



Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Project Level Conformity Group Meeting

Wednesday, July 9, 2025, 10:30 a.m. to 12:00 p.m.

Meeting Information

Remote Participation Instructions

- [Join by computer or smart device](#)
- Or dial in using your phone:
 - Dial-in #: (877) 853-5257 or (888) 475-4499
 - Meeting ID: 872 5854 9262

Agenda

1. Welcome and Introductions
2. Consultation to Determine Project of Air Quality Concern (POAQC) Status
 - a. U.S. 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project (ELD19345)
3. Next Steps

SACOG POAQC Coordinator:
Jackie Kahrs
jkahrs@sacog.org

-MTIP ID# (required): ELD19345	
Project Description (clearly describe project): <p>The U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project is the final phase of a four-phase project reconstructing the interchange of US 50 and Latrobe Road / El Dorado Hills Boulevard (see attached Figures 1-3). The final phase to be constructed as part of this Project includes reconstruction and widening of the eastbound loop off-ramp and reconstruction and widening of the eastbound diagonal on-ramp to two lanes with ramp metering. Additionally, an additional lane will be added to northbound El Dorado Hills Blvd from Town Center Drive and extending under the overpass to eliminate the current merge lane, which will improve traffic flow from the eastbound loop off-ramp. A right-turn lane will be constructed at Saratoga Way. Further, multi-modal improvements consisting of a Class 1 path will be constructed adjacent to the eastern shoulder of El Dorado Hills Boulevard and Latrobe Road from Town Center Drive to Saratoga Way with a concrete barrier separating the path from vehicular traffic. Additional drainage improvements, retaining walls, and modification of the Carson Creek culvert are anticipated adjacent to the eastbound on-ramp. Utility relocations may also potentially be required.</p> <p>The changes in the scope between Phase 2B and the previous phases/original environmental document include minor geometric changes, including the requirement to add an HOV Lane to the eastbound on-ramp, requiring a retaining wall and modifications of the Carson Creek culvert under the mainline/ramp as a result, the additional lane along northbound El Dorado Hills Blvd from Town Center Drive to Saratoga Way, and the right turn lane at Saratoga Way.</p> <p>Project opening is expected in 2028.</p>	
Type of Project: Reconfiguration of existing interchange	County: El Dorado County
Narrative Location/Route & Post Miles: U.S. Highway 50/El Dorado Hill Boulevard-Latrobe Road Interchange (50 PM 0.17-1.56) Caltrans Projects – EA#: 2J430	
Lead Agency: El Dorado County	
Contact Person: Dustin Harrington	Email: dustin.harrington@edcgov.us
Phone#: (530) 621-5950	
Hot Spot Pollutant of Concern (check one or both) PM2.5 <input checked="" type="checkbox"/> PM10 <input type="checkbox"/>	
Is this a 23 USC 326 or a 23 USC 327 federal process under MAP-21 (formerly 6004 and 6005)? Typically, EA or above is a 23 USC 327 project <i>(check one)</i> 23 USC 326 <input type="checkbox"/> 23 USC 327 <input checked="" type="checkbox"/>	
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box) Categorical Exclusion (NEPA) <input type="checkbox"/> EA or Draft EIS <input checked="" type="checkbox"/> FONSI or Final EIS <input type="checkbox"/> NEPA EA Revalidation for Phase 2B	

Scheduled Date of Federal Action: September 2025						
Current Programming Dates <i>(as appropriate)</i>						
	PE/Environmental	ENG	ROW	CON		
Start	2023	2023	2025	2025		
End	2024	2025	2025	2028		
<p>Project Purpose and Need <i>(Summary):</i> <i>(attach additional sheets as necessary)</i></p> <p>The purpose of the phased interchange reconstruction at US 50 / Latrobe Road / El Dorado Hills Blvd is to enhance the operational efficiency, pedestrian and bicyclist safety, and capacity of the existing interchange. This reconstruction aims to correct existing deficiencies, accommodate future traffic demands, and improve overall traffic flow and safety for bicyclists and pedestrians within the interchange area. The current configuration of the interchange experiences congestion, limited capacity, and safety concerns for bicyclists and pedestrians. By addressing these challenges, the project will enhance the interchange's functionality to meet present and future demands effectively. The reconstruction project will enhance multi-modal facilities with a protected Class I facility for bicyclists and pedestrians.</p>						
<p>Surrounding Land Use/Traffic Generators <i>(Describe effect of traffic generators or diesel traffic. Also, provide a map, preferably aerial photo, including locations of nearby (within 500 ft.) sensitive receptors, such as daycare facilities and schools):</i></p> <p>Land uses within the zone of greatest concern include areas zoned Commercial which contains a daycare facility in the northeast quadrant of the interchange, approximately 400 feet from the eastbound on-ramp (see attached Figure 4). No other sensitive receptors, such as hospitals or schools occur within the 500-foot buffer of the project area.</p>						
<p>Only if Facility is an Interchange or Intersection: Opening Year / Design Year Build and No Build cross-street AADT, % and # trucks, truck AADT):</p>						
<p>Table 1 – Latrobe Road– Opening Year (2027) AADT and Truck</p>						
Latrobe Road Segment	No Build Conditions			Build Conditions		
	Total AADT	Trucks AADT	Trucks (%)	Total AADT	Trucks AADT	Trucks (%)
Saratoga Way/Park Dr to US-50 WB Ramps	27,850	1671	6%	27,850	1671	6%
US-50 WB Ramps to US-50 EB Ramps	34,500	2070	6%	34,500	2070	6%
US-50 EB Ramps to Town Center Blvd	41,950	2517	6%	41,950	2517	6%
Town Center Blvd to White Rock Road	36,650	2199	6%	36,650	2199	6%
<p>Source: <i>Traffic Operations Analysis Report for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project (2024)</i></p>						

