

Date: April 2, 2019
File: 7019-01

BY EMAIL

Goodrich Terminals
c/o
Rosa Shih, MCIP
Pacific Land Group Ltd.
Suite 212, 12992 – 76th Avenue
Surrey, BC
V3W 2V6

Dear Ms. Shih:

Re: 10880 Dyke Road (Goodrich Terminals), Surrey – DRAFT Operational Study

Creative Transportation Solutions Ltd. (CTS) is pleased to submit this DRAFT operational study for a proposed untreated lumber staging site (Goodrich Terminals) at 21480, 21832 and 21780 South Westminster Shore (Vancouver Fraser Port Authority) and 10880 Dyke Road (City of Surrey).

The objective of this DRAFT operational study is to assess and confirm that the road network servicing the proposed Goodrich Terminals site is sufficient for the proposed land use, to the satisfaction of the Vancouver Fraser Port Authority and City of Surrey.

1.0 BACKGROUND

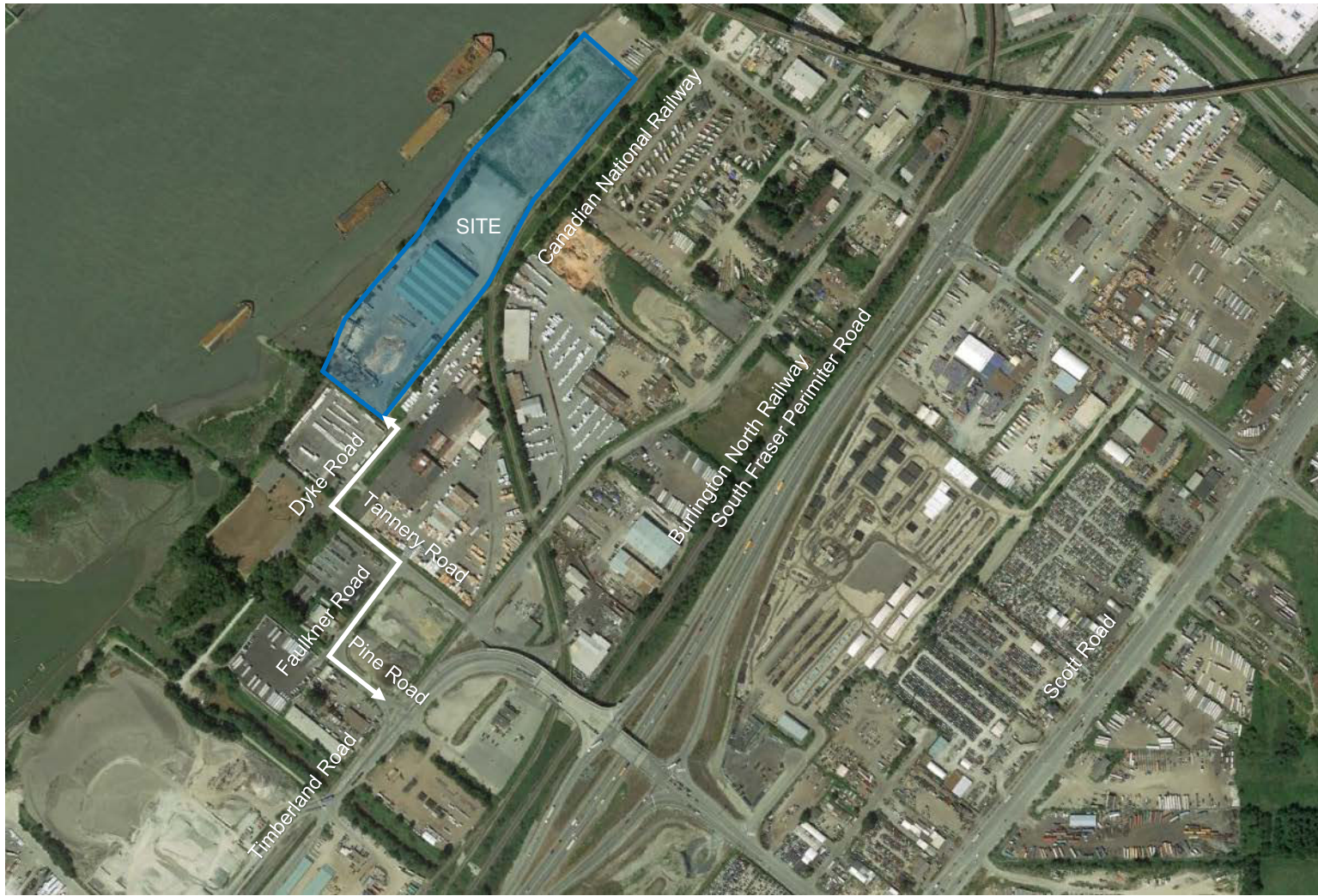
21480, 21832 and 21780 South Westminster Shore (Vancouver Fraser Port Authority) and 10880 Dyke Road (City of Surrey) are located along the shore of the Fraser River South Arm in the City of Surrey. The site zoning is IL-1 Light Impact Industrial 1 Zone.

The site was formerly a sawmill having a lease on the properties. The lease permitted sawmill, small wood recycling, lumber staging, loading and receiving.

Goodrich Terminals is proposing similar land uses including untreated lumber staging, loading and receiving.

The site and adjacent area is illustrated by **FIGURE 1**.

**FIGURE 1
STUDY AREA**



2.0 TRANSPORTATION NETWORK

As mentioned, the site is located within an industrialized area of Surrey as demonstrated by the zoning and adjacent land uses.

Access to the site is via the local road network i.e. Dyke Road, Tannery Road, Faulkner Road and Pine Road. Primary access is via the signalized intersection of Timberland Road and Pine Road which connects to the South Fraser Perimeter Road (Highway 17) and Scott Road (120th Street).

Note – The former land use i.e. sawmill, generated heavy vehicle traffic along the local road network. Also the adjacent land uses currently generate heavy vehicle traffic along the local road network.

3.0 TRAFFIC

A traffic turning movement count was undertaken by CTS for the intersection of Timberland Road and Pine Road for a period of seven hours i.e. 0700 to 0900, 1100 to 1300 and 1500 to 1800, on Thursday March 14th. The turning movement count data sheets are included as **APPENDIX A**.

The traffic volume for the seven hour period was 3,819 vehicles which is typical for a collector road. However, the percentage of heavy vehicles i.e. 3+ axles, was 37% whereas the percentage heavy vehicles is typically 3% to 5% for most collector roads in urban areas.

FIGURE 2 illustrates the AM and PM peak hour base traffic turning movements.

In terms of traffic to be generated by the proposed Goodrich Terminals site, CTS understood the following:

- There will be fifteen (15) staff employed on-site, potentially generating 15 inbound vehicle trips in the AM peak hour and 15 outbound trips in the PM peak hour.
- There will be sixty (60) heavy vehicles travelling to/from the site between 0600 and 1800 potentially generating 5 inbound/outbound heavy vehicle trips in the AM peak hour and 5 inbound/outbound heavy vehicle trips in the PM peak hour.

FIGURE 3 illustrates the AM and PM peak hour base + site traffic turning movements. The site generated traffic has been overlaid on the base traffic for the AM and PM peak hour.

Note – Traffic to be generated by the proposed Goodrich Terminals is offset by the traffic generated by the former land use i.e. sawmill.

