

# 2023 OSTOS ROAD PAVEMENT REHABILITATION



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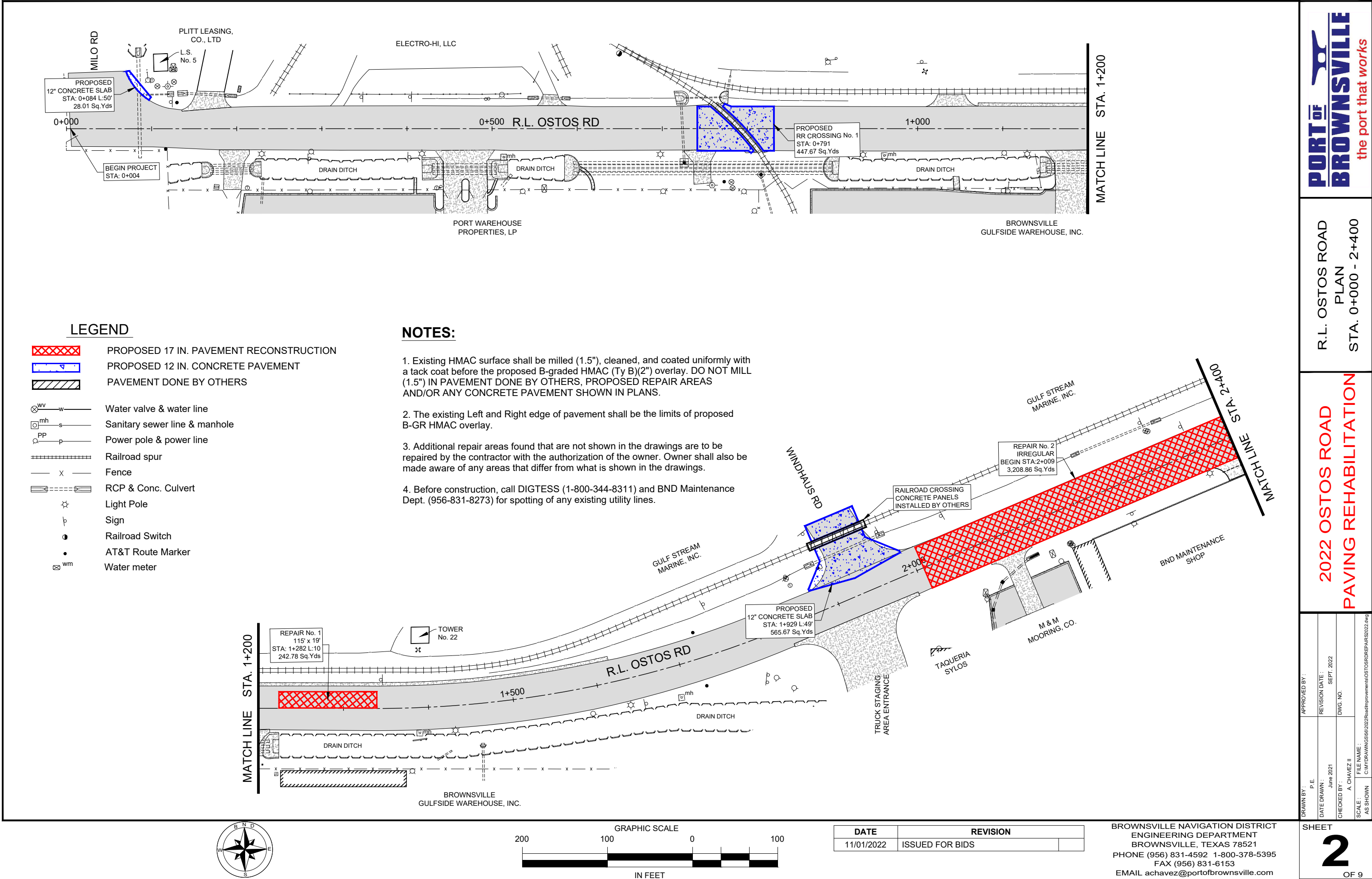


ISSUED FOR  
BIDS  
NOVEMBER 2022

## PORT OF BROWNSVILLE BOARD OF COMMISSIONERS

ESTEBAN GUERRA  
RALPH COWEN  
JOHN WOOD  
JOHN REED  
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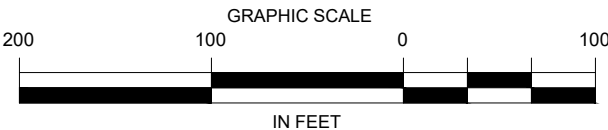
CHAIRMAN  
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COMMISSIONER  
COMMISSIONER



|              |   |
|--------------|---|
| DRAWN BY:    | APPROVED BY:  |
| P.E.         |   |
| DATE DRAWN:  | REVISION DATE:  |
| June 2021    | SEPT. 2022  |
| CHECKED BY:  | DWG. NO.  |
| A. CHAVEZ II |   |
| SCALE:       | FILE NAME:  |
| AS SHOWN     | C:\MYDRAWINGS\2022\RoadImprovements\OSTOSROADREPAIR2022.dwg |

