

by the east-west service drive, South Maple Avenue, West Annandale Road, and Little Falls Street.

- b. *Ingress:* The ingress for trucks accessing this dock is the same as Loading Dock #1.
- c. *Egress:* The egress for vehicles leaving this dock is the same as Loading Dock #1.

3) Loading Dock #3 (Retail, Residential):

- a. *Location:* Loading Dock #3 is located along Shirley Street, just south of West Annandale Road. This dock serves the retail and residential uses in the northern half of the block bordered by Shirley Street, West Annandale Road, South Maple Avenue, and Gibson Street.
- b. *Ingress:* It is expected that trucks will access this site from southbound South Maple Avenue. They will turn right (westbound) onto West Annandale Road, then left (southbound) onto Shirley Street before accessing the dock.
- c. *Egress:* Leaving the dock, the trucks will proceed southbound on Shirley Street, turn left (eastbound) on Gibson Street to access South Maple Avenue. From there vehicles can proceed either north or south on South Maple Avenue.

4) Loading Dock #4 (Grocery Store, Residential):

- a. *Location:* Dock #4 will be located in the southwest corner of the site along Gibson Street, and will serve both the grocery store and the residential use on the southern half of the block bordered by Shirley Street, West Annandale Road, South Maple Avenue, and Gibson Street.
- b. *Ingress:* The planned access to this dock is from southbound on South Maple Street, to which the trucks will turn right (westbound) on Gibson Street, and maneuver into the dock.
- c. *Egress:* Exiting this dock, it is expected that trucks will head eastbound on Gibson Street back to South Maple Avenue. From there vehicles can proceed either north or south on South Maple Avenue.

5) Loading Dock #5 (Hotel, Office, & Retail):

- a. *Location:* Dock #5 will be located in the southeast corner of the site with access from West Broad Street and South Washington Street and will serve both the Hotel and Office uses as well as some retail use. The loading dock is bordered by West Broad Street to the north, West Annandale Road to the south, South Maple Avenue to the west, and South Washington Street to the east.
- b. *Ingress:* The planned access to this dock is from southbound on South Broad Street, to which the trucks will turn right (southbound) on a private alley, and maneuver into the dock.
- c. *Egress:* Exiting this dock, it is expected that trucks will head eastbound on a private alley

back to South Washington Street. From there vehicles can proceed either southbound on South Washington Street.

LOADING DOCK ACCESSIBILITY

The revised roadway and loading dock designs have been analyzed utilizing four sizes of typical service vehicles. Each of the above described vehicles' ingress and egress from the five loading individual docks were tested for likely conflicts with proposed curbs, buildings, and parked vehicles. Figures depicting the simulated maneuvers are attached to the back of this memorandum.

30' Single Unit Trucks (Characteristic of Delivery, Refuse Collection, Rented Moving Trucks):

Each loading dock was examined with no conflicts noted. Single unit trucks maneuver throughout the site unhindered.

WB 40: (AASHTO 45' tractor-trailer with a 40' wheel base):

Each loading dock was examined with no conflicts noted. WB 40 tractor-trailer maneuver throughout the site unhindered. Comments previously provided have been sufficiently addressed.

WB 50: (AASHTO 55' tractor-trailer with a 50' wheel base):

Each loading dock was examined with no conflicts noted. WB 50 tractor-trailer maneuver throughout the site unhindered.