FIGURE 2 – AM AND PM PEAK HOUR BASE TRAFFIC

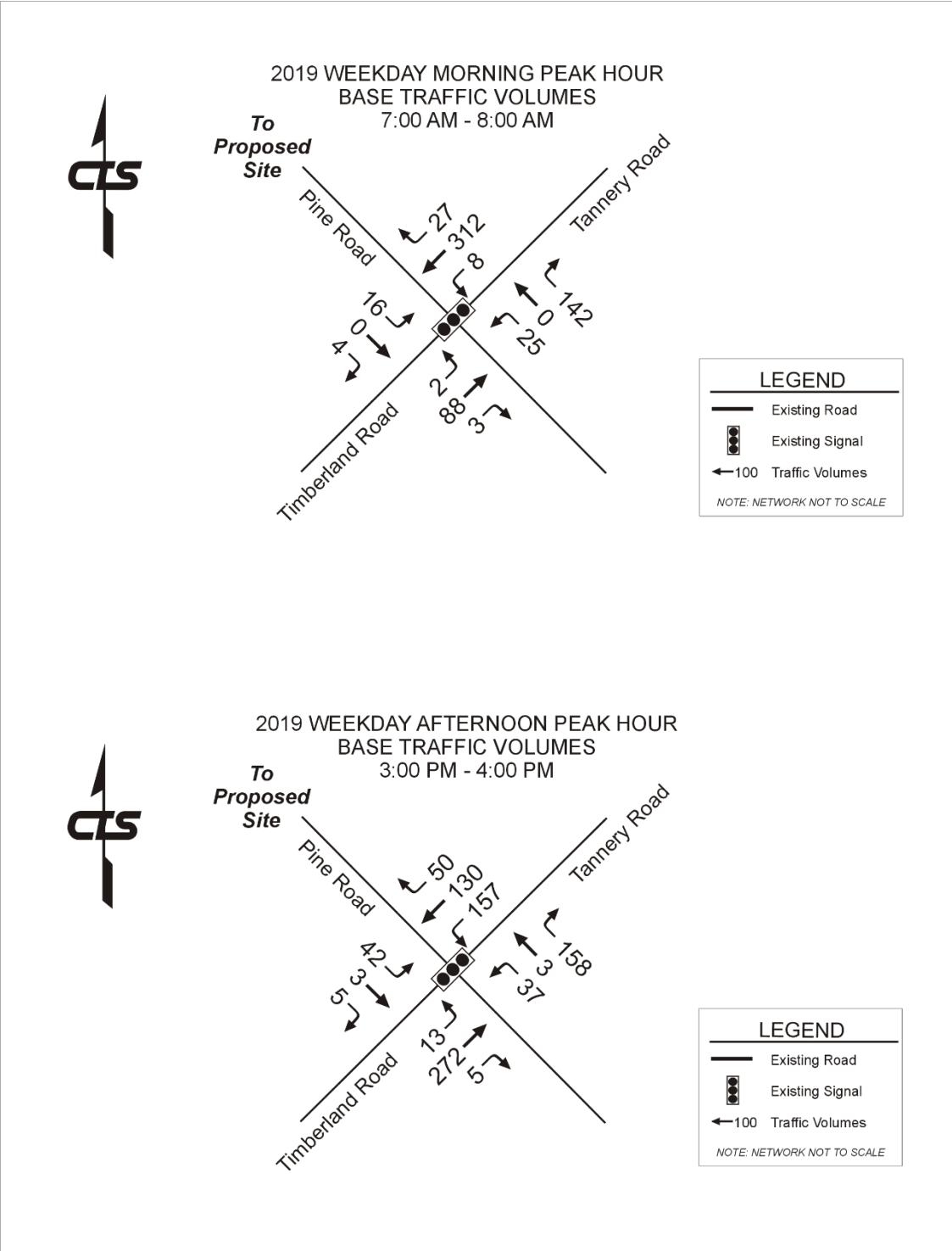
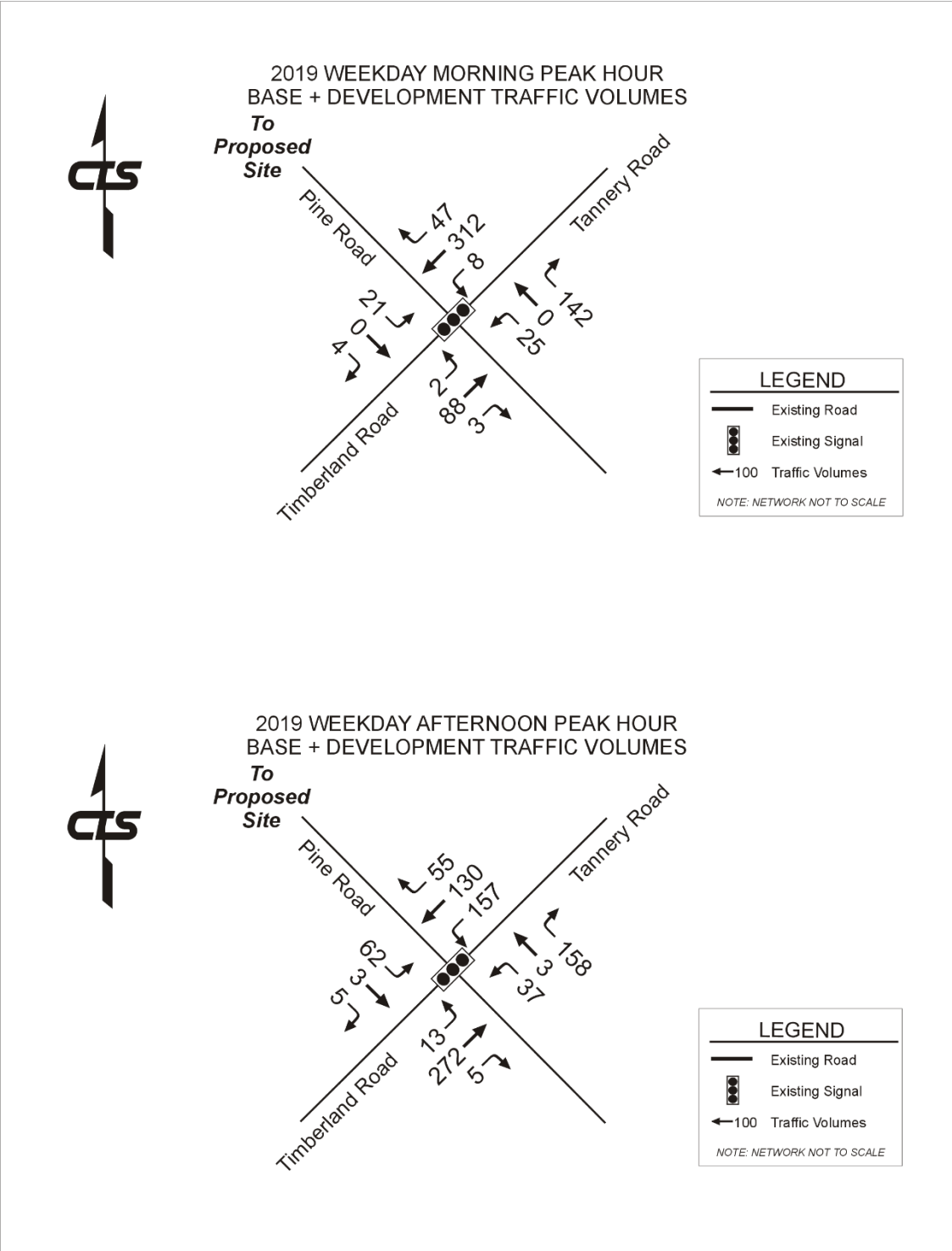


FIGURE 3 – AM AND PM PEAK HOUR BASE + DEVELOPMENT TRAFFIC



4.0 CAPACITY ANALYSIS

With reference to **FIGURE 2** and **FIGURE 3**, CTS performed capacity analysis for the intersection of Timberland Road and Pine Road for the weekday AM and PM peak hour.


Synchro 8 was used to analyze the signalized intersection. The following assumptions were made with respect to the intersection capacity analysis:


- *Saturation flow rate* → 1,800 passenger cars/hour of green time/lane (pcphgpl), based on study area characteristics.
- *Peak hour factor (PHF)* → 0.67 (weekday morning peak) and 0.82 (weekday afternoon peak) based on collected turning movement count data.
- Heavy vehicle percentage for roads → ~40% (weekday morning peak) and 25% (weekday afternoon peak) based on collected turning movement count data.
- No pedestrian phasing.


TABLE 1 summarizes the analysis. The capacity analysis worksheets with level of service for each individual movement are included as **APPENDIX B**.

**TABLE 1
SIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY**

Intersection	Time of Day	Scenario	Performance Measure	Eastbound			Westbound			Northbound			Southbound			LOS	Notes		
				Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
Pine Road (N/S) at Timberland Road/Tannery Road (E/W)	Weekday Morning Peak Hour	2019 Base	Volumes	2	88	3	8	312	27	25	0	142	16	0	4	C	Optimized Signal Timing		
			V/C	0.02	0.18	0.03	0.91	0.08	0.50			0.11	0.05						
			95% Queue (m)	1.8	9.2	2.6	52.1	0.0	8.1			5.0	2.7						
		2019 Base + Site	Volumes	2	88	3	8	312	47	25	0	142	21	0	4			C	Optimized Signal Timing
			V/C	0.02	0.18	0.03	0.88	0.13	0.60			0.14	0.04						
			95% Queue (m)	1.9	9.9	2.6	54.4	0.0	8.1			6.2	2.7						
	Weekday Afternoon Peak Hour	2019 Base	Volumes	13	272	5	157	130	50	37	3	158	42	3	5	B	Optimized Signal Timing		
			V/C	0.10	0.46	0.75	0.35	0.12	0.52			0.18	0.03						
			95% Queue (m)	6.1	33.9	35.6	22.8	0.0	14.7			10.1	3.0						
		2019 Base + Site	Volumes	13	272	5	157	130	55	37	3	158	62	3	5			B	Optimized Signal Timing
			V/C	0.10	0.46	0.75	0.35	0.13	0.52			0.27	0.03						
			95% Queue (m)	6.1	33.9	35.6	22.8	0.0	14.7			13.6	3.0						

 Intersection approaching capacity (LOS 'D' or 'E'); or approach demand near capacity (v/c 0.85 to 0.99)

 Intersection equals or exceeds capacity (LOS 'F'); or approach demand exceeds capacity (v/c ≥ 1.00)

 95% Queue length exceeds the capacity of existing storage bay.

Based on the capacity analysis as summarized by **TABLE 1**, the following can be stated:

Tannery Road/Timberland Road and Pine Road

- In the weekday AM peak hour this intersection is forecast to operate at a LOS C (Good) for the base and base + development scenarios.
- In the weekday PM peak hour this intersection is forecast to operate at a LOS B (Very Good) for the base and base + development scenarios.