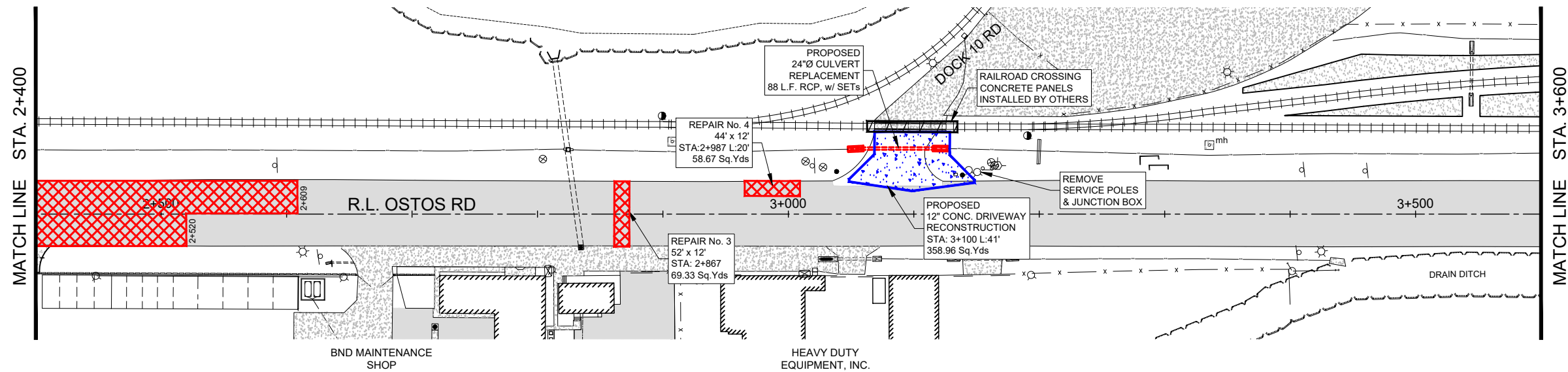
| DATE       | REVISION        |
|------------|-----------------|
| 11/01/2022 | ISSUED FOR BIDS |

BROWNSVILLE NAVIGATION DISTRICT  
ENGINEERING DEPARTMENT  
BROWNSVILLE, TEXAS 78521  
PHONE (956) 831-4592 1-800-378-5395  
FAX (956) 831-6153  
EMAIL achavez@portofbrownsville.com





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| JUNE 2021    | JUNE 2021   |              |
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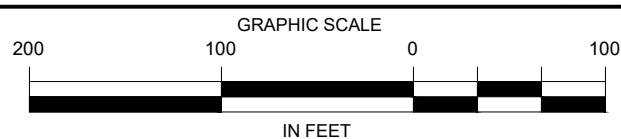
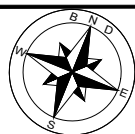
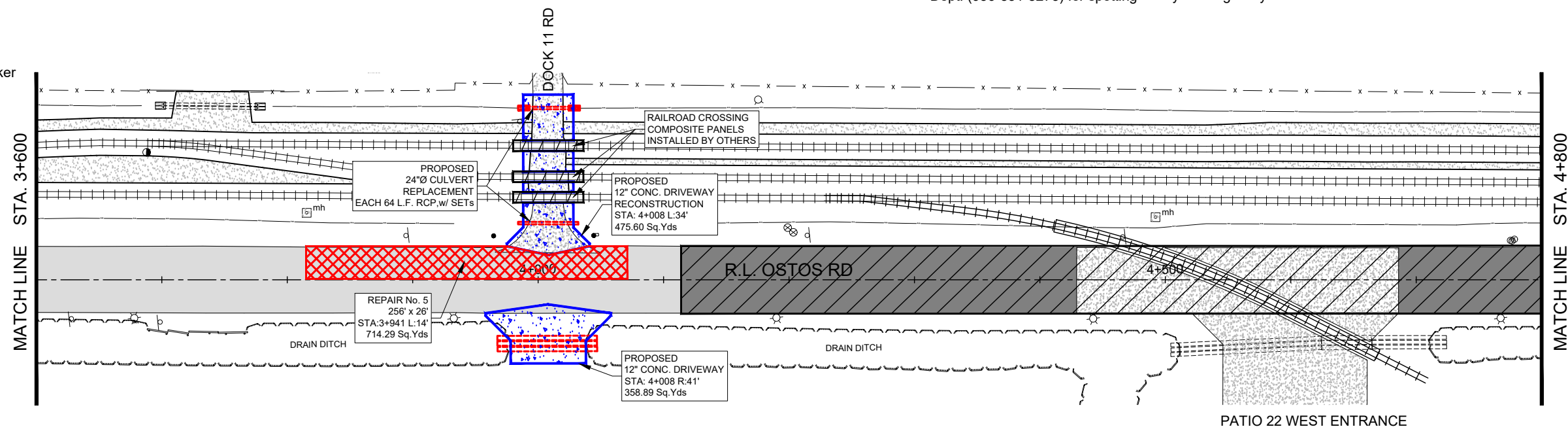


### LEGEND

|  |   |
|--|---|
|  | PROPOSED 17 IN. PAVEMENT RECONSTRUCTION |
|  | PROPOSED 12 IN. CONCRETE PAVEMENT       |
|  | PAVEMENT DONE BY OTHERS                 |
|  | Water valve & water line                |
|  | Sanitary sewer line & manhole           |
|  | Power pole & power line                 |
|  | Railroad spur                           |
|  | Fence                                   |
|  | RCP & Conc. Culvert                     |
|  | Light Pole                              |
|  | Sign                                    |
|  | Railroad Switch                         |
|  | AT&T Route Marker                       |
|  | Water meter                             |