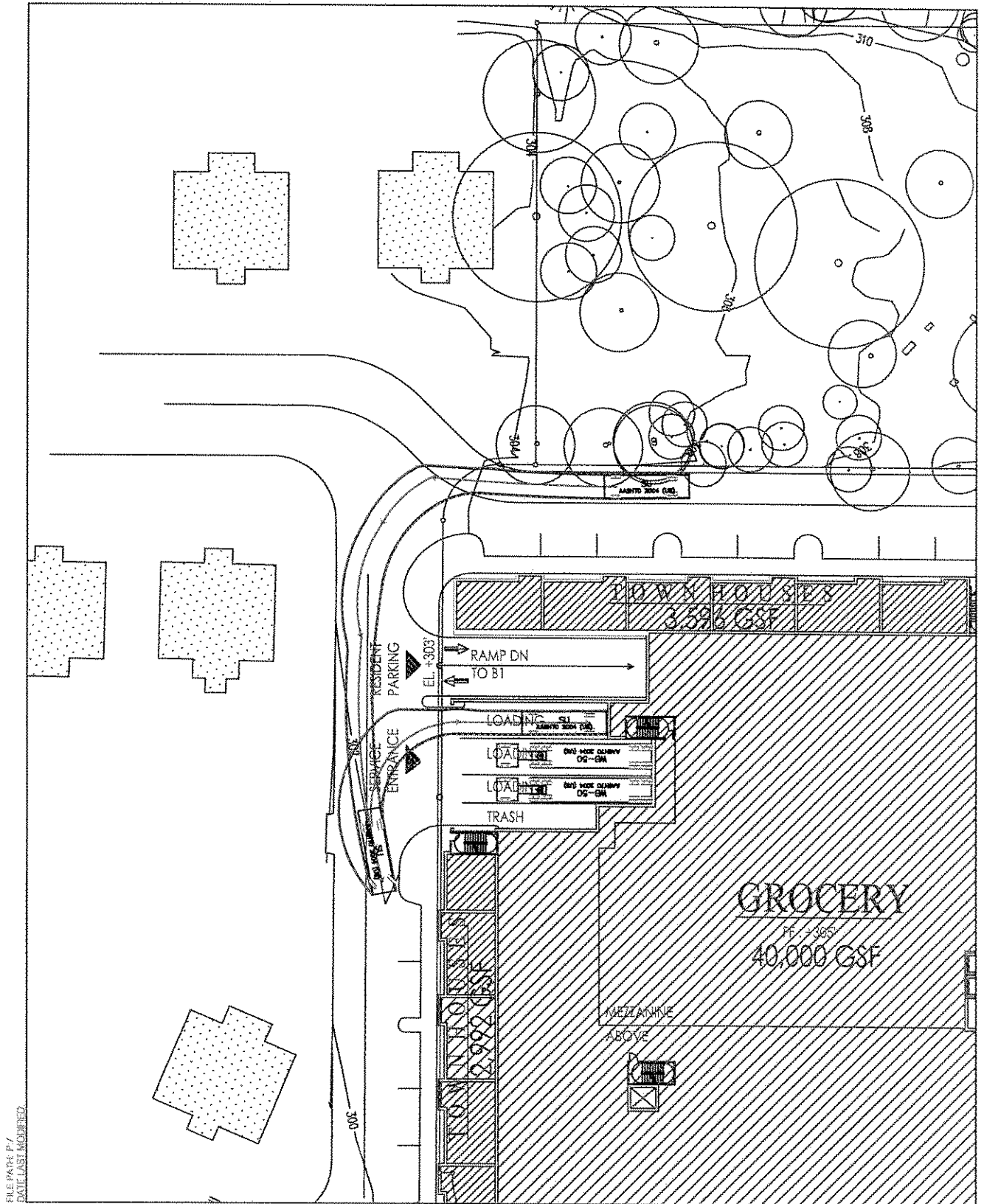
WB 62: (AASHTO 67' tractor-trailer with a 62' wheel base):

The 67' tractor-trailer was examined as the largest option of service vehicles that might be used. This size of truck continues to be inoperable throughout the development. Significant changes to the roadway network will need to be implemented if it is required to accommodate this size of vehicle.