Note - No operational and/or geometric improvements are recommended for this intersection.

5.0 SWEPT PATH ANALYSIS

CTS undertook swept path analysis for the local road network demonstrating the manoeuvrability of a heavy vehicle i.e. WB 20, along the local roads. The analysis is included as **APPENDIX C**.

Note - No operational and/or geometric improvements are recommended for the local road network.

4.0 CONCLUSIONS

Based on the findings of this DRAFT operational study the road network servicing the proposed Goodrich Terminals site is sufficient for the proposed land use. No operational and/or geometric improvements are recommended for the intersection of Timberland Road/Tannery Road and Pine Road or local road network.

In closing, CTS would like to thank Goodrich Terminals for the opportunity to assist with the permitting of the proposed land use by the provision of this DRAFT operational study.

Please call the undersigned should you have any questions or comments regarding this DRAFT operational study.

Yours truly,

CREATIVE TRANSPORTATION SOLUTIONS LTD.

Brent A. Dozzi, P. Eng.
Senior Traffic Engineer

*Phone: 604.936.6190 x237
Email: bdozzi@cts-bc.com*

Appendices

APPENDIX A

Turning Movement Count Data Sheets



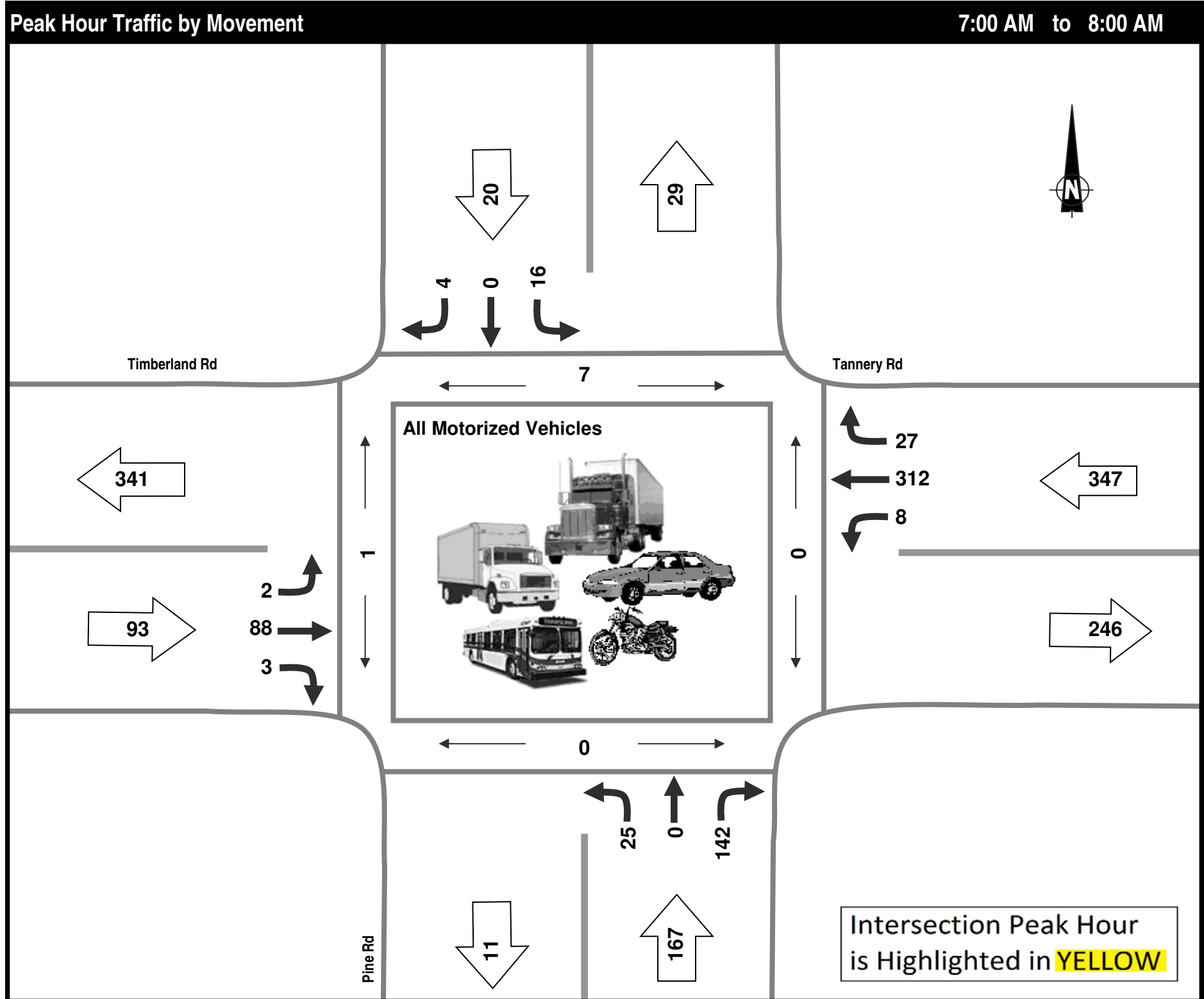
Vehicle Classification Summary

Project: #7019: 10880 Dyke Road Traffic Impact Study
Municipality: Surrey
Weather: Cloudy

Time Period	Entering Intersection	Vehicle Classification				Total
		Passenger Cars	Heavy Vehicles (3 or more axles)			
Morning (07:00 - 09:00)	Volume	615	403			1,018
	%	60.4%	39.6%			100.0%
Midday (11:00 - 13:00)	Volume	414	544			958
	%	43.2%	56.8%			100.0%
Afternoon (15:00 - 18:00)	Volume	1,376	467			1,843
	%	74.7%	25.3%			100.0%
Total (7 Hours)	Volume	2,405	1,414			3,819
	%	63.0%	37.0%			100.0%

Project: #7019: 10880 Dyke Road Traffic Impact Study
Municipality: Surrey
Weather: Cloudy
Vehicle Class: All Motorized Vehicles

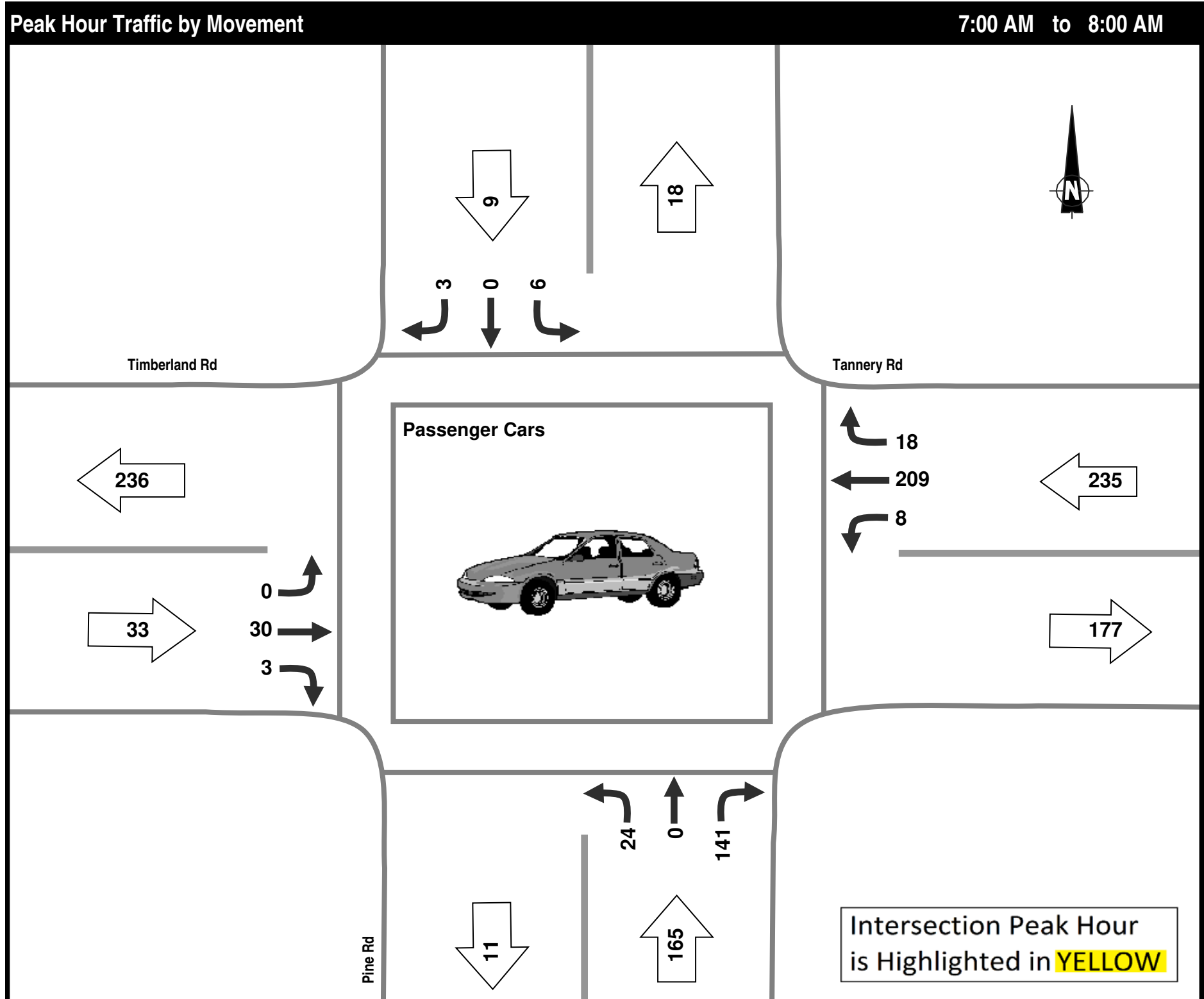
Morning Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	16	0	4	25	0	142	2	88	3	8	312	27	7	0	1	0	627
PHF	0.67	0.00	0.50	0.37	0.00	0.51	0.50	0.58	0.38	0.67	0.72	0.75	0.44	0.00	0.25	0.00	0.67
Peak 15 X 4	24	0	8	68	0	276	4	152	8	12	432	36	16	0	4	0	936
Average Hour	16	0	5	13	0	88	2	109	4	10	238	26	5	0	1	0	511
Survey Total	31	0	10	26	0	175	4	218	7	19	476	52	9	0	1	0	1,018
7:00	1	0	1	2	0	17	1	15	1	2	70	3	4	0	0	0	113
7:15	6	0	2	5	0	45	0	13	0	1	77	7	3	0	0	0	156
7:30	5	0	1	17	0	69	0	22	0	3	108	9	0	0	1	0	234
7:45	4	0	0	1	0	11	1	38	2	2	57	8	0	0	0	0	124
8:00	4	0	1	0	0	11	0	29	2	4	49	3	1	0	0	0	103
8:15	5	0	3	0	0	6	2	36	0	0	38	8	1	0	0	0	98
8:30	2	0	2	0	0	5	0	35	1	3	43	5	0	0	0	0	96
8:45	4	0	0	1	0	11	0	30	1	4	34	9	0	0	0	0	94

