



BROADMOOR INTERCHANGE PROJECT

Pasco is currently refining improvements along Broadmoor Blvd (Road 100) corridor between Chapel Hill Blvd and Burns Rd. This project focuses on the I-182 interchange portion of this corridor.

WHY IS THIS PROJECT IMPORTANT TO PASCO?

- 1 Reduce congestion** at the I-182 eastbound exit ramp and intersection on Broadmoor Blvd.
- 2 Improve traffic safety** on the I-182 exit ramps and intersections at Broadmoor Blvd.
- 3 Improve the active transportation facilities** along Broadmoor Blvd. through the I-182 interchange which currently is a critical gap in the City's bicycle and pedestrian network.

VISIT THE PROJECT WEBSITE FOR UPDATES & MORE INFORMATION



broadmoorinterchange.com

MAILING PANEL: 5.25" X 3.375"
RECIPIENT ADDRESS HERE



WHAT PUBLIC OUTREACH HAS PASCO DONE SO FAR?

- Public Involvement Plan Completed
- Website and Interactive Comment Map Opened
- Public Open House #1 (Project Purpose, public input on needs) – November 17, 2021
- Public Open House #2 (Alternatives presentation, public survey) – March 1, 2022

HOW PASCO CHOSE THEIR PREFERRED ALTERNATIVE



PREFERRED ALTERNATIVE

- **ROUNDAABOUT:** New multi-lane roundabout at the I-182 westbound ramp terminal at Broadmoor Blvd.
- **MULTI-USE PATH & BRIDGE:** New bicycle and pedestrian path and I-182 overcrossing just west of Broadmoor Blvd. between the interchange ramp terminals
- **ROUNDAABOUT:** New multi-lane roundabout at the I-182 eastbound ramp terminal at Broadmoor Blvd.
- **TEMPORARY RESTRIPING:** Temporary striping/curbing treatments to provide a better protected bicycle and pedestrian route between the ramp terminals
- **NEW LOOP RAMP:** New loop ramp serving the eastbound I-182 to northbound Broadmoor Blvd. movement
- **DECELERATION LANE:** New deceleration lane at existing I-182 eastbound exit ramp



WHAT ARE THE BENEFITS?

- New loop ramp and deceleration lanes reduce I-182 eastbound exit ramp congestion and improves safety
- Roundabout at eastbound ramp terminal reduces congestion and reduces total predicted crashes by 35% and severe crashes by more than 50%
- Roundabout at westbound ramp terminal improves safety and long-term traffic operations
- Bicyclists and pedestrians have protected, low stress route through the interchange with safer and shorter intersection crossings

PHASES

- **PHASE 1A:** Loop, deceleration lane, eastbound ramp terminal roundabout, and temporary re-striping
- **PHASE 1B:** New pedestrian bridge/path
- **PHASE 2:** Westbound ramp terminal roundabout
- **PHASE 3:** This phase could include projects beyond the Preferred Alternative, such as other projects targeting issues related to capacity issues at the westbound on-ramp merge onto I-182



NEXT STEPS

- 1 Commence 30% Design
- 2 Finding of Engineering and Operational Acceptability granted – FHWA
- 3 Complete NEPA Documentation (anticipated Categorical Exclusion) after 30% Design Completed
- 4 Combine NEPA / SEPA Document and ARR
- 5 Final Approval – FHWA
- 6 Complete Bid Plan Set
- 7 Bidding and Construction