CONCLUSIONS

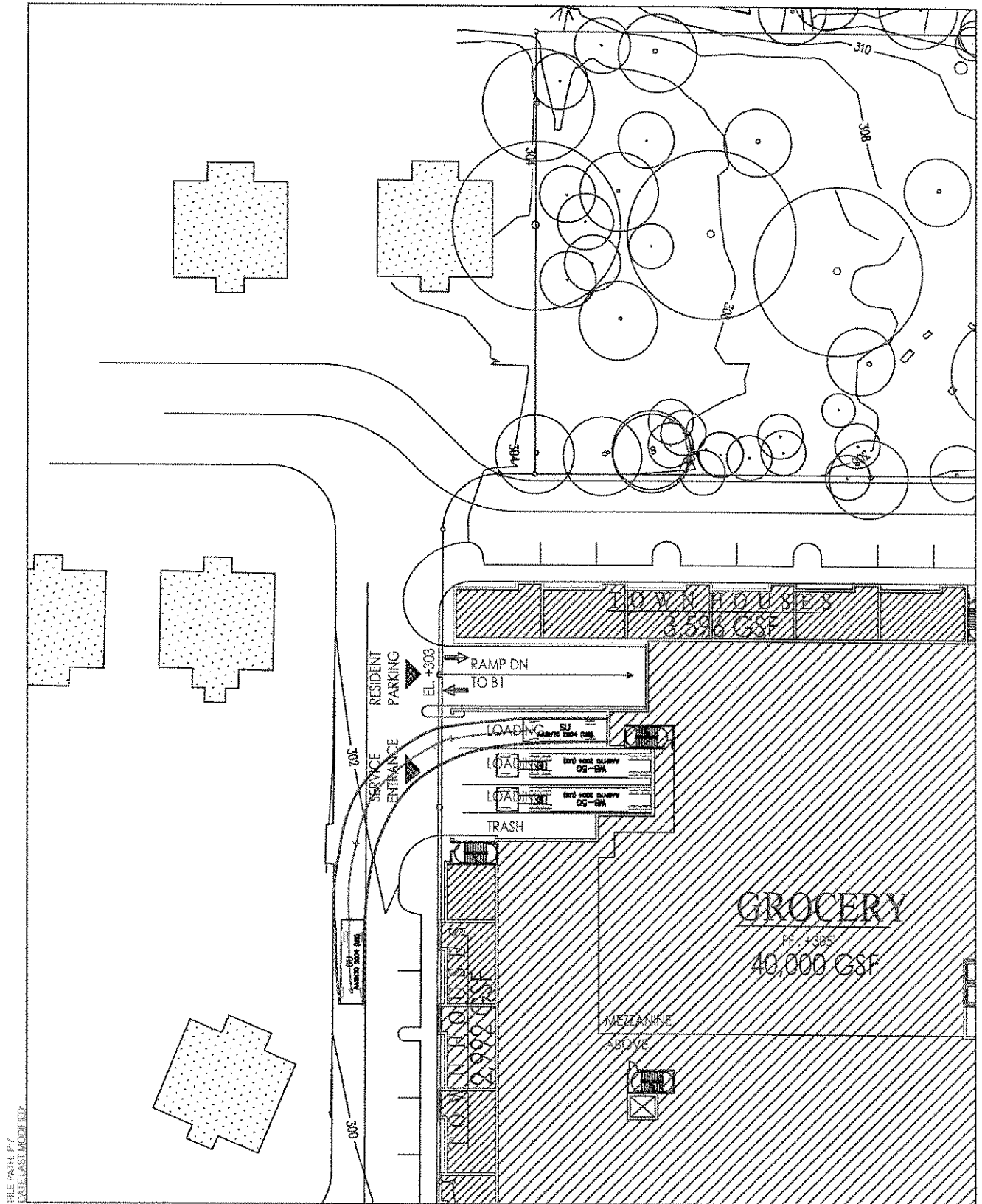
Following are the truck accessibility conclusions based on our analysis of the four loading docks planned for the southern Falls Church City Center development:

- As designed, 30' single-unit trucks can negotiate the site and loading facilities freely
- As designed, WB 40 tractor-trailers can negotiate the site and loading facilities freely
- As designed, WB 50 tractor-trailers can negotiate the site and loading facilities freely
- As designed, WB 62 tractor trailers conflict extensively many roadway, loading, and building design features



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Figure 1-A
Single Unit Truck (30')
Gibson Loading Dock-Inbound