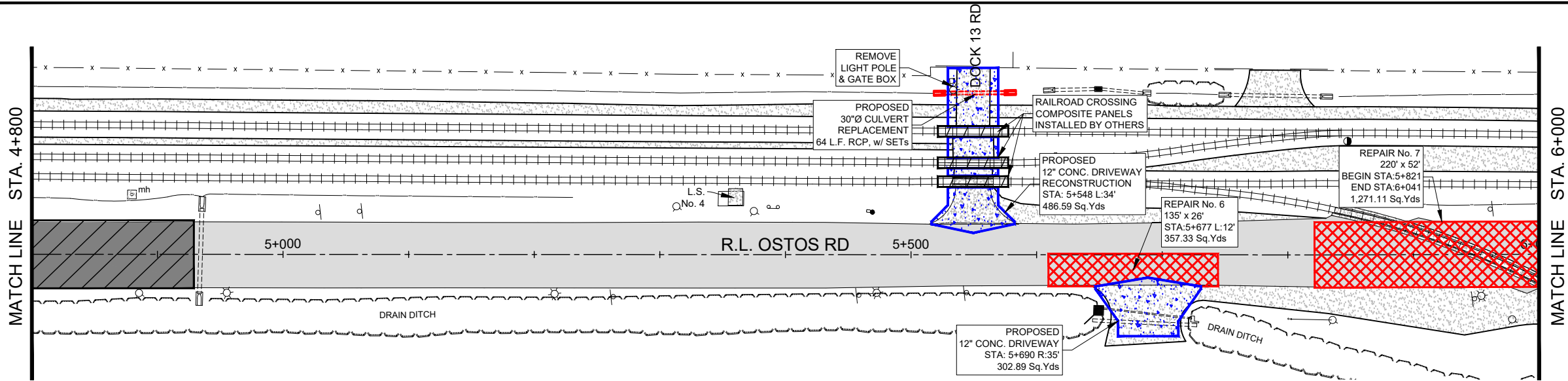
### NOTES:

- Existing HMAC surface shall be milled (1.5"), cleaned, and coated uniformly with a tack coat before the proposed B-graded HMAC (Ty B)(2") overlay. DO NOT MILL (1.5") IN PAVEMENT DONE BY OTHERS, PROPOSED REPAIR AREAS AND/OR ANY CONCRETE PAVEMENT SHOWN IN PLANS.
- The existing Left and Right edge of pavement shall be the limits of proposed B-GR HMAC overlay.
- Additional repair areas found that are not shown in the drawings are to be repaired by the contractor with the authorization of the owner. Owner shall also be made aware of any areas that differ from what is shown in the drawings.
- Before construction, call DIGTESS (1-800-344-8311) and BND Maintenance Dept. (956-831-8273) for spotting of any existing utility lines.

















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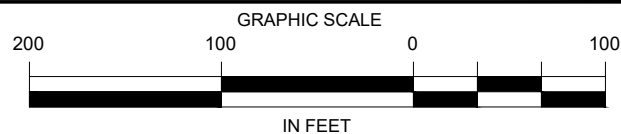
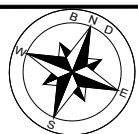
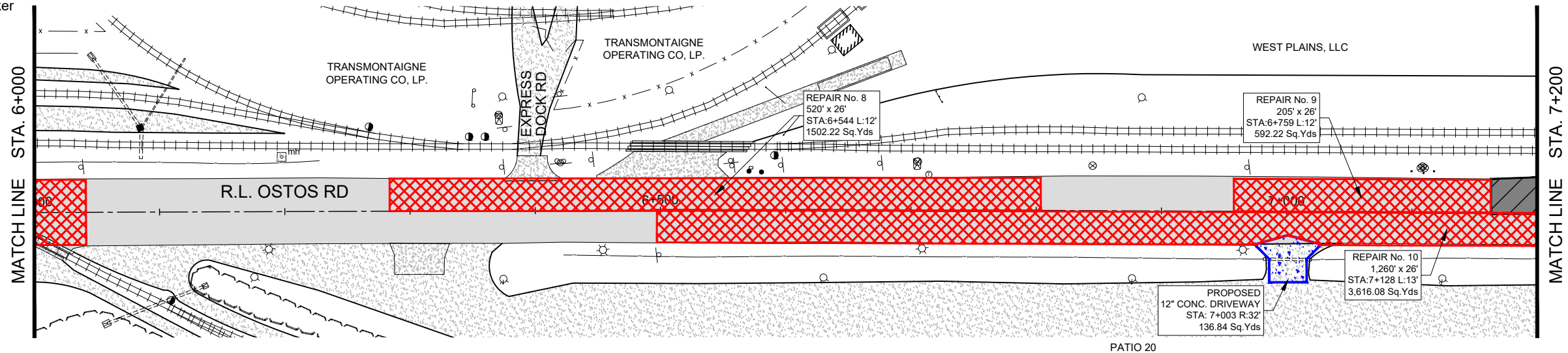


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-  PROPOSED 17 IN. PAVEMENT RECONSTRUCTION
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-  PAVEMENT DONE BY OTHERS
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-  Sanitary sewer line & manhole
-  Power pole & power line
-  Railroad spur
-  Fence
-  RCP & Conc. Culvert
-  Light Pole
-  Sign
-  Railroad Switch
-  AT&T Route Marker
-  Water meter

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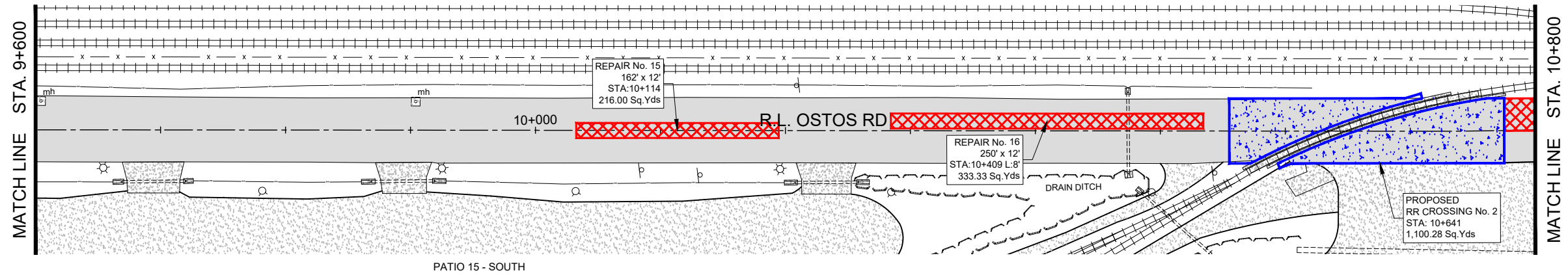
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PATIO 15 - SOUTH

