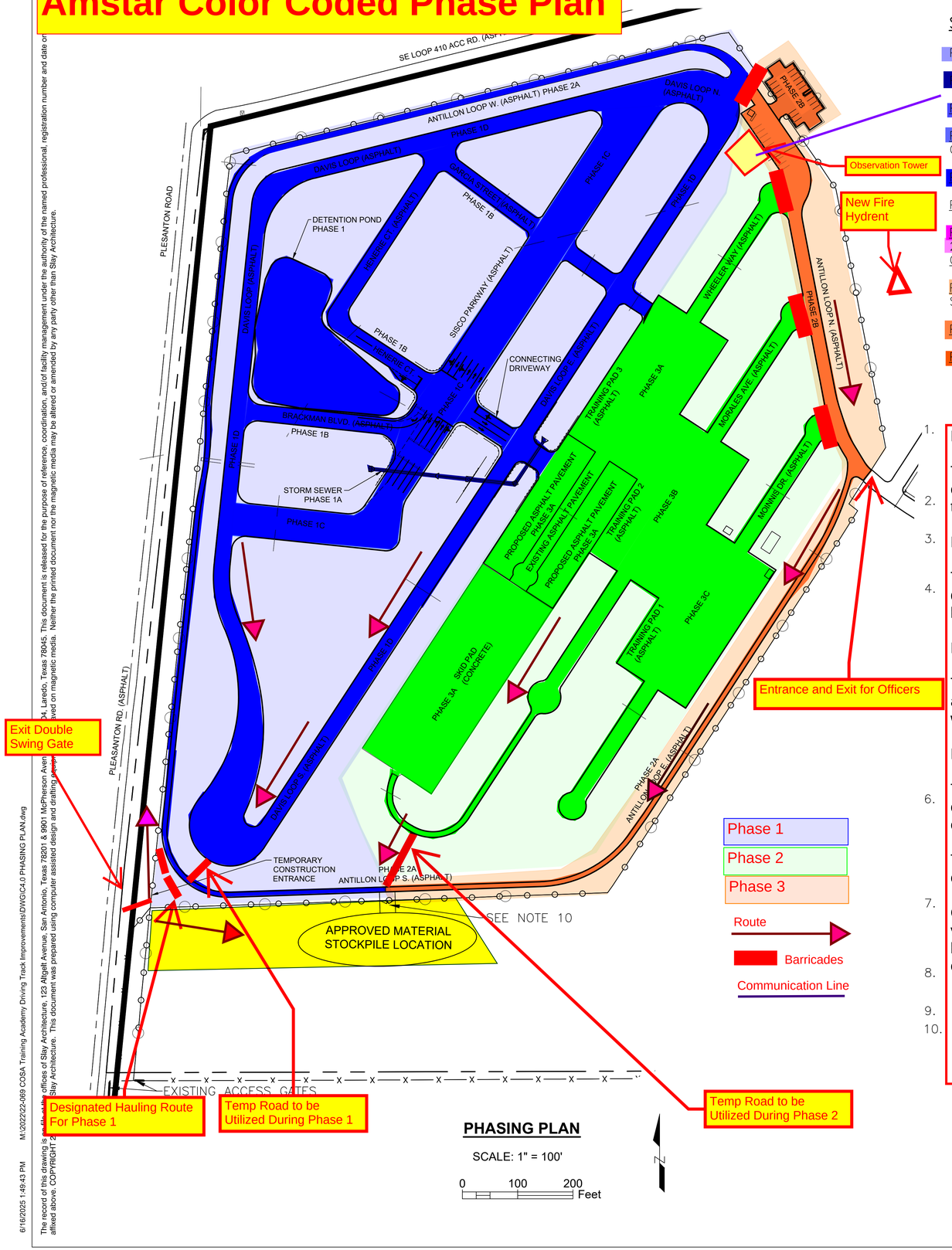
Amstar Color Coded Phase Plan



PHASING PLAN

SCALE: 1" = 100'

0 100 200 Feet

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SAPD CONSTRUCTION PHASING

PHASE 1 CONSTRUCTION SHALL PERMIT SAPD USE OF ANTILLON LOOP AT ALL TIMES DURING PHASE ONE CONSTRUCTION.

