICTIONS. CONTRACTOR SHALL WORK TO MINIMIZE INCONVENIENCE TO THE RESIDENTS.

CENTERPOINT ENERGY:

CAUTION: UNDERGROUND GAS FACILITIES

THE CONTRACTOR SHALL CONTACT THE UTILITY COORDINATING COMMITTEE AT 1-800-545-6005 OR 811 A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION TO HAVE MAIN AND SERVICE LINES FIELD LOCATED.

- WHEN CENTERPOINT ENERGY PIPE LINE MARKINGS ARE NOT VISIBLE, CALL (713) 207-5463 OR (713) 945-8037 (7:00 A.M. TO 4:30 P.M.) FOR STATUS OF LINE LOCATION REQUEST BEFORE EXCAVATION BEGINS.
- WHEN EXCAVATING WITHIN EIGHTEEN INCHES (18") OF THE INDICATED LOCATION OF CENTERPOINT ENERGY FACILITIES, ALL EXCAVATION MUST BE ACCOMPLISHED USING NON-MECHANIZED EXCAVATION PROCEDURES.
- WHEN CENTERPOINT ENERGY FACILITIES ARE EXPOSED, SUFFICIENT SUPPORT MUST BE PROVIDED TO THE FACILITIES TO PREVENT EXCESSIVE STRESS ON THE PIPING.
- FOR EMERGENCIES REGARDING GAS LINES CALL (713) 659-3552 OR (713) 207-4200.

THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY DAMAGES CAUSED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE THESE UNDERGROUND FACILITIES.

ACTIVITIES ON/OR ACROSS CENTERPOINT ENERGY FEE OR EASEMENT PROPERTY

NO APPROVAL TO USE, CROSS OR OCCUPY CENTERPOINT FEE OR EASEMENT PROPERTY IS GIVEN. IF YOU NEED TO USE CENTERPOINT PROPERTY, PLEASE CONTACT OUR SURVEYING & RIGHT OF WAY DIVISION AT (713) 207-6348 OR (713) 207-5769.

AT&T TEXAS/SWBT FACILITIES:

- THE LOCATIONS OF AT&T TEXAS/SWBT FACILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THIS FAILURE TO EXACTLY LOCATE AND PRESERVE THESE UNDERGROUND UTILITIES.
- THE CONTRACTOR SHALL CALL 1-800-344-8377 (TEXAS 811) A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION TO HAVE UNDERGROUND LINES FIELD LOCATED.
- WHEN EXCAVATING WITHIN EIGHTEEN INCHES (18") OF THE INDICATED LOCATION OF AT&T TEXAS/SWBT FACILITIES, ALL EXCAVATIONS MUST BE ACCOMPLISHED USING NON-MECHANIZED EXCAVATION PROCEDURES. WHEN BORING, THE CONTRACTOR SHALL EXPOSE THE AT&T TEXAS/SWBT FACILITIES.
- WHEN AT&T TEXAS/SWBT FACILITIES ARE EXPOSED, THE CONTRACTOR WILL PROVIDE SUPPORT TO PREVENT DAMAGE TO THE CONDUIT DUCTS OR CABLES. WHEN EXCAVATING NEAR TELEPHONE POLES THE CONTRACTOR SHALL BRACE THE POLE FOR SUPPORT.
- THE PRESENCE OR ABSENCE OF AT&T TEXAS/SWBT UNDERGROUND CONDUIT FACILITIES OR BURIED CABLE FACILITIES SHOWN ON THESE PLANS DOES NOT MEAN THAT THERE ARE NO DIRECT BURIED CABLES OR OTHER CABLES IN CONDUIT IN THE AREA.
- PLEASE CONTACT THE AT&T TEXAS DAMAGE PREVENTION MANAGER ROOSEVELT LEE JR. AT (713) 412-3990 OR E-MAIL HIM AT RL7259@ATT.COM IF CABLE LOCATE REQUESTS ARE NOT COMPLETED FOR OUR AT&T TEXAS/SWBT FACILITIES.

SPRING VALLEY VILLAGE GENERAL NOTES:

WASTEWATER COLLECTION: ALL SEWER COLLECTION ITEMS SHALL BE DESIGNED AND INSTALLED ACCORDING TO ADOPTED PLUMBING CODES AND THE TEXAS COMMISSION ON ENVIRONMENTAL QUALITY STANDARDS.

MANHOLES: ALL MANHOLES SHALL BE PRECAST CONCRETE UNLESS APPROVED BY A PROFESSIONAL ENGINEER WHO SUBMITS A "CAST IN PLACE" MANHOLE DESIGN FOR REVIEW AND IS APPROVED BY THE CITY. ALL PRECAST MANHOLES SHALL INCORPORATE A "BOOT" TYPE CONNECTOR FOR SEWER DIAMETERS UP TO TWENTY-FOUR INCHES (24"). FOR SEWER DIAMETERS GREATER THAN TWENTY-FOUR INCHES (24"), UTILIZE EITHER THE "BOOT" TYPE CONNECTOR (IF AVAILABLE) OR AN INTEGRAL GASKET. ALL PRECAST MANHOLES SHALL CONFORM TO THE LATEST AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM) REQUIREMENTS. MANHOLES SHALL BE COATED WITH CORROSION RESISTANT EPOXY COATING APPROVED BY THE CITY. FOR ALL PUBLIC SEWERS, MANHOLES SHALL BE PLACED AT ALL CHANGES IN ALIGNMENT, CHANGES IN GRADE, JUNCTION POINTS, AND EITHER AT STREET, ALLEY, OR EASEMENT INTERSECTIONS AS THE DESIGN MAY REQUIRE. THE MAX SPACING BETWEEN MANHOLES IS FOUR-HUNDRED FEET (400') UNLESS OTHERWISE APPROVED BY THE CITY. THE MINIMUM MANHOLE DEPTH SHALL BE FOUR FEET (4'). MANHOLES SHALL BE PLACED AT ALL DEAD-END MAINS AND LATERALS UNLESS OTHERWISE APPROVED BY THE CITY. WALL PENETRATION SHALL BE CORED AND SHALL USE THE APPROPRIATE BOOTS AND APPROVED "GROUT" FOR SEALING AS APPROVED BY THE CITY ENGINEER. FOR AN EXISTING MANHOLE THAT IS CORED, THE COATING OF THE MANHOLE WILL NEED TO BE REPAIRED OF LINED.

MANHOLE LIDS: UTILIZE MANHOLE LIDS WITH THE APPROVED CITY OF SPRING VALLEY LOGO ON ALL MANHOLES. DETAIL: WW-8 TO WW-11.

MANHOLE WITHIN THE 100 YEAR FLOODPLAIN: MANHOLES LOCATED WITHIN THE 100 YEAR FLOODPLAIN OR IN AREAS OF HIGH GROUND WATER SHALL BE WATERPROOFED BY WRAPPING THE INDIVIDUAL JOINTS WITH CONWRAP, CONSEAL, OR APPROVED EQUAL. WATERPROOFING MEASURES SHALL APPROVED BY THE CITY OF PRIOR TO BACKFILL. MANHOLES SHOWING SIGNS OF INFILTRATION SHALL BE EXCAVATED AND REPAIRED, TO THE SATISFACTION OF THE CITY, PRIOR TO ACCEPTANCE BY THE CITY. MANHOLES LOCATED WITHIN THE 100 YEAR FLOODPLAIN SHALL BE INSTALLED WITH RIM ELEVATIONS NOT LESS THAN TWO FEET (2') ABOVE THE FLOODPLAIN AT THAT LOCATION. MANHOLES LOCATED WITHIN THE ONE HUNDRED (100) YEAR FLOODPLAIN MAY ALSO REQUIRE A SEALABLE MANHOLE COVER OR AN INFILTRATION CAP (DETAIL WW-5).

STREETS:

RESIDENTIAL STREET WIDTH: ALL RESIDENTIAL STREET SHALL HAVE A WIDTH OF TWENTY-EIGHT (28") FEET MAY OCCUR IN LIMITED SITUATIONS (I.E LARGE TREES IN ROW), AND REQUIRED WRITTEN APPROVAL FROM THE CITY PRIOR TO AN PAVING.

PAVEMENT TYPE: ALL STREETS SHALL BE CONSTRUCTED IN CONCRETE.

STREET CURB TYPE: SIX-INCH (6") MONUMENT CURBS SHALL BE USED ALL COLLECTOR STREETS AND FOUR-INCH (4") ROLLOVER CURBS SHALL BE USED ON ALL LOCAL/RESIDENTIAL STREETS. IN CONJUNCTION WITH THESE STREET CURB TYPES, A GALVANIZED FABRICATED CURB CONNECTION SHALL BE USED IN COMPLIANCE WITH THE CITY'S DRAINAGE CRITERIA MANUAL.

SIDEWALKS: THE CONSTRUCTION OF SIDEWALKS WILL BE LIMITED TO COLLECTOR AND THOROUGH STREETS.

COMPLICATION WITH RIGHT-OF-WAY REGULATIONS: ANY AND ALL WORK PERFORMED WITHIN THE CITY'S RIGHT-OF-WAY, INCLUDING CUTTING OR EXCAVATING ANY PUBLIC STREET, SHALL COMPLY WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS. THE CITY HAS ADOPTED RIGHT-OF-WAY REGULATIONS THAT MAY BE FOUND ON THE CITY'S WEBSITE IN THE CODE OF ORDINANCES. THESE REGULATIONS INCLUDE A REQUIREMENT TO OBTAIN A RIGHT-OF-WAY PERMIT FROM THE CITY FOR NON-CITY PROJECTS PRIOR TO PERFORMING ANY WORK WITHIN THE CITY'S RIGHT-OF-WAY. FAILURE TO COMPLY WITH APPLICABLE RIGHT-OF-WAY REGULATIONS WILL RESULT IN ENFORCEMENT ACTION BY THE CITY.

BARRICADES REQUIRED: IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR PERFORMING THE WORK ALONG A STREET TO INSTALL BARRICADES, FLAGS, AND OTHER SAFETY MEASURES NECESSARY DURING THE TIME OF CONSTRUCTION AND UNTIL ALL HAZARDS HAVE BEEN CORRECTED AFTER THE COMPLETION OF THE WORK. WHETHER THE PROJECT IS DESIGNED BY AN ENGINEER OR NOT, A TRAFFIC PLAN MUST BE SUBMITTED TO AND APPROVED BY THE CITY.

BACKFILLING EXCAVATIONS OUTSIDE THE PAVEMENT: ALL EXCAVATIONS IN THE STREET RIGHT-OF-WAY SHALL BE REPLACED BY TAMPING, BACKFILLING WITH SELECT FILL, SAND, GRAVEL, OR OTHER METHODS APPROVED BY THE CITY ENGINEER OR THE CITY. BACKFILL SHALL BE COMPACTED ACCORDING TO ENGINEERING PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL RESTORE ANY AREAS DAMAGED OR DISTURBED TO ORIGINAL BY BLOCKING SODDING.

CONCRETE PAVEMENT RESTORATION: IF CONCRETE PAVEMENT HAS TO BE RESTORED AND THE WORK CANNOT BE AVOIDED, ALL EXCAVATIONS OR REMOVAL OF ANY CONCRETE PAVEMENT IN THE STREET RIGHT-OF-WAY SHALL BE REPLACED AS FOLLOWS:

- REPLACE THE ENTIRE STREET OR SIDEWALK PANEL WIDTH, LENGTH, AND DEPTH TO THE NEAREST CONSTRUCTION OR EXPANSION JOINT;
- REPLACE THE CONCRETE PAVEMENT TO EXISTING DEPTH OR ACCORDING TO ENGINEERING SPECIFICATIONS APPROVED BY THE CITY UTILIZING DOWELS AND REBAR SPECIFIED.

NO.	DATE	REVISIONS

<p>INTERIM REVIEW Not intended for construction, bidding or permit purposes. Engineer: JENNIFER M. STEEN P.E. Serial No.: 105177 Date: 9/26/25</p>
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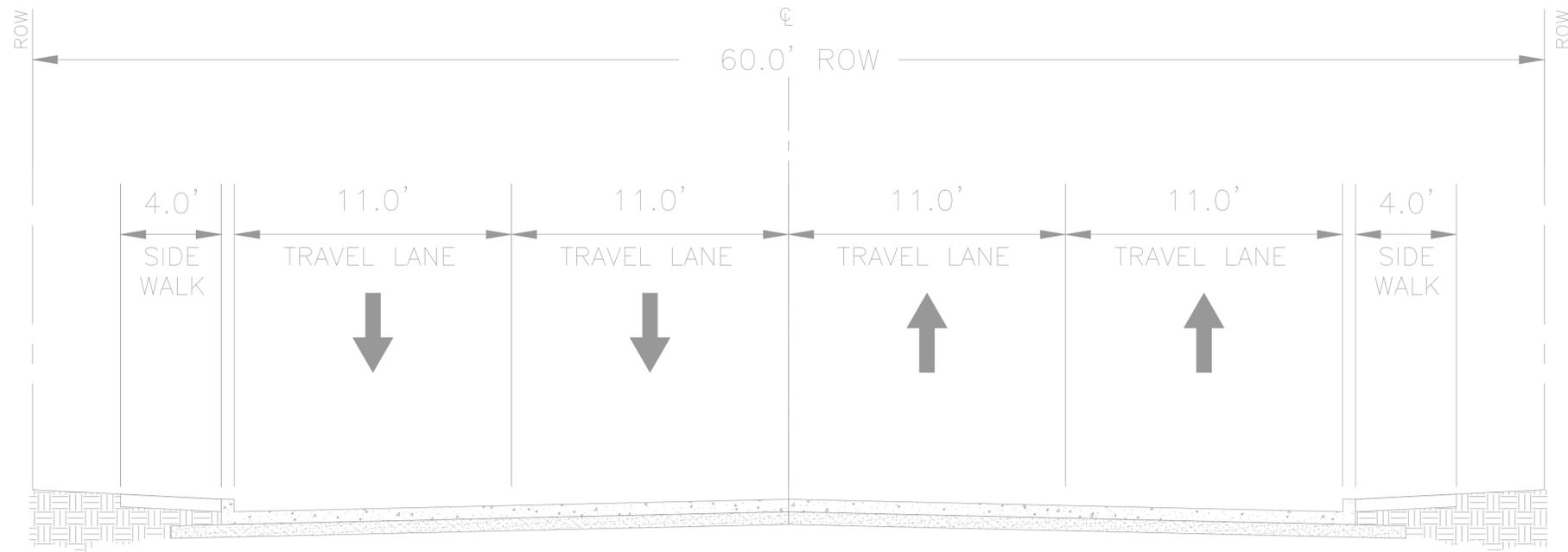

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 Land Surveying Firm No. 10046700
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SPRING VALLEY VILLAGE

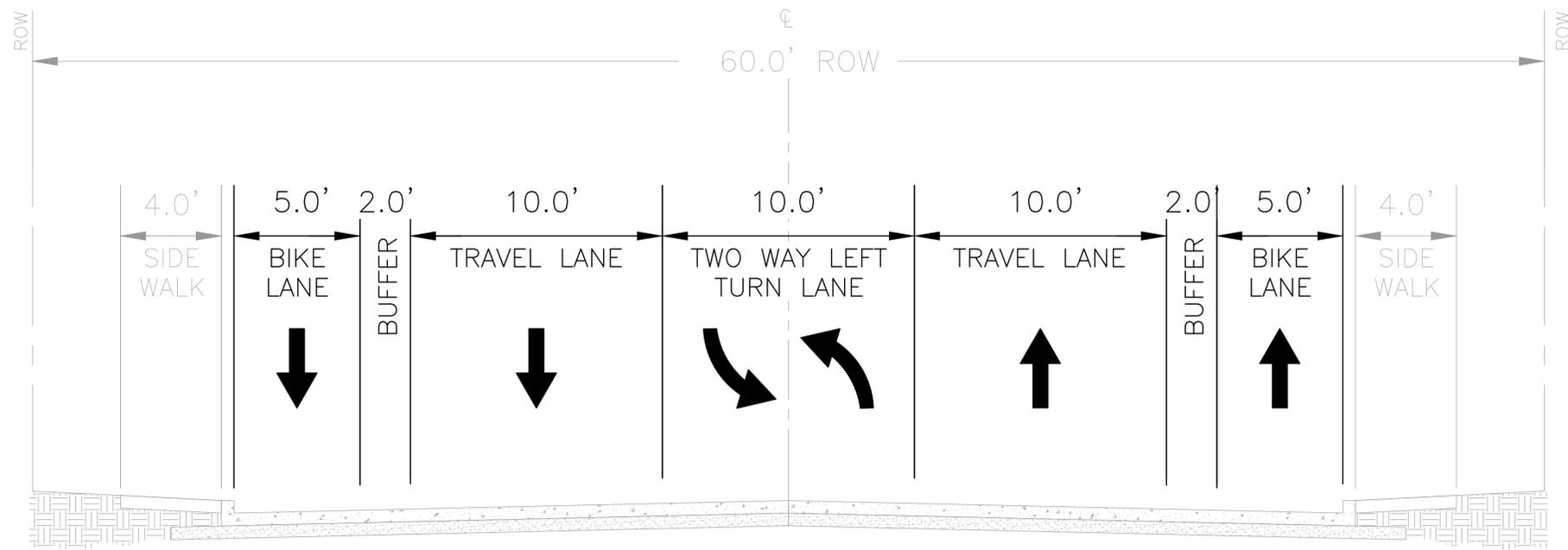
BINGLE ROAD STRIPING

GENERAL NOTES

SUBMITTED: -	DESIGNED BY: JMS
SCALE: N/A	DRAWN BY: BAK
DATE: - 9/26/2025	SHEET No.: 2 OF 21
SURVEY BY: - FULCRUM	DWG. No:
F B No.: -	