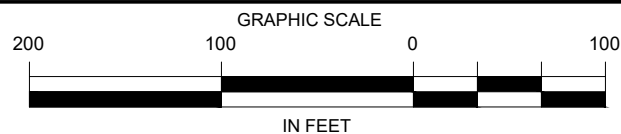
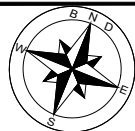
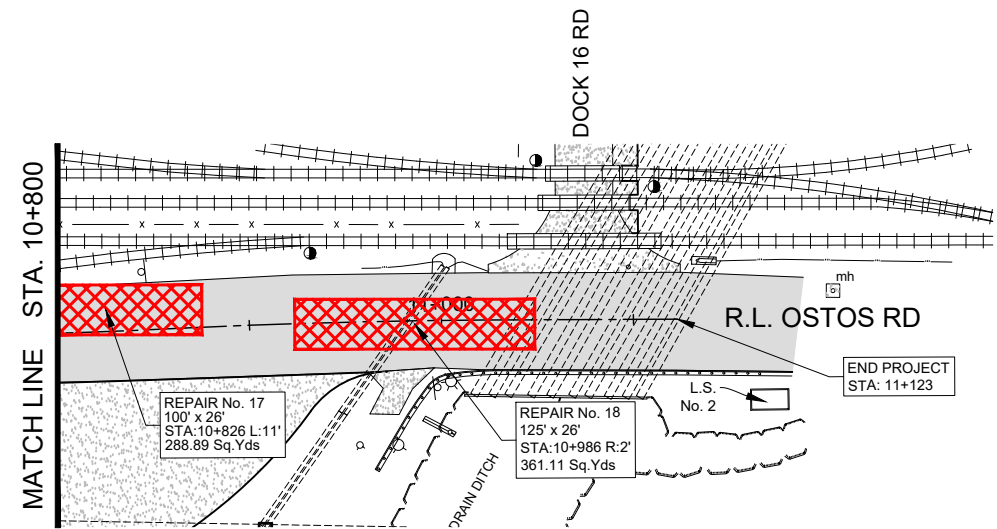
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| R.L. OSTOS RD REPAIR AREAS |              |              |                 |               |          |
|----------------------------|--------------|--------------|-----------------|---------------|----------|
| No.                        | STA.         | DIMENSION    |                 | AREA (Sq.Yds) |          |
|                            |              | 18" PAVEMENT | CONC. SLAB      | HMAC          | 12" CONC |
| 1                          | 1+282 L:10   | 115' x 19'   |                 | 242.78        |          |
| 2                          | 2+309        | IRREGULAR    |                 | 3,208.86      |          |
| 3                          | 2+867        | 52' x 12'    |                 | 69.33         |          |
| 4                          | 2+985 L:19'  | 44' x 7'     |                 | 58.67         |          |
| 5                          | 3+941 L:14'  | 256' x 26'   |                 | 714.29        |          |
| 6                          | 5+677 L:12'  | 135' x 26'   |                 | 357.33        |          |
| 7                          | 5+931        | 220' x 52'   |                 | 1,271.11      |          |
| 8                          | 6+544 L:12'  | 520' x 26'   |                 | 1,502.22      |          |
| 9                          | 6+759 L:12'  | 205' x 26'   |                 | 592.22        |          |
| 10                         | 7+128 L:13'  | 1,260' x 26' |                 | 3,614.34      |          |
| 11                         | 8+074 L:11'  | 172' x 34'   |                 | 628.97        |          |
| 12                         | 8+602 R:13'  | 880' x 26'   |                 | 2,542.22      |          |
| 13                         | 8+927 L:13'  | 58' x 26'    |                 | 167.56        |          |
| 14                         | 9+401 R:12'  | 78' x 26'    |                 | 225.33        |          |
| 15                         | 10+114       | 162' x 12'   |                 | 216.00        |          |
| 16                         | 10+409 L:8'  | 250' x 12'   |                 | 333.33        |          |
| 17                         | 10+826 L:11' | 100' x 26'   |                 | 288.89        |          |
| 18                         | 10+986 R:2'  | 125' x 26'   |                 | 361.11        |          |
| 19                         | 0+084 L:50'  |              | MILO RD         |               | 28.01    |
| 20                         | 0+791        |              | RR CROSSING 1   |               | 447.67   |
| 21                         | 1+964 L:49'  |              | WINDHAUS RD     |               | 565.67   |
| 22                         | 3+100 L:41'  |              | DOCK 10 RD      |               | 358.96   |
| 23                         | 4+008 L:34'  |              | DOCK 11 RD      |               | 475.60   |
| 24                         | 4+008 R:41'  |              | 118 AC ENTRANCE |               | 358.89   |
| 25                         | 5+548 L:34'  |              | DOCK 13 RD      |               | 486.59   |
| 26                         | 5+690 R:35'  |              | PATIO ENTRANCE  |               | 302.89   |
| 27                         | 7+003 R:32'  |              | PATIO ENTRANCE  |               | 138.57   |
| 28                         | 8+115 R:32'  |              | PATIO ENTRANCE  |               | 129.69   |
| 29                         | 10+641       |              | RR CROSSING 2   |               | 1,100.28 |
| TOTAL=                     |              |              |                 | 16,394.56     | 4,392.82 |

