

OCT 28 2015

TRAFFIC MANAGEMENT PLAN – Phase II

International Leadership of Texas Grand Prairie High School
Concept Plan Case Number C151102

PLANNING DEPARTMENT

General Plan

There are two separate routes of circulation. Both routes are used in the same way for both drop-off and pick-up. All traffic will enter the property from Ragland Road and will exit the property to SH 360. During the drop-off hours of 7:15-8:15 am and the pick-up hours of 3:30-4:30 pm all drive lanes function as two lanes in a one-way direction following the designated path.

Signage can be provided along the green and red routes to indicate both lanes are one-way during the respective hours. Signage can also be provided at the northwest corner of the main parking lot to direct exit routes to SH 360.

Traffic cones will be set up each day prior to the drop off and pick up hours to help facilitate traffic flow, but will be removed to allow standard two way traffic during normal and after school hours. Parents will be assigned to the green route if their student is in 9th or 10th grades, or if they have multiple students in multiple grades. Parents will be assigned to the red route if their student is in 11th or 12th grade.

This campus is a closed campus for lunch, so students are not allowed to leave the campus. Coordination is being made with Chesapeake Gas to best schedule arrival of any large gas well trucks outside of the school peak hours in the AM and PM. Currently, Chesapeake Gas has one water truck per day service the well site.

Traffic Routes

The green route will enter the property from Ragland and continue straight following the path passing the east side of the school, and then turn in front of the school in an available drive aisle for loading areas. If the drive aisle immediately adjacent to the school is full, drivers can then proceed to the next open drive aisle to enter. If that drive aisle is full, drivers can proceed to the next drive aisle. Students can be dropped off or picked up in any of the drive aisles that are parallel with the front of the school. Vehicles should stay in the right lane while dropping off a student. The driver should pull forward as far as possible before allowing the student to exit. Once the student has exited, the driver should stay in the right lane following the designated exit route to maintain a single file of vehicles. During the pick-up hour, vehicles should stay in the right lane until the student had been loaded into the vehicle. Once a student has been loaded into the vehicle, the vehicle can use the left lane to bypass vehicles still waiting in the right lane. The green route will exit the property by turning right at the end of the aisle and remain in the right lane only. They will then follow the designated route in the right lane to the northern driveway that connects to SH 360.

The red route will enter the property from Ragland and turn left in front of the housing and follow the path to the west side of the school. Students can be dropped off or picked up at the west side of the school in either the left or right lanes. The red route will then exit the property by merging into the left lane and following the designated route to the southern driveway that connects to SH 360.

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PLANNING DEPARTMENT

Traffic Monitors

Staff members will function as the traffic monitors during the drop off and pick up hours.

- A traffic monitor will be located at the driveway entrance on Ragland Road to direct and monitor incoming traffic between the green and red routes.
- Traffic monitors will be located in the center of the green loading area to assist directing students and traffic.
- Traffic monitors will be located at the ends of the drive aisles at the northwest corner of the main parking lot to help direct students and merge exiting traffic into the right lane.
- A traffic monitor will be located near the end of the red loading area to help merge existing traffic into the left lane.

Once vehicles from either the green or red route have entered the respective right (green) or left (red) lanes to exit the property, they must not deviate from following the exit path as designated with traffic cones to the respective driveway exit to SH 360.