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

NO.	DATE	REVISIONS

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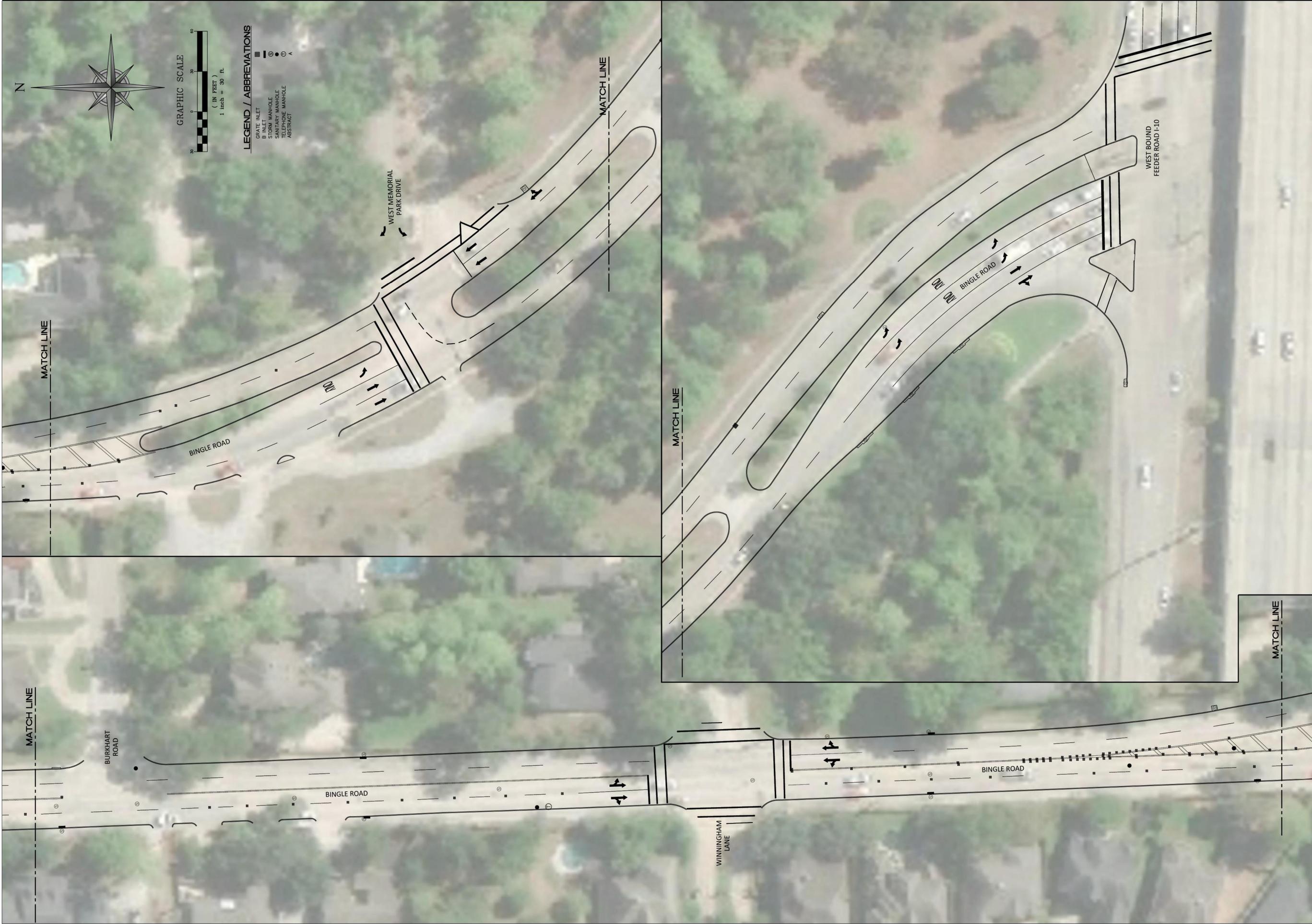
SPRING VALLEY VILLAGE

BINGLE ROAD STRIPING

TYPICAL SECTIONS

SUBMITTED: -	DESIGNED BY: JMS
SCALE: -	DRAWN BY: BAK
DATE: - 9/26/2025	SHEET No.: 3 OF 21
SURVEY BY: - FULCRUM	DWG. No.:
F B No.: -	

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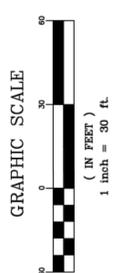
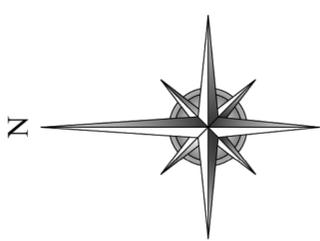


- LEGEND / ABBREVIATIONS**
- GRATE INLET
 - B INLET
 - ⊙ STORM MANHOLE
 - ⊙ SANITARY MANHOLE
 - ⊙ TELEPHONE MANHOLE
 - ABSTRACT

<p>DRAWING</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>PROJECT NO:</td><td>25-073</td></tr> <tr><td>FIELD BK:</td><td>11/14</td></tr> <tr><td>FIELD WRK:</td><td>LP</td></tr> <tr><td>DATE:</td><td>07/01/25</td></tr> <tr><td>DRAFTING:</td><td>SDR</td></tr> <tr><td>DATE:</td><td>07/28/25</td></tr> <tr><td>CHECKED:</td><td>CT</td></tr> <tr><td>DATE:</td><td>07/28/25</td></tr> </table>	PROJECT NO:	25-073	FIELD BK:	11/14	FIELD WRK:	LP	DATE:	07/01/25	DRAFTING:	SDR	DATE:	07/28/25	CHECKED:	CT	DATE:	07/28/25	<p>REVISION BLOCK</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>TO</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td>PRELIMINARY DRAWING</td><td></td><td>08/01/25</td></tr> <tr><td>XXXXXXXX</td><td>XXXXXXXX</td><td>X/X/XX</td></tr> <tr><td>XXXXXXXX</td><td>XXXXXXXX</td><td>X/X/XX</td></tr> <tr><td>XXXXXXXX</td><td>XXXXXXXX</td><td>X/X/XX</td></tr> <tr><td>XXXXXXXX</td><td>XXXXXXXX</td><td>X/X/XX</td></tr> <tr><td>XXXXXXXX</td><td>XXXXXXXX</td><td>X/X/XX</td></tr> <tr><td>XXXXXXXX</td><td>XXXXXXXX</td><td>X/X/XX</td></tr> </tbody> </table>	TO	DESCRIPTION	DATE	PRELIMINARY DRAWING		08/01/25	XXXXXXXX	XXXXXXXX	X/X/XX	<p>RIGHT-OF-WAY EXHIBIT ALONG BINGLE ROAD FROM WESTVIEW DRIVE SOUTH TO NORTH RIGHT-OF-WAY OF THE WESTVIEW SUBDIVISION OF INTERSTATE HIGHWAY 10 IN THE A.H. OSBOURNE SURVEY, A-610 HARRIS COUNTY, TEXAS</p>	<p>COBB, FENDLEY & ASSOCIATES, INC. 16610 INTERSTATE 45 S STE 250 CONROE, TX 77384</p>															
PROJECT NO:	25-073																																										
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<p>Fulcrum SURVEYING</p> <p>TBPLS REG NO. 10194866 104 W. PALLINE ST. CONROE, TX 77384 T: 281-483-2607 fulcrumsurveying.com</p>		<p>SUR-1 SHEET 2 OF 2</p>																																									

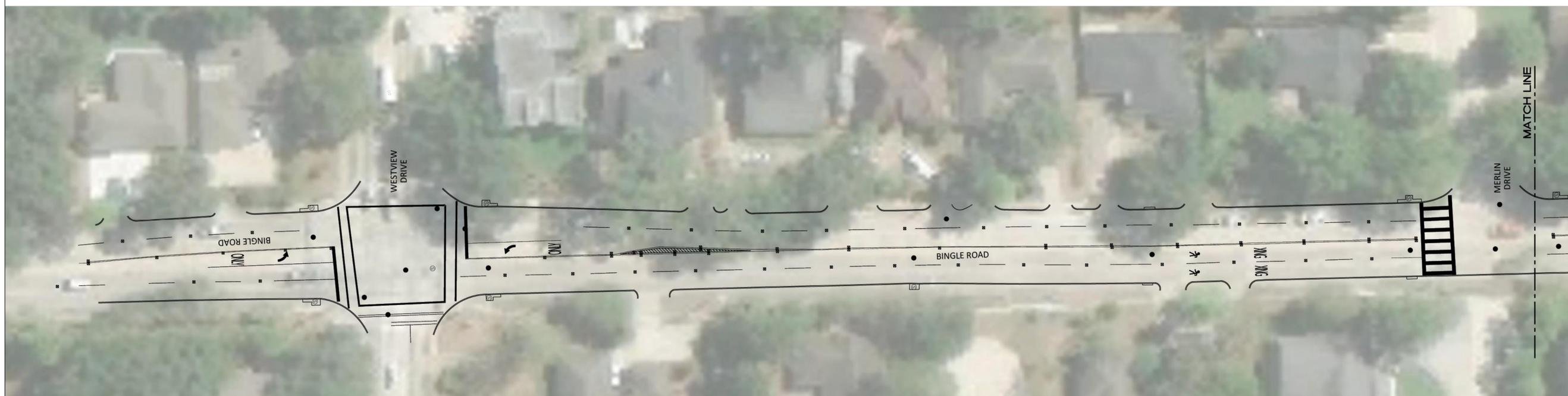


LOCATION MAP
NOT TO SCALE



LEGEND / ABBREVIATIONS

- ▬ GRATE INLET
- B INLET
- ⊙ STORM MANHOLE
- ⊙ SANITARY MANHOLE
- ⊙ TELEPHONE MANHOLE
- ABSTRACT
- A



DRAWING

PROJECT NO.:	25-073
FIELD BK.	11/74
FIELD WRK.	LP
DATE	07/01/25
DRAFTING	SDR
DATE	07/28/25
CHECKED	CT
DATE	07/28/25

REVISION BLOCK

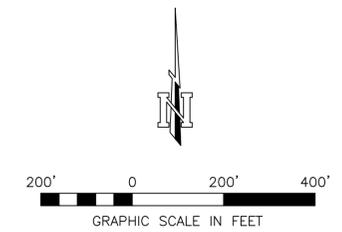
TO	CLIENT	PRELIMINARY DRAWING	DATE
XXXXXX	XXXXXX	XXXXXX	08/01/25
XXXXXX	XXXXXX	XXXXXX	X/X/XX
XXXXXX	XXXXXX	XXXXXX	X/X/XX
XXXXXX	XXXXXX	XXXXXX	X/X/XX
XXXXXX	XXXXXX	XXXXXX	X/X/XX
XXXXXX	XXXXXX	XXXXXX	X/X/XX
XXXXXX	XXXXXX	XXXXXX	X/X/XX

RIGHT-OF-WAY EXHIBIT
ALONG BINGLE ROAD
FROM WESTVIEW DRIVE SOUTH TO
NORTH RIGHT-OF-WAY OF THE
WEST BOSTON HIGHWAY AND
WEST BOSTON HIGHWAY AND
IN THE A.H. OSBOURNE SURVEY, A-610
HARRIS COUNTY, TEXAS

COBB, FENDLEY &
ASSOCIATES, INC.
16610 INTERSTATE 45 S STE 250
CONROE, TX 77384



104 W. PALLINE ST.
CONROE, TX 77301
T: 281-461-6507
c@fulcrumsurveying.com
fulcrumsurveying.com



NOTES:

1. THE PROPOSED PROJECT INCLUDES REMOVING EXISTING STRIPING FROM BINGLE ROAD FROM WINNINGAM LANE TO WESTVIEW DRIVE.
2. PROPOSED STRIPING INCLUDES A BIKE LANE AND ONE TRAVEL LANE IN EACH DIRECTION WITH A CONTINUOUS CENTER TURN LANE.

NO.	DATE	REVISIONS

INTERIM REVIEW
 Not intended for construction,
 bidding or permit purposes.
 Engineer: JENNIFER M. STEEN
 P.E. Serial No.: 105177
 Date: 9/26/25


 TBPELS Engineering Firm No. 274
 Land Surveying Firm No. 10046700
 10055 Grogans Mill Road, Suite 350
 The Woodlands, Texas 77380
 936.224.7114
 www.cobbfendley.com

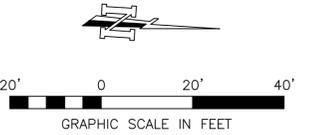
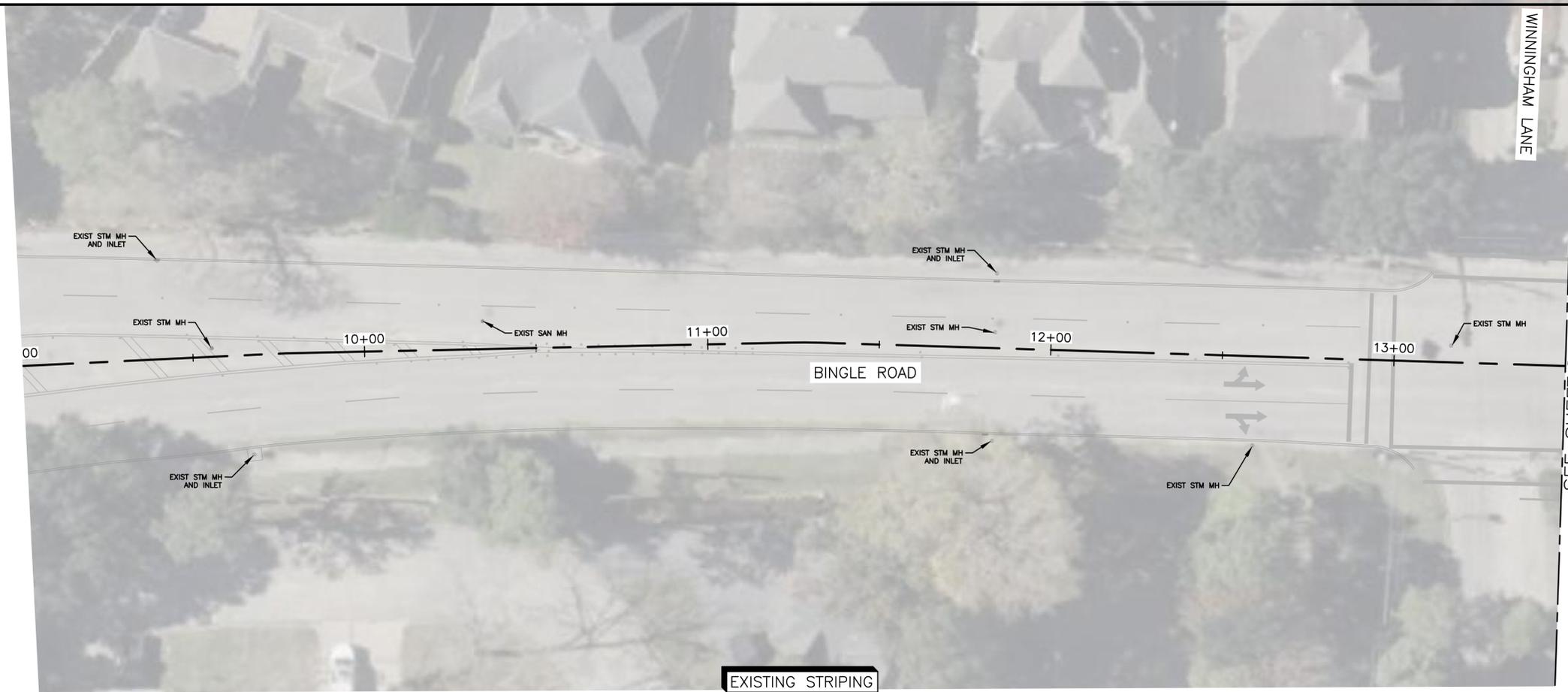
SPRING VALLEY VILLAGE

BINGLE ROAD STRIPING

OVERALL LAYOUT

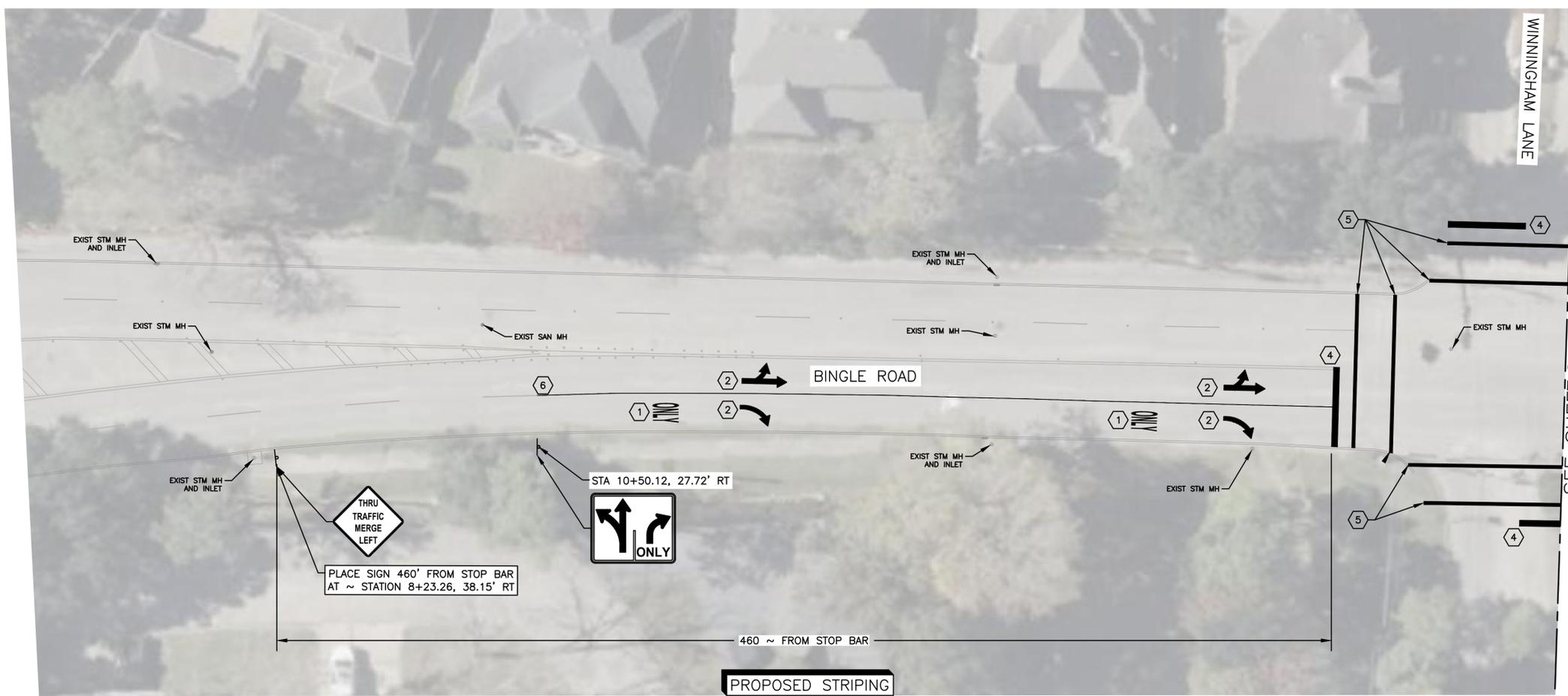
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SCALE: 1" = 200'	DRAWN BY: BAK
DATE: 9/26/2025	SHEET No.: 6 OF 21
SURVEY BY: - FULCRUM	DWG. No.:
F B No.: -	

D:\PROJECTS\2025\12049_CITY_OF_SPRING_VALLEY_VILLAGE\01_BINGLE_ROAD_STRIPING\400_CAD\412_MUNI\CAD\SHEETS\2512-049-BINGLE_RD_STRIPING_OVERALL_LAYOUT.DWG