Table 2 – Latrobe Road– Opening Year (2027) Intersection Operations

Intersection	No Build Conditions		Build Conditions	
	Delay	LOS	Delay	LOS
Saratoga Wy/Park Dr & El Dorado Hills Blvd	89.5	F	93.7	F
US-50 WB Ramps/Saratoga Wy & Latrobe Rd/El Dorado Hills Blvd	65.3	E	68.1	E
US-50 EB Ramps & Latrobe Rd	24.7	C	20.2	C
Town Center Blvd & Latrobe Rd	43.4	D	27.3	C
White Rock Rd & Latrobe Rd	47.7	D	38.1	D

Source: *Traffic Operations Analysis Report for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project (2024)*

Only if Facility is an Interchange or Intersection: MTIP Horizon Year and Project Design Year Build and No Build cross-street AADT, % and # trucks, truck AADT):

Table 3 – Latrobe Road– MTIP Horizon Year (2044) AADT and Truck

Latrobe Road Segment	No Build Conditions			Build Conditions		
	Total AADT	Trucks AADT	Trucks (%)	Total AADT	Trucks AADT	Trucks (%)
Saratoga Way/Park Dr to US-50 WB Ramps	28,955	1,737	6%	28,955	1,737	6%
US-50 WB Ramps to US-50 EB Ramps	38,240	2,294	6%	38,240	2,294	6%
US-50 EB Ramps to Town Center Blvd	46,923	2,815	6%	46,923	2,815	6%
Town Center Blvd to White Rock Road	39,200	2,352	6%	39,200	2,352	6%

Source: *Traffic Operations Analysis Report for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project (2024)*

Table 4 – Latrobe Road– MTIP Horizon Year (2044) Intersection Operations

Intersection	No Build Conditions		Build Conditions	
	Delay	LOS	Delay	LOS
Saratoga Wy/Park Dr & El Dorado Hills Blvd	171.6	F	191.8	F
US-50 WB Ramps/Saratoga Wy & Latrobe Rd/El Dorado Hills Blvd	61.1	E	66.6	E
US-50 EB Ramps & Latrobe Rd	29.6	C	21.1	C
Town Center Blvd & Latrobe Rd	44.4	D	39.5	D
White Rock Rd & Latrobe Rd	37.5	D	36.9	D

Source: *Traffic Operations Analysis Report for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project (2024)*

Table 5 – Latrobe Road– Design Year (2047) AADT and Truck

Latrobe Road Segment	No Build Conditions			Build Conditions		
	Total AADT	Trucks AADT	Trucks (%)	Total AADT	Trucks AADT	Trucks (%)
Saratoga Way/Park Dr to US-50 WB Ramps	29,150	1749	6%	29,150	1749	6%
US-50 WB Ramps to US-50 EB Ramps	38,900	2334	6%	38,900	2334	6%
US-50 EB Ramps to Town Center Blvd	47,800	2868	6%	47,800	2868	6%
Town Center Blvd to White Rock Road	39,650	2379	6%	39,650	2379	6%

Source: *Traffic Operations Analysis Report for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project (2024)*

Table 6 – Latrobe Road– Design Year (2047) Intersection Operations

Intersection	No Build Conditions		Build Conditions	
	Delay	LOS	Delay	LOS
Saratoga Wy/Park Dr & El Dorado Hills Blvd	173.6	F	193.8	F
US-50 WB Ramps/Saratoga Wy & Latrobe Rd/El Dorado Hills Blvd	63.1	E	68.6	E
US-50 EB Ramps & Latrobe Rd	31.6	C	21.3	C
Town Center Blvd & Latrobe Rd	45.4	D	41.5	D
White Rock Rd & Latrobe Rd	36.5	D	36.7	D

Source: *Traffic Operations Analysis Report for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project (2024)*

Describe potential traffic redistribution effects of congestion relief (impact on other facilities):
 The U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project is not anticipated to result in the redistribution of traffic as this phase will only improve the northbound direction of El Dorado Hills Boulevard-Latrobe Road, and improve the eastbound on- and off-ramp from northbound El Dorado Hills Boulevard. Traffic analysis does show that redistribution will happen with or without the improvements due to the new Empire Ranch Road interchange, Capitol SouthEast Connector, and the Country Club Drive Extension in the region. The project will enhance the operational efficiency, safety, and capacity of the existing interchange.

Comments/Explanations/Details (attach additional sheets as necessary):

The proposed project is not considered a Project of Air Quality Concern (POAQC) for PM10 and/or PM2.5 because it does not meet the definition of a POAQC as defined in EPA’s Transportation Conformity Guidance.

EPA’s 2006 final transportation conformity rule (40 CFR 51.390. and Part 93) that addresses local air quality impacts in PM10 and PM2.5 nonattainment and maintenance areas specifies in 40 CFR93.123(b)(1) that only “projects of air quality concern” are required to undergo a PM2.5 or PM10 hotspot analysis. EPA defines projects of air quality concern as certain highway and transit projects that

involve significant levels of diesel vehicle traffic, or any other project that is identified by the PM10/PM2.5 SIP as a localized concern. The criteria for a project of air quality concern, as defined by 40 CFR93.123(b)(1), is provided below:

- (i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.
- (ii) Projects affecting intersections that are at level-of-service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
- (v) Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