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Figure 1-B
 Single Unit Truck (30')
 Gibson Loading Dock-Outbound

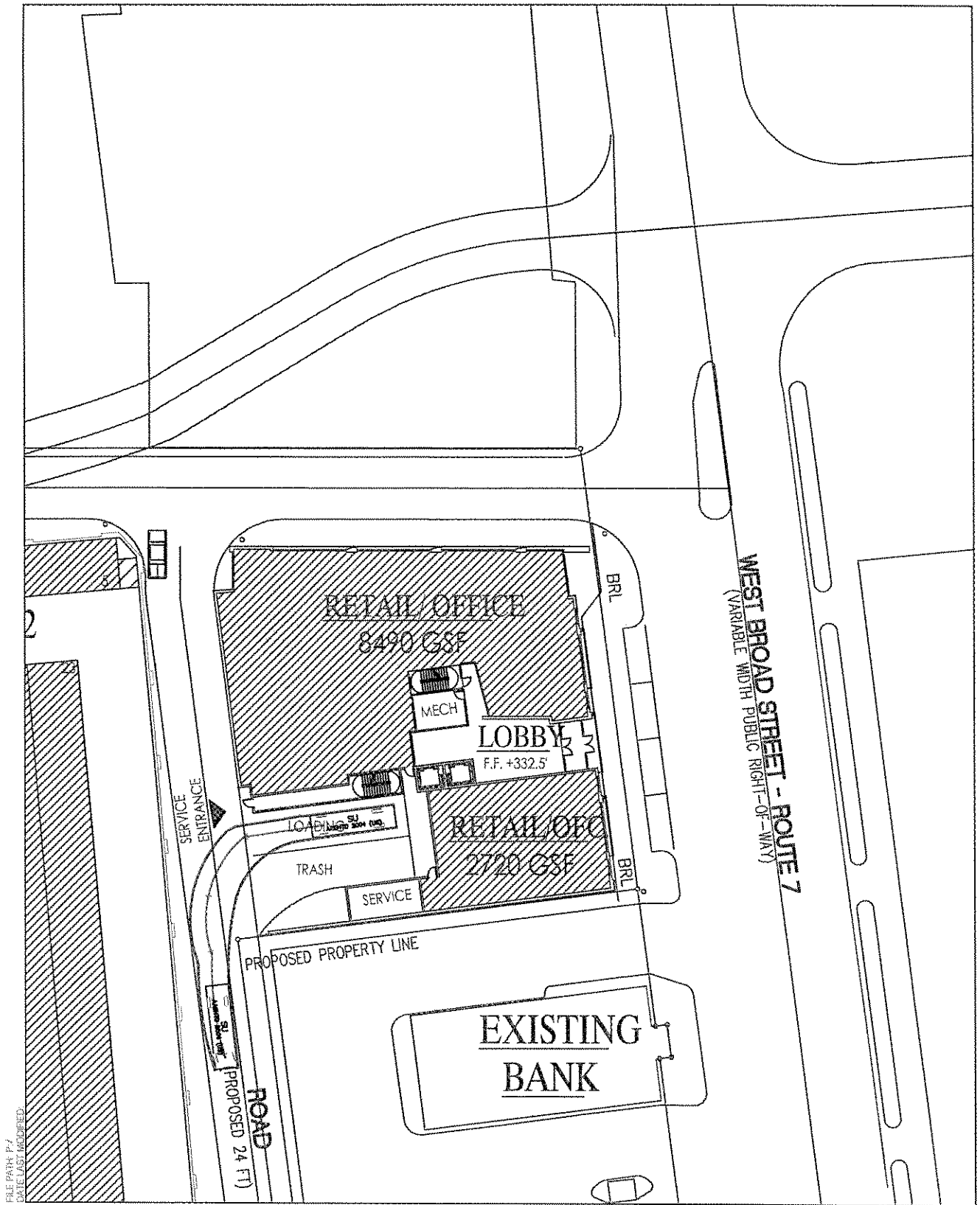