Project: #7019: 10880 Dyke Road Traffic Impact Study
Municipality: Surrey
Weather: Cloudy
Vehicle Class: Passenger Cars

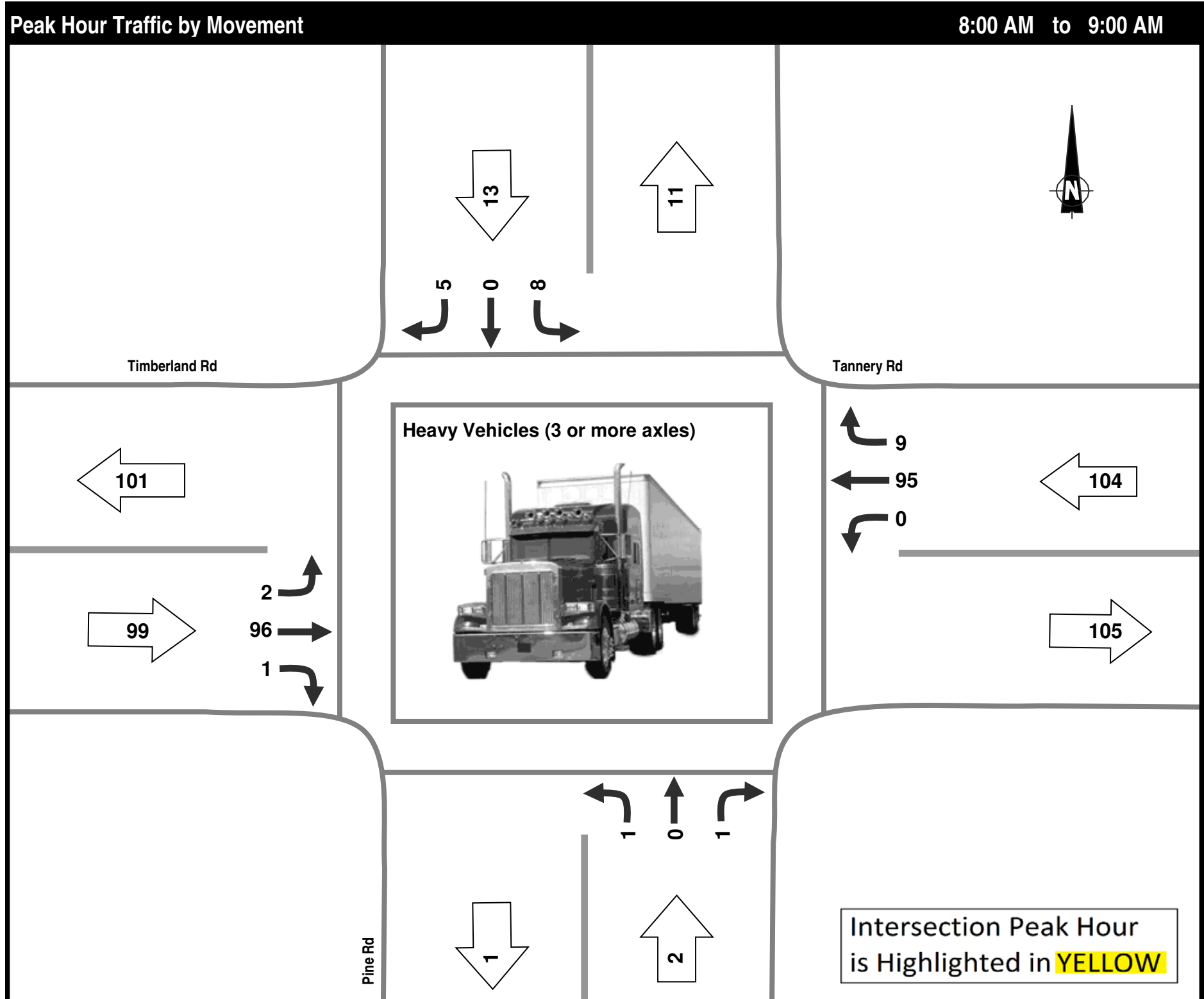
Morning Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	6	0	3	24	0	141	0	30	3	8	209	18					442
PHF	0.50	0.00	0.38	0.38	0.00	0.51	0.00	0.50	0.38	0.67	0.74	0.75					0.64
Peak 15 X 4	12	0	8	64	0	276	0	60	8	12	284	24					696
Average Hour	7	0	2	12	0	87	0	32	3	10	139	17					309
Survey Total	13	0	4	24	0	173	0	64	6	19	278	34					615
7:00	0	0	1	2	0	16	0	1	1	2	47	1					71
7:15	1	0	2	5	0	45	0	7	0	1	51	6					118
7:30	2	0	0	16	0	69	0	7	0	3	71	6					174
7:45	3	0	0	1	0	11	0	15	2	2	40	5					79
8:00	1	0	0	0	0	11	0	10	2	4	29	1					58
8:15	3	0	0	0	0	6	0	12	0	0	10	5					36
8:30	1	0	1	0	0	5	0	8	1	3	15	4					38
8:45	2	0	0	0	0	10	0	4	0	4	15	6					41

Project: #7019: 10880 Dyke Road Traffic Impact Study
Municipality: Surrey
Weather: Cloudy
Vehicle Class: Heavy Vehicles (3 or more axles)