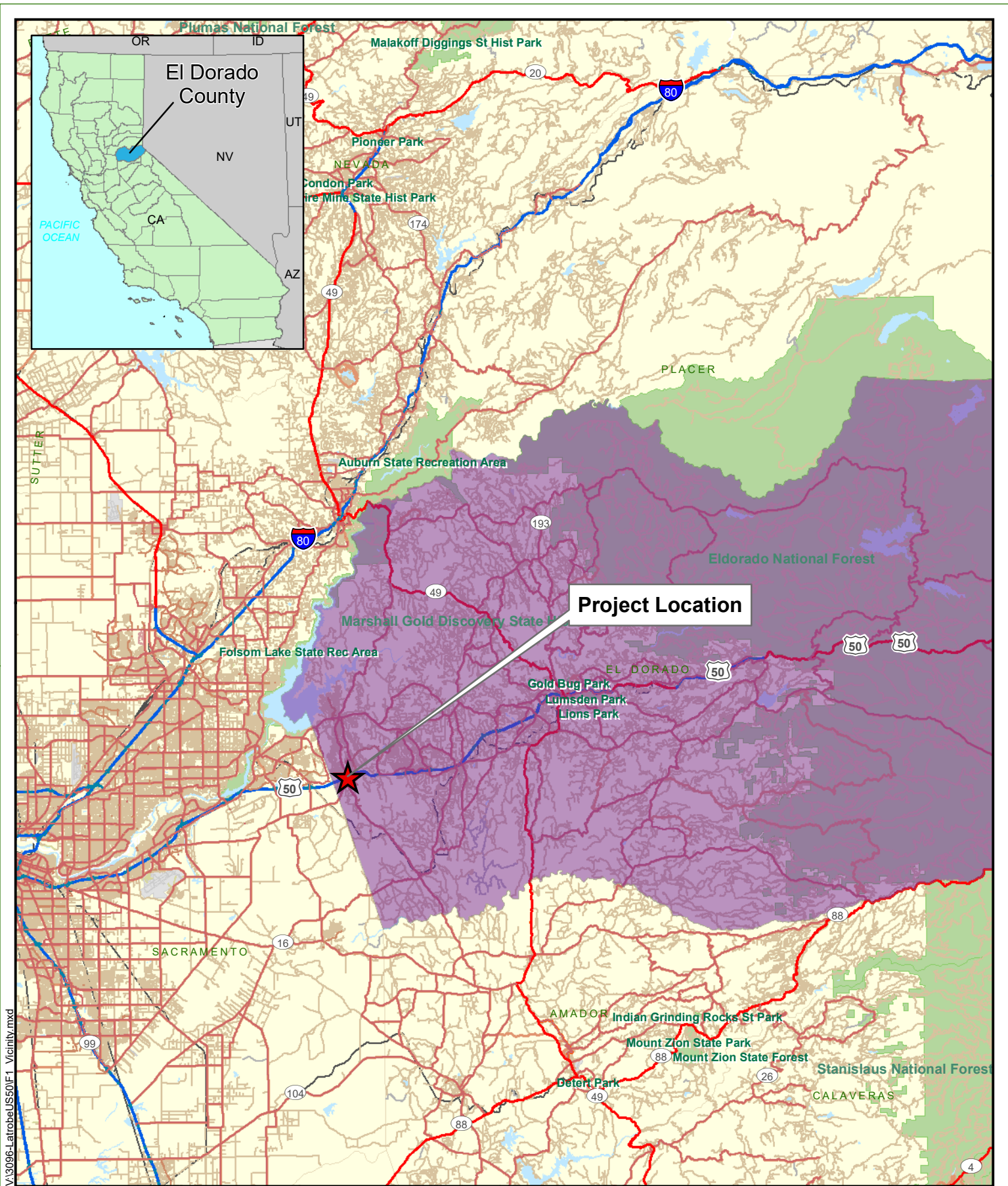
(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in diesel vehicles. The proposed project does not comprise a new or expanded highway project that would increase diesel vehicle traffic. As shown in Tables 1 and 2, diesel truck percentages remain unchanged for the proposed project. Additionally, the highest AADT volume that would occur under Design Year Build conditions is 47,800. Therefore, no traffic volume increase exceeding the criteria for a POAQC would occur. In addition, the highest truck average daily trips under Design Year Build conditions is estimated to be 2,868 daily truck trips. Therefore, the total truck average daily trips would remain below the criteria for POAQC.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project. The proposed project does improve some intersections that are operating at LOS D, E, or F with the Build Alternative compared to the No Build Alternative. Intersections would still operate at LOS D, E, or F; however, the proposed project would not introduce a significant number of diesel vehicles to the project area. Diesel truck percentages remain unchanged as shown in Tables 1 and 3 above.

(iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location. The project does not include new bus or rail terminals and transfer points.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location. The project does not include expanded bus or rail terminals and transfer points.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation. The proposed project is not affecting sites of violation or possible violation for PM2.5 or PM10 in El Dorado County, which is within the Sacramento Air Basin. This area was found to be in attainment of the 2006 24-hr PM2.5 NAAQS on December 31, 2015. The area is currently designated as Maintenance (Moderate) area for PM2.5. The area is currently under a PM2.5 Maintenance Plan and 2018 Mitigation Plan requirements due to wildfires. No control measures are provided for transportation sources.