LEGEND

- ① REFLECTORIZED, TYPE I PAVEMENT MARKING "ONLY"
- ② REFLECTORIZED, TYPE I PAVEMENT MARKING ARROW
- ③ REFLECTORIZED, TYPE I PAVEMENT MARKING BICYCLE
- ④ REFLECTORIZED, 24" WHITE STOP BAR
- ⑤ SOLID 12" WHITE CROSSWALK LINE
- ⑥ SOLID 6" WHITE LINE
- ⑦ REFLECTORIZED YIELD LINE
- ⑧ SOLID WHITE PAVEMENT MARKING PEDESTRIAN
- ⑨ REFLECTORIZED BIKE LANE BUFFER
- SIGN
- EXISTING REFLECTOR



NO.	DATE	REVISIONS

INTERIM REVIEW
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 Engineer: JENNIFER M. STEEN
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 Date: 9/26/25

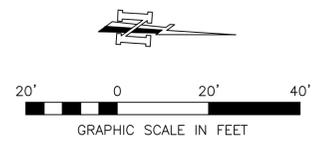
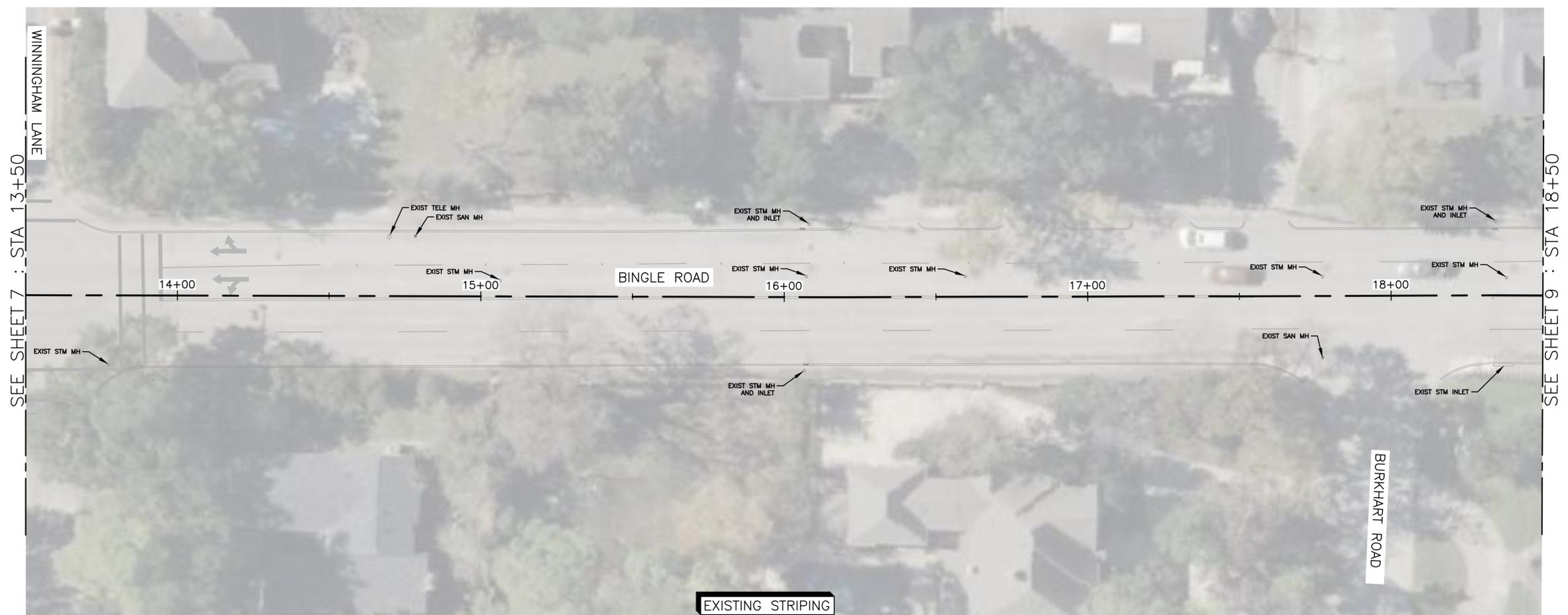
CobbFendley
 TBPELS Engineering Firm No. 274
 Land Surveying Firm No. 10046700
 10055 Grogans Mill Road, Suite 350
 The Woodlands, Texas 77380
 936.224.7114
 www.cobbfendley.com

SPRING VALLEY VILLAGE

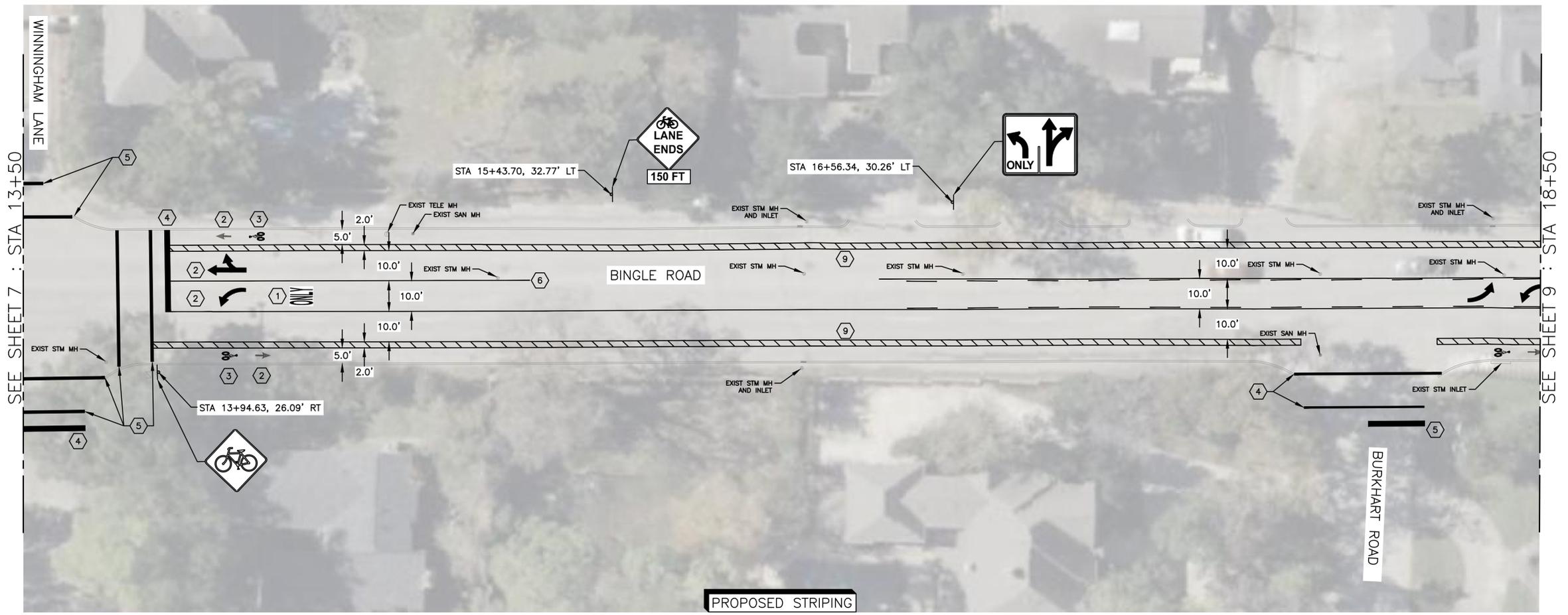
BINGLE ROAD STRIPING

BINGLE ROAD STRIPING
 (STA 9+00 TO 13+50)

SUBMITTED: -	DESIGNED BY: JMS
SCALE: 1" = 20'	DRAWN BY: BAK
DATE: 9/26/2025	SHEET No.: 7 OF 21
SURVEY BY: - FULCRUM	DWG. No.:
F B No.: -	



- LEGEND**
- ① REFLECTORIZED, TYPE I PAVEMENT MARKING "ONLY"
 - ② REFLECTORIZED, TYPE I PAVEMENT MARKING ARROW
 - ③ REFLECTORIZED, TYPE I PAVEMENT MARKING BICYCLE
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 - ⑨ REFLECTORIZED BIKE LANE BUFFER
 - SIGN
 - EXISTING REFLECTOR



NO.	DATE	REVISIONS

INTERIM REVIEW
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 Engineer: JENNIFER M. STEEN
 P.E. Serial No.: 105177
 Date: 9/26/25

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SPRING VALLEY VILLAGE

BINGLE ROAD STRIPING

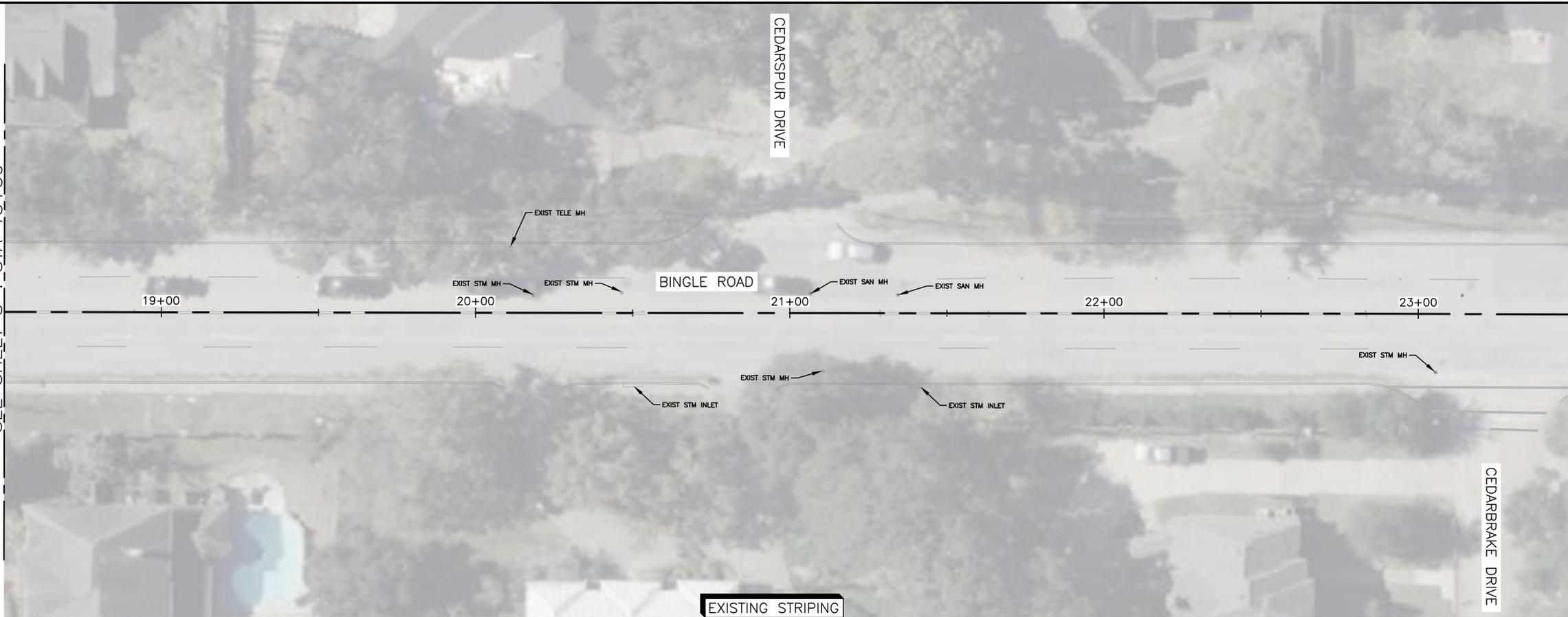
BINGLE ROAD STRIPING
 (STA 13+50 TO 18+50)

SUBMITTED: -	DESIGNED BY: JMS
SCALE: 1" = 20'	DRAWN BY: BAK
DATE: 9/26/2025	SHEET No.: 8 OF 21
SURVEY BY: - FULCRUM	DWG. No.:
F B No.: -	

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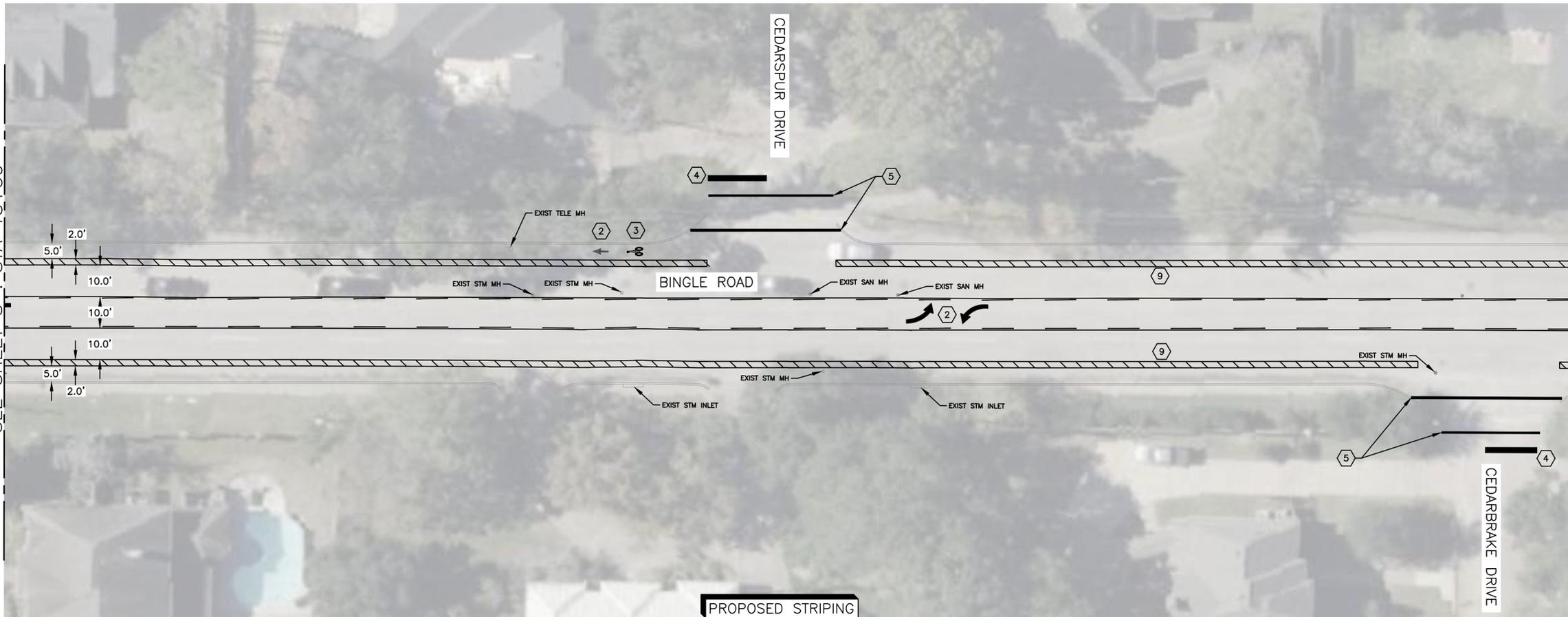
SEE SHEET 8 : STA 18+50

SEE SHEET 10: STA 23+50



SEE SHEET 8 : STA 18+50

SEE SHEET 10: STA 23+50



LEGEND

- ① REFLECTORIZED, TYPE I PAVEMENT MARKING "ONLY"
- ② REFLECTORIZED, TYPE I PAVEMENT MARKING ARROW
- ③ REFLECTORIZED, TYPE I PAVEMENT MARKING BICYCLE
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- ⑦ REFLECTORIZED YIELD LINE
- ⑧ SOLID WHITE PAVEMENT MARKING PEDESTRIAN
- ⑨ REFLECTORIZED BIKE LANE BUFFER
- SIGN
- EXISTING REFLECTOR

NO.	DATE	REVISIONS

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 10055 Grogans Mill Road, Suite 350
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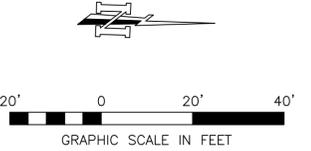
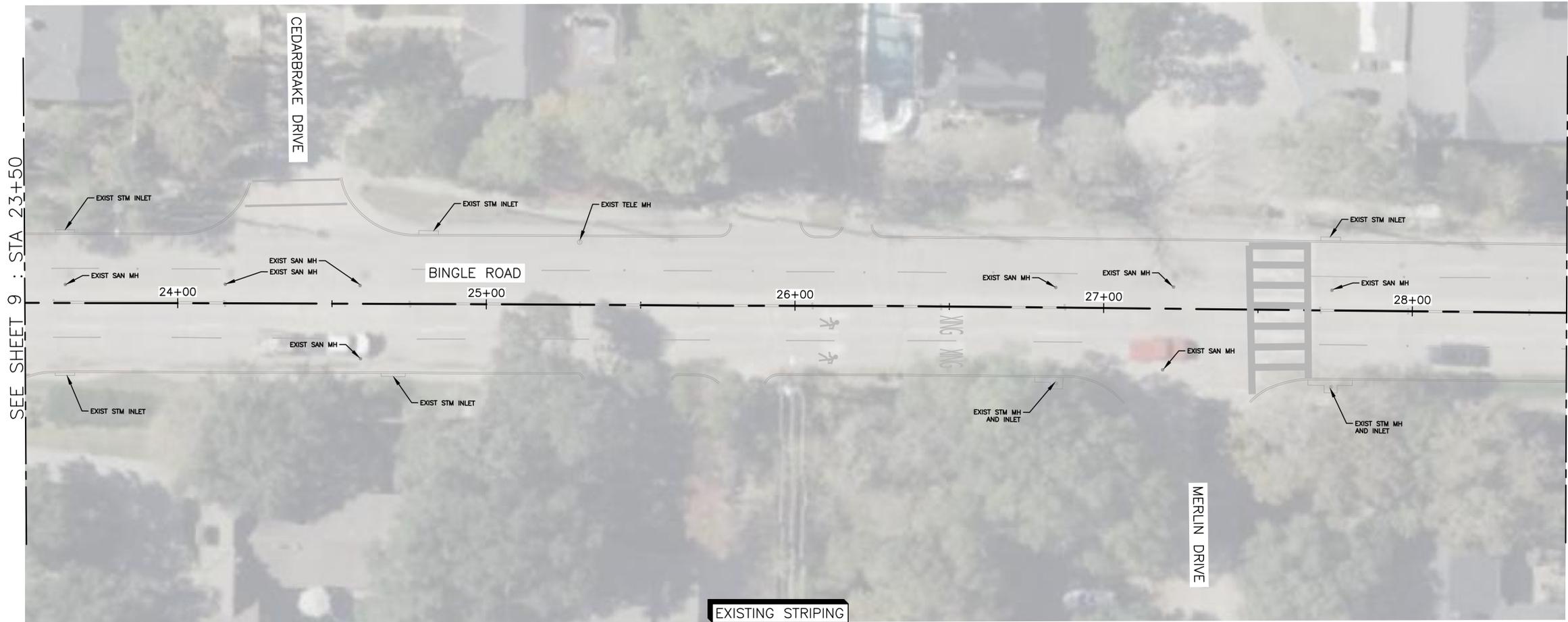
SPRING VALLEY VILLAGE