Figure 2-B
Single Unit Truck (30')
Retail Loading Dock-Outbound

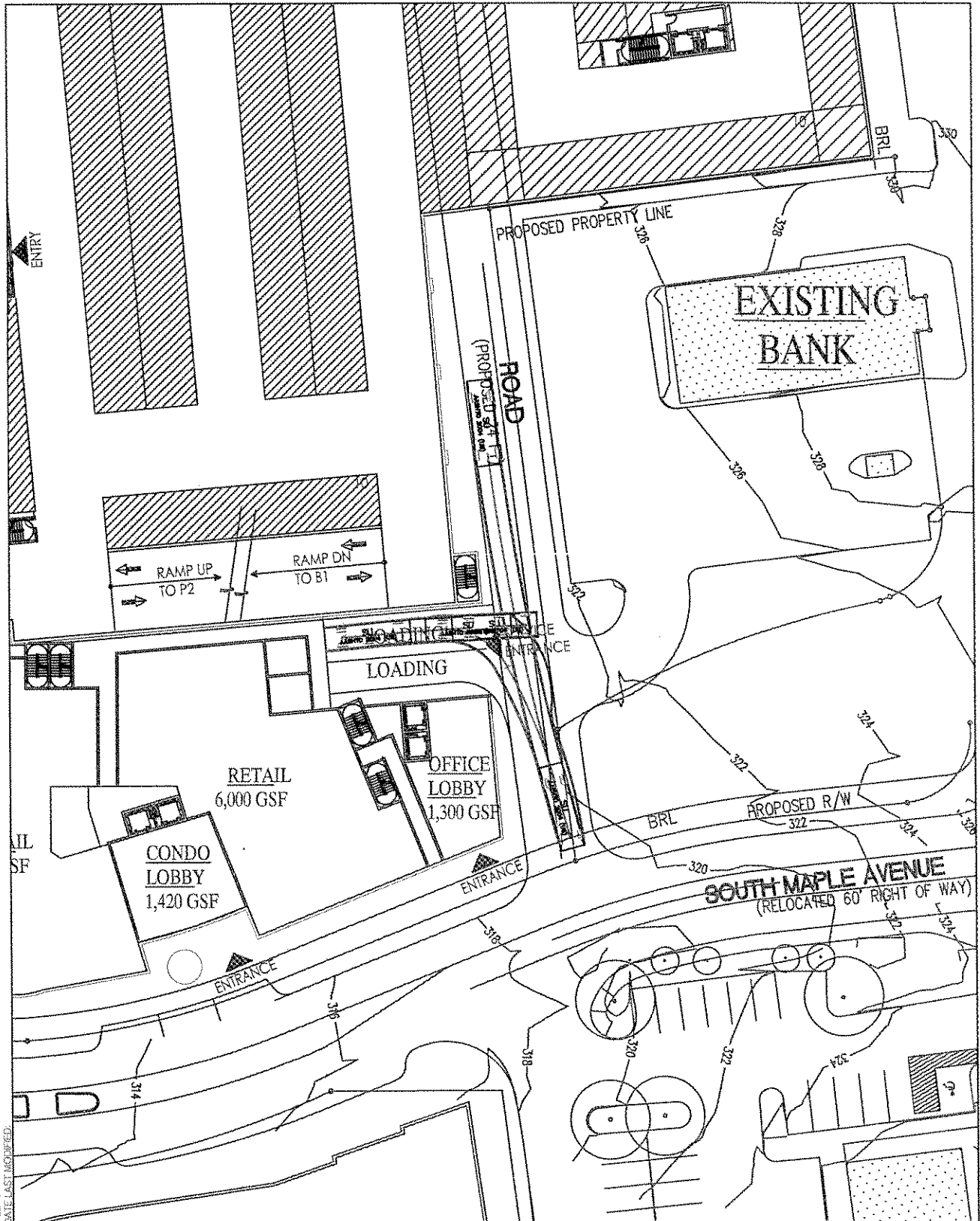


Figure 3-A
Single Unit Truck (30')