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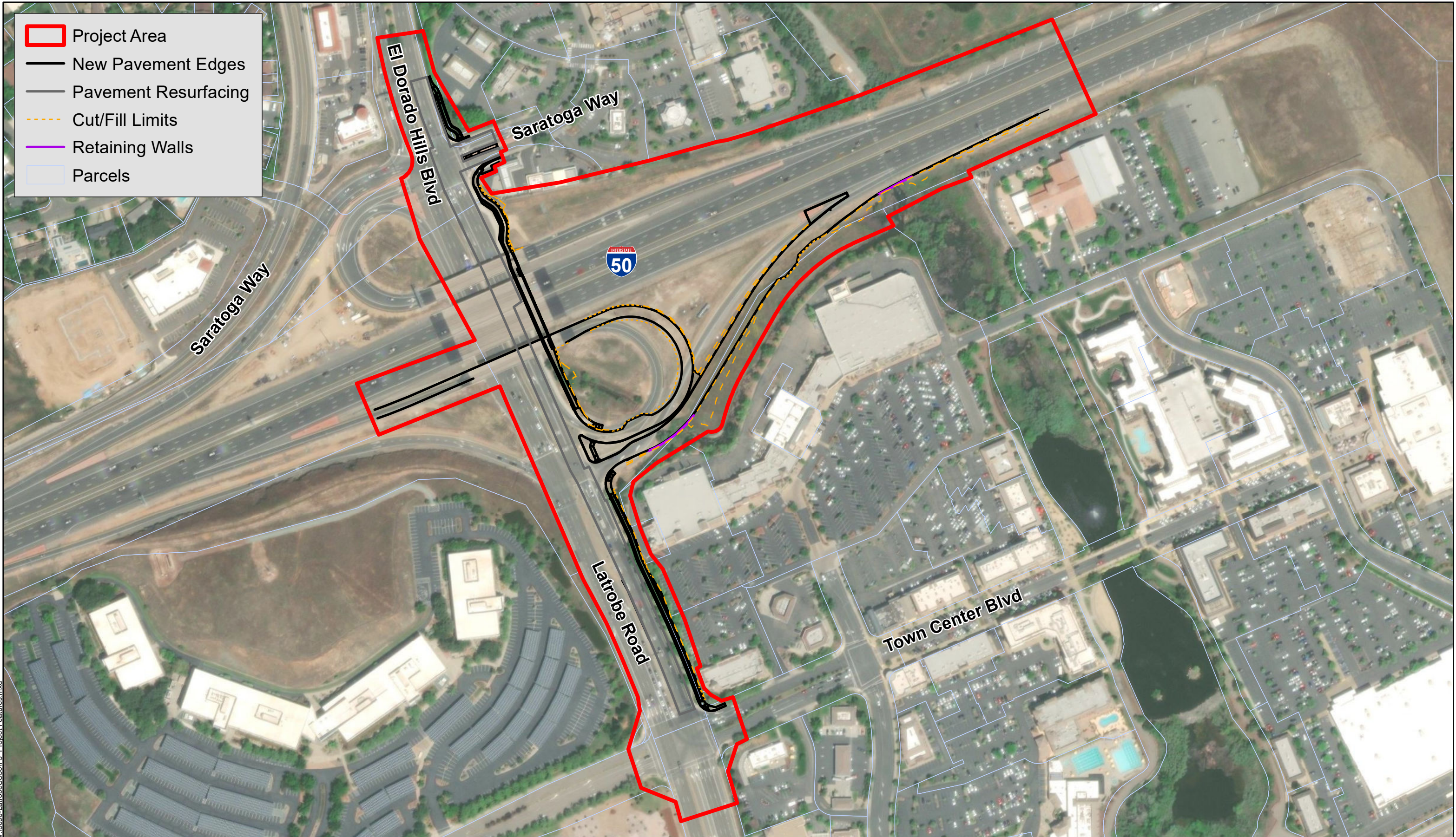
Source: ESRI 2008; Dokken Engineering 8/14/2024; Created By: zachl

FIGURE 1
Project Vicinity

US-50/El Dorado Hills Blvd-Latrobe Road Interchange Phase 2B Project
2J430

El Dorado Hills, El Dorado County, California

- Project Area
- New Pavement Edges
- Pavement Resurfacing
- Cut/Fill Limits
- Retaining Walls
- Parcels



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Source: ESRI Maps Online; Dokken Engineering 10/18/2024; Created By: zach