BINGLE ROAD STRIPING

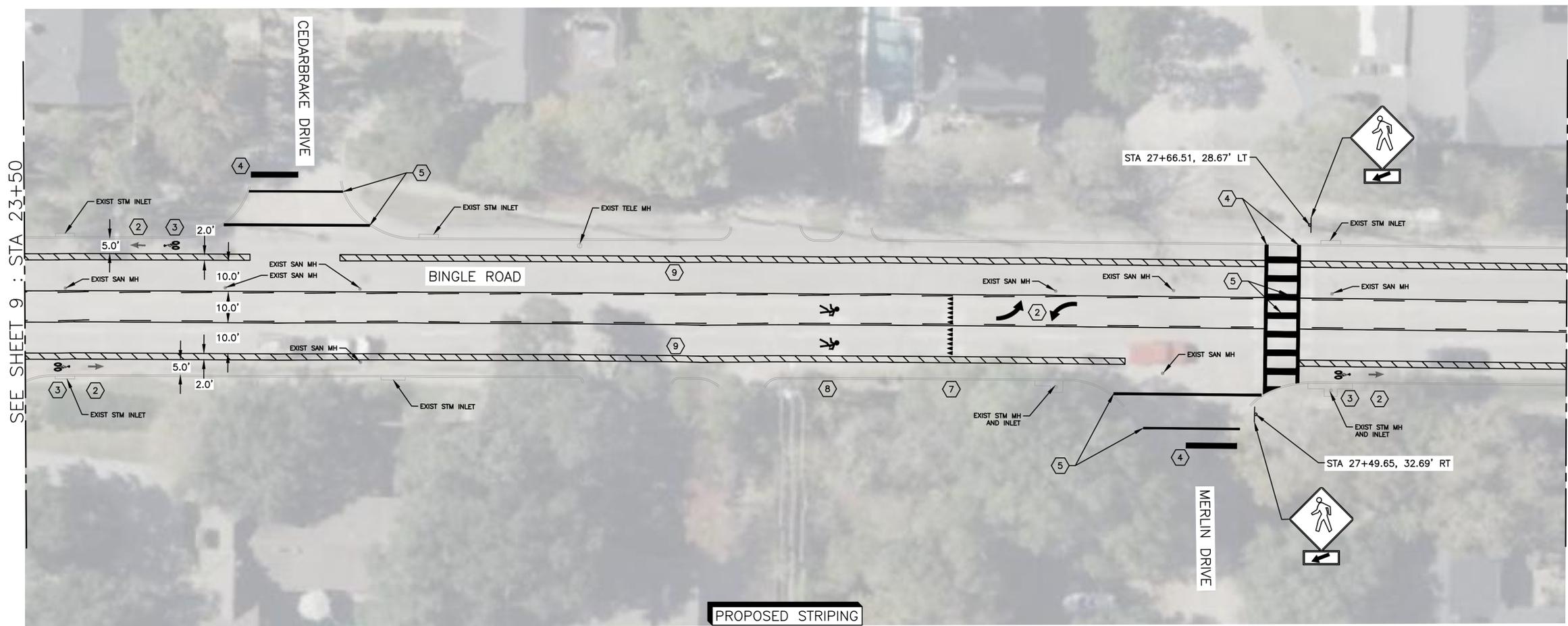
BINGLE ROAD STRIPING
 (STA 18+50 TO 23+50)

SUBMITTED: -	DESIGNED BY: JMS
SCALE: 1" = 20'	DRAWN BY: BAK
DATE: 9/26/2025	SHEET No.: 9 OF 21
SURVEY BY: - FULCRUM	DWG. No.:
F B No.: -	

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- LEGEND**
- ① REFLECTORIZED, TYPE I PAVEMENT MARKING "ONLY"
 - ② REFLECTORIZED, TYPE I PAVEMENT MARKING ARROW
 - ③ REFLECTORIZED, TYPE I PAVEMENT MARKING BICYCLE
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 - ⑨ REFLECTORIZED BIKE LANE BUFFER
 - SIGN
 - EXISTING REFLECTOR



NO.	DATE	REVISIONS

INTERIM REVIEW
 Not intended for construction, bidding or permit purposes.
 Engineer: JENNIFER M. STEEN
 P.E. Serial No.: 105177
 Date: 9/26/25

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 Land Surveying Firm No. 10046700
 10055 Grogans Mill Road, Suite 350
 The Woodlands, Texas 77380
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SPRING VALLEY VILLAGE

BINGLE ROAD STRIPING

BINGLE ROAD STRIPING
 (STA 23+50 TO 28+50)

SUBMITTED: -	DESIGNED BY: JMS
SCALE: 1" = 20'	DRAWN BY: BAK
DATE: 9/26/2025	SHEET No.: 10 OF 21
SURVEY BY: - FULCRUM	DWG. No.:
F B No.: -	

SEE SHEET 9 : STA 23+50

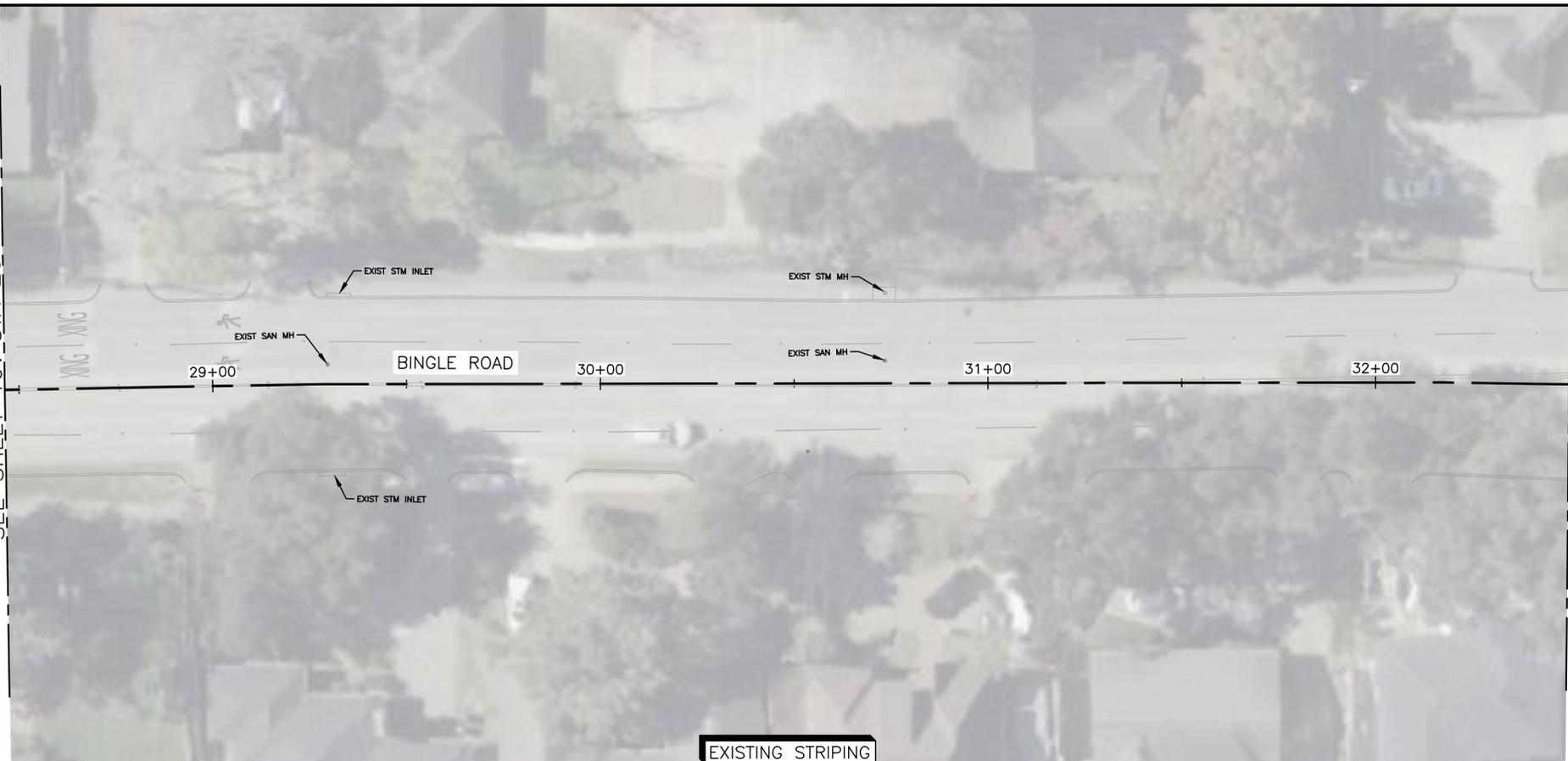
SEE SHEET 11: STA 28+50

SEE SHEET 9 : STA 23+50

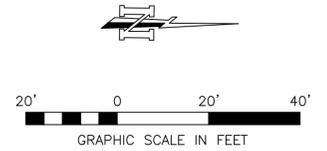
SEE SHEET 11: STA 28+50

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SEE SHEET 10: STA 28+50



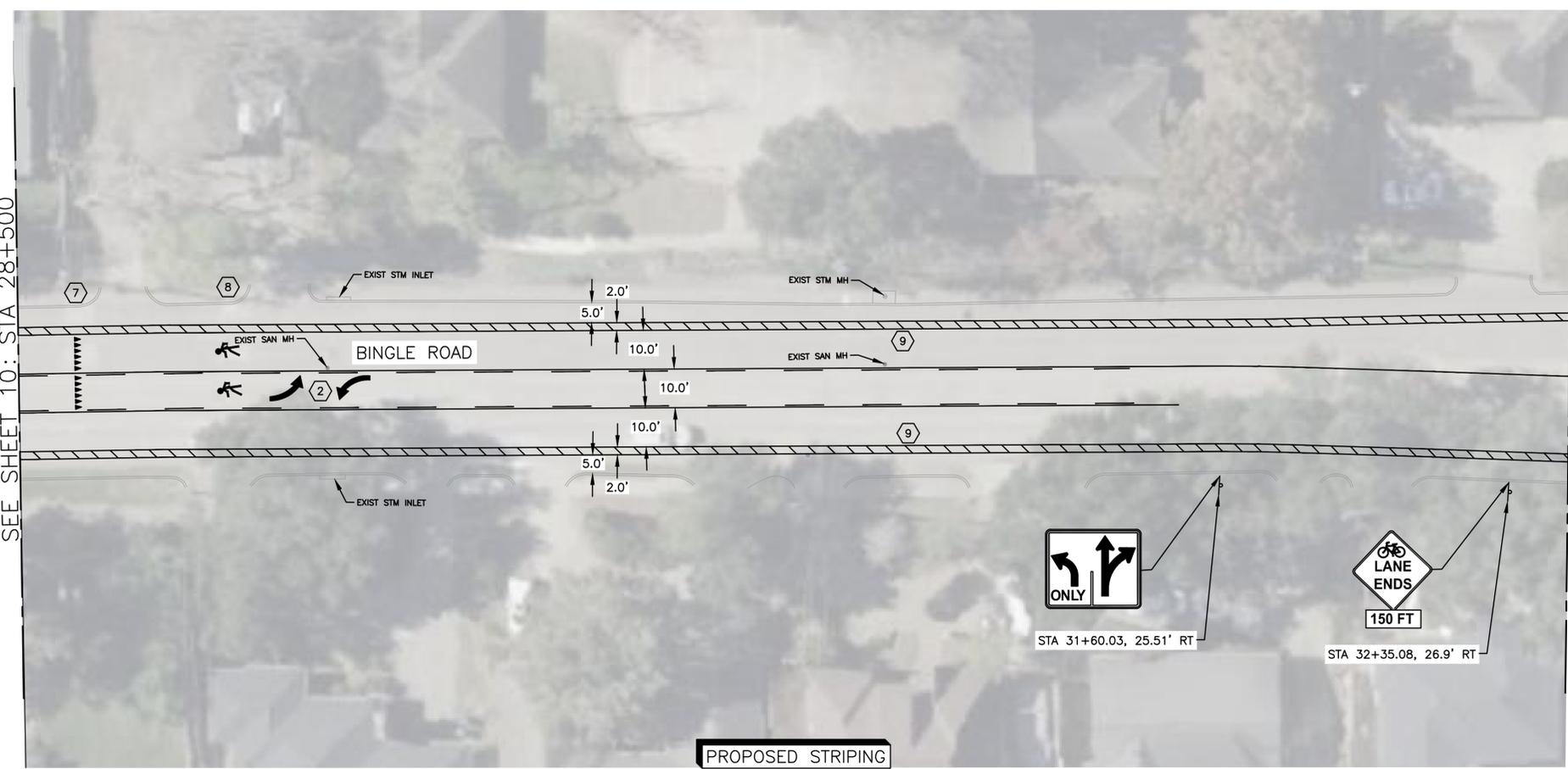
SEE SHEET 12: STA 32+50



LEGEND

- ① REFLECTORIZED, TYPE I PAVEMENT MARKING "ONLY"
- ② REFLECTORIZED, TYPE I PAVEMENT MARKING ARROW
- ③ REFLECTORIZED, TYPE I PAVEMENT MARKING BICYCLE
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- ⑨ REFLECTORIZED BIKE LANE BUFFER
- SIGN
- EXISTING REFLECTOR

SEE SHEET 10: STA 28+50



SEE SHEET 12: STA 32+50

NO.	DATE	REVISIONS

INTERIM REVIEW
 Not intended for construction, bidding or permit purposes.
 Engineer: JENNIFER M. STEEN
 P.E. Serial No.: 105177
 Date: 9/26/25

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 10055 Grogans Mill Road, Suite 350
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 936.224.7114
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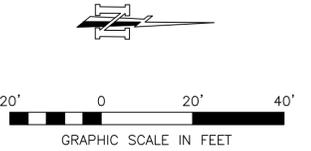
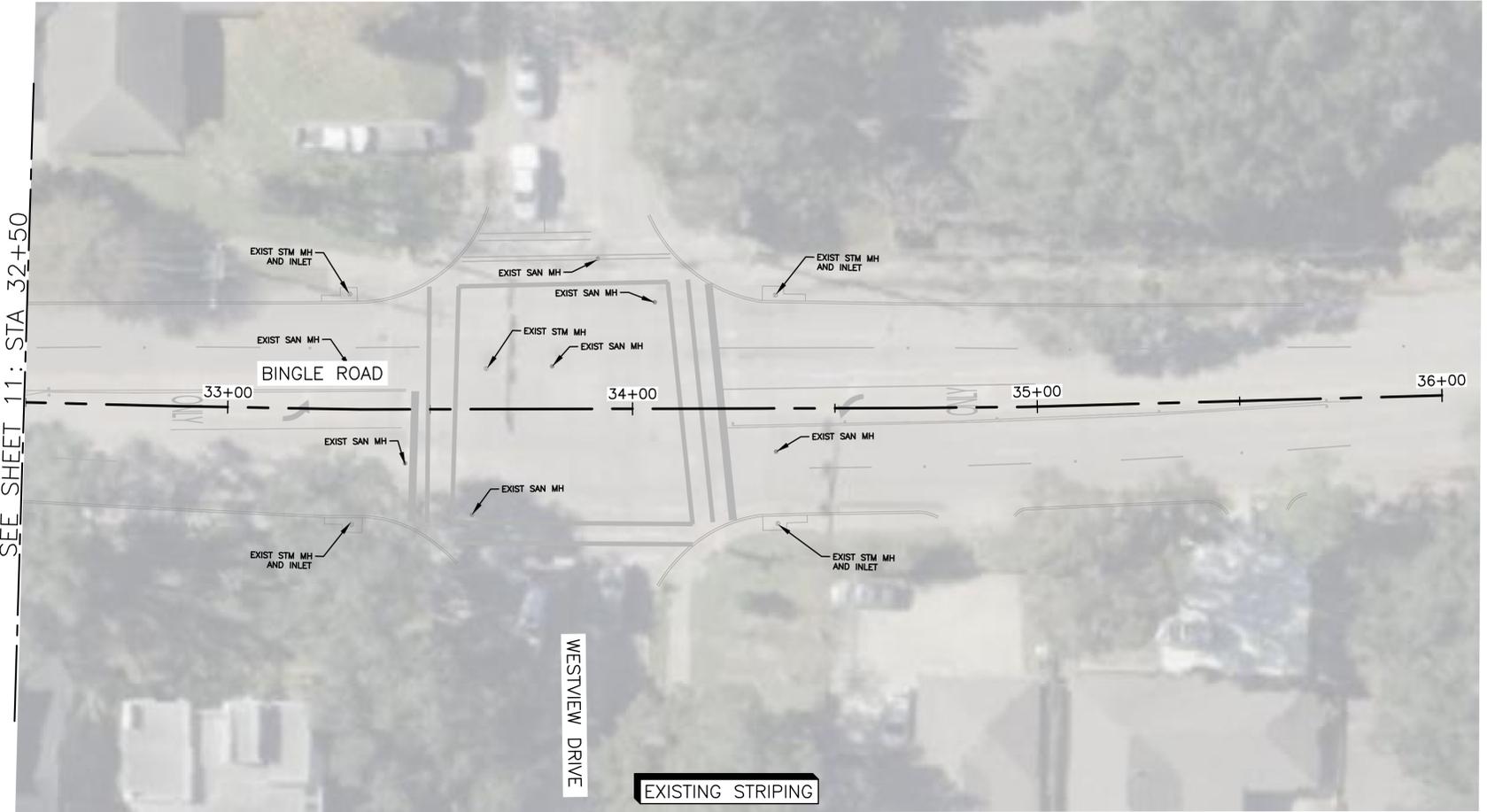
SPRING VALLEY VILLAGE