PHASE 1A – CONSTRUCTIONS STORM SEWER AND DETENTION POND

PHASE 1B – CONSTRUCT BRACKMAN BLVD., HENERIE CT., AND GARCIA ST.

PHASE 1C SISCO PARKWAY – CONSTRUCT SISCO PARKWAY, INTERSECTION IMPROVEMENTS AND CONNECTING DRIVEWAY. CONSTRUCT NEW TRAFFIC SIGNAL WITH ASSOCIATED CONTROLLER, POLES, LIGHTS, CONDUITS, AND EQUIPMENT.

PHASE 1D DAVIS LOOP – CONSTRUCT DAVIS LOOP.

PHASE 2A ANTILLON LOOP – CONSTRUCT ANTILLON LOOP.

PHASE 2B ANTILLON LOOP – CONSTRUCT ANTILLON LOOP NORTH & TOWER PARKING WHILE PERMITTING THE USE OF PHASE 2A ANTILLON LOOP. CONSTRUCT SEVENTEEN SPACE PARKING LOT EXPANSION, FENCING, & STRIPING. CONTRACTOR IS TO CONSTRUCT PHASE 2B AFTER ALL OTHER PHASES ARE COMPLETED.

PHASE 3A WHEELER WAY – CONSTRUCT WHEELER WAY, INCLUDING PROPOSED NEW PAVEMENT, AND TRAINING PAD 3. REPAIR SKID PAD CONCRETE JOINTS AND PAVEMENT POINT REPAIR.

PHASE 3B MORALES AVE. – CONSTRUCT MORALES AVE., AND TRAINING PAD 2.

PHASE 3C MOINNIS DR. – CONSTRUCT MOINNIS DR., TRAINING PAD 1, AND CUL–DE–SAC.

NOTES:

1. Proposed Phasing Plan – SAPD Track and SADP Observation Tower Projects

2. To reduce the overall project duration while maintaining safety and operational continuity, we propose a three-phase construction approach designed to strategically sequence work, optimize manpower, and minimize disruption to ongoing training activities.

3. Phase 1 (Blue Area):

4. This phase will focus on all storm-related scope, fully contained within the designated area. By isolating this work, we can deploy increased manpower and accelerate progress without impacting adjacent operations. A temporary access road will also be established, providing a dedicated construction exit to streamline logistics and reduce interference with active site use.

Phase 2 (Green Area):

The second phase will primarily address concrete repair and installation. This sequencing allows continued access to the loop and maintains functionality of Phase 1 areas. It also enables better coordination with subcontractors, ensuring a controlled work environment that prioritizes safety while minimizing interaction with trainees and ongoing activities.

Phase 3 (Orange Area):

6. The final phase will include installation of the fire hydrant and associated water line, as well as the communication line for the observation tower. By deferring this work to the last phase, we reduce the risk of damage to newly installed infrastructure and ensure proper coordination of critical utility components.

This phased approach is intentionally designed to work from the interior outward, preventing construction traffic from damaging completed work and maintaining accessible, functional areas throughout the project lifecycle.

7. Overall, this plan balances efficiency, safety, and operational continuity. It accounts for the movement of large construction vehicles and materials at varying times throughout the day while safeguarding both subcontractors and SAPD trainees. We believe this strategy provides the most effective path forward, ensuring timely project delivery without compromising site safety or usability.

8.

9.

10.

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- EXISTING EDGE OF ASPHALT
- EXISTING BARBED WIRE FENCE
- EXISTING CHAINLINK FENCE

SLAY ARCHITECTURE

SAN ANTONIO
123 Altgelt Avenue
San Antonio, Texas 78201
T: 210.736.3009

LAREDO
9901 McPherson Avenue, #104
Laredo, Texas 78045
T: 956.791.0405

STATE OF TEXAS
MICHAEL M. SLAY
44379
REGISTERED PROFESSIONAL ENGINEER
10/18/2024

100% CONSTRUCTION DOCUMENTS

SAPD ACADEMY TRACK PAVEMENT

12200 SE. LOOP 410, SAN ANTONIO, TEXAS 78214

Project NO.: 22028
Date: 08/30/2024
Revisions: Stockpile Location - 12/3/24
Drainage Comments - 2/24/25

C4.0

PHASING PLAN

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