0 200 400 600 800 1,000
Feet

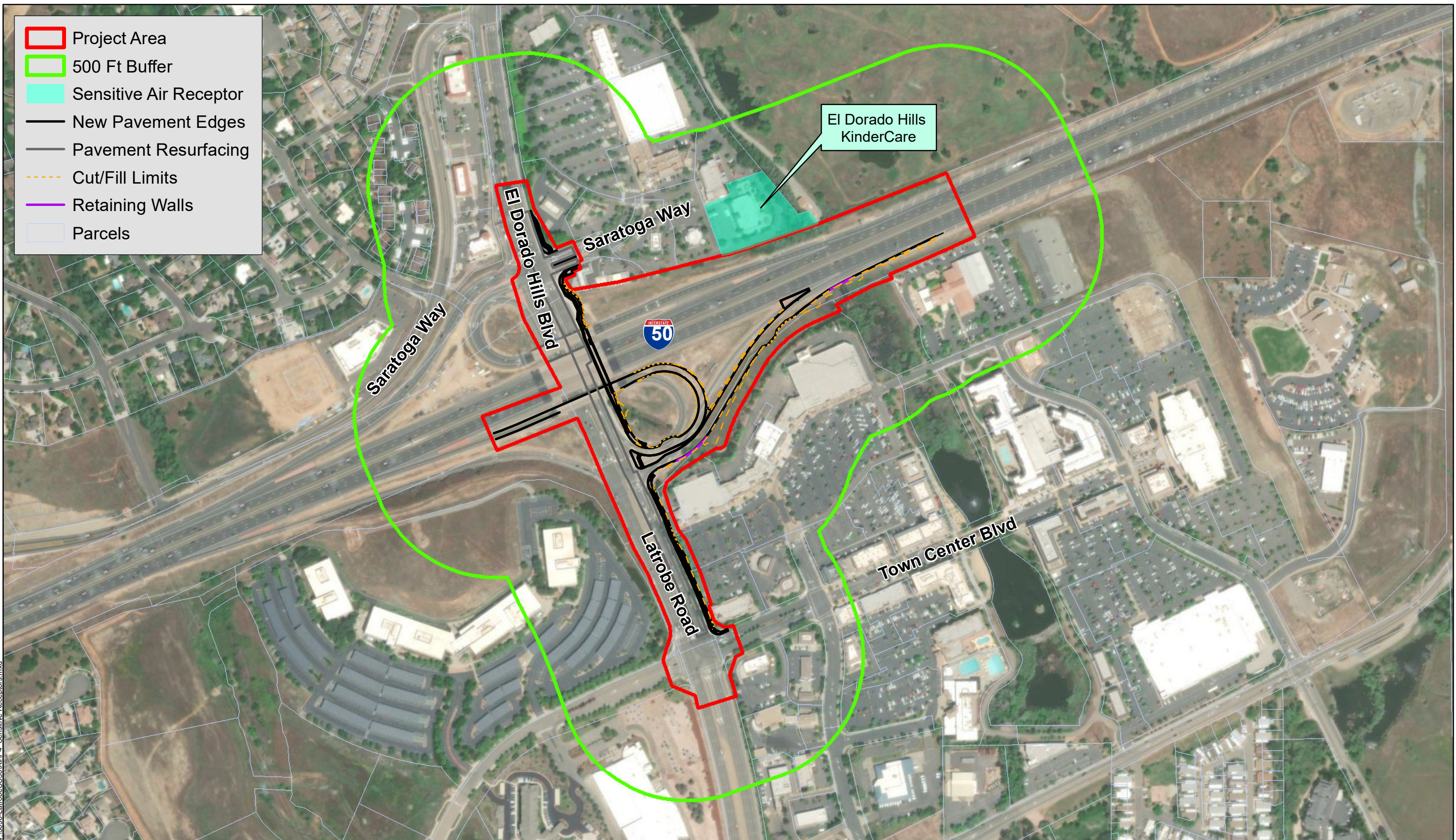
Figure 3

Project Features

US-50/El Dorado Hills Blvd-Latrobe Road Interchange Phase 2B Project
2J430

El Dorado Hills, El Dorado County, California

- Project Area
- 500 Ft Buffer
- Sensitive Air Receptor
- New Pavement Edges
- Pavement Resurfacing
- Cut/Fill Limits
- Retaining Walls
- Parcels



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Source: ESRI Maps Online; Dokken Engineering 6/19/2025; Created By: zachl



Figure 4
Sensitive Air Receptors
 US-50/El Dorado Hills Blvd Interchange Phase 2B Project
 S2J430
 El Dorado Hills, El Dorado County, California

U.S. Highway 50/El Dorado Hill Boulevard- Latrobe Road Interchange Phase 2B Project