BINGLE ROAD STRIPING

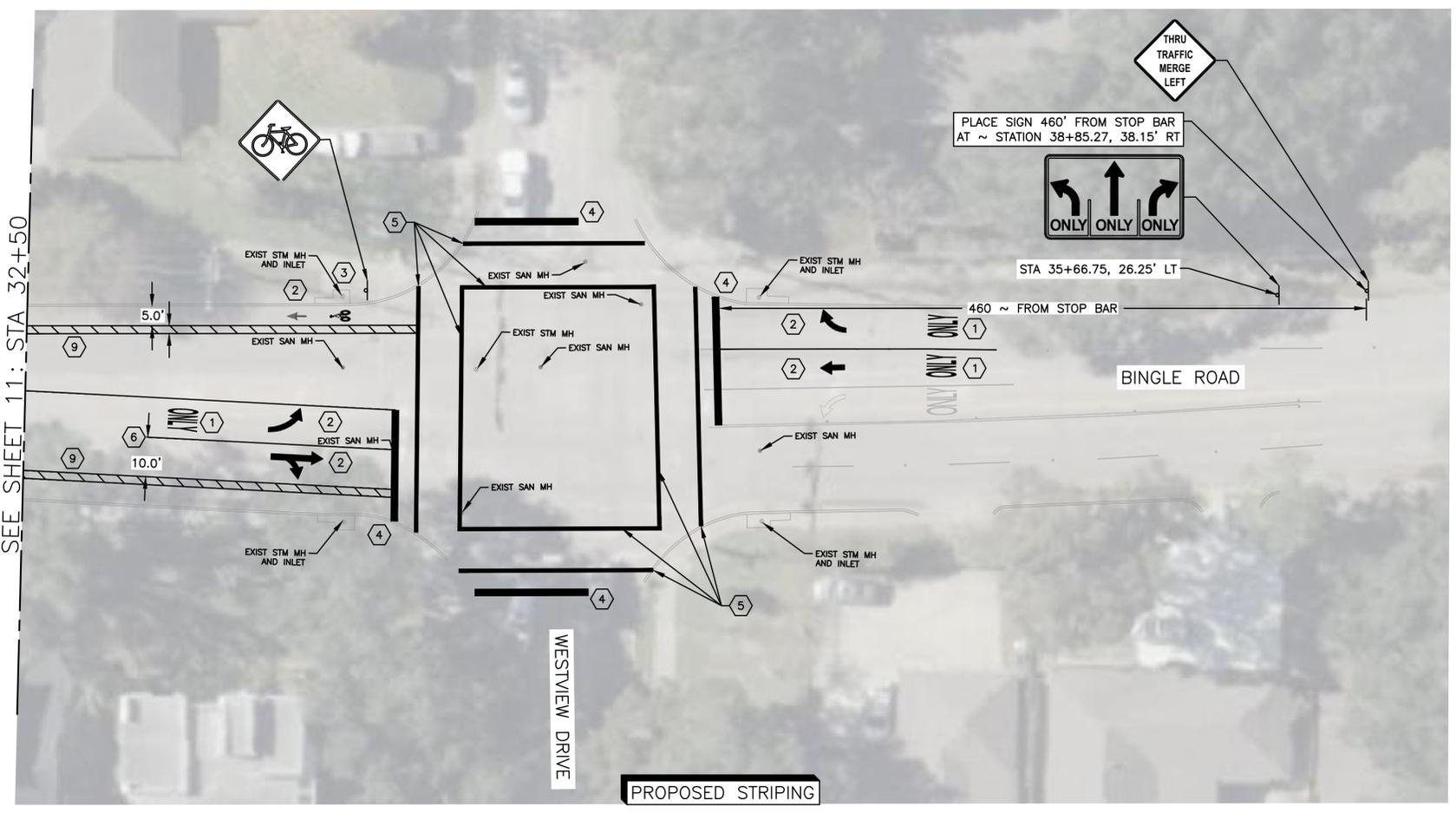
BINGLE ROAD STRIPING
(STA 28+50 TO 32+50)

SUBMITTED: -	DESIGNED BY: JMS
SCALE: 1" = 20'	DRAWN BY: BAK
DATE: 9/26/2025	SHEET No.: 11 OF 21
SURVEY BY: - FULCRUM	DWG. No.:
F B No.: -	

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- LEGEND**
- ① REFLECTORIZED, TYPE I PAVEMENT MARKING "ONLY"
 - ② REFLECTORIZED, TYPE I PAVEMENT MARKING ARROW
 - ③ REFLECTORIZED, TYPE I PAVEMENT MARKING BICYCLE
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 - SIGN
 - EXISTING REFLECTOR



NO.	DATE	REVISIONS

INTERIM REVIEW
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 10055 Grogans Mill Road, Suite 350
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 936.224.7114
 www.cobbfendley.com

SPRING VALLEY VILLAGE

BINGLE ROAD STRIPING

BINGLE ROAD STRIPING
 (STA 32+50 TO END)

SUBMITTED: -	DESIGNED BY: JMS
SCALE: 1" = 20'	DRAWN BY: BAK
DATE: - 9/26/2025	SHEET No.: 12 OF 21
SURVEY BY: - FULCRUM	DWG. No.:
F B No.: -	

D:\PROJECTS\2025\12049_CITY_OF_SPRING_VALLEY_VILLAGE\01_BINGLE_ROAD_STRIPING\400_CAD\412_MUNI\CAD\SHEETS\2512-049-BINGLE_RD_STRIPING_EX_AND_PROP-STA 32 TO END.DWG

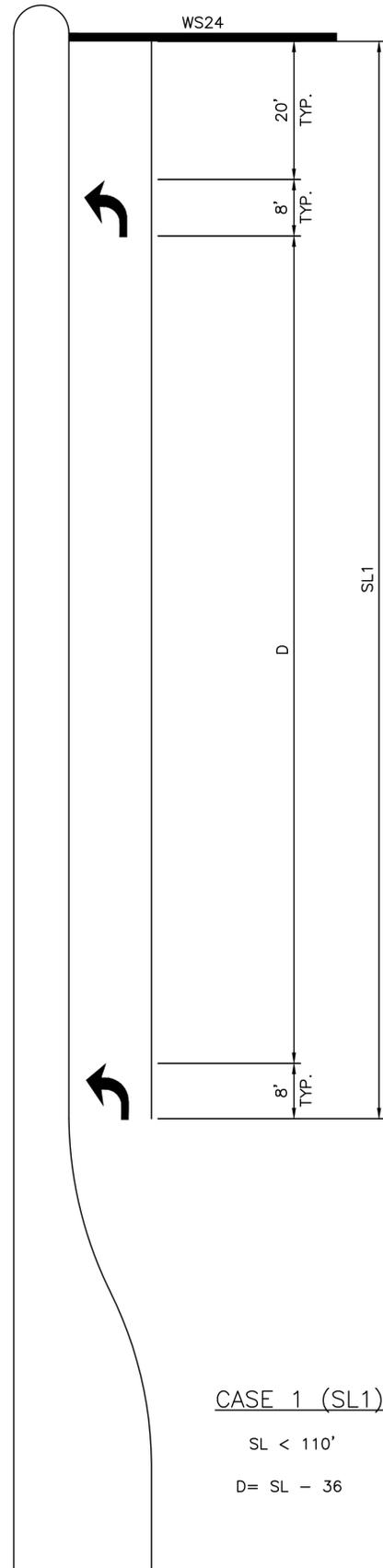
KEY (FOR TURN LANES ONLY):

SL – STORAGE LENGTH (FEET)

D – DISTANCE BETWEEN ARROWS AND/OR WORDS (FEET)

GENERAL NOTES:

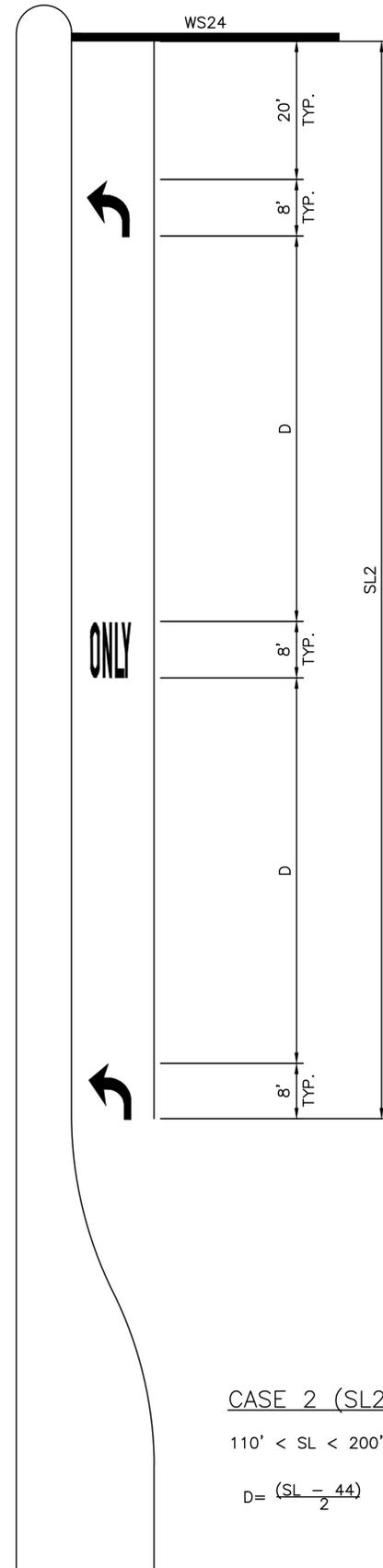
1. ALL CASES AND DETAILS ALSO APPLY TO RIGHT-TURN LANES.
2. FOR DUAL-TURN LANES, DIMENSIONS SHALL BE THE SAME FOR EACH LANE.
3. SL DIMENSION IS FROM BACK OF STOP LINE TO END OF TURN LANE.
NOTE: DO NOT INCLUDE TAPER LENGTH.
4. PAVEMENT ARROWS AND "ONLY" LEGEND MARKINGS ARE TYPICALLY USED AT ALL SIGNALIZED INTERSECTIONS AND AT ALL UNSIGNALIZED INTERSECTIONS THAT HAVE TURN LANES.
5. MINIMUM SL= 100'. SL MAY BE LESS THAN 100 FEET ONLY BY APPROVAL OF THE CITY TRAFFIC ENGINEER.



CASE 1 (SL1)

$$SL < 110'$$

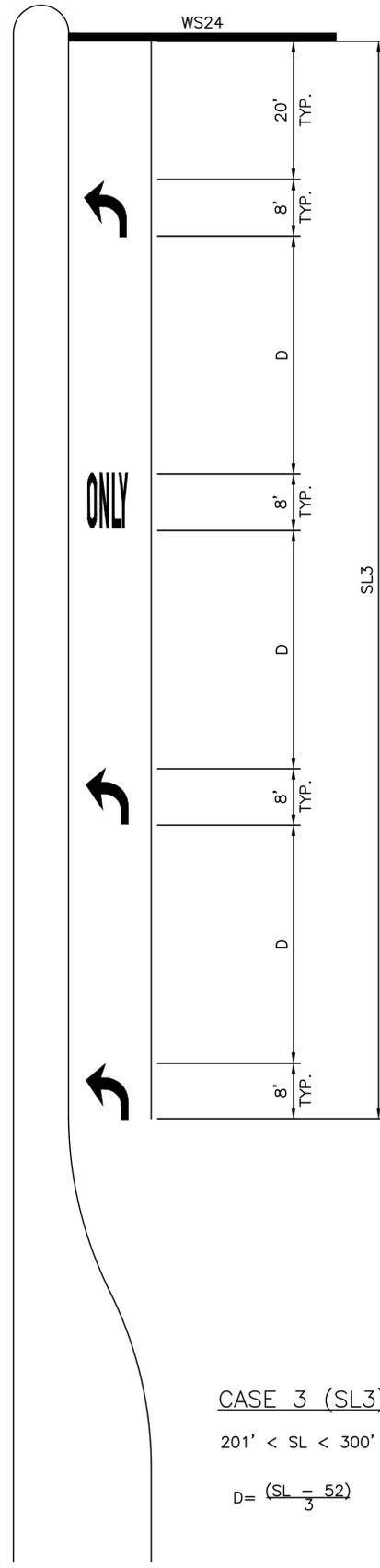
$$D = SL - 36$$



CASE 2 (SL2)

$$110' < SL < 200'$$

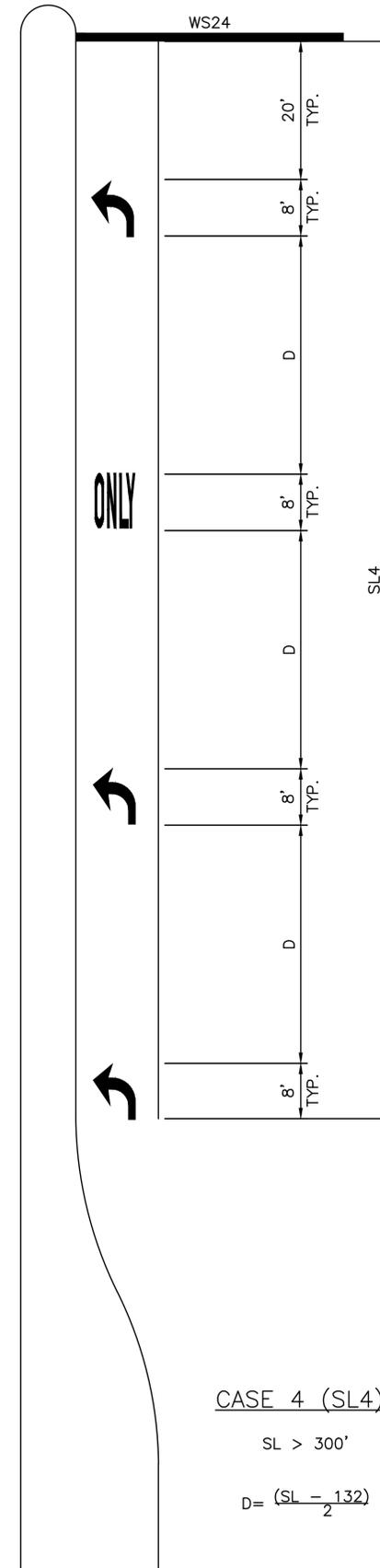
$$D = \left(\frac{SL - 1}{2} \right) 44$$



CASE 3 (SL3)

$$201' < SL < 300'$$

$$D = \left(\frac{SL - 1}{3} \right) 52$$



CASE 4 (SL4)

$$SL > 300'$$

$$D = \left(\frac{SL - 1}{2} \right) 132$$

NO.	DATE	REVISIONS

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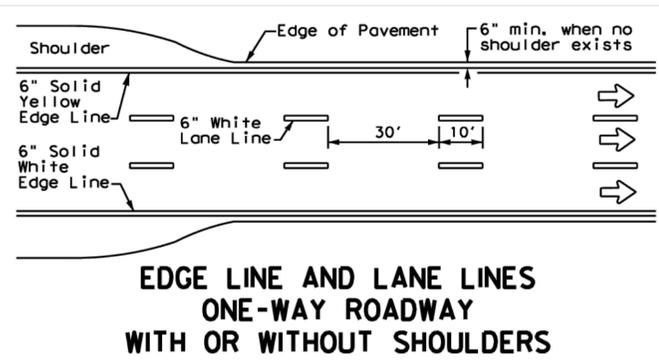

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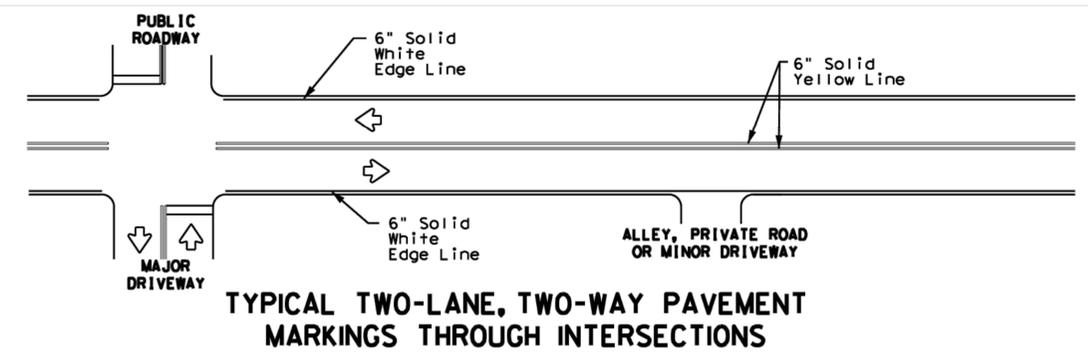
BINGLE ROAD STRIPING

LEFT & RIGHT TURN ONLY AND
ARROW SPACING

SUBMITTED: –	DESIGNED BY: JMS
SCALE: NTS	DRAWN BY: BAK
DATE: – 9/26/2025	SHEET No.: 13 OF 21
SURVEY BY: – FULCRUM	DWG. No.:
F B No.: –	



**EDGE LINE AND LANE LINES
ONE-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**



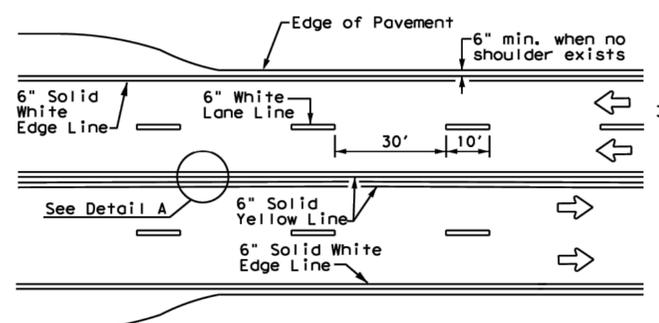
**TYPICAL TWO-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**

GENERAL NOTES

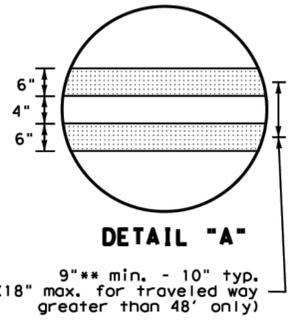
1. Edge line striping shall be as shown in the plans or as directed by the Engineer. The edge line should not be placed less than 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions. Edge lines are not required in curb and gutter sections of roadways.
2. The traveled way includes only that portion of the roadway used for vehicular travel. It does not include the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the center of edge line to the center of edge line of a two lane roadway.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.

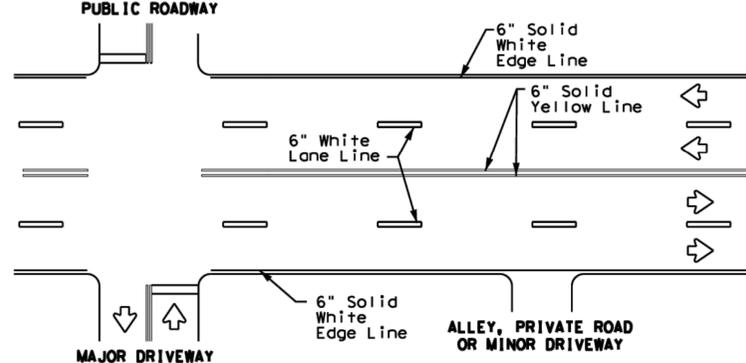


**CENTERLINE AND LANE LINES
FOUR LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**

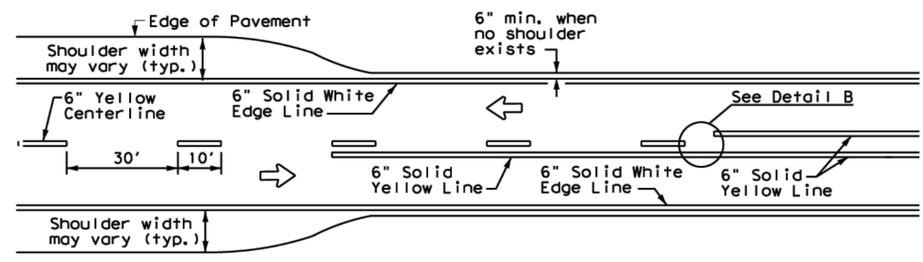


DETAIL "A"
9" min. - 10" typ.
(18" max. for traveled way greater than 48' only)

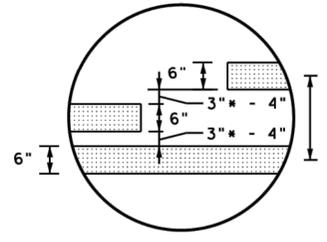
* 2" minimum for restripe projects when approved by the Engineer.
** 8" minimum for restripe projects when approved by the Engineer.