Retail/Residential Loading Dock-Inbound

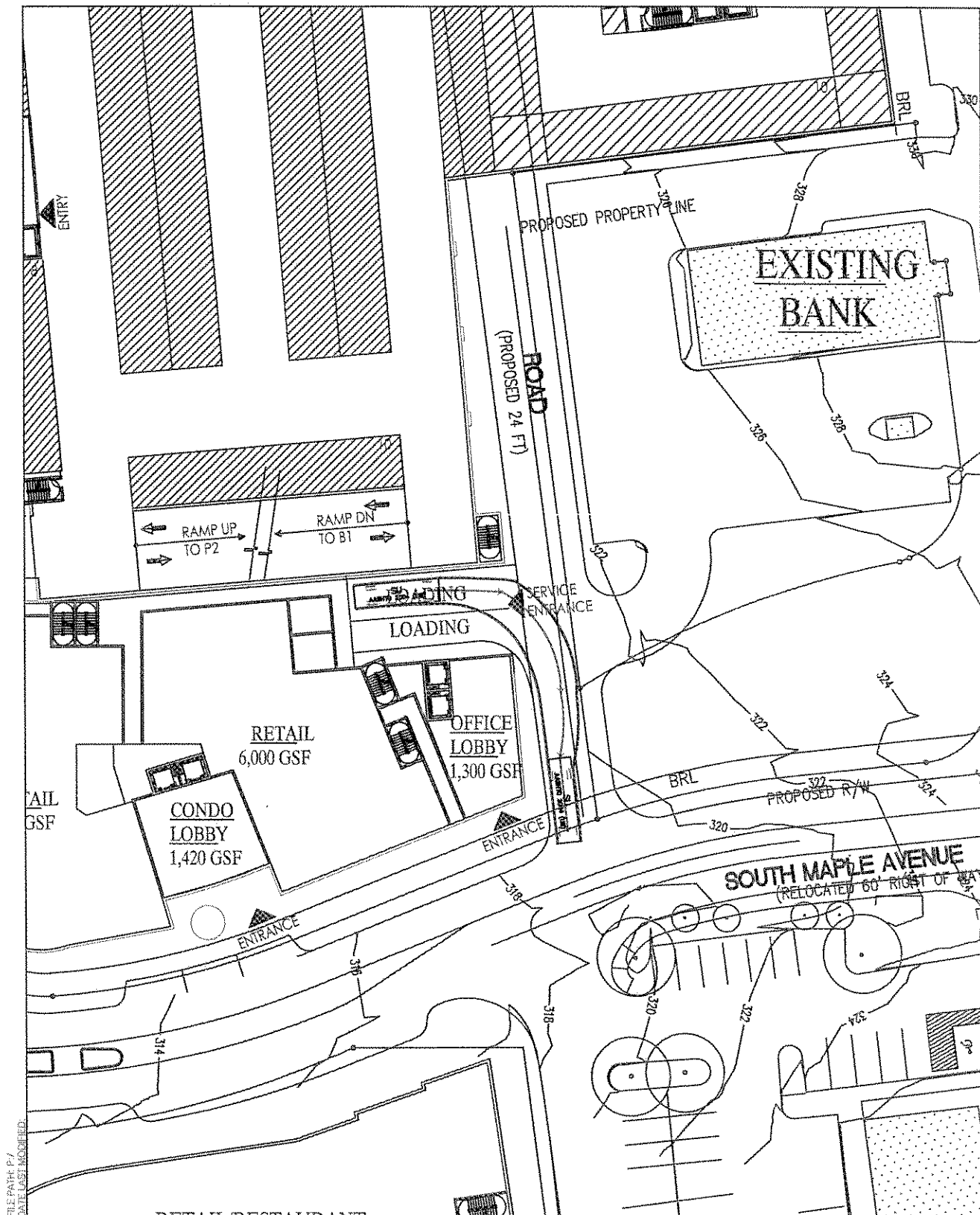


Figure 3-B
 Single Unit Truck (30')
 Retail/Residential Loading Dock-Outbound