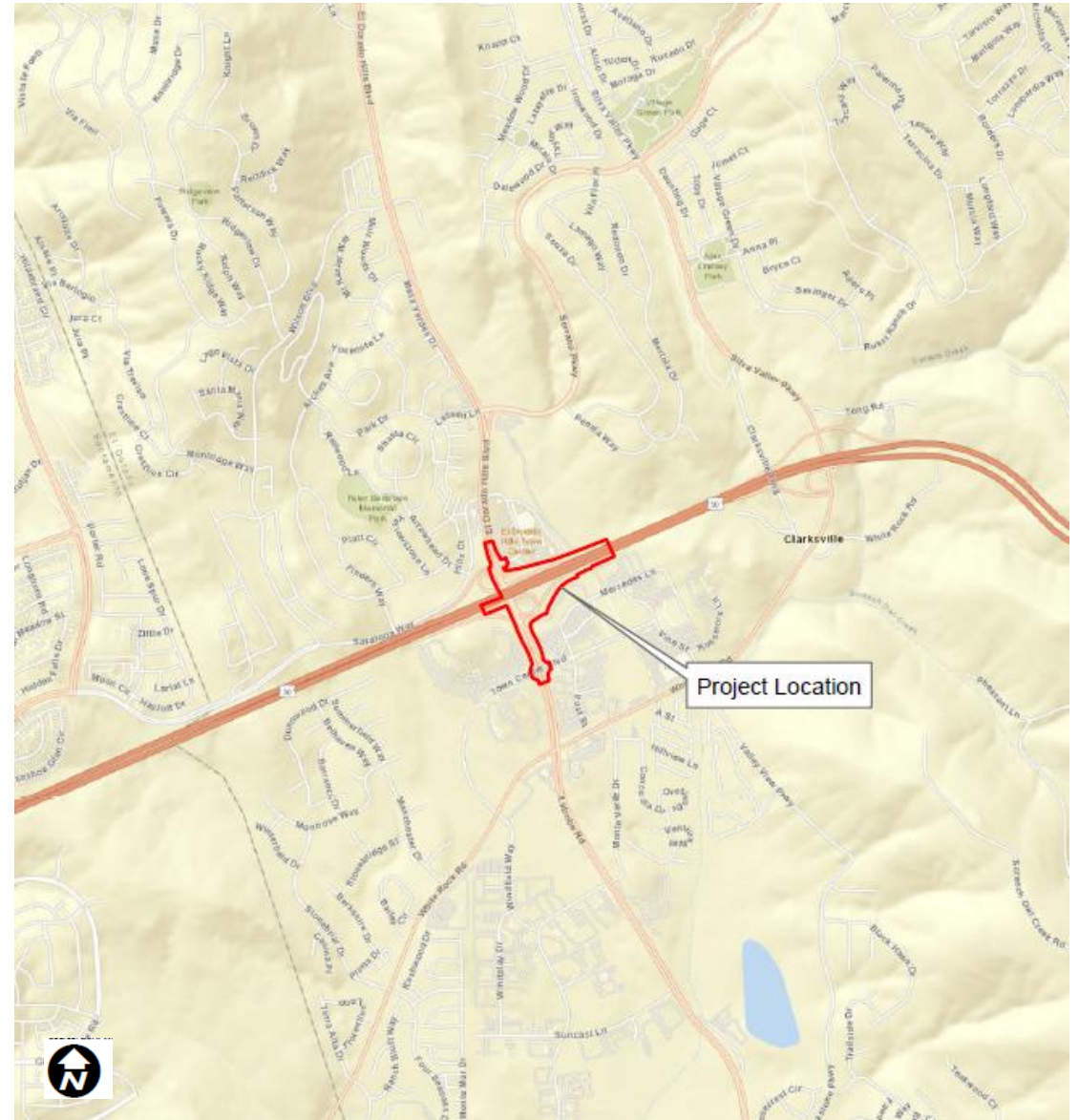
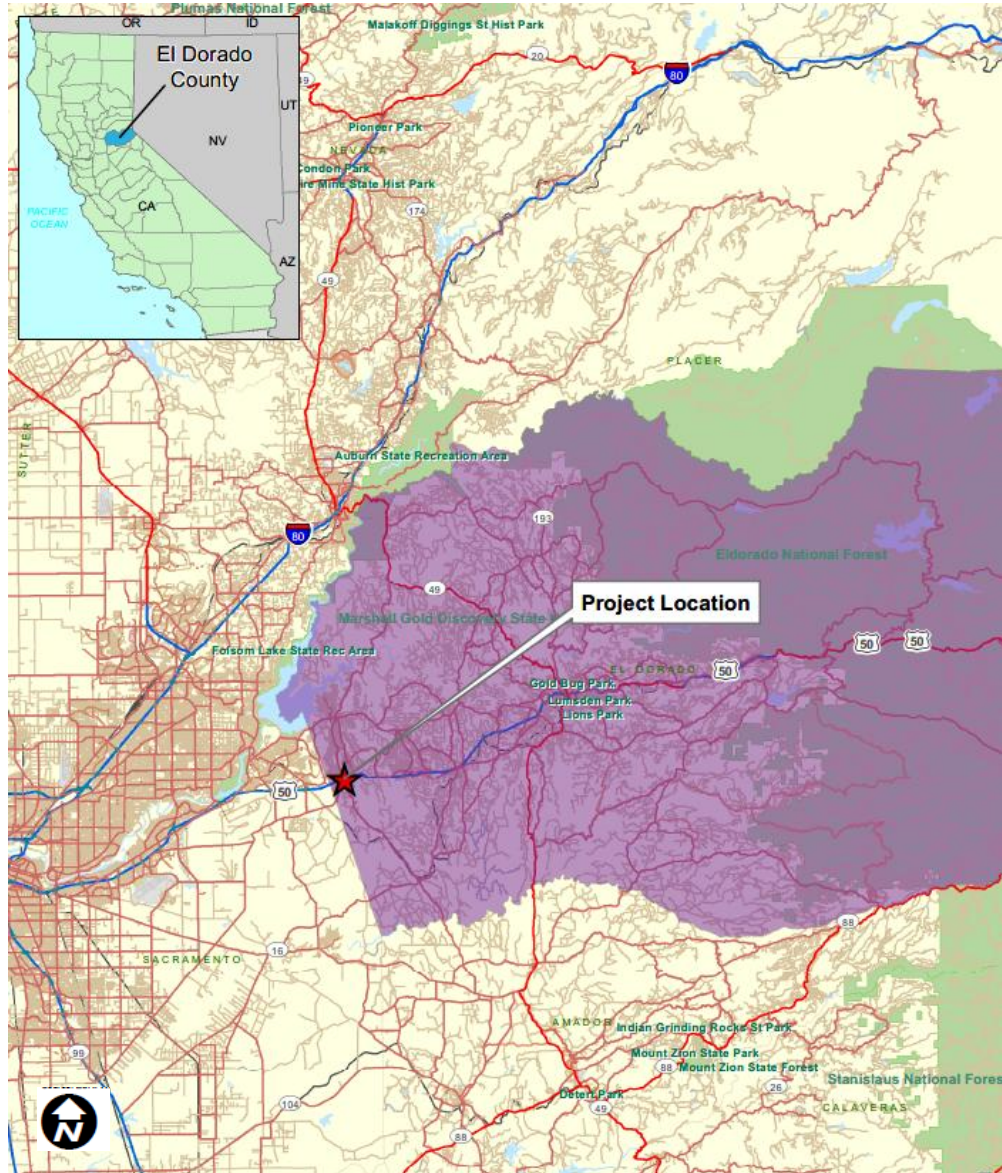


**Interagency Consultation Request
Sacramento Area Council of Governments
Project Level Conformity Group Presentation**

July 9, 2025



Project Location



Project Description

- El Dorado County proposes to construct the final phase, Phase 2B, of a four-phase project reconstructing the interchange of US 50 and Latrobe Road / El Dorado Hills Boulevard .
- Reconstruction and widening of the eastbound loop off-ramp and eastbound diagonal on-ramp and adding an additional lane to northbound El Dorado Hills Blvd, **and right turn lane at Saratoga Way.**
- Additional Project features include sidewalk improvements and drainage improvements.
- Project consists of a No-Build and Build Scenario
- Project does not meet the criteria of an exempt project under 40 CFR 93.126 or 93.128.
- The previous phases received EPA and FHWA concurrence that the project is not of local air quality concern. **Phase 2B recently received concurrence in Sept 2024 not a POAQC.**
- **Addition of right turn lane at Saratoga requires new POAQC determination.**