**TYPICAL MULTI-LANE, TWO-WAY PAVEMENT
MARKINGS THROUGH INTERSECTIONS**

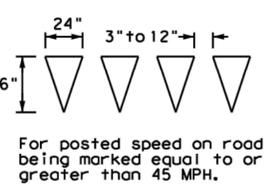


**TWO LANE TWO-WAY ROADWAY
WITH OR WITHOUT SHOULDERS**

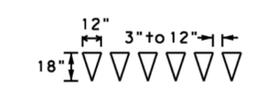


DETAIL "B"

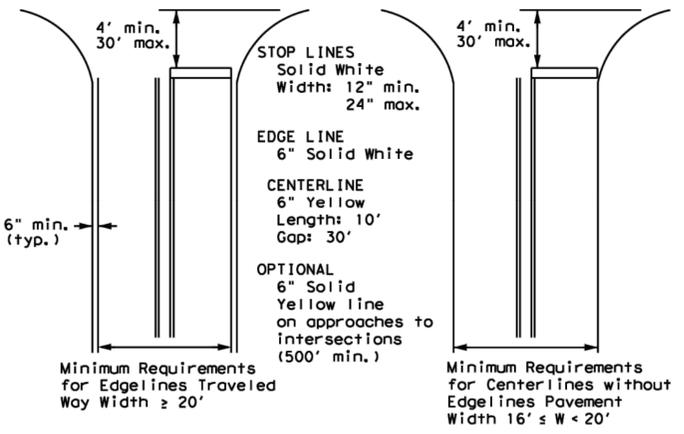
* 2" minimum for restripe projects when approved by the Engineer.



YIELD LINES

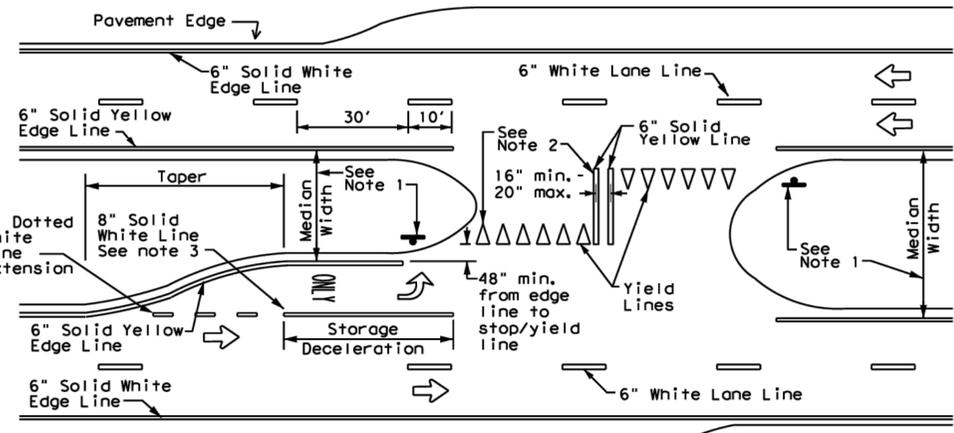


For posted speed on road being marked equal to or less than 40 MPH.



NOTE: Traveled way is exclusive of shoulder widths. Refer to General Note 2 for additional details.

**GUIDE FOR PLACEMENT OF STOP LINES,
EDGE LINE & CENTERLINE**
Based on Traveled Way and Pavement Widths for Undivided Roadways



FOUR LANE DIVIDED ROADWAY CROSSOVERS

NOTES

1. Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling width to determine if signs are required. Yield signs are the typical intersection control. Stop signs and stop bars are optional as determined by the Engineer.
2. Install median striping (double yellow centerlines and stop lines/yield lines) when a 50' or greater median centerline can be placed. Stop lines shall only be used with stop signs. Yield lines shall only be used with yield signs.
3. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.

NO.	DATE	REVISIONS

INTERIM REVIEW
Not intended for construction, bidding or permit purposes.
Engineer: JENNIFER M. STEEN
P.E. Serial No.: 105177
Date: 9/26/25

CobbFendley
TBPELS Engineering Firm No. 274
Land Surveying Firm No. 10046700
10055 Grogans Mill Road, Suite 350
The Woodlands, Texas 77380
936.224.7114
www.cobbfendley.com

SPRING VALLEY VILLAGE

BINGLE ROAD STRIPING

TYPICAL STANDARD PAVEMENT MARKING

SUBMITTED: -	DESIGNED BY: JMS
SCALE: NTS	DRAWN BY: BAK
DATE: - 9/26/2025	SHEET No.: 14 OF 21
SURVEY BY: - FULCRUM	DWG. No.:
F B No.: -	

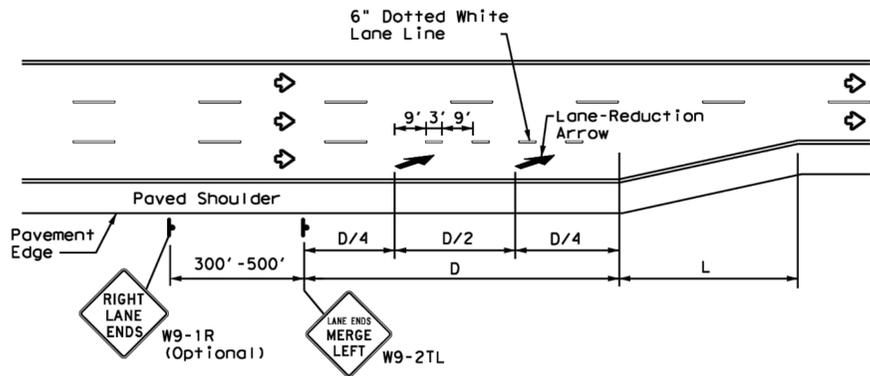
Texas Department of Transportation
Traffic Safety Division Standard

TYPICAL STANDARD PAVEMENT MARKINGS

PM(1) - 22

FILES: pml-22.dgn	DN:	CK:	DW:	CK:
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS				
11-78 8-00 6-20				
8-95 3-03 12-22				
5-00 2-12	DIST	COUNTY	SHEET NO.	

D:\PROJECTS\2025\12049_CITY_OF_SPRING_VALLEY_VILLAGE\01_BINGLE_ROAD_STRIPING\400_CAD\412_MUNI\CAD\SHEETS\2512-049-BINGLE_RD_STRIPING_STANDARD_PVMT_MARKINGS.DWG



LANE REDUCTION

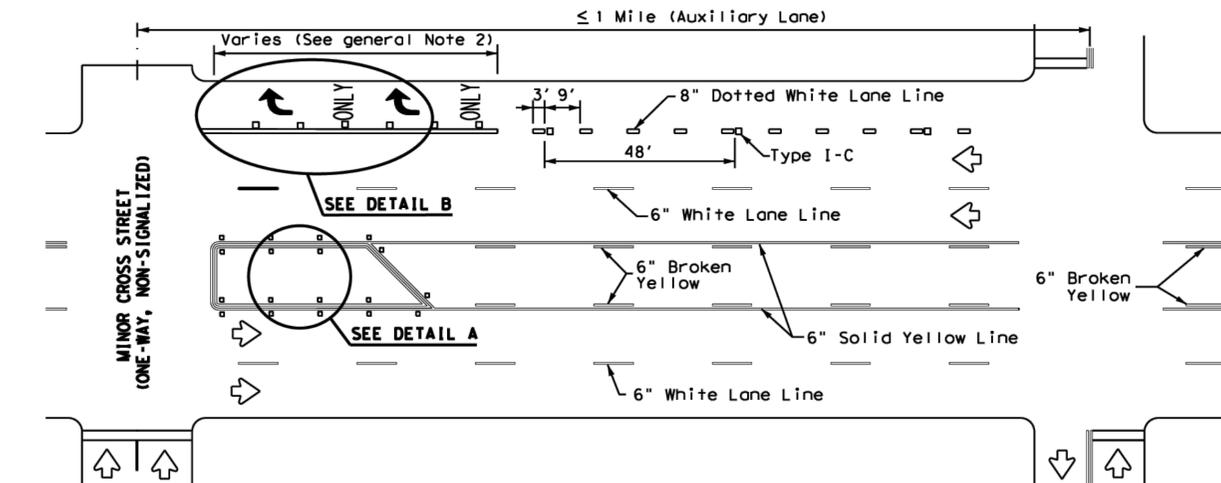
NOTES

1. Lane reduction pavement markings are used where the number of through lanes is reduced because of narrowing of the roadway or because of a section of on-street parking in what would otherwise be a through lane. For Texas Super 2 Passing Lanes, see TS2(PL) standard sheets.
2. On divided highways, an additional RIGHT LANE ENDS (W9-1R) sign may be installed in the median aligned with the W9-1R sign on the right side of the highway.
3. Lane reduction arrows are required for speeds of 45 mph or greater. An optional third lane reduction arrow may be added based on engineering judgement. If used, the optional third lane reduction arrow should be centered between the first and last lane reduction arrows.
4. For lane reductions on Freeways and Expressways, signing shall conform to the TxDOT Freeway Signing Handbook.

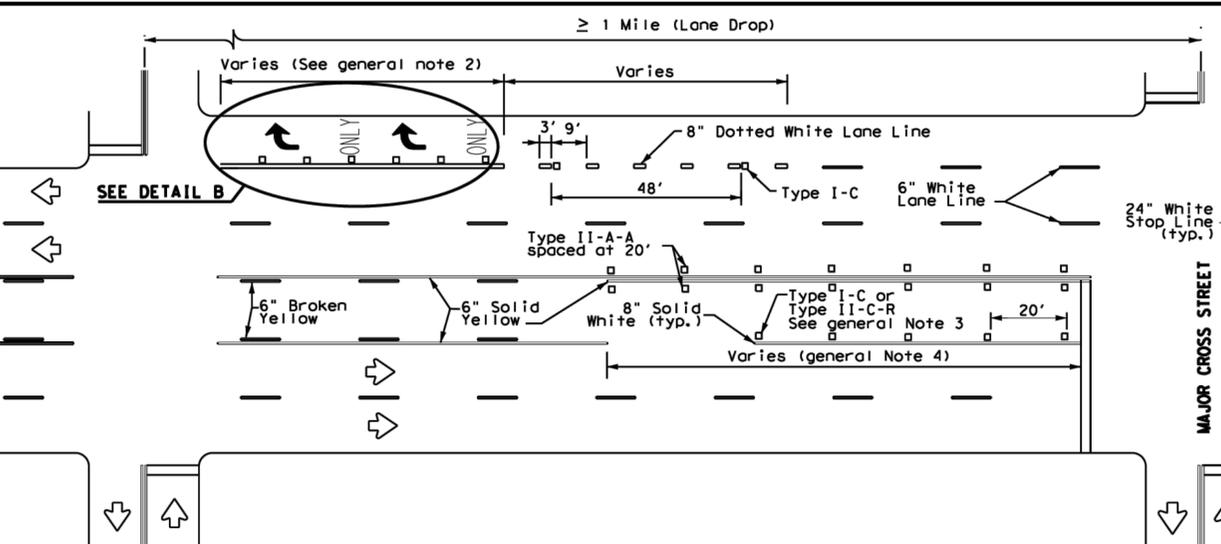
ADVANCED WARNING SIGN DISTANCE (D)		
Posted Speed	D (ft)	L (ft)
30 MPH	460	L = $\frac{WS^2}{60}$
35 MPH	565	
40 MPH	670	L = WS
45 MPH	775	
50 MPH	885	
55 MPH	990	
60 MPH	1,100	
65 MPH	1,200	
70 MPH	1,250	
75 MPH	1,350	

GENERAL NOTES

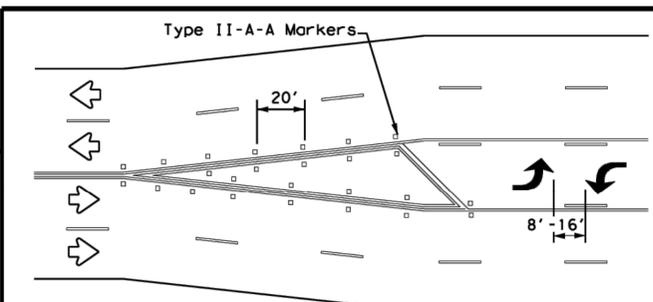
1. Lane use word and arrow markings shall be used where through lanes approaching an intersection become mandatory turn lanes. Lane use word and arrow markings should be used in auxiliary lanes of substantial length. Lane use arrow markings or word and arrow markings may be used in other lanes and turn bays for emphasis. Details for words and arrows are as shown in the Standard Highway Sign Designs for Texas.
2. When lane-use words and arrow markings are used, two sets of arrows should be used if the length of the bay is greater than 180 feet. When a single lane use arrow or word and arrow marking is used for a short turn lane, it should be located at or near the upstream end of the full-width turn lane.
3. Use raised pavement marker Type I-C with undivided highways, flush medians and two way left turn lanes. Use raised pavement marker Type II-C-R with divided highways and raised medians.
4. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer. See Chapter 3 of the Roadway Design Manual for additional information on turning lanes or storage lengths.



TYPICAL TWLTL AT ONE-WAY STREET AND RIGHT TURN AUXILIARY LANE

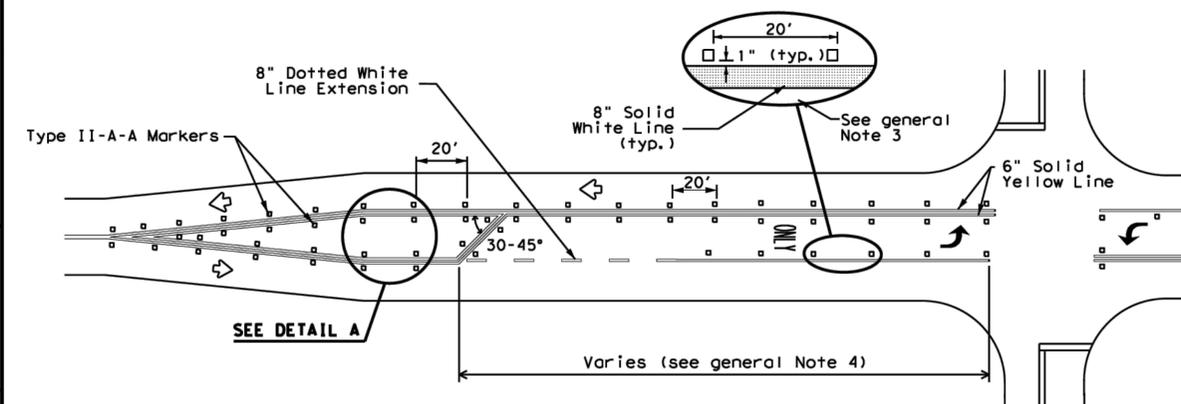


TYPICAL TWLTL AT TWO-WAY CROSS STREET AND RIGHT TURN LANE DROP

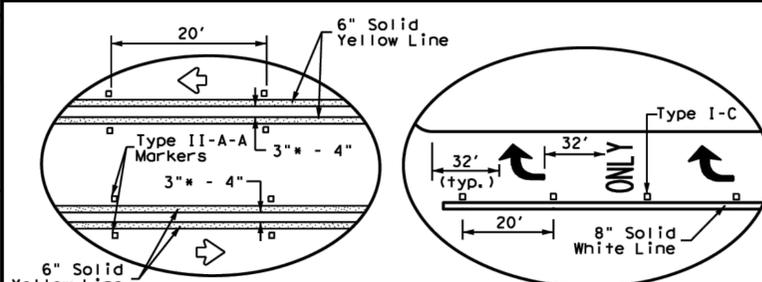


A two-way left-turn (TWLTL) lane-use arrow pavement marking should be used at or just downstream from the beginning of a two-way left-turn lane within a corridor. Repeating the marking after each intersection or dedicated turn bay is not required unless stated elsewhere in the plans.

TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY



TYPICAL TWO-LANE ROADWAY INTERSECTION WITH LEFT TURN BAYS



DETAIL A

DETAIL B

* 2" minimum allowed for restripe projects when approved by the Engineer.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.

