



**Kimley»Horn**  
REGISTERED FIRM F-928

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**SCOT A. JOHNSON**  
92615  
LICENSED PROFESSIONAL ENGINEER  
10-14-2016

**GRAPHIC SCALE**  
1" = 60' on 24x36" Plot

**TMP Legend:**

- Inbound Vehicle Path
- Inbound Vehicle Path (Secondary Queue Not Blocking Through Traffic)
- Outbound Vehicle Path
- Traffic Officer
- Traffic Administrator
- Staff Location
- Available Auto Queue Position
- Cone or other portable barrier

Current Enrollment: Approx 1,168 Students  
Maximum Enrollment: 1,225 Students

School Hours and Groups: (Assuming 1,225 Students)

Grade	Approx. Student #	Start	End
<b>Lower School</b>			
Beginner	20	8:00 AM	12:00 PM
PK-1	190	8:00 AM	2:30 PM
2-4	210	8:00 AM	3:30 PM
<b>Middle School</b>			
5-8	207	8:15 AM	3:30 PM
5-8 Sports	138	8:15 AM	4:15 PM
<b>Upper School*</b>			
9-12	276	8:15 AM	3:45 PM
9-12 Sports	184	8:15 AM	6:00 PM

\* including Approximately 200 Student Drivers.

Drop-off/Pick-up assignments and times should be actively managed in response to conditions, including changes in sports schedules.

Available queue distance in the Montwood Loop for the Lower School Loading Area is 2,300' (115 vehicles).

Available queue distance in the Montwood Loop for the Middle School Loading Area is 1,580' (79 vehicles).

Available queue distance in the Merrell Loading Area is 780' (39 vehicles) within the school property.

Projected maximum pick-up queue demand in the Montwood Loop would occur during the 3:30PM release of approximately 210 Lower School students (Grades 2-4) and 207 Middle School students (non-sports schedule). The combined queue would total 1,680' (84 vehicles). The available Lower School queue distance provides 620' (31 vehicles) in excess of the expected maximum queue.

Projected maximum pick-up queue demand in the Merrell Loading Area is 620' (31 vehicles), occurring at the 3:45PM Upper School dismissal. The available Merrell Loading Area queue distance provides 160' (8 vehicles) in excess of the expected maximum queue.

Queue information for the morning drop-off period is included in the TMP Summary document.

**Pick-Up Queuing Summary - Montwood Loop - 1,225 Student Maximum**

Group	Dismissal Time	Students Dismissed	Bus / Bike / Walk	Student Drivers	Parent Pickup	Maximum Queue	Available Queue	Surplus (Deficiency)
LS Group 1 PK, K, Primer, 1	2:30 PM	190	0	0	190	38 Vehicles 760'	115 Vehicles 2,300'	77 Vehicles 1,540'
LS Group 2, MS Group 1 2, 3, 4, 5, 6, 7, 8	3:30 PM	417	0	0	417	84 Vehicles 1,680'	115 Vehicles 2,300'	31 Vehicles 620'
MS Group 2 (Sports) 5, 6, 7, 8	4:15 PM	138	0	0	138	28 Vehicles 560'	79 Vehicles 1,580'	50 Vehicles 1,000'

**Pick-Up Queuing Summary - Merrell Loading Area - 1,225 Student Maximum**

Group	Dismissal Time	Students Dismissed	Bus / Bike / Walk	Student Drivers	Parent Pickup	Maximum Queue	Available Queue	Surplus (Deficiency)
US Group 1 9, 10, 11, 12	3:45 PM	276	0	120	156	31 Vehicles 620'	39 Vehicles 780'	8 Vehicles 160'
US Group 2 (Sports) 9, 10, 11, 12	6:00 PM	184	0	80	104	21 Vehicles 420'	39 Vehicles 780'	18 Vehicles 360'

In order to ensure that all queuing of vehicles is completely accommodated on school property, ESD administrative officials should implement the proposed Traffic Management Plan, monitor the operation on a continuing basis, and if any vehicle queuing should begin to occur on public right-of-way, take the necessary action to mitigate it.

Only uniformed police officers should be allowed to direct and control traffic operating within the public right-of-way.

Based on the vehicle queuing analysis conducted and the resulting Traffic Management Plan, I, Scot A. Johnson, P.E. #92615, certify that the results indicate that no queuing of vehicles dropping off or picking up students at ESD will extend onto City of Dallas rights-of-way as a result of internal queuing constraints.

PLANNED DEVELOPMENT DISTRICT SUMMARY

**Episcopal School Of Dallas  
Traffic Management Plan (TMP)**

**Z145-157**  
**TMP-1**  
Sheet No.