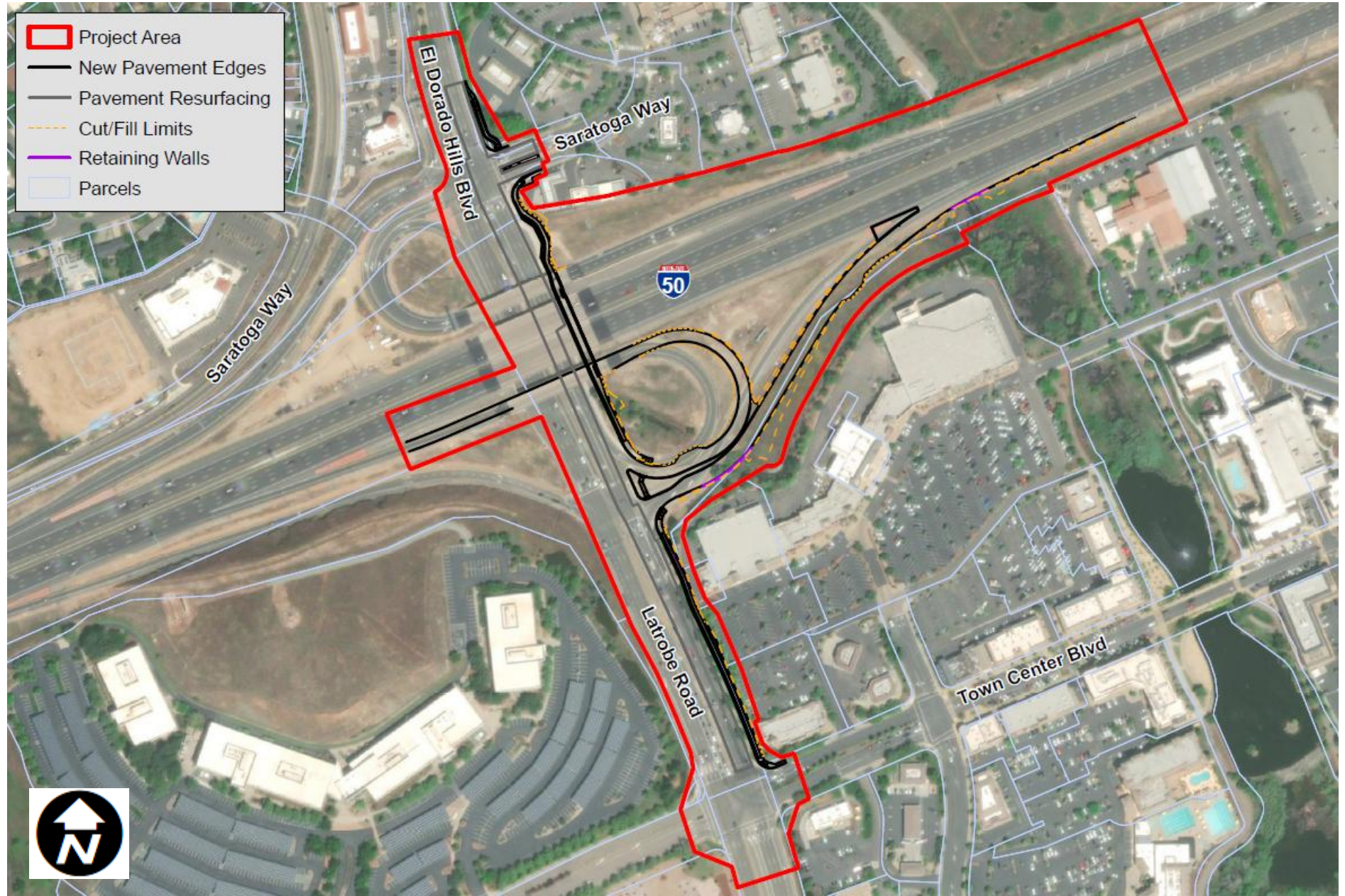
Project Purpose and Need

The purpose and need of the Project is to:

- Enhance the operational efficiency, safety for bicyclists and pedestrians, and capacity of the existing interchange
- Correct existing deficiencies and accommodate future traffic demands
- Improve overall traffic flow and safety for bicyclists and pedestrians within the interchange area
- Enhance multi-modal facilities with a protected Class I facility for bicyclists and pedestrians

Build Scenario Project Features

This phase did not consider more than one build alternative



Project Listing in the MTIP

- The proposed project is listed in the SACOG 2025 MTIP

Sacramento Area Council of Governments
Metropolitan Transportation Improvement Program

SACOG ID ELD19345		ELD		Lead Agency El Dorado County				
Project Title US 50/El Dorado Hills Blvd Interchange Phase 2B - Eastbound Ramps								
EA Number:2J430	Last Revised 25-05 FORMAL Am	Completion Year 2028	Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
			2011	Local - Developer - Transportation Improvement Fee	\$380,327	\$278,640		\$658,967
			2022	Local - Developer - Transportation Improvement Fee	\$27,000			\$27,000
			2023	COVID21	\$874,084			\$874,084
			2024	Local - Developer - Transportation Improvement Fee	\$1,031,127	\$50,000		\$1,081,127
			2025	Local - Developer - Transportation Improvement Fee	\$70,000	\$300,000	\$2,319,850	\$2,689,850
			2025	RIP - STIP AC			\$14,930,150	\$14,930,150
					\$2,382,538	\$628,640	\$17,250,000	\$20,261,178
Project Description Reconstruct eastbound diagonal on-ramp and eastbound loop off-ramp; add a lane to northbound El Dorado Hills Blvd from Town Center Blvd to the US 50 overpass (eliminates merge lane and improves traffic flow from the eastbound loop off-ramp); construct a shared use path on northbound EDH Blvd from Town Center Blvd to Saratoga Way south; the eastbound diagonal on-ramp will be metered and have an HOV bypass; and, add a dedicated right turn lane at Saratoga Way. Project split from ELD15630 (CIP #71323).								
Federal Project	Final Approval Date: 5/23/2025	Total Cost	\$20,261,178					

- The design concept and scope of the proposed project are consistent with the project description in the 2025 MTIP and the assumptions of the SACOG 2025 Air Quality Conformity Analysis.