NO.	DATE	REVISIONS

INTERIM REVIEW
Not intended for construction, bidding or permit purposes.
Engineer: JENNIFER M. STEEN
P.E. Serial No.: 105177
Date: 9/26/25

CobbFendley
TBPELS Engineering Firm No. 274
Land Surveying Firm No. 10046700
10055 Grogans Mill Road, Suite 350
The Woodlands, Texas 77380
936.224.7114
www.cobbfendley.com

SPRING VALLEY VILLAGE

BINGLE ROAD STRIPING

2 WAY LEFT TURN LANES, RURAL LEFT TURN BAYS, AND LANE REDUCTION

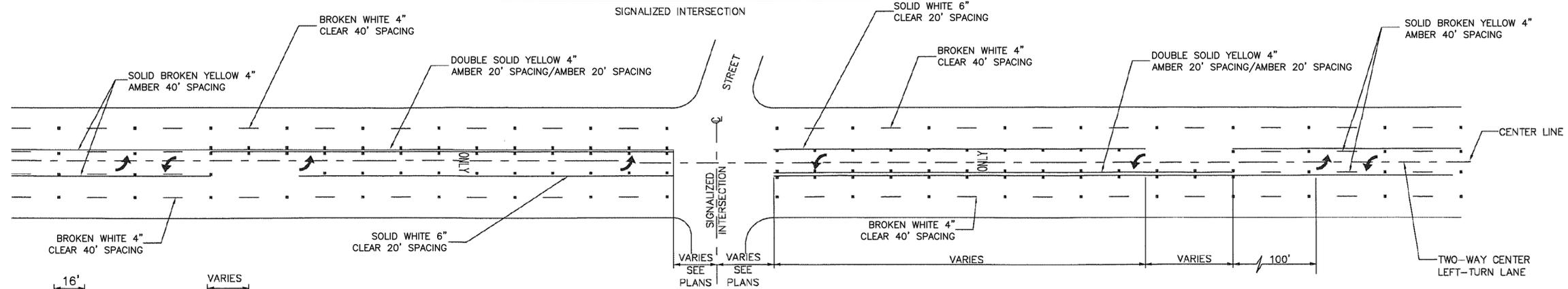
Texas Department of Transportation
Traffic Safety Division Standard
TWO-WAY LEFT TURN LANES, RURAL LEFT TURN BAYS, AND LANE REDUCTION PAVEMENT MARKINGS PM(3) - 22

FILE: pm3-22.dgn	DN:	CK:	DW:	CK:
© TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
4-98 3-03 6-20	DIST	COUNTY	SHEET NO.	
5-00 2-10 12-22				
8-00 2-12				

SUBMITTED: -	DESIGNED BY: JMS
SCALE: NTS	DRAWN BY: BAK
DATE: 9/26/2025	SHEET No.: 15 OF 21
SURVEY BY: - FULCRUM	DWG. No:
F B No.: -	

D:\PROJECTS\2025\12049_CITY_OF_SPRING_VALLEY_VILLAGE\01_BINGLE_ROAD_STRIPING\400_CAD\412_MUNI\CAD\SHEETS\2512-049-BINGLE_RD_STRIPING_STANDARD_PAVT_MARKINGS.DWG

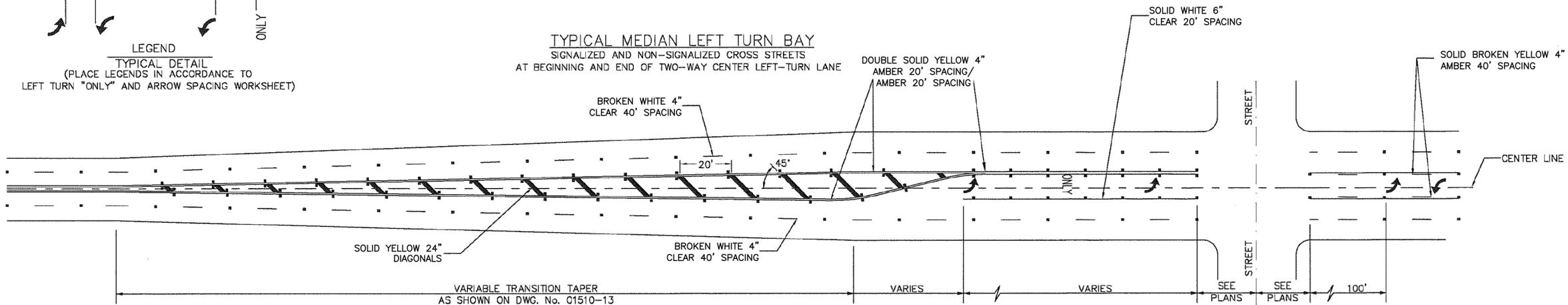
TYPICAL TWO-WAY LEFT-TURN LANE DETAILS



LEGEND
 TYPICAL DETAIL
 (PLACE LEGENDS IN ACCORDANCE TO
 LEFT TURN "ONLY" AND ARROW SPACING WORKSHEET)

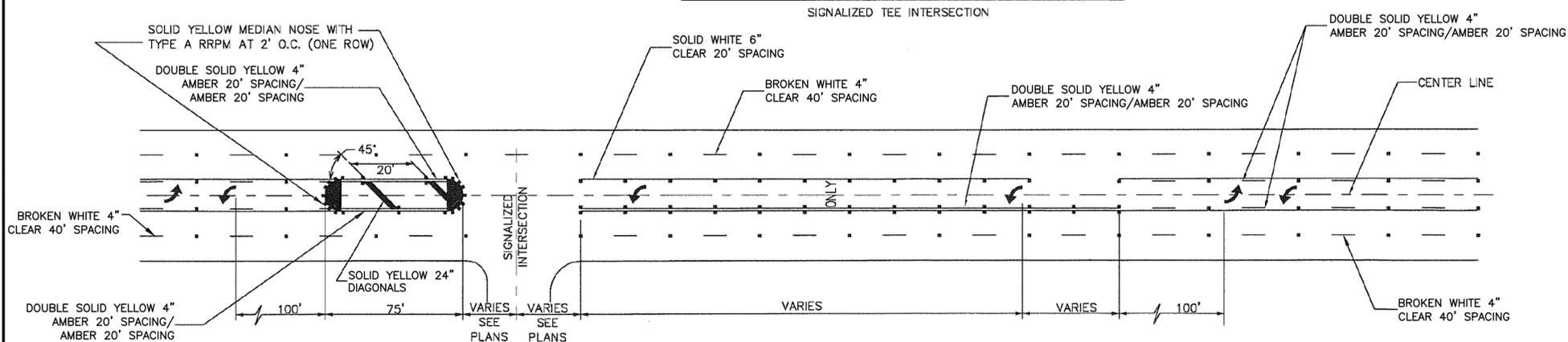
TYPICAL MEDIAN LEFT TURN BAY

SIGNALIZED AND NON-SIGNALIZED CROSS STREETS
 AT BEGINNING AND END OF TWO-WAY CENTER LEFT-TURN LANE



TYPICAL TWO-WAY LEFT-TURN LANE DETAILS

SIGNALIZED TEE INTERSECTION



NOTE:

1. REFLECTIVE RAISED PAVEMENT MARKERS SHOULD BE IN ACCORDANCE WITH STANDARD PAVEMENT MARKINGS WITH REFLECTIVE RAISED PAVEMENT MARKERS FOR POSITION GUIDANCE AND LEFT-TURN & RIGHT-TURN LANE STANDARD PAVEMENT MARKINGS WITH REFLECTIVE RAISED PAVEMENT MARKERS.
2. SEE LEFT-TURN & RIGHT-TURN LANE DESIGN WORKSHEET FOR APPLICABLE INFORMATION.
3. SEE LEFT-TURN "ONLY" AND ARROW SPACING WORKSHEET.

NO.	DATE	REVISIONS

INTERIM REVIEW
 Not intended for construction,
 bidding or permit purposes.
 Engineer: JENNIFER M. STEEN
 P.E. Serial No.: 105177
 Date: 9/26/25

CobbFendley
 TBPELS Engineering Firm No. 274
 Land Surveying Firm No. 10046700
 10055 Grogans Mill Road, Suite 350
 The Woodlands, Texas 77380
 936.224.7114
 www.cobbhendley.com

CITY OF HOUSTON
 HOUSTON PUBLIC WORKS

TWO-WAY LEFT-TURN LANE
 DETAIL 2

(NOT TO SCALE)

CITY TRAFFIC ENGINEER
 CITY ENGINEER

DIRECTOR OF
 HOUSTON PUBLIC WORKS

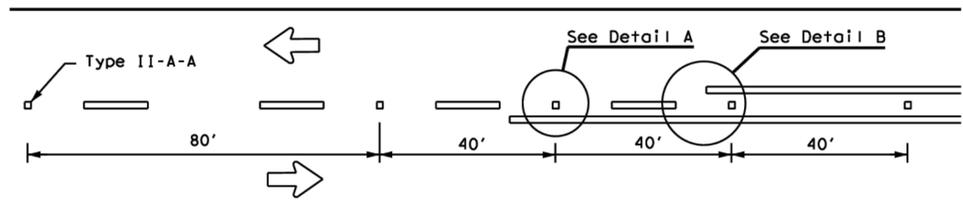
EFF DATE: JUL-01-2018

DWG NO: 01510-14

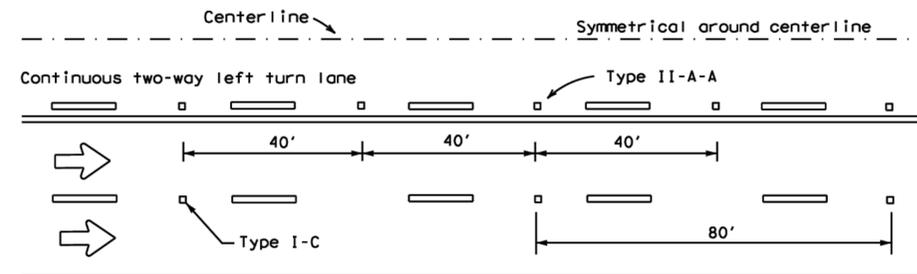
2 WAY LEFT TURN LANE

SUBMITTED: -	DESIGNED BY: JMS
SCALE: -	DRAWN BY: BAK
DATE: - 9/26/2025	SHEET No.: 16 OF 21
SURVEY BY: - FULCRUM	DWG. No:
F B No.: -	

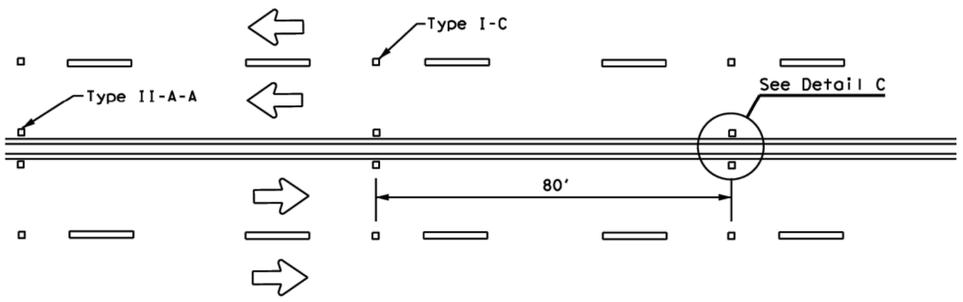
REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE



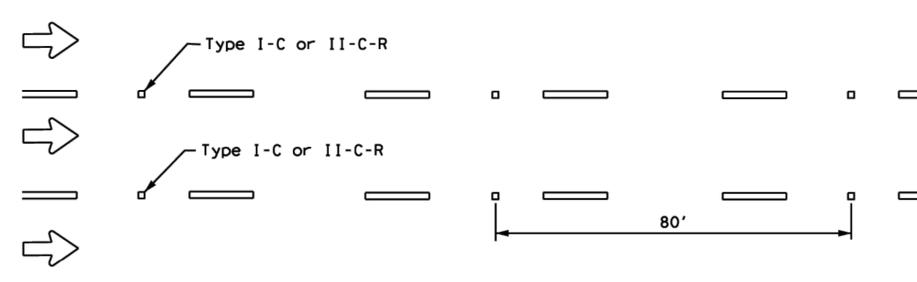
CENTERLINE FOR ALL TWO LANE TWO-WAY ROADWAYS



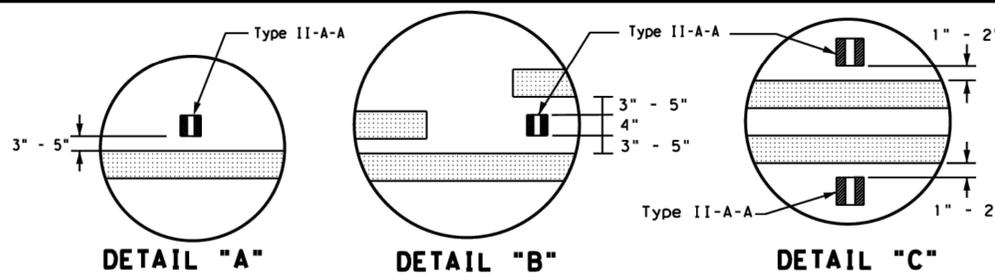
CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



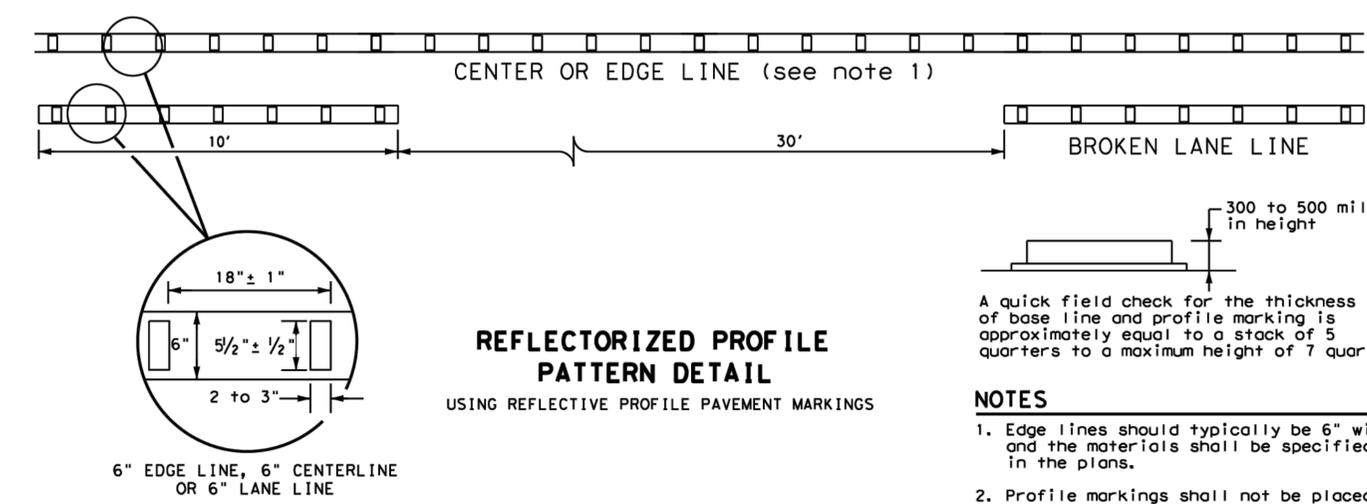
**CENTERLINE & LANE LINES
FOR FOUR LANE TWO-WAY ROADWAYS**



LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)



DETAIL "A" DETAIL "B" DETAIL "C"



**REFLECTORIZED PROFILE
PATTERN DETAIL
USING REFLECTIVE PROFILE PAVEMENT MARKINGS**

A quick field check for the thickness of base line and profile marking is approximately equal to a stack of 5 quarters to a maximum height of 7 quarters.

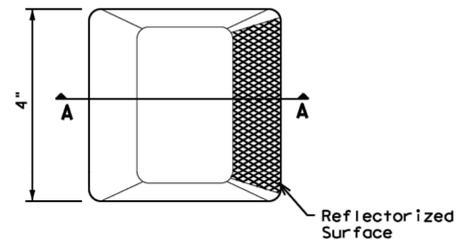
- NOTES**
- Edge lines should typically be 6" wide and the materials shall be specified in the plans.
 - Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.

GENERAL NOTES

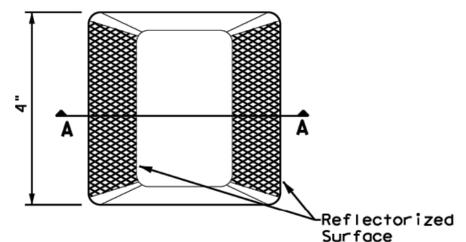
- All raised pavement markers placed along broken lines shall be placed in line with and midway between the stripes.
- On concrete pavements, the raised pavement markers should be placed to one side of the longitudinal joints.
- Use raised pavement marker Type I-C with undivided roadways, flush medians, and two way left turn lanes. Use raised pavement marker Type II-C-R with divided highways and raised medians.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

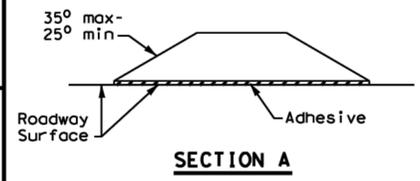
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)



Type II (Top View)



RAISED PAVEMENT MARKERS

POSITION GUIDANCE USING RAISED MARKERS REFLECTORIZED PROFILE MARKINGS PM(2) - 22

FILE: pm2-22.dgn	DN:	CK:	DW:	CK:
© TXDOT December 2022	CONT	SECT	JOB	HIGHWAY
4-77 8-00 6-20	DIST	COUNTY	SHEET NO.	
4-92 2-10 12-22				
5-00 2-12				

NO.	DATE	REVISIONS

INTERIM REVIEW
 Not intended for construction, bidding or permit purposes.
 Engineer: JENNIFER M. STEEN
 P.E. Serial No.: 105177
 Date: 9/26/25

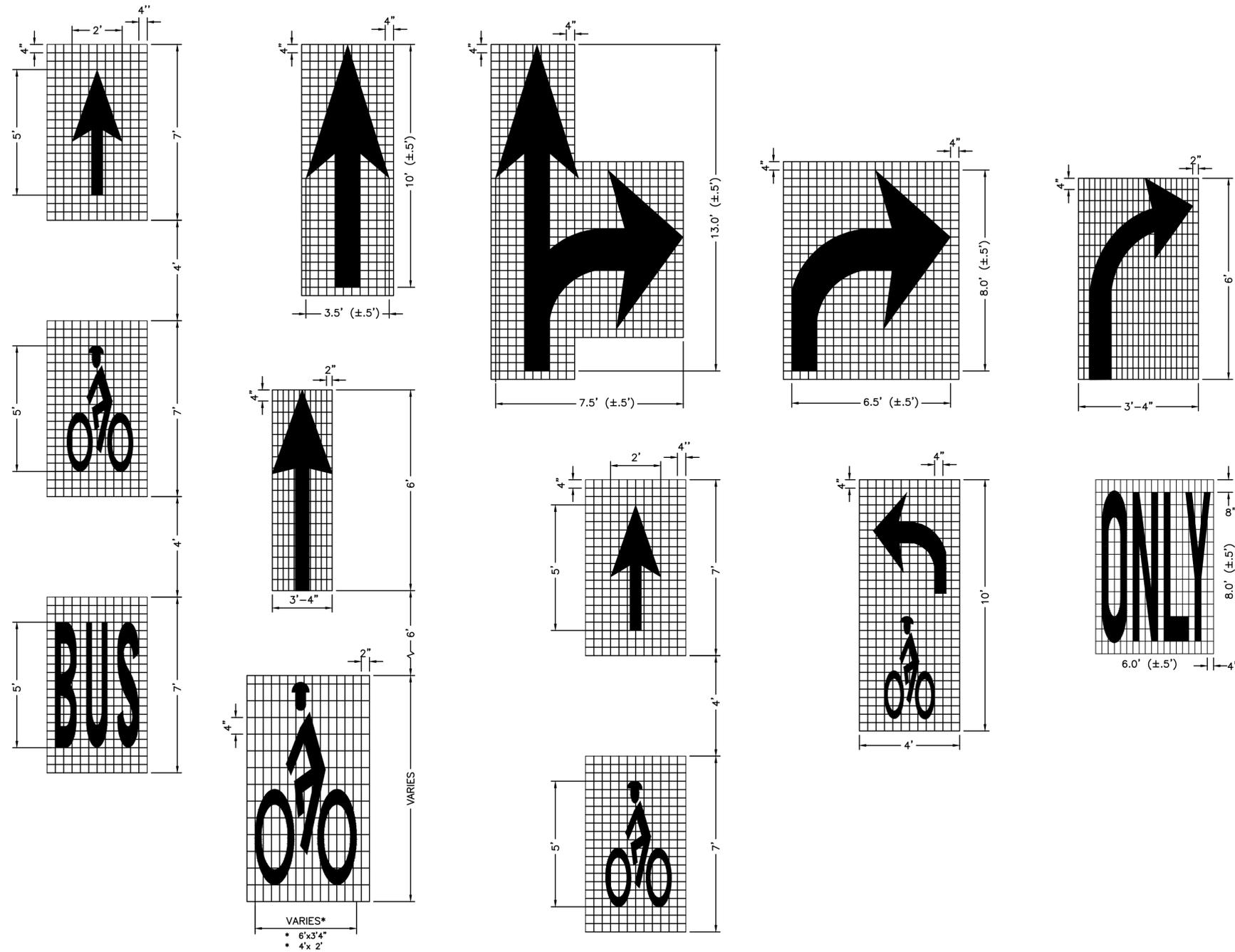
CobbFendley
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 10055 Grogans Mill Road, Suite 350
 The Woodlands, Texas 77380
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SPRING VALLEY VILLAGE

