

City of Vacaville General Plan and Energy and Conservation Action Strategy Draft EIR



Errata



ERRATA

The City of Vacaville General Plan and Energy and Conservation Action Strategy Draft EIR that was published on October 25, 2013, was missing two pages from Appendix G4, which provides traffic data for intersection operations with mitigation. These two pages have been included in a corrected Draft EIR Appendices PDF on the General Plan Update website. This errata document highlights these missing pages.

*CITY OF VACAVILLE
VACAVILLE GENERAL PLAN AND ECAS DRAFT EIR
ERRATA*

HCM Unsignalized Intersection Capacity Analysis

43: Leisure Town Rd & Major Collector Road

10/17/2013



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	23	0	485	11	0	502
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	0	527	12	0	546
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			Raised			None
Median storage (veh)			2			
Upstream signal (ft)						1012
pX, platoon unblocked						
vC, conflicting volume	806	270			539	
vC1, stage 1 conf vol	533					
vC2, stage 2 conf vol	273					
vCu, unblocked vol	806	270			539	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	100			100	
cM capacity (veh/h)	503	728			1025	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	25	351	188	182	364
Volume Left	25	0	0	0	0
Volume Right	0	0	12	0	0
cSH	503	1700	1700	1025	1700
Volume to Capacity	0.05	0.21	0.11	0.00	0.21
Queue Length 95th (ft)	4	0	0	0	0
Control Delay (s)	12.5	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	12.5	0.0		0.0	
Approach LOS	B				

Intersection Summary					
Average Delay			0.3		
Intersection Capacity Utilization		23.9%		ICU Level of Service	A
Analysis Period (min)		15			

HCM Unsignalized Intersection Capacity Analysis
 43: Leisure Town Rd & Major Collector Road

10/17/2013



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	25	0	900	32	0	976
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	0	978	35	0	1061
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			Raised			None
Median storage (veh)			2			
Upstream signal (ft)						1012
pX, platoon unblocked						
vC, conflicting volume	1526	507			1013	
vC1, stage 1 conf vol	996					
vC2, stage 2 conf vol	530					
vCu, unblocked vol	1526	507			1013	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			100	
cM capacity (veh/h)	284	511			680	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	27	652	361	354	707
Volume Left	27	0	0	0	0
Volume Right	0	0	35	0	0
cSH	284	1700	1700	680	1700
Volume to Capacity	0.10	0.38	0.21	0.00	0.42
Queue Length 95th (ft)	8	0	0	0	0
Control Delay (s)	19.0	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s)	19.0	0.0		0.0	
Approach LOS	C				

Intersection Summary					
Average Delay			0.2		
Intersection Capacity Utilization			37.0%	ICU Level of Service	A
Analysis Period (min)			15		