Traffic Data Opening Year (2027)

Analysis: Traffic data consisting of Average Daily Traffic (ADT), trucks ADT, and the percent of truck traffic for the opening year 2027 No-Build and Build Scenarios are shown below:

Table 1 – Latrobe Road– Opening Year (2027) AADT and Truck

Latrobe Road Segment	No Build Conditions			Build Conditions		
	Total AADT	Trucks AADT	Trucks (%)	Total AADT	Trucks AADT	Trucks (%)
Saratoga Way/Park Dr to US-50 WB Ramps	27,850	1671	6%	27,850	1671	6%
US-50 WB Ramps to US-50 EB Ramps	34,500	2070	6%	34,500	2070	6%
US-50 EB Ramps to Town Center Blvd	41,950	2517	6%	41,950	2517	6%
Town Center Blvd to White Rock Road	36,650	2199	6%	36,650	2199	6%

Source: *Traffic Operations Analysis Report for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project (2024)*

Traffic Data MTIP Horizon Year (2044)

Analysis: Traffic data consisting of Average Daily Traffic (ADT), trucks ADT, & the percent of truck traffic for the MTIP horizon year 2044 No-Build and Build Scenarios are shown below:

Table 3 – Latrobe Road– MTIP Horizon Year (2044) AADT and Truck

Latrobe Road Segment	No Build Conditions			Build Conditions		
	Total AADT	Trucks AADT	Trucks (%)	Total AADT	Trucks AADT	Trucks (%)
Saratoga Way/Park Dr to US-50 WB Ramps	28,955	1,737	6%	28,955	1,737	6%
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Town Center Blvd to White Rock Road	39,200	2,352	6%	39,200	2,352	6%

Source: *Traffic Operations Analysis Report for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project (2024)*

Traffic Data Design Year (2047)

Analysis: Traffic data consisting of Average Daily Traffic (ADT), trucks ADT, & the percent of truck traffic for the design year 2047 No-Build and Build Scenarios are shown below:

Table 5 – Latrobe Road– Design Year (2047) AADT and Truck

Latrobe Road Segment	No Build Conditions			Build Conditions		
	Total AADT	Trucks AADT	Trucks (%)	Total AADT	Trucks AADT	Trucks (%)
Saratoga Way/Park Dr to US-50 WB Ramps	29,150	1749	6%	29,150	1749	6%
US-50 WB Ramps to US-50 EB Ramps	38,900	2334	6%	38,900	2334	6%
US-50 EB Ramps to Town Center Blvd	47,800	2868	6%	47,800	2868	6%
Town Center Blvd to White Rock Road	39,650	2379	6%	39,650	2379	6%

Source: *Traffic Operations Analysis Report for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project (2024)*

Summary of Traffic Data

- The project would not result in significantly increased daily truck trips for build conditions.
 - Truck percentages would remain at 6% of total ADTs under Build, and No-Build conditions
 - The highest ADT volume that would occur under design year conditions with the project is 47,800
 - The highest truck average daily trips that would occur under future conditions is 2,868

- Additionally, the project improves the level of service (LOS) at most intersections
 - Intersections would still operate at LOS D, E, or F in both No-Build and Build conditions
 - Diesel truck volumes and percentages remain unchanged

Project Schedule

Target Environmental Documents Revalidation	Summer/Fall 2025
Target Project Design Completion	Winter 2025
Award Contract	Early 2026
Construction Begins	Spring/Summer 2026
Construction Ends	Winter 2027/Spring 2028

Project-level Conformity Conclusion

- **Project does not meet the criteria for a POAQC** as defined in the final rule by 40 CFR 93.123(b)(1). The project is listed as one of the non-exempt project examples that are not a local air quality concern under 40 CFR 93.123(b)(1)(i) and (ii) stated as:
 - **Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F.**

- Additional reasons why the project is not a POAQC are:
 - The project would not result in significantly increased daily truck trips for build conditions
 - The project is intended to improve traffic flow and provide congestion relief on U.S.-50 and local streets
 - The project does not include the construction of a new bus or rail terminal that would have a significant number of diesel vehicles congregating at a single location
 - The project does not expand an existing bus or rail terminal
 - The project is not an area identified as a site of violation or possible violation

Questions?

Contact Information

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Senior Civil Engineer
County of El Dorado
(530) 621-5950
dustin.harrington@edcgov.us

Supplemental Traffic Data

Intersection Operations Analysis: Traffic data consisting of delay and LOS for the opening year 2027 and design year 2047 No-Build and Build Scenarios is shown below:

Table 2 – Latrobe Road– Opening Year (2027) Intersection Operations

Intersection	No Build Conditions		Build Conditions	
	Delay	LOS	Delay	LOS
Saratoga Wy/Park Dr & El Dorado Hills Blvd	89.5	F	93.7	F
US-50 WB Ramps/Saratoga Wy & Latrobe Rd/El Dorado Hills Blvd	65.3	E	68.1	E
US-50 EB Ramps & Latrobe Rd	24.7	C	20.2	C
Town Center Blvd & Latrobe Rd	43.4	D	27.3	C
White Rock Rd & Latrobe Rd	47.7	D	38.1	D

Table 4 – Latrobe Road– Design Year (2047) Intersection Operations

Intersection	No Build Conditions		Build Conditions	
	Delay	LOS	Delay	LOS
Saratoga Wy/Park Dr & El Dorado Hills Blvd	173.6	F	193.8	F
US-50 WB Ramps/Saratoga Wy & Latrobe Rd/El Dorado Hills Blvd	63.1	E	68.6	E
US-50 EB Ramps & Latrobe Rd	31.6	C	21.3	C
Town Center Blvd & Latrobe Rd	45.4	D	41.5	D
White Rock Rd & Latrobe Rd	36.5	D	36.7	D

Source: *Traffic Operations Analysis Report for the U.S. Highway 50/El Dorado Hills Boulevard-Latrobe Road Interchange Phase 2B Project (2024)*

Supplemental Engineering Figure