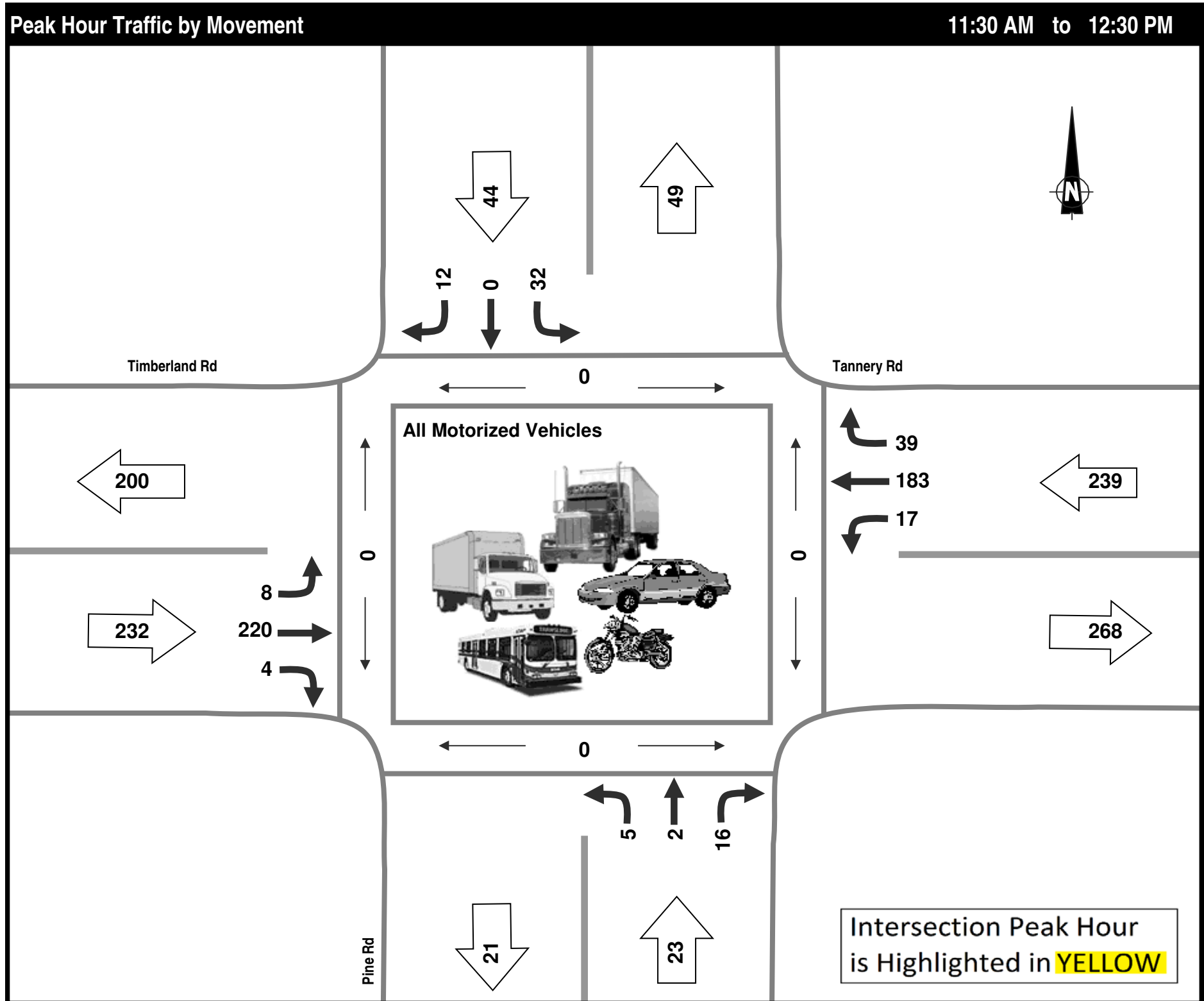
Morning Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	8	0	5	1	0	1	2	96	1	0	95	9					218
PHF	0.67	0.00	0.42	0.25	0.00	0.25	0.25	0.89	0.25	0.00	0.85	0.75					0.88
Peak 15 X 4	12	0	12	4	0	4	8	108	4	0	112	12					248
Average Hour	9	0	3	1	0	1	2	77	1	0	99	9					202
Survey Total	18	0	6	2	0	2	4	154	1	0	198	18					403
7:00	1	0	0	0	0	1	1	14	0	0	23	2					42
7:15	5	0	0	0	0	0	0	6	0	0	26	1					38
7:30	3	0	1	1	0	0	0	15	0	0	37	3					60
7:45	1	0	0	0	0	0	1	23	0	0	17	3					45
8:00	3	0	1	0	0	0	0	19	0	0	20	2					45
8:15	2	0	3	0	0	0	2	24	0	0	28	3					62
8:30	1	0	1	0	0	0	0	27	0	0	28	1					58
8:45	2	0	0	1	0	1	0	26	1	0	19	3					53

Project: #7019: 10880 Dyke Road Traffic Impact Study
Municipality: Surrey
Weather: Cloudy
Vehicle Class: All Motorized Vehicles

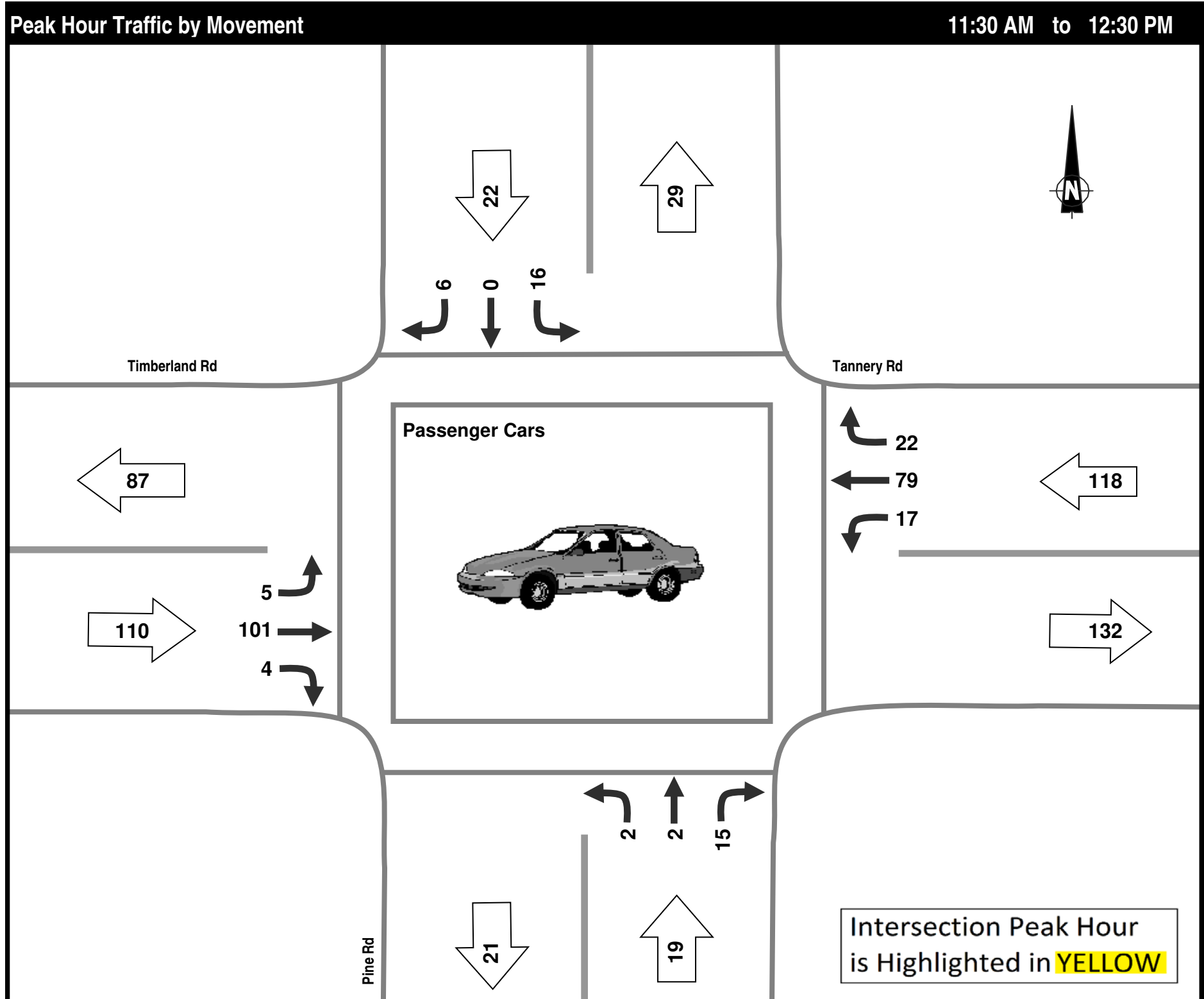
Midday Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	32	0	12	5	2	16	8	220	4	17	183	39	0	0	0	0	538
PH Factor	0.80	0.00	0.75	0.42	0.50	0.44	0.67	0.83	0.50	0.61	0.74	0.81	0.00	0.00	0.00	0.00	0.88
PHF	40	0	16	12	4	36	12	264	8	28	248	48	0	0	0	0	612
Average Hour	28	0	11	4	1	16	7	191	3	15	170	36	0	0	0	0	482
Survey Total	55	0	21	8	2	32	13	381	6	29	339	72	0	0	0	0	958
11:00	2	0	3	1	0	6	2	28	1	0	32	7	0	0	0	0	82
11:15	7	0	0	2	0	2	0	52	0	3	48	10	0	0	0	0	124
11:30	5	0	1	0	0	4	2	55	1	7	26	12	0	0	0	0	113
11:45	10	0	4	3	1	9	3	66	1	6	36	6	0	0	0	0	145
12:00	9	0	3	2	1	2	2	60	2	1	59	12	0	0	0	0	153
12:15	8	0	4	0	0	1	1	39	0	3	62	9	0	0	0	0	127
12:30	9	0	2	0	0	5	1	37	1	1	34	11	0	0	0	0	101
12:45	5	0	4	0	0	3	2	44	0	8	42	5	0	0	0	0	113

Project: #7019: 10880 Dyke Road Traffic Impact Study
Municipality: Surrey
Weather: Cloudy
Vehicle Class: Passenger Cars