BINGLE ROAD STRIPING

POSITION GUIDANCE USING RAISED
MARKERS REFLECTORIZED

SUBMITTED: -	DESIGNED BY: JMS
SCALE: NTS	DRAWN BY: BAK
DATE: 9/26/2025	SHEET No.: 17 OF 21
SURVEY BY: - FULCRUM	DWG. No.:
F B No.: -	



NOTES FOR PAVEMENT MARKINGS "SYMBOLS" AND "ARROWS":

- MINIMUM 8 FOOT WHITE MARKINGS SHALL BE USED, UNLESS OTHERWISE NOTED. IF MESSAGE CONSISTS OF MORE THAN ONE WORD, IT SHOULD BE PLACED WITH FIRST WORD NEAREST THE DRIVER.
- THESE DETAILS ARE STANDARD SIZE FOR NORMAL INSTALLATION; SIZES MAY BE REDUCED APPROXIMATELY ONE-THIRD DEPENDING ON CONDITIONS. SPECIAL PERMISSION NEEDED BY CITY TRAFFIC ENGINEER FOR REDUCTION BELOW ONE-THIRD OF STANDARD SIZES.
- THE LONGITUDINAL SPACE BETWEEN MARKINGS SHOULD BE 30 FEET, OR AS INDICATED ON THE PLANS.
- MARKINGS CONSIDERED APPROPRIATE FOR USE WHEN WARRANTED INCLUDE THE FOLLOWING:
 - A. REGULATOR
 - STOP
 - RIGHT (LEFT) TURN ONLY, SYMBOL ARROWS.
 - B. WARNING
 - STOP AHEAD
 - SIGNAL AHEAD
 - SCHOOL
 - SCHOOL X-ING
 - PED X-ING
 - R X R (SEE SHEET 02760-08 DETAILS)
- OTHER WORDS OR SYMBOLS MAY BE NECESSARY UNDER CERTAIN CONDITIONS. SPECIAL PERMISSION NEEDED BY CITY TRAFFIC ENGINEER FOR SPECIAL CONDITIONS.
- UNCONTROLLED USE OF PAVEMENT MARKINGS CAN RESULT IN DRIVER CONFUSION. WORD AND SYMBOL MARKINGS SHOULD BE NO MORE THAN THREE LINES.
- THE WORD "STOP" SHALL NOT BE USED ON THE PAVEMENT UNLESS ACCOMPANIED BY A STOP LINE AND STOP SIGN. THE WORD "STOP" SHALL NOT BE PLACED ON THE PAVEMENT IN ADVANCE TO A STOP LINE, UNLESS EVERY VEHICLE IS REQUIRED TO STOP AT ALL TIMES (ALL-WAY STOP).
- PAVEMENT MARKINGS SHOULD GENERALLY BE NO MORE THAN ONE LANE IN WIDTH, WITH SCHOOL MESSAGES BEING THE EXCEPTION. FOR DETAILS OF SCHOOL AND SCHOOL CROSSING PAVEMENT MARKINGS, REFER TO PART VII OF THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
- SPACING BETWEEN STANDARD SIZE LETTERS SHOULD BE 4 INCHES (MIN). THE WIDTH OF NON-STANDARD SIZE LETTERS MAY VARY DEPENDING ON THE WIDTH OF THE TRAVEL LANES. APPROVAL BY CITY TRAFFIC ENGINEER. SPECIAL PERMISSION NEEDED FOR NON-STANDARD SIZE "LETTER" AND/OR "ARROWS".
- LANE-USE ARROW MARKINGS MAY BE USED TO CONVEY EITHER GUIDANCE OR MANDATORY MESSAGES. SINGLE TURN ARROWS USED TO CONVEY A MANDATORY MOVEMENT MUST BE ACCOMPANIED STANDARD SIGNS AND THE PAVEMENT MARKING WORD "ONLY".
- PAVEMENT MARKINGS ARE TO BE LOCATED AS SPECIFIED IN THE DESIGN PLANS.

NO.	DATE	REVISIONS

INTERIM REVIEW
 Not intended for construction,
 bidding or permit purposes.
 Engineer: JENNIFER M. STEEN
 P.E. Serial No.: 105177
 Date: 9/26/25

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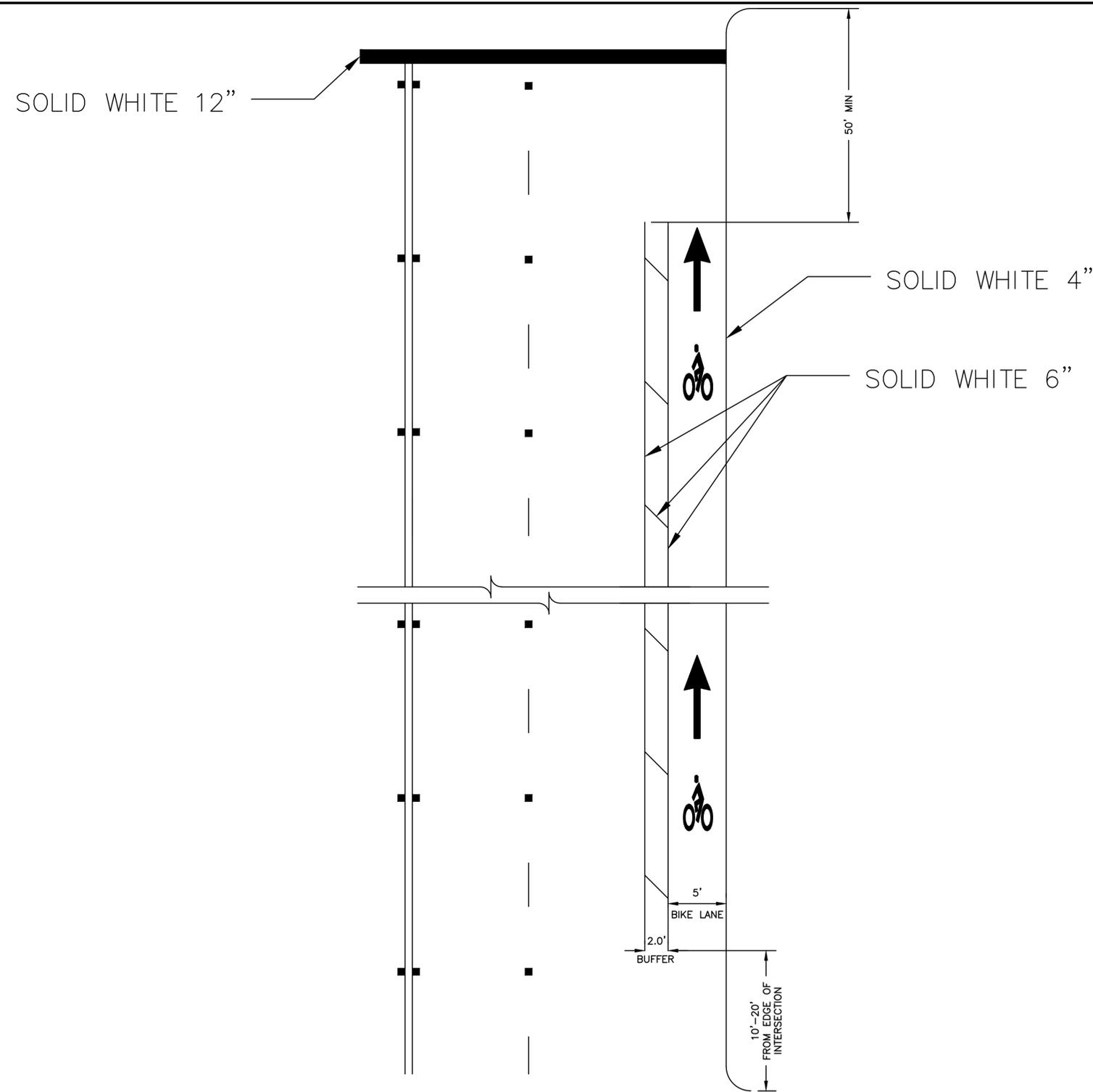
SPRING VALLEY VILLAGE

BINGLE ROAD STRIPING

STANDARD PAVEMENT MARKINGS
 (SYMBOLS)

SUBMITTED: -	DESIGNED BY: JMS
SCALE: NTS	DRAWN BY: BAK
DATE: - 9/26/2025	SHEET No.: 18 OF 21
SURVEY BY: - FULCRUM	DWG. No:
F B No.: -	

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- NOTES:**
1. ALL PAVEMENT MARKINGS SHALL BE WHITE EXCEPT WHEN NOTED OTHERWISE ON PLANS.
 2. PAVEMENT MARKINGS SHALL BE OF THE MATERIALS SPECIFIED AND SHALL BE IN CONFORMANCE WITH MATERIAL SPECIFICATIONS AS SPECIFIED BY CITY OF HOUSTON STANDARD SPECIFICATIONS.
 3. EXACT SIGN PLACEMENT AND DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.
 4. ADDITIONAL REFERENCES: TMUTCD (TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES) GUIDE FOR THE DEVELOPMENT OF BICYCLES FACILITIES, AASHTO, LATEST EDITION.
 5. SHARED LANE MARKING SHALL BE IMPLEMENTED ONLY ON ROADWAY SEGMENT BUT NOT WITHIN THE FUNCTIONAL LIMITS OF AN INTERSECTION.
 6. PHYSICAL PROTECTION IS PREFERRED FOR BIKE WAY DESIGN. A BIKE WAY DESIGN THAT LACKS PHYSICAL PROTECTION SHALL REQUIRE APPROVAL FROM TDO.
 7. REFER TO CONTRACT DRAWINGS FOR MARKINGS FOR ADDITIONAL SHARED LANE REQUIREMENTS.

STANDARD BIKE LANES
NO ON-STREET PARKING ALONG BICYCLE LANE
SEE NOTE 6

NO.	DATE	REVISIONS

INTERIM REVIEW
 Not intended for construction,
 bidding or permit purposes.
 Engineer: JENNIFER M. STEEN
 P.E. Serial No.: 105177
 Date: 9/26/25


 TBPELS Engineering Firm No. 274
 Land Surveying Firm No. 10046700
 10055 Grogans Mill Road, Suite 350
 The Woodlands, Texas 77380
 936.224.7114
 www.cobbfendley.com

SPRING VALLEY VILLAGE

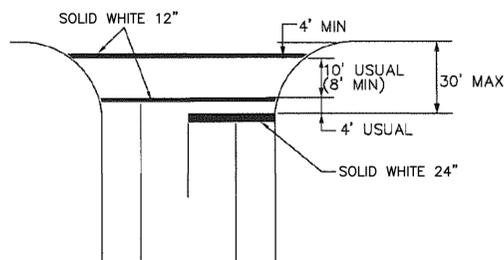
BINGLE ROAD STRIPING

BICYCLE LANE
PAVEMENT MARKINGS

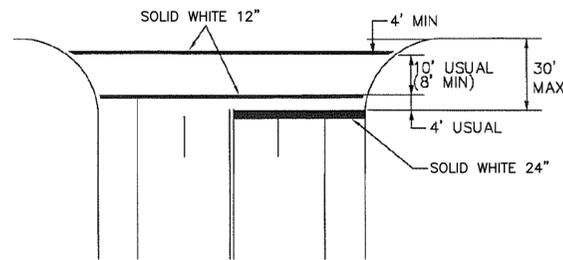
SUBMITTED: -	DESIGNED BY: JMS
SCALE: NTS	DRAWN BY: BAK
DATE: - 9/26/2025	SHEET No.: 20 OF 21
SURVEY BY: - FULCRUM	DWG. No:
F B No.: -	

D:\PROJECTS\2025\12049_CITY_OF_SPRING_VALLEY_VILLAGE\01_BINGLE_ROAD_STRIPING\400_CAD\412_MUNI\CAD\SHEETS\2512-049-BINGLE_RD_STRIPING_BICYCLE_LANE_PAVEMENT_MARKINGS.DWG

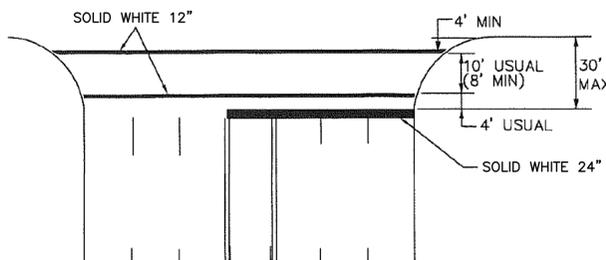
TWO LANES WITH SHOULDERS



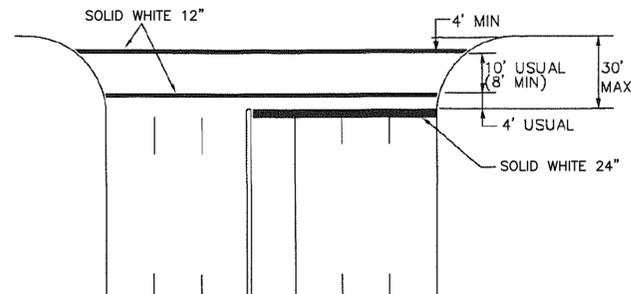
FOUR LANES WITH SHOULDERS



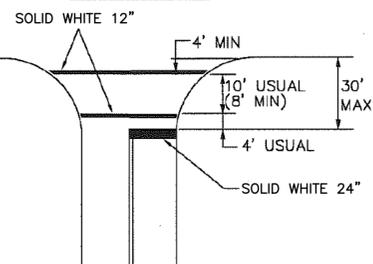
MULTI - LANES



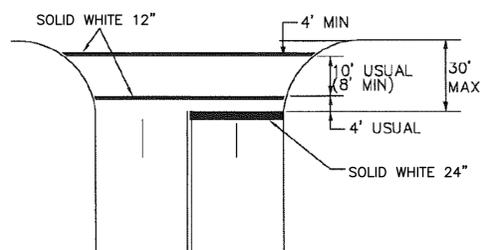
MULTI - LANE WITH MEDIAN



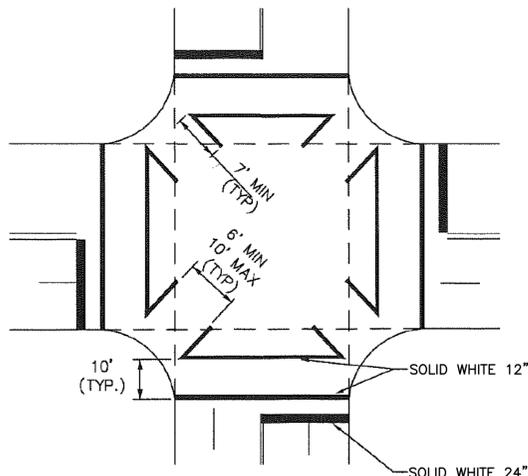
TWO LANES



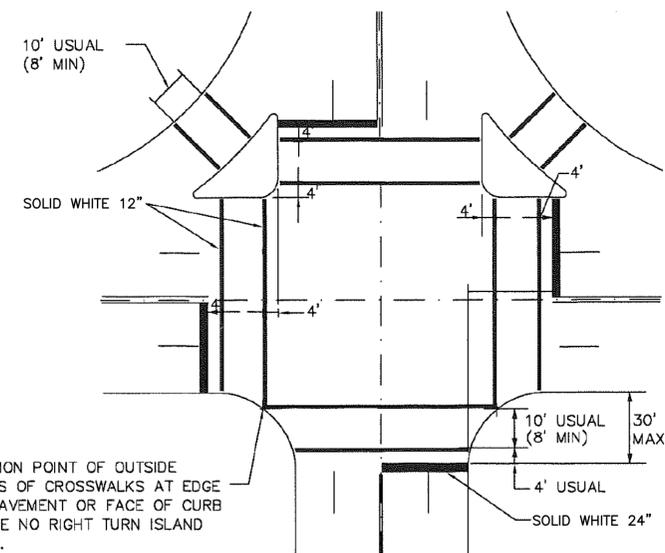
FOUR LANES



EXCLUSIVE PEDESTRIAN PHASE

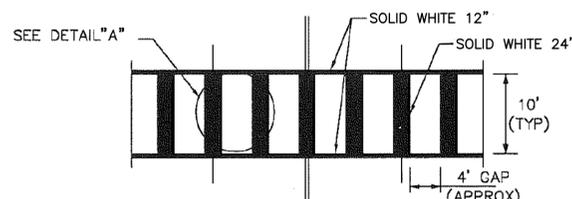


INTERSECTION WITH RIGHT - TURN ISLANDS



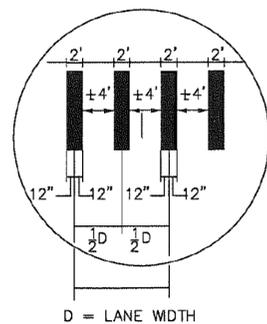
COMMON POINT OF OUTSIDE EDGES OF CROSSWALKS AT EDGE OF PAVEMENT OR FACE OF CURB WHERE NO RIGHT TURN ISLAND EXIST.

HIGH VISIBILITY CROSSWALK DETAIL



TYPICALLY USED AT SIGNALIZED AND NON-SIGNALIZED CROSSINGS ON COLLECTOR AND ARTERIAL ROADWAYS AND AT LOCATIONS REQUIRING EXTRA EMPHASIS.

DETAIL "A"



D = LANE WIDTH

NOTES:

- CROSSWALKS AND STOP LINES SHALL BE WHITE.
- "D" IS EQUAL TO ONE HALF THE WIDTH OF TRAVEL LANE.

NO.	DATE	REVISIONS

INTERIM REVIEW
Not intended for construction, bidding or permit purposes.
Engineer: JENNIFER M. STEEN
P.E. Serial No.: 105177
Date: 9/26/25

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CITY OF HOUSTON HOUSTON PUBLIC WORKS	
TYPICAL CROSSWALK DETAILS (NOT TO SCALE)	
<i>[Signature]</i> CITY TRAFFIC ENGINEER CITY ENGINEER	<i>[Signature]</i> DIRECTOR OF HOUSTON PUBLIC WORKS
EFF DATE: JUL-01-2018	DWG NO: 01510-10

SPRING VALLEY VILLAGE	
BINGLE ROAD STRIPING	
TYPICAL CROSSWALK DETAIL	
SUBMITTED: -	DESIGNED BY: JMS
SCALE: -	DRAWN BY: BAK
DATE: - 9/26/2025	SHEET No.: 21 OF 21
SURVEY BY: - FULCRUM	DWG. No:
F B No.: -	