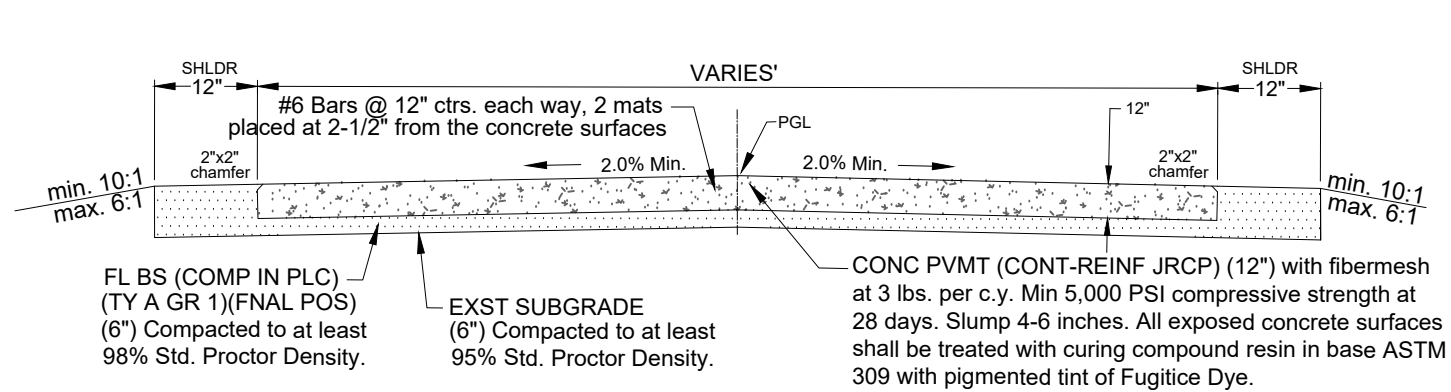


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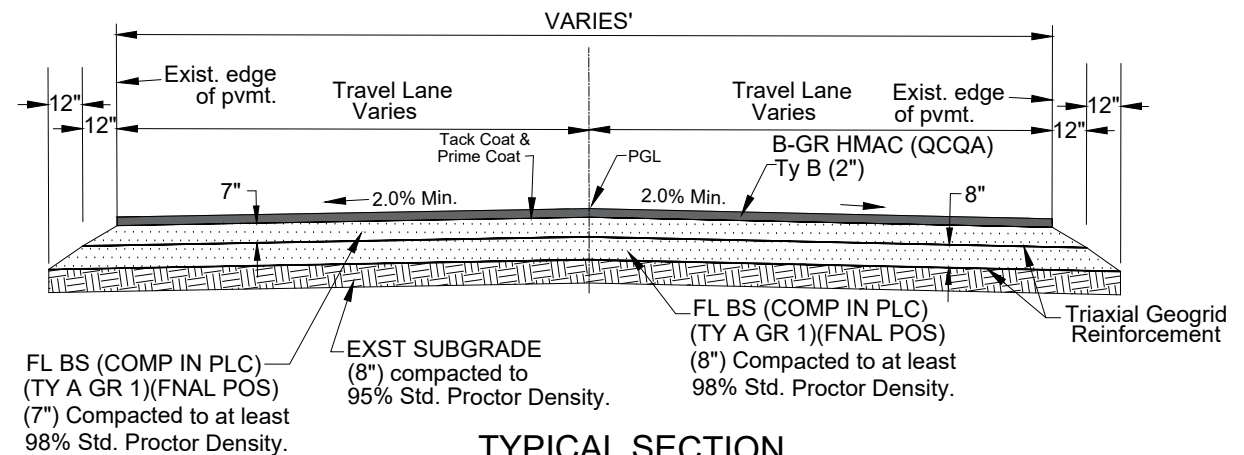
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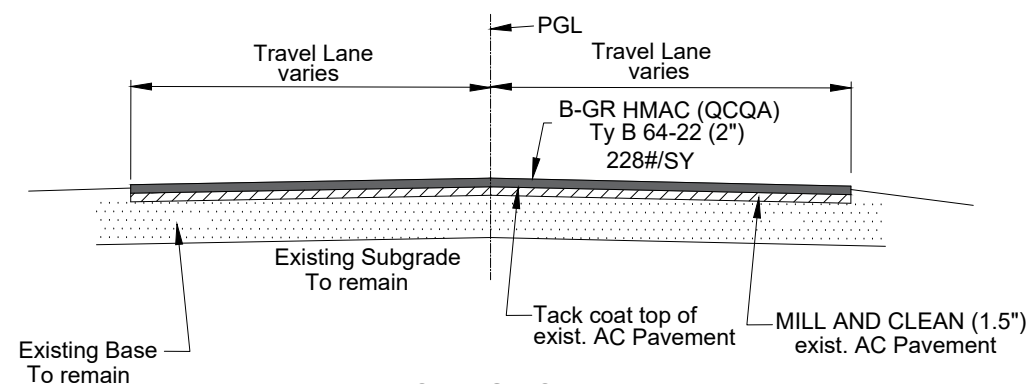