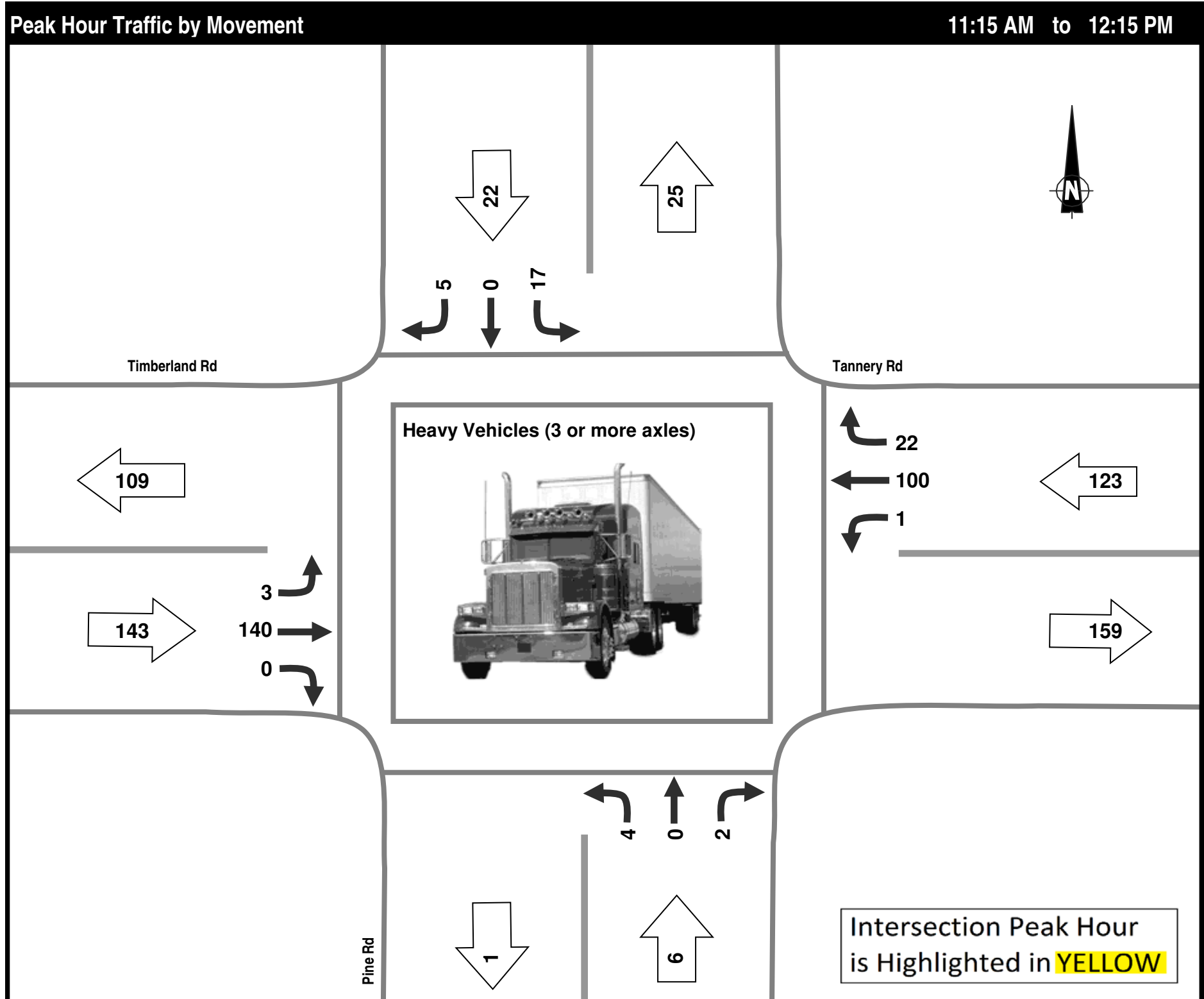
Midday Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	16	0	6	2	2	15	5	101	4	17	79	22					269
PHF	0.80	0.00	0.50	0.50	0.50	0.47	0.63	0.77	0.50	0.61	0.66	0.69					0.83
Peak 15 X 4	20	0	12	4	4	32	8	132	8	28	120	32					324
Average Hour	13	0	6	2	1	15	5	71	3	14	63	18					211
Survey Total	25	0	11	3	2	29	9	141	5	28	126	35					414
11:00	2	0	2	0	0	6	1	3	1	0	7	5					27
11:15	2	0	0	1	0	1	0	12	0	2	17	3					38
11:30	2	0	1	0	0	4	0	20	1	7	8	6					49
11:45	5	0	1	1	1	8	2	33	1	6	14	1					73
12:00	5	0	1	1	1	2	2	28	2	1	30	8					81
12:15	4	0	3	0	0	1	1	20	0	3	27	7					66
12:30	5	0	1	0	0	4	1	10	0	1	14	3					39
12:45	0	0	2	0	0	3	2	15	0	8	9	2					41

Project: #7019: 10880 Dyke Road Traffic Impact Study
Municipality: Surrey
Weather: Cloudy
Vehicle Class: Heavy Vehicles (3 or more axles)

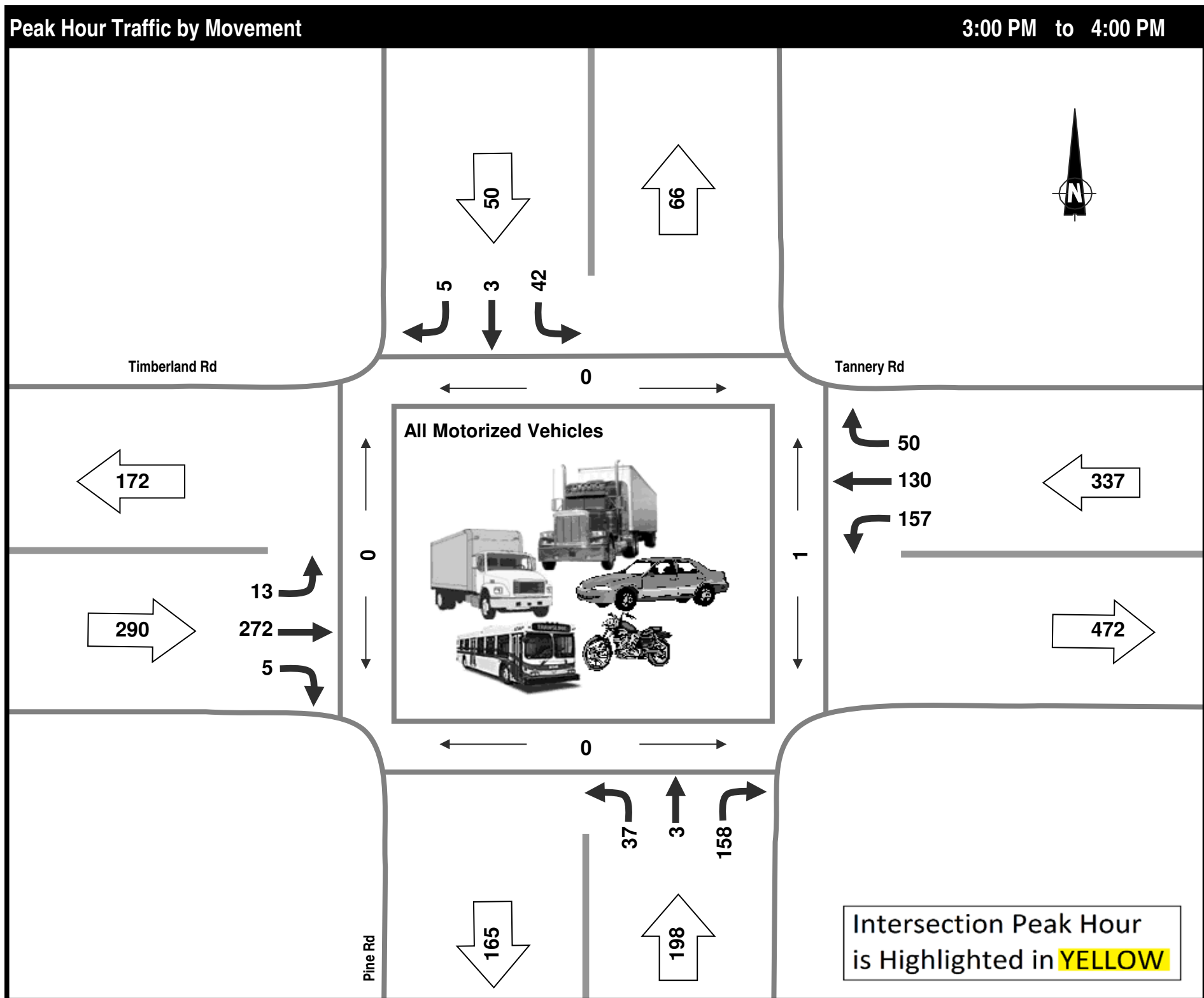
Midday Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	17	0	5	4	0	2	3	140	0	1	100	22					294
PHF	0.85	0.00	0.42	0.50	0.00	0.50	0.38	0.88	0.00	0.25	0.81	0.79					0.85
Peak 15 X 4	20	0	12	8	0	4	8	160	0	4	124	28					344
Average Hour	15	0	5	3	0	2	2	120	1	1	107	19					275
Survey Total	30	0	10	5	0	3	4	240	1	1	213	37					544
11:00	0	0	1	1	0	0	1	25	0	0	25	2					55
11:15	5	0	0	1	0	1	0	40	0	1	31	7					86
11:30	3	0	0	0	0	0	2	35	0	0	18	6					64
11:45	5	0	3	2	0	1	1	33	0	0	22	5					72
12:00	4	0	2	1	0	0	0	32	0	0	29	4					72
12:15	4	0	1	0	0	0	0	19	0	0	35	2					61
12:30	4	0	1	0	0	1	0	27	1	0	20	8					62
12:45	5	0	2	0	0	0	0	29	0	0	33	3					72