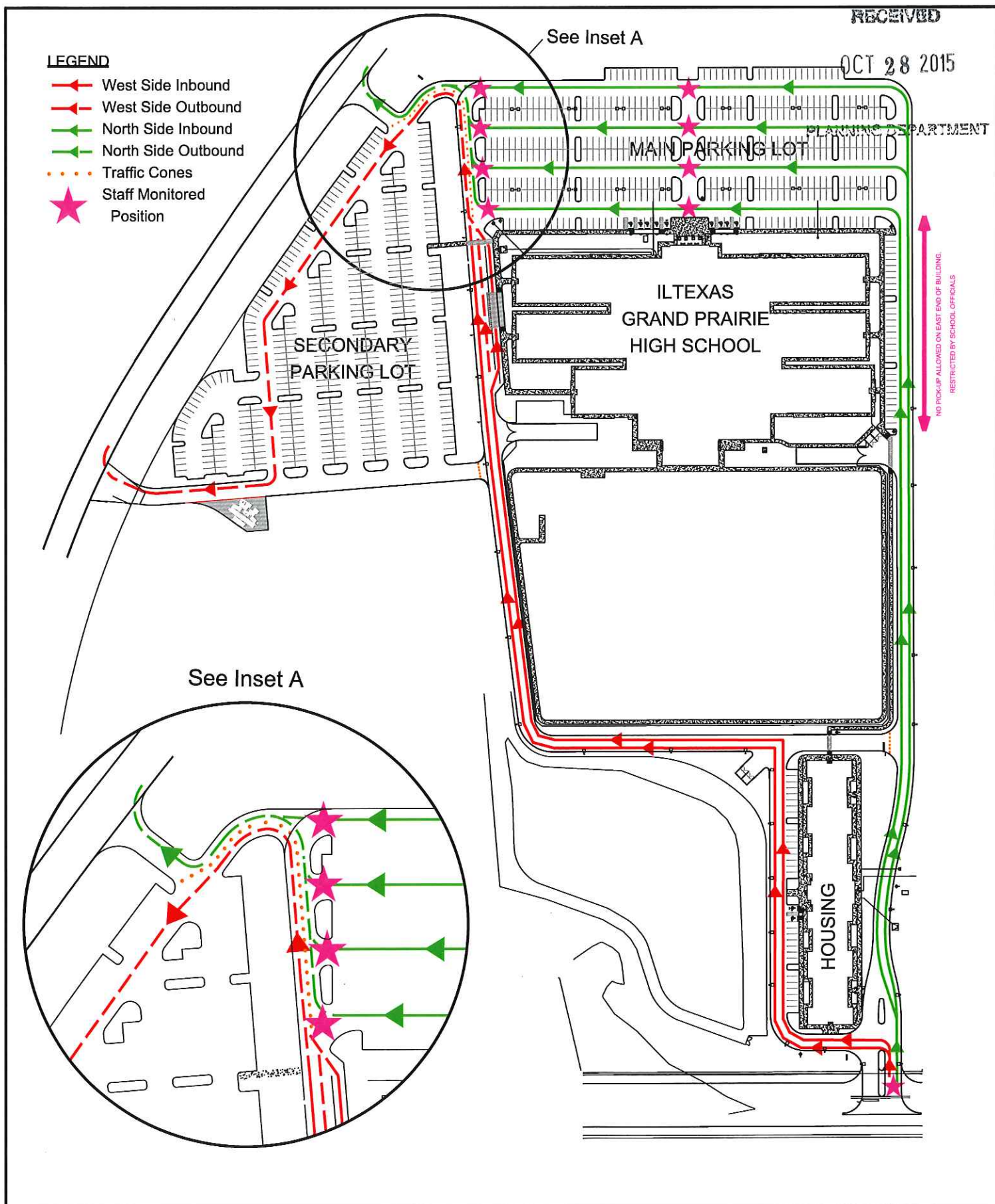
Students in the green route will be directed to unload and load from their vehicles in the main parking lot only. Unloading or loading within the green line prior to the main parking lot will be restricted by school officials.

Traffic Cones

Traffic cones will be placed at strategic locations to either provide directional guidance or to prevent access to certain driveways. Traffic cones will be placed along the exit routes at the northwest corner of the main parking lot to provide directional guidance by dividing the exiting paths for the green and red routes. These cones will continue along this path past the entrance to the north driveway on SH 360 to prevent the red route from having access to the north driveway. Traffic cones will be placed at the entrance lane of the north driveway to prevent incoming traffic from SH 360. Traffic cones will also be placed at the drive aisle connection from SH 360 at the southwest corner of the building to prevent cars from exiting or entering the red route at this location. Traffic cones will also be placed at the drive aisle connection between the housing and the ball fields.

Parking

Faculty and staff parking will be designated to the main parking lot. Since faculty and staff typically arrive and leave outside the peak drop off and pick up periods, this will minimize the amount of parking maneuvers within the unloading/loading area during the drop off and pick up hours. Parking in the main parking lot is accessible through the green route. Student parking will be designated in the secondary parking lot. Entry to the secondary parking lot will be through the southern driveway on SH 360. Upon school dismissal, exiting from the main parking lot will merge with the green route to exit the north driveway on SH 360. Exiting from the secondary parking lot will merge with the red route to exit the south driveway on SH 360.



Proposed Circulation and Queue Lengths

Figure 10