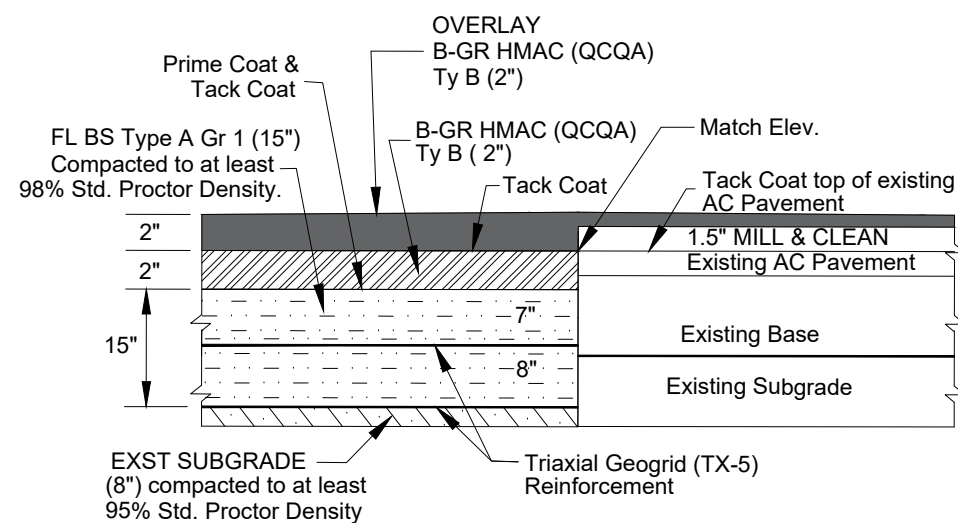
**TYPICAL SECTION**  
**PROPOSED (12'') CONCRETE PAVEMENT**  
 N.T.S.



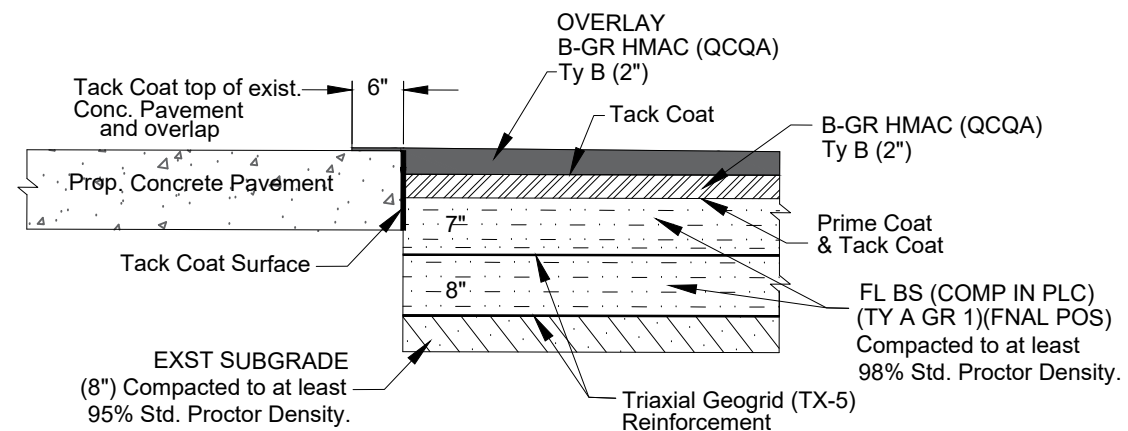
**TYPICAL SECTION**  
**PROPOSED (17'') HMAC PAVEMENT RECONSTRUCTION**  
 N.T.S.



**TYPICAL SECTION**  
**PROPOSED 2'' HMAC PAVEMENT OVERLAY**  
 N.T.S.



**PROPOSED (17'') HMAC PAVEMENT RECONSTRUCTION /**  
**PROPOSED 2'' HMAC PAVEMENT OVERLAY**  
**INTERFACE DETAIL**  
 N.T.S.



**PROPOSED CONCRETE PAVEMENT / PROPOSED HMAC**  
**PAVEMENT INTERFACE DETAIL**  
 N.T.S.

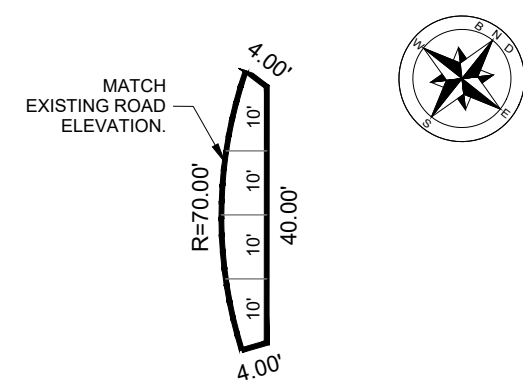
**NOTES:**

1. Stockpile all material generated from this project at the BND Shop Yard (5100 R.L. Ostos Road ) or where indicated by BND Maintenance Dept.
2. The subgrade shall be shaped and bladed a minimum distance of one foot beyond the edge of the proposed base course. The complete base shall be rolled before the earth shoulder is shaped and final compaction shall be done over base and edge of shoulder. All grading shall be within the limits shown.
3. 114#/SY of ACP is equivalent to 1" in depth of ACP
4. Where required by fixed features or unusual conditions, the governing slopes may be varied when directed by the Engineer.
5. Prime Coat: MC-30 at a rate of 0.20 Gal./S.Y.  
Tack Coat: RC-2 at a rate of 0.05 Gal./S.Y.  
Both items subsidiary to HMAC.