Project: #7019: 10880 Dyke Road Traffic Impact Study
Municipality: Surrey
Weather: Cloudy
Vehicle Class: All Motorized Vehicles

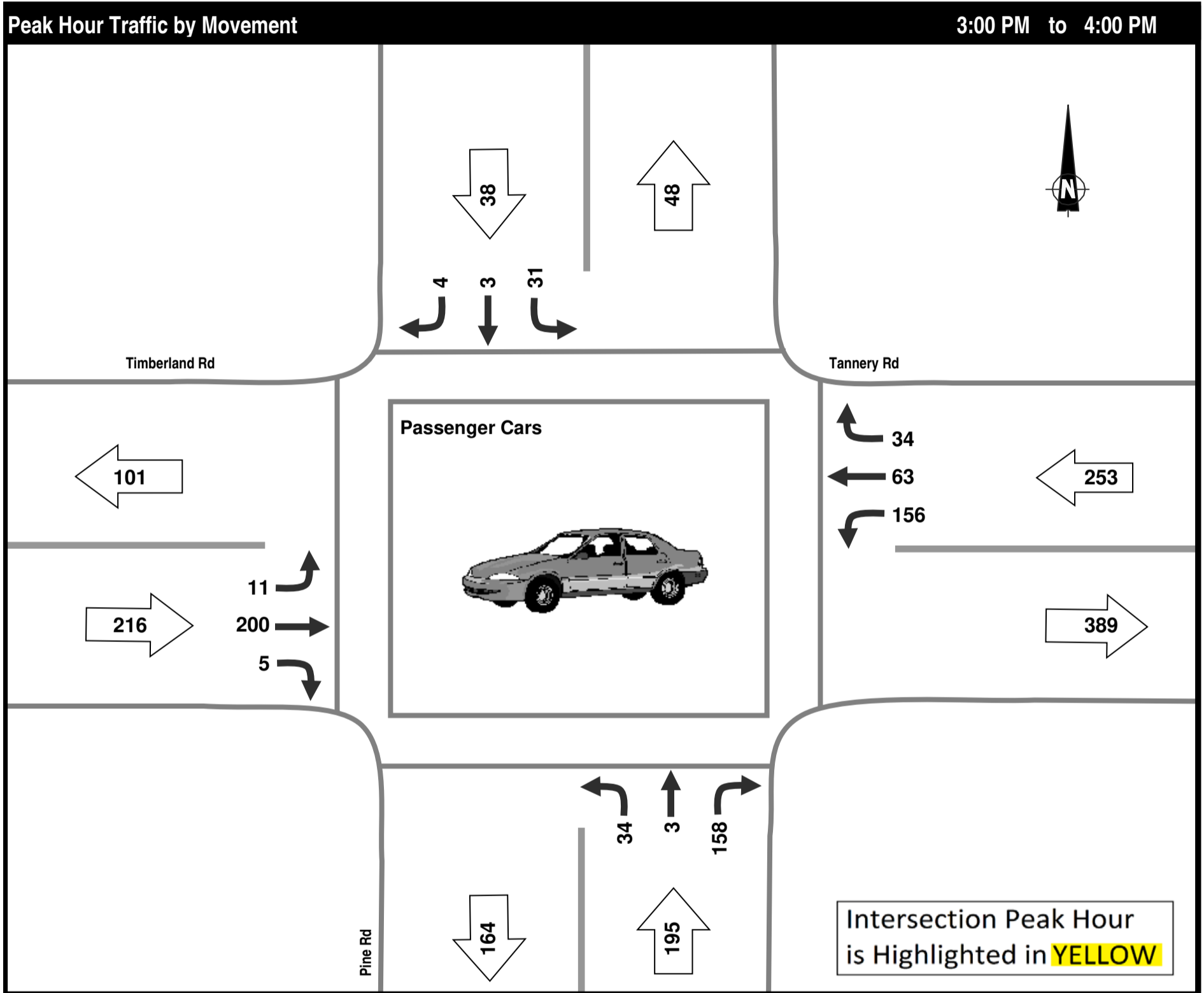
Afternoon Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	42	3	5	37	3	158	13	272	5	157	130	50	0	0	0	1	875
PHF	0.55	0.38	0.63	0.42	0.25	0.46	0.54	0.79	0.63	0.46	0.83	0.83	0.00	0.00	0.00	0.25	0.82
Peak 15 X 4	76	8	8	88	12	344	24	344	8	344	156	60	0	0	0	4	1,072
Average Hour	31	2	2	16	1	118	7	221	3	76	104	32	4	0	0	0	613
Survey Total	94	6	7	49	3	355	20	664	10	228	311	96	12	0	0	1	1,843
15:00	9	2	1	3	3	24	6	69	2	86	27	6	0	0	0	0	238
15:15	5	1	2	1	0	23	4	86	1	16	29	15	0	0	0	1	183
15:30	19	0	0	22	0	86	3	65	0	23	35	15	0	0	0	0	268
15:45	9	0	2	11	0	25	0	52	2	32	39	14	0	0	0	0	186
16:00	7	1	0	4	0	36	4	78	2	45	37	4	7	0	0	0	218
16:15	8	0	0	3	0	20	2	84	2	2	28	11	2	0	0	0	160
16:30	11	0	0	0	0	34	0	45	0	11	20	3	0	0	0	0	124
16:45	8	1	1	4	0	43	0	43	0	2	13	7	2	0	0	0	122
17:00	8	0	1	1	0	42	0	33	0	2	28	3	0	0	0	0	118
17:15	6	0	0	0	0	12	0	23	1	7	13	6	0	0	0	0	68
17:30	0	1	0	0	0	6	1	43	0	2	19	4	0	0	0	0	76
17:45	4	0	0	0	0	4	0	43	0	0	23	8	1	0	0	0	82

Project: #7019: 10880 Dyke Road Traffic Impact Study
Municipality: Surrey
Weather: Cloudy
Vehicle Class: Passenger Cars

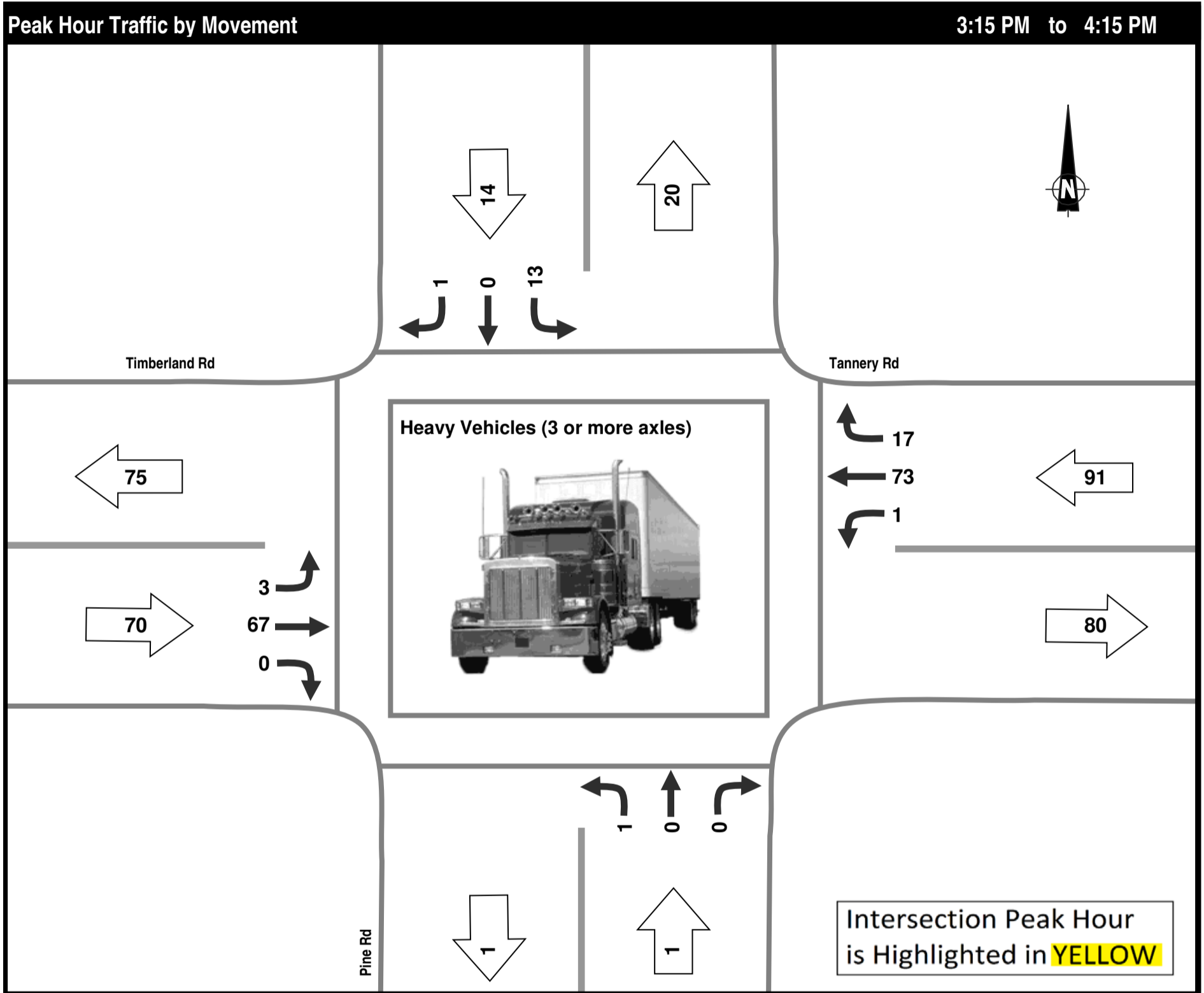
Afternoon Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	31	3	4	34	3	158	11	200	5	156	63	34					702
PHF	0.60	0.38	0.50	0.39	0.25	0.46	0.46	0.85	0.63	0.45	0.88	0.71					0.77
Peak 15 X 4	52	8	8	88	12	344	24	236	8	344	72	48					908
Average Hour	22	2	2	15	1	118	5	156	3	75	40	20					459
Survey Total	67	6	5	45	3	354	16	467	10	225	119	59					1,376
15:00	9	2	1	1	3	24	6	51	2	86	14	4					203
15:15	3	1	2	1	0	23	3	59	1	15	18	8					134
15:30	13	0	0	22	0	86	2	51	0	23	18	12					227
15:45	6	0	1	10	0	25	0	39	2	32	13	10					138
16:00	5	1	0	4	0	36	3	65	2	45	18	1					180
16:15	5	0	0	3	0	20	2	69	2	2	11	4					118
16:30	5	0	0	0	0	34	0	32	0	9	8	3					91
16:45	8	1	0	4	0	43	0	31	0	2	2	2					93
17:00	6	0	1	0	0	41	0	16	0	2	4	0					70
17:15	3	0	0	0	0	12	0	7	1	7	3	6					39
17:30	0	1	0	0	0	6	0	27	0	2	4	2					42
17:45	4	0	0	0	0	4	0	20	0	0	6	7					41