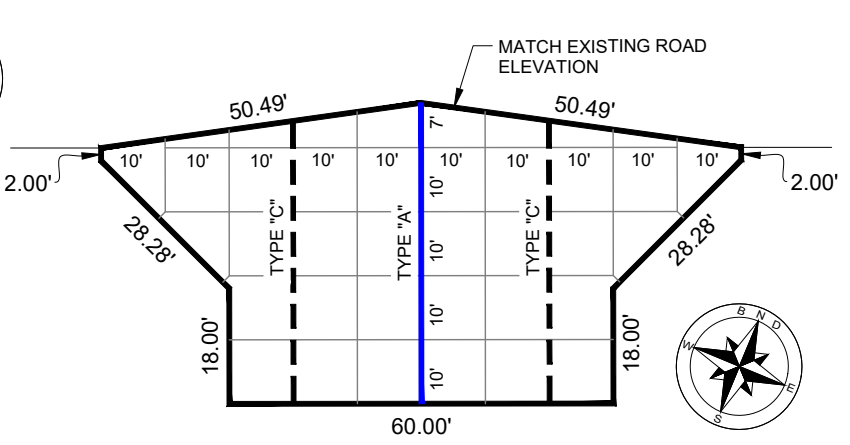
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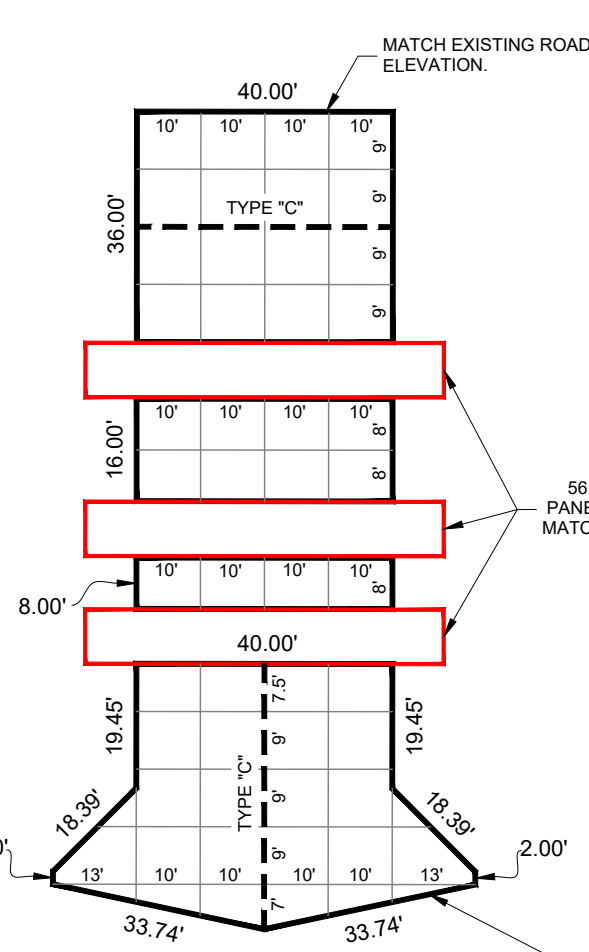




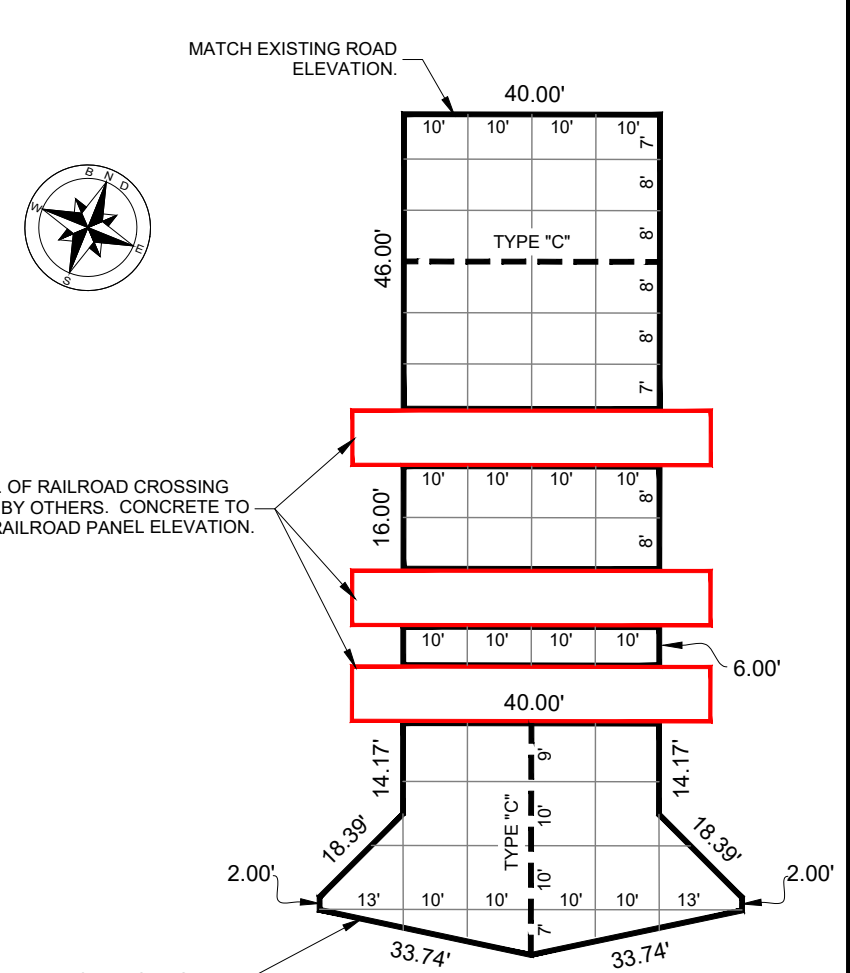
**MILO ROAD**  
**CONCRETE DRIVEWAY PLAN**  
Sta. 0+084 L=50'



**118 Ac ENTRANCE**  
**CONCRETE DRIVEWAY PLAN**  
Sta. 4+008 L=41'

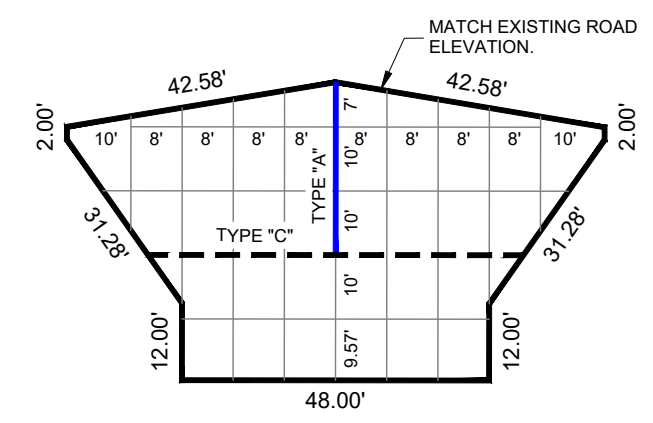


**DOCK 11 ROAD**  
**CONCRETE DRIVEWAY PLAN**  
Sta. 4+008 L=34'

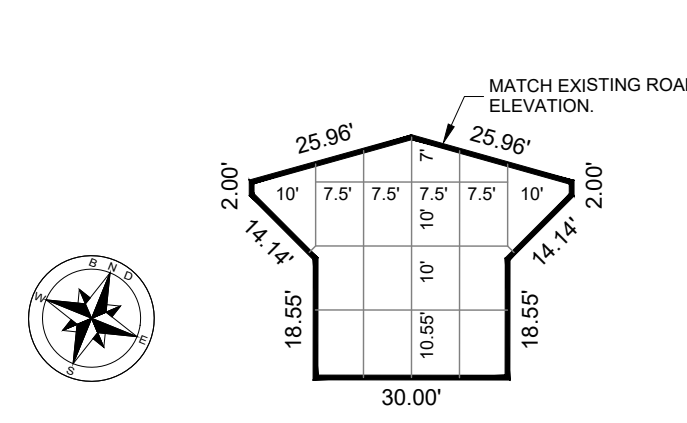


**DOCK 13 ROAD**  
**CONCRETE DRIVEWAY PLAN**  
Sta. 5+548 L=34'

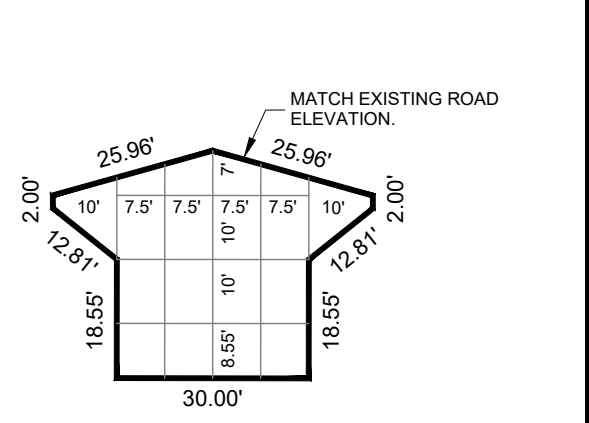
- NOTES:**
1. ALL JOINTS ARE TYPE "B", EXCEPT AS NOTED.
  2. ISOLATION JOINTS TO BE USED WHERE RAILROAD CROSSING CONNECTS TO PAVEMENT.
  3. REBAR SHOULD HAVE MIN. 24" OF OVERLAPPING LENGTH.



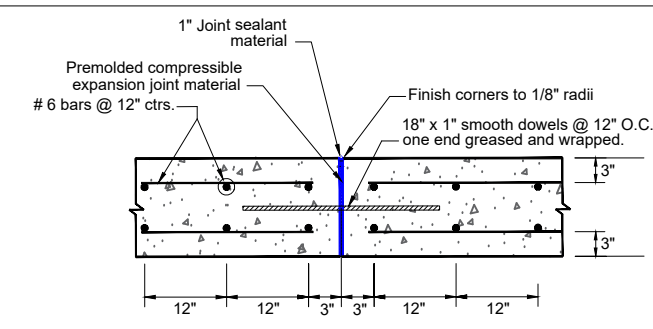
**PATIO ENTRANCE**  
**CONCRETE DRIVEWAY PLAN**  
Sta. 5+690 R=35'



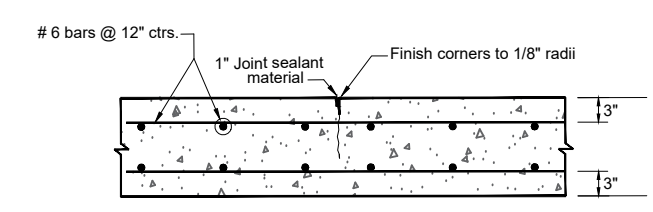
**PATIO ENTRANCE**  
**CONCRETE DRIVEWAY PLAN**  
Sta. 7+003 R=32'



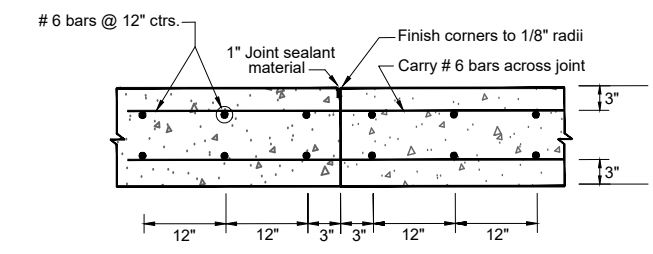
**PATIO ENTRANCE**  
**CONCRETE DRIVEWAY PLAN**  
Sta. 8+115 R=32'



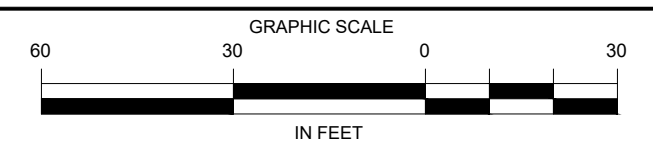
**EXPANSION - JOINT TYPE "A"**  
Not to Scale



**DUMMY JOINT - JOINT TYPE "B"**  
Not to Scale



**LONGITUDINAL TIED CONSTRUCTION JOINT - JOINT TYPE "C"**  
Not to scale



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the port that works

R.L. OSTOS ROAD  
DRIVEWAY  
CONCRETE PLAN

2022 OSTOS ROAD  
PAVING REHABILITATION

|              |   |              |
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SHEET

9

OF 9