Project: #7019: 10880 Dyke Road Traffic Impact Study
Municipality: Surrey
Weather: Cloudy
Vehicle Class: Heavy Vehicles (3 or more axles)

Afternoon Peak Period



Time	NORTH Approach			SOUTH Approach			WEST Approach			EAST Approach			PEDESTRIANS				Total Volumes
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	N	S	W	E	
Peak Hour	13	0	1	1	0	0	3	67	0	1	73	17					176
PHF	0.54	0.00	0.25	0.25	0.00	0.00	0.75	0.62	0.00	0.25	0.70	0.61					0.90
Peak 15 X 4	24	0	4	4	0	0	4	108	0	4	104	28					196
Average Hour	9	0	1	1	0	0	1	66	0	1	64	12					155
Survey Total	27	0	2	4	0	1	4	197	0	3	192	37					467
15:00	0	0	0	2	0	0	0	18	0	0	13	2					35
15:15	2	0	0	0	0	0	1	27	0	1	11	7					49
15:30	6	0	0	0	0	0	1	14	0	0	17	3					41
15:45	3	0	1	1	0	0	0	13	0	0	26	4					48
16:00	2	0	0	0	0	0	1	13	0	0	19	3					38
16:15	3	0	0	0	0	0	0	15	0	0	17	7					42
16:30	6	0	0	0	0	0	0	13	0	2	12	0					33
16:45	0	0	1	0	0	0	0	12	0	0	11	5					29
17:00	2	0	0	1	0	1	0	17	0	0	24	3					48
17:15	3	0	0	0	0	0	0	16	0	0	10	0					29
17:30	0	0	0	0	0	0	1	16	0	0	15	2					34
17:45	0	0	0	0	0	0	0	23	0	0	17	1					41

APPENDIX B

Capacity Analysis Worksheets

APPENDIX C

Swept Path Analysis



LEGEND

WB-20

Trailer Width	2.20	Look in Lane Time	6.5
Trailer Length	2.20	Shoulder Width	20.0
Trailer Track	2.20	Shoulder Edge	7.00

Front Tires —
 Rear Tires —
 Vehicle Body —
 0.5m Body Clearance —
 Conflict

REVISIONS	DESCRIPTION	DATE	BY

CLS CREATIVE TRANSPORTATION SOLUTIONS LTD.

84A MOODY STREET, PORT MOODY, BC, CANADA V3H 2P5
 TEL: 604-936-6190
 FAX: 604-936-6175

10880 Dyke Road,
Surrey BC

WB-20 Swept Path INBOUND

Stamp:

Scale:	NTS	Project Number:	
Designed:	DG	Drawing Number:	1
Drawn:	DG	CTS Project Number:	7019
Reviewed:	DG	Date:	APRIL 2019

Drawing No.: 1
Revision No.: 0



LEGEND

Front Tires —
 Rear Tires —
 Vehicle Body —
 0.5m Body Clearance —
 Conflict

REVISIONS	DESCRIPTION	DATE	BY

CLS CREATIVE TRANSPORTATION SOLUTIONS LTD.

84A MOODY STREET, PORT MOODY, BC, CANADA V3H 2P5
 TEL: 604-936-6190
 FAX: 604-936-6175

10880 Dyke Road,
Surrey BC

WB-20 Swept Path INBOUND

Stamp:

Scale:	NTS	Project Number:	
Designed:	DG	Drawing Number:	2
Drawn:	DG	CTS Project Number:	7019
Reviewed:	DG	Date:	APRIL 2019

Drawing No.: 2

Revision No.: 0



LEGEND

Tractor Width	2.20	Look In Look Two	6.6
Tractor Depth	2.20	Staircase Height	20.2
Tractor Height	2.20	Wheelchair Height	7.62
Tractor Wheel	2.20		

Front Tires	
Rear Tires	
Vehicle Body	
0.5m Body Clearance	
Conflict	

REVISIONS	DESCRIPTION	DATE	BY

CLS CREATIVE TRANSPORTATION SOLUTIONS LTD.

84A MOODY STREET, PORT MOODY, BC, CANADA V3H 2P5
 TEL: 604-936-6190
 FAX: 604-936-6175

10880 Dyke Road,
 Surrey BC

WB-20 Swept Path INBOUND

Stamp:

Scale: NTS
 Designed: DG
 Drawn: DG
 Reviewed: DG

Project Number:
 Drawing Number:
 CTS Project Number: 7019
 Date: APRIL 2019

Drawing No.: 3
 Revision No.: 0



LEGEND

	Front Tires	
	Rear Tires	
	Vehicle Body	
	0.5m Body Clearance	
	Conflict	

REVISIONS	DESCRIPTION	DATE	BY

CLS CREATIVE TRANSPORTATION SOLUTIONS LTD.
 84A MOODY STREET, PORT MOODY, BC, CANADA V3H 2P5
 TEL: 604-936-6190
 FAX: 604-936-6175

10880 Dyke Road,
 Surrey BC

WB-20 Swept Path OUTBOUND

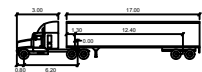
Stamp:

Scale:	NTS	Project Number:	
Designed:	DG	Drawing Number:	4
Drawn:	DG	CTS Project Number:	7019
Reviewed:	DG	Date:	APRIL 2019

Drawing No.: 4
 Revision No.: 0



LEGEND



WB-20	Trailer Width	2.20	Trailer Length	8.8
	Trailer Height	2.20	Trailer Weight	20.2
	Trailer Track	2.20	Trailer Clearance	1.00

- Front Tires
- Rear Tires
- Vehicle Body
- 0.5m Body Clearance
- Conflict



REVISIONS	DESCRIPTION	DATE	BY

CLS CREATIVE TRANSPORTATION SOLUTIONS LTD.
 84A MOODY STREET, PORT MOODY, BC, CANADA V3H 2P5
 TEL: 604-936-6190
 FAX: 604-936-6175

10880 Dyke Road,
Surrey BC

WB-20 Swept Path OUTBOUND

Stamp:	Scale: NTS	Project Number:	Drawing No.: 5
	Designed: DG	Drawing Number:	
	Drawn: DG	CTS Project Number: 7019	
	Reviewed: DG	Date: APRIL 2019	Revision No.: 0



LEGEND

	Front Tires	
	Rear Tires	
	Vehicle Body	
	0.5m Body Clearance	
	Conflict	

REVISIONS	DESCRIPTION	DATE	BY

CLS CREATIVE TRANSPORTATION SOLUTIONS LTD.

84A MOODY STREET, PORT MOODY, BC, CANADA V3H 2P5
 TEL: 604-936-6190
 FAX: 604-936-6175

10880 Dyke Road,
 Surrey BC

WB-20 Swept Path OUTBOUND

Stamp:

Scale:	NTS	Project Number:	
Designed:	DG	Drawing Number:	6
Drawn:	DG	CTS Project Number:	7019
Reviewed:	DG	Date:	APRIL 2019

Drawing No.: 6
 